

Area 48 Concept Plan: Existing Conditions Report

May 2009



Area 48 Concept Plan Project Team

City of Sherwood



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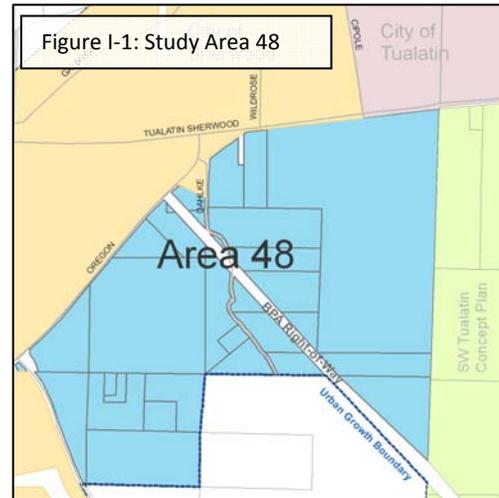


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I. Introduction

Study Area 48 (Figure I-1) was added to the Urban Growth Boundary (UGB) by the Metro Council in 2004 (Ordinance 04-1040B). The area includes approximately 300 acres of property adjacent to the City of Sherwood's eastern boundary and south of Tualatin-Sherwood Road.

Before the land in Area 48 can be converted from rural to urban use, Metro requires that a Concept Plan that complies with Title 11 of the Urban Growth Management Functional Plan be prepared by the city that will provide services for the new urban area. The Cities of Sherwood and Tualatin entered into a Memorandum of Understanding (MOU) that Sherwood would be the service provider for the area from the existing City limits east to SW 124th. Once concept planned, the area can be annexed to the City of Sherwood. To assist in the concept planning process, the City has hired a team of land use planning, transportation and economic development consultants who will work with City staff throughout the process.



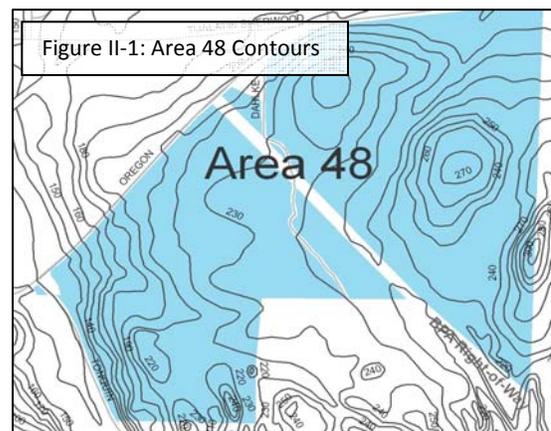
This existing conditions report is the foundation on which the concept plan will be built. Establishing a firm understanding of the existing conditions within the study area will inform the planning process and serve as the basis for developing the final concept plan. Existing physical conditions, including utility infrastructure, public facilities, natural resources, cultural and historic resources and transportation, as well as a policy framework will be reviewed in detail in this report.

II. Site Description

Area 48 is bounded by the existing Sherwood city limits on the west and SW Tualatin-Sherwood Road on the north. Area 48 is part of a larger area that was brought into the UGB in 2004 for industrial/employment land. In 2007, the City of Sherwood signed a MOU with the City of Tualatin which identified SW 124th as the boundary between the study areas of the two cities. Therefore, the eastern boundary of Area 48 is SW 124th. The southern boundary of the concept area follows SW Tonquin Road and the BPA Powerline Right-of-Way (See Figure I-1).

A. Land Features

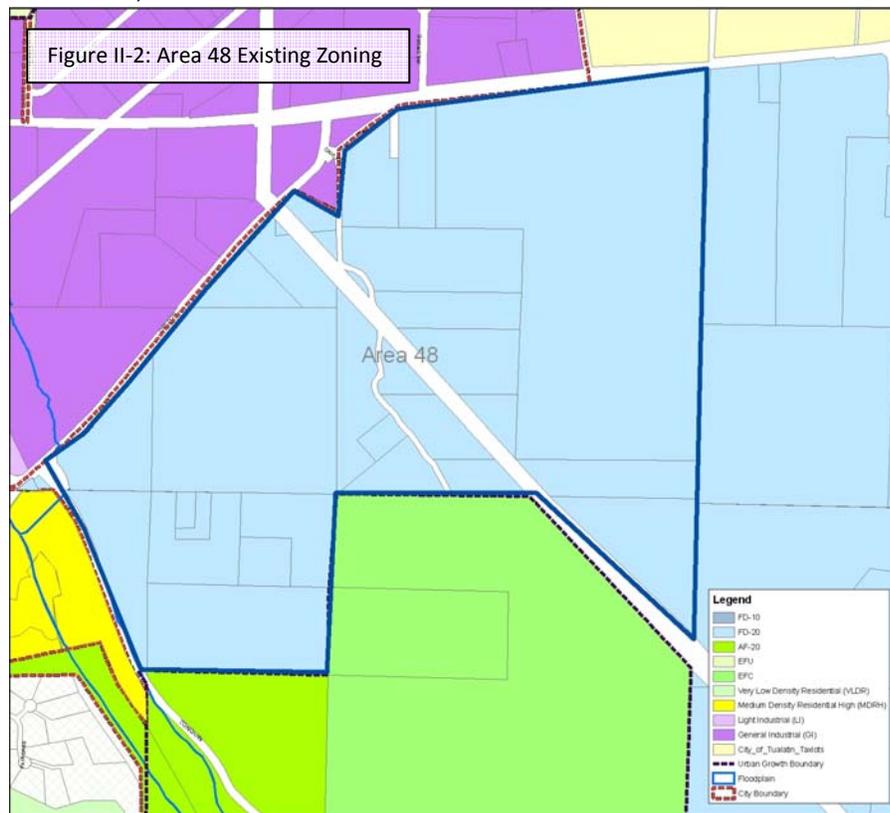
The land within Area 48 is neither predominantly flat nor are there large areas of steep slopes. There are a few areas of slopes exceeding 25% (see Buildable Lands Map, Appendix A), but generally slopes are less than 10%. Most of the land in the northeastern portion of the study area has traditionally been used for agricultural purposes. There are several businesses in the western portion of the study area, including machinery and trucking. The City of Tualatin owns a reservoir in the northwestern portion of the study area. The site elevations range from approximately 300 feet at the eastern edge to 140 feet at the southwestern edge. The area lies within three drainage basins: Upper Coffee Lake Creek, Hedges Creek and Rock Creek. There is an existing public right-of-way, SW Dahlke Lane that runs generally north-south through the area. The street within the right-of-way is unimproved gravel.



B. Land Uses in Study Area

Area 48 is in unincorporated Washington County, which currently applies a Future Development-20 (FD-20) Acre Minimum zoning to the parcels (See Figure II-2). The largest parcel (approximately 90 acres) within the study area is being actively farmed. Several other parcels are developed with businesses, including industrial machinery, trucking and mining. There are a few residences within the study area and a water reservoir owned by the City of Tualatin.

The Bonneville Power Administration (BPA) has right-of-way that bisects this area from northwest to southeast and contains high-voltage transmission lines. This right-of-way divides several properties and evidence of use of the right-of-way by adjacent property owners was noted on a recent site visit (storage of vehicles).



C. Surrounding Land Uses

West and north of Area 48, across SW Oregon Street and SW Tualatin-Sherwood Road, is land within the City of Sherwood that is zoned General Industrial (GI) and is generally developed with industrial uses. The southwest portion of Area 48 is adjacent to (across SW Tonquin Road) property zoned Medium Density Residential High (MDRH); however, this property is owned by the US Fish and Wildlife Service and is part of the Tualatin River National Wildlife Refuge.

South of Area 48 is property that is within unincorporated Washington County and is predominantly used for mining and aggregate resource extraction. This area is zoned EFC (Exclusive Forest and Conservation). East of Area 48 is property that is also currently within unincorporated Washington County and used for mining and aggregate resource extraction; however, this area is within the Urban Growth Boundary (UGB), is part of the Southwest Tualatin Concept Plan (see Section III.D.2 below) and is zoned FD-20 (Future Development- 20 acre minimum).



III. Policy Framework

A. Metro

1. Title 4: Industrial and Other Employment Areas

The purpose and intent of Title 4 of the Urban Growth Management Functional Plan is to provide and protect a supply of sites for employment uses within the metropolitan region. This is achieved through limiting the types and scale of non-industrial uses. All of Area 48 has the designation of Industrial Area on Title 4 maps. Non-industrial uses are limited to less than 20,000 square feet (5,000 square feet per single outlet) and may amount to no more than 10 percent of the Industrial Area. The City of Sherwood, which will have land use planning authority over this area once it is annexed, must derive specific plan designation and zoning district boundaries for Area 48. The City will need to ensure that the requirements of Title 4 are met while serving the needs of workers in the area.

Under Title 4, lots or parcels with the Industrial Area designation of Title 4 that are larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city so long as the resulting division yields at least one lot or parcel of at least 50 acres in size. Lots or parcels 50 acres or larger also may be divided into any number of smaller lots or parcels consistent with the approved master plan, so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use. There is only one existing lot in Area 48 that is greater than 50 acres where these restrictions would apply – a 90.18 lot in the northeastern portion of the study area. Exceptions to these restrictions include dividing lots or parcels into smaller lots or parcels to provide for public facilities and services, to protect a natural resource or provide a public amenity, to separate a lot or parcel containing a nonconforming use, or to allow the creation of a lot within a master planned development for financing purposes. The city may also allow the lawful use of buildings, structures, or land existing at the time of the city's adoption of Title 4 plan and code amendments to continue and to expand to add up to 20 percent more floor area and 10 percent more land area.

2. Title 11: Planning for New Urban Areas

Per Title 11, all land added to the UGB shall be included within a city's or county's comprehensive plan prior to urbanization. The comprehensive plan amendment must be consistent with all applicable titles of the Metro Functional Plan. Title 11 lists ten provisions that need to be addressed in the comprehensive plan amendment including an urban growth plan diagram and policies consistent with the Regional Framework Plan and adopted 2040 Growth Concept design types. The Area 48 Concept Plan will meet the requirements for an urban growth plan diagram.

Title 11 of the Metro Urban Growth Management Functional Plan guides planning for areas brought into the UGB. "Interim protection" measures in Title 11 include prohibiting a local government from approving regulations or zoning map amendments in the area brought into the UGB that allow commercial or industrial uses not allowed under regulations in effect prior to the UGB amendment. Title 11 also restricts any land division or partition that would result in a new parcel that is less than 20 acres in size. To this end, Washington County has changed the land use designation of Area 48 to "FD-20", requiring a minimum of 20 acre parcels. The FD-20 designation represents an "interim protection" measure that will be in place until the Area 48 Concept Plan is prepared and the property annexed into the City of Sherwood.

In compliance with Title 11, and the conditions under which Area 48 was added to the UGB, the comprehensive plan amendments for Area 48 will need to include:

- Provision for annexation to the City of Sherwood to ensure that all the required urban services will be available to serve the site.
- Provision for sufficient industrial development for the needs of the area to be developed consistent with the Industrial design type.
- A conceptual transportation plan consistent with the Regional Transportation Plan.



- A natural resource protection plan.
- A conceptual public facilities and services plan.
- An urban growth map of the planning area that includes the location of the street and public utilities, natural hazard areas (steep slopes, floodplains, etc.), and general locations for the land use types.

3. Urban and Rural Reserves

Senate Bill 1011, enacted by the 2007 Oregon State Legislature, enables Metro and the three Metro area counties to designate "Urban and Rural Reserves". These reserves determine where urban growth boundaries in the Portland Metro region will — and will not — expand to accommodate population and employment growth over the next 40 to 50 years. As a result, Metro and Clackamas, Multnomah and Washington counties are leading a regional effort to designate urban and rural reserves to accommodate future growth and protect valuable farmland, forest land and natural areas that define the character of this region. Urban and rural reserves will provide greater predictability for landowners, farmers, and communities as to where future growth may take place outside the current urban growth boundary over the next 40 to 50 years, while protecting important farmland and natural areas from urbanization for that same period of time. The process for designating these reserves offers the region greater flexibility in determining which areas are more suitable for accommodating growth than others.

Representatives of Sherwood are actively participating in the coordinating and advisory committees established in Washington and Clackamas counties to recommend lands under consideration for urban or rural reserve study areas. The City of Sherwood is developing its future land use needs based on population projections and the City's aspirational goals for long range development to further assist Metro and the county jurisdictions with the City's future land use needs.

All areas surrounding the City of Sherwood, including those immediately adjacent to the southern boundary of Area 48, are within the areas under consideration for both future urban or rural reserve designations. Based on serviceability, the City projects the adjacent area to be utilized as urban reserve land for the 2050 projections. See Appendix B, Urban and Rural Reserve Candidate Areas.

4. Regional Transportation Plan

The 2035 Regional Transportation Plan (RTP) update is currently underway. This is an update to the 2004 Regional Transportation Plan, which lays out the 20-year priorities for road, transit, freight, bicycle and pedestrian improvements. The RTP is Metro's transportation plan to comply with state and federal planning requirements in a manner that also achieves the region's own land use and transportation goals and objectives.

The RTP defines regional transportation policies which all city, county, TriMet, ODOT, and Port of Portland plans must follow. These policies are for all forms of travel, including motor vehicle, transit, pedestrian, bicycle and freight. The plan then establishes priority projects for each mode based on the stated policies. The plan is based on forecasts of growth in population, households and jobs as well as future travel patterns and analysis of travel conditions. In identifying priority projects, the plan estimates availability of federal, state and local funding for transportation improvements. Cost estimates for each project are also developed, as well as funding strategies identified.

The 2004 RTP includes a list of street network improvements considered "Financially Constrained". Below are those projects that are relevant to Area 48, listed in Table III-1.



Table III-1			
RTP #	Project Name	Project Location	Project Description
6071	Tualatin-Sherwood Road Improvements	99W to Teton Ave	Widen to 5 lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole Streets
6075	Tonquin Trail	Connecting Wilsonville, Sherwood, Tualatin, Tigard and Durham	Feasibility study to construct a shared-use path
6082	Tualatin Freight Access Plan	Tualatin-Sherwood Road Corridor	Develop interim circulation/freight management plan
6141	I-5/99W Connector- Phase I Arterial	I-5 to 99W	Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways

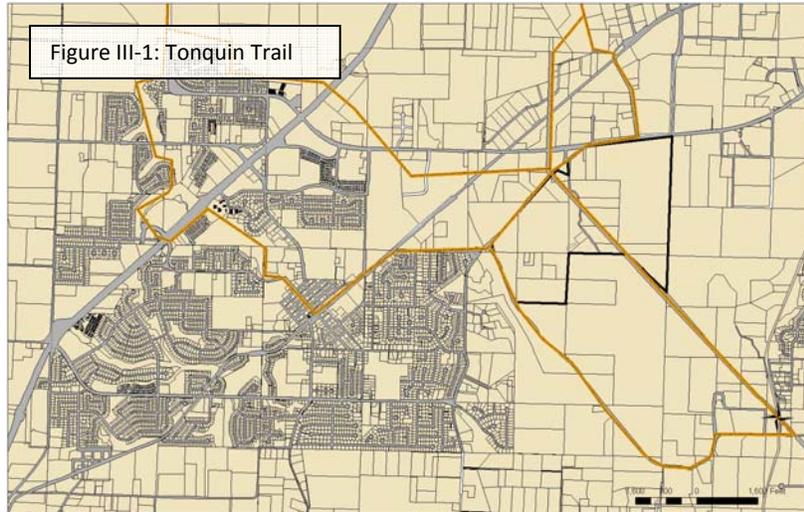
5. Tonquin Trail

The Cities of Wilsonville, Sherwood and Tualatin have partnered with Metro and Washington County to develop the Tonquin Trail that will stretch from the Tualatin River National Wildlife Refuge, just north of Sherwood, to the Willamette River at Graham Oaks Natural Area in Wilsonville. Once completed, this primarily off-street trail will serve as a bike and pedestrian pathway for transportation, recreation and environmental education in this region.

This twelve mile, “Y-shaped trail” that, when completed will link Wilsonville, Sherwood and Tualatin together, will be part of Metro’s regional trail system. The trail will contain many natural features and highlight the Tonquin Geological Area, identified by Metro as a regionally-significant open space. At the terminus to the north, the Tonquin Trail will connect with the Westside Trail and also the Fanno Creek Greenway Trail in Tualatin.



In 2005, a feasibility study was conducted to establish the preferred route for the Tonquin Trail. Although exact alignments are not finalized, one possible segment under consideration falls along the Bonneville Power Administration (BPA) right of way corridor within the Area 48 study area. The Master Planning phase of the trail is currently underway to develop a finalized alignment. When built, the Tonquin Trail will provide Sherwood's residents with a local greenway travel corridor for walking, biking and exploring our region's rich natural heritage.



B. Washington County

1. Washington County Community Development Code

All of the land within Area 48 has been designated Future Development 20 Acre District (FD-20) by Washington County. The FD-20 zoning designation prohibits the division of any existing parcel below 20 acres. The designation also limits the types of structures that can be built and the uses that are permitted prior to concept planning and annexation by the City with jurisdiction.

2. Washington County Transportation System Plan

The Washington County Transportation System Plan (TSP) identifies one area near the study area for additional study (see p. 27, Figure 9):

- Interstate 5 to Highway 99W Connector

The following are existing arterials in the Washington County TSP (see Figure 4C and 4F):

- Tualatin-Sherwood Road (4-5 lanes)
- Oregon Street (2-3 lanes)
- Tonquin Road (2 lanes)

Figure 10 of the TSP identifies Tualatin-Sherwood Road, Tonquin Road and Oregon Street as being under long-term county jurisdiction. This figure also identifies Tualatin-Sherwood Road and Oregon Street as regional bus routes. These routes are not currently served by transit, though in many cases, the required density of four dwelling units per acre for transit service has been met along these corridors.

Figure 12F of the TSP identifies an off-street trail (existing or planned) generally near Tonquin Road (see previous section on Tonquin Trail).

Figure 14 of the TSP identifies Tualatin-Sherwood Road, Oregon Street and Tonquin Road as existing through-truck routes and identifies all of Study Area 48 and surrounding areas as "Through-Truck Route Study Areas**" (**Additional Through-Truck route designations to be determined by a future study).

Figure 15 of the TSP identifies a propane pipeline corridor and a natural gas pipeline corridor running generally north-south through Area 48.



C. City of Sherwood

1. City of Sherwood Comprehensive Plan

Sherwood's stated policies for industrial planning designations are "Industrial uses will be located in areas where they will be compatible with adjoining uses, and where necessary services and natural amenities are favorable" and "The City will encourage sound industrial development by all suitable means to provide employment and economic stability to the community" (Chapter 4, Section K. Industrial Planning Designations, Policy 2). The City's overall policy goal for economic development is "The City will allocate land and monetary resources so as to encourage balanced economic growth consistent with [the] Economic Development Strategy" (Chapter 4, Section F. Economic Development, Policy Goal 2). The designation of land uses and zoning in Area 48 will take into consideration the policies and goals of the Comprehensive Plan.

2. City of Sherwood Zoning and Community Development Code

The City currently has two industrial zones and five commercial zones. The concept planning process will identify a vision for the area that will be evaluated against existing City zoning. If necessary, new industrial and/or commercial zoning designations will be implemented to meet the vision of Area 48.

3. City of Sherwood Transportation System Plan

The March 2005 City of Sherwood Transportation System Plan (TSP) does not identify any projects in Table 8-11: City Street Projects that are located within Area 48. However, the table does indicate a "traffic control enhancement (consider roundabout)" at SW Oregon Street and SW Tonquin Road, adjacent to the study area. In addition, Table 10-3: Bicycle Action Plan Projects lists an off-street bike facility/trail from Tualatin-Sherwood Road to the Urban Growth Boundary. While not explicitly stated, it is assumed that this is the Tonquin Trail (discussed previously in this report).

D. City of Tualatin

1. Memorandum of Understanding for Quarry Area

In 2007, the cities of Sherwood and Tualatin signed a Memorandum of Understanding (MOU) for the "Quarry Area", an area of unincorporated Washington County that Metro brought into the UGB in 2004 that is adjacent to both Sherwood and Tualatin (see Appendix C, City of Sherwood Resolution 2007-083). The MOU established SW 124th Avenue (and its future extension south of SW Tualatin-Sherwood Road) as the boundary between future expansion of the two cities. The MOU further grants Tualatin general control access onto the future extension of 124th, with both cities agreeing to participate in funding improvements to the street (this will be established via an Intergovernmental Agreement drafted after the completion of the Area 48 Concept Plan). The MOU requires both cities to concept plan the areas in a way that provides access restrictions onto SW Tualatin-Sherwood Road and the future SW 124th and establishes that both cities agree that the areas will generally develop with industrial-type zoning.

2. Southwest Tualatin Concept Plan

The City of Tualatin drafted the Southwest Tualatin Concept Plan in 2005. This concept plan included all of the area west of the existing Tualatin city limits to SW 124th Avenue. The concept plan shows two general east-west transportation connections that would potentially continue through into Area 48. This concept plan has not yet been adopted as the City of Tualatin put it on hold to first complete the Tualatin Tomorrow Plan and receive more information regarding the I-5/99W Connector Project (see Section IX.G further in this report). However, conceptual alignments and street connections will be factored into this concept planning effort to ensure seamless transitions. A map of the SW Tualatin Concept plan is shown in Appendix D.



E. State of Oregon

1. Industrial Site Certification

The State of Oregon oversees a “Certified Industrial Sites” inventory for prospective land developers. Certification assures that requirements are met on a site and that construction may begin in 180 days or less, thus saving businesses significant cost and production time in siting their projects. There is one property within Area 48 that is listed in the statewide database—the property located at 21600 SW Oregon Street (the Biles property). It does not appear that this property is state-certified but rather is in the database because of its size.

IV. Public Infrastructure

A. Water System

The City of Sherwood is currently supplied with water from the City of Portland via the City of Tualatin under an agreement with Tualatin Valley Water District. This supply is transmitted through an approximately 4-mile long, 24-inch diameter City-owned transmission main from the City of Tualatin’s system along SW Herman and SW Cipole. This main line connects to an existing 12” water main that runs along SW Oregon Street from SW Tualatin-Sherwood Road through the roundabout at SW Murdock Road and continues along SW Oregon Street toward Old Town. The City currently uses 3.5 million gallons per day of water from the City of Portland and local wells.

In 2012, the City will begin receiving water from the Willamette River via the Wilsonville Treatment Plant and a pipeline currently under construction. At that time, the City will receive 5 million gallons per day from the Willamette River. The City also has a future allocation of 15 million gallons per day of Willamette River water, but before this water is available, upgrades to the Wilsonville Treatment Plant must be made.

The City’s Water System Master Plan was adopted in August 2005 and does not include Area 48 in the system plan map. There are no existing water mains in Area 48 and no proposed or recommended improvements to the water system within Area 48 in the adopted Master Plan. However, the existing water from the City of Portland as well as the future supply from the Willamette River will have adequate capacity to serve future development in Area 48. See Appendix E, Water System Map.

B. Sanitary Sewer System

There is an existing City of Sherwood 8” sanitary sewer line adjacent to SW Dahlke Lane, near the northwest portion of Area 48. There are no other existing sanitary sewer lines within or adjacent to Area 48.

According to the City’s July 2007 Sanitary System Master Plan, there is a 15” proposed pipe that will traverse along SW Oregon Street northeast from the intersection of SW Tonquin Road approximately 900 feet before turning and heading due east approximately 1600 feet into Area 48. There is also a proposed 12” pipe that will run east along SW Tualatin-Sherwood Road from SW Oregon Street. This proposed pipe will turn and run south 700 feet into Area 48 just before SW Cipole Road. The pipe then turns southwest to follow a tributary of Hedges Creek for approximately 800 feet. There are no other sanitary sewer pipes proposed within or adjacent to Area 48. (See Appendix F, Sanitary Sewer Master Plan Map).

C. Stormwater System

The City of Sherwood currently owns and maintains an approximately 1800-foot long, 12” storm sewer line along SW Oregon Street northeast from SW Tonquin Road and an approximately 900-foot long, 12” storm sewer line along SW Oregon Street south from SW Tualatin-Sherwood Road (both adjacent to Area 48). Along SW Tualatin-Sherwood Road, the City owns and maintains several storm sewer lines. The two adjacent to Area 48 are a 10” line on the west side and a 12-18” varying width line on the east side. These two lines do not connect to each other.



According to the City's June 2007 Stormwater Master Plan, recommended improvements within Area 48 include a Hedges Creek Stormwater Facility in the northeast portion of the study area (Hedges Creek Drainage Area), a Tonquin Road (South) Stormwater Facility in the western portion of the study area (Rock Creek Drainage Area) and a Coffee Lake Creek Stormwater Facility in the southeast portion of the study area (Upper Coffee Lake Creek Drainage Area). No other stormwater improvements are recommended in the adopted master plan within or adjacent to Area 48. See Appendix G, Stormwater Master Plan Map.

D. Private Utilities

1. Portland General Electric

Electric power is supplied to the planning area by Portland General Electric (PGE). There is a PGE transmission line within the BPA right-of-way that runs through the site (see item 4 below).

2. NW Natural Gas

NW Natural Gas is the natural gas provider to the planning area.

3. Communications

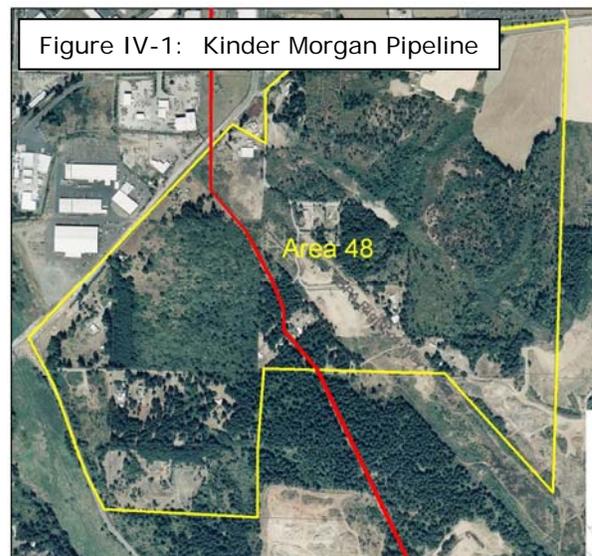
Communications companies serving the area include Qwest and Verizon (telephone) and Comcast (digital phone, cable and broadband services).

4. Bonneville Power Administration

A Bonneville Power Administration (BPA) high-voltage transmission line is located in BPA right-of-way within Area 48 (see Area 48 Map, Figure I-1). The high-voltage transmission line runs in the northwest-southeast direction through the middle of the study area. Development adjacent to the transmission line must be in accordance with BPA criteria and standards.

5. Kinder Morgan Pipeline

There is an 8" high pressure petroleum pipeline that travels from northwest to southeast through the study area. This pipeline carries gasoline and diesel fuel. Kinder Morgan oversees the pipeline and the easements on individual properties that contain the pipeline. Generally, no permanent structures are permitted within the pipeline easements. However, parking areas and paved surfaces are permitted over the easements on a case-by-case basis, to be determined by Kinder Morgan. The alignment of the pipeline is identified as the red line on Figure IV-1.



V. Public Facilities

A. Parks

There are no existing public or private parks with Area 48. The "Future Acquisitions" map of the City's 2006 Parks and Recreation Master Plan shows two potential "land acquisition for wildlife refuge" areas that are partially within the city limits and partially just east of the city limits. A small portion of this area falls within Area 48, just northeast of the SW Oregon/SW Tonquin intersection. These areas are listed as "Potential 2006 Bond Measure Project Areas", as potential projects for the City to use the City's allocation of bond funds. The City has since decided to utilize their portion of the Metro bond funds on another project in the City and these sites are no longer being considered by the City for acquisition.



B. Schools

Area 48 is within the Sherwood School District. As this area is designated for industrial uses, it is not likely that development of Area 48 will directly result in increased capacity needs for the school district. The Sherwood School District has not identified a need for school facilities within the study area. There are currently 7 students identified by the Sherwood School District within Area 48 who will continue to be served until redevelopment occurs.

C. Fire

Area 48 is within the jurisdiction of Tualatin Valley Fire and Rescue (TVF&R). Station 33 is the nearest fire station, located within the Sherwood City Limits on SW Oregon Street at SW Lincoln Street. TVF&R also has a training facility on SW Tonquin Road, approximately ½ mile southeast of Area 48. TVF&R has not indicated a need for additional fire stations or training facilities within Area 48; however, a representative from TVF&R has been invited to participate on the Area 48 Technical Advisory Committee. First responders to the area will likely come from Sherwood or Wilsonville.

D. Police

There are currently no public service facilities within Area 48. The Washington County Sheriff's Department currently provides public safety services to the area, with occasional first response from the Sherwood Police Department or the Tualatin Police Department because of proximity.

VI. Natural Resources

There are numerous natural resource areas within and surrounding the study area. State and federal requirements have resulted in both independent and cooperative identification and inventory of natural resource areas by multiple federal, state and local agencies. The U.S. Fish and Wildlife Service established the 3,060 acre Tualatin River National Wildlife Refuge (Refuge) roughly located to the north and east of the City. The Refuge was established as an urban refuge providing wetland, riparian, and upland habitats for migratory birds, threatened and endangered species, fish, other resident wildlife, and as a scenic area. A portion of the Refuge borders the southwestern boundary of Area 48 (See Figure VI-1: Watershed Map for location of the Wildlife Refuge).

The U.S. Fish and Wildlife Service also established the National Wetland Inventory (NWI) which reports the extent and characterization of the nation's wetland and deep water habitats, and locally managed by the Oregon Department of State Lands and the U.S. Army Corps of Engineers. The NWI is supported by inventories conducted by local level updates such as the 2002 update by Metro and the 1992 inventory by the City.

Metro and its member cities also protect other regionally significant natural resources such as the Tonquin Scablands Geologic Area and other Metro-identified and classified riparian corridors, upland wildlife habitats and aquatic habitats. The Tonquin Scablands are identified to be south of the Area 48 study area. Furthermore, though not formally mapped, Clean Water Services Design and Construction Standards require a vegetated corridor, or riparian buffer, to be provided and maintained around natural features upon urban development. At the local level, CWS and its member cities provide for water quality management within the Tualatin River Basin and will apply to



Area 48.

The following overview provides a generalized guide to the features in Area 48. The information provided is informational and is not based on actual field observations from a site survey.

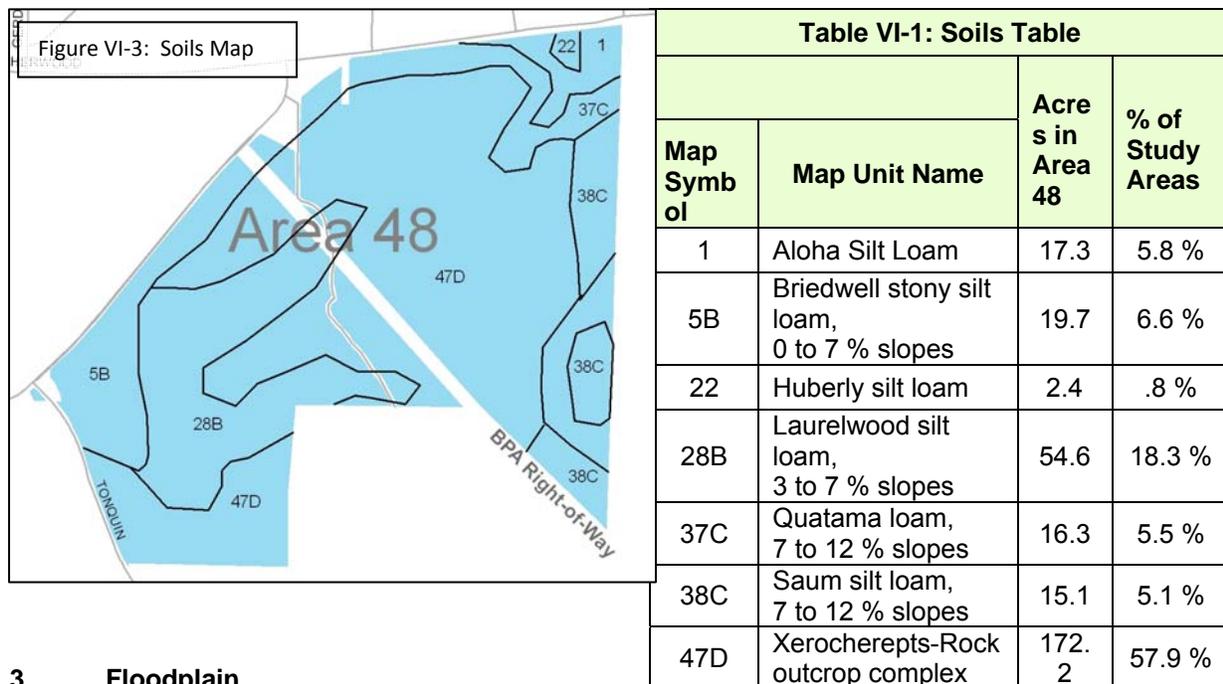
A. Natural Features

1. Groundwater Hydrology

The City lies within four major sub basins of the Tualatin River drainage basin and one major sub basin of the Willamette River. Three different watersheds are located within the Area 48 planning area: the Rock Creek, Hedges Creek and Upper Coffee Lake Creek drainage area. The eastern portion of the site is within Rock Creek watershed and drains into the Refuge. The Hedges Creek Basin includes the central portion of the site and extends along SW Tualatin Sherwood Road, draining into the Tualatin River. The southeastern portion of Area 48 drains into Coffee Lake Creek and, ultimately, the Willamette River.

2. Soils

Hydrologic soil groups are assigned a letter designation of A, B, C or D, based on the rate of water transmission through the soil, or how well the soil drains. No Group A soils (best infiltration and drainage) are found within the study area. The soils symbols 5B, 28B, 37C and 38C all comprise Group B soils which will infiltrate water into the soil somewhat quickly and drain marginally well. They have a lower runoff potential. Soil symbol 1 is a Group C soil and will infiltrate fairly poorly and correspondingly drain poorly. Group D soils encompass map symbols 22 and 47D and infiltrate water into the soil very slowly and have a correspondingly high runoff potential. Roughly 60% of the study area is comprised of poorly draining soils; 5.8% of the site contains soils that drain fairly well and the remaining 35.5% has soils that drain marginally well. See Figure VI-3 and Table VI-1 below. Detailed information on soils is found within the USDA Natural Resources Conservation Service’s Soil Survey.



3. Floodplain

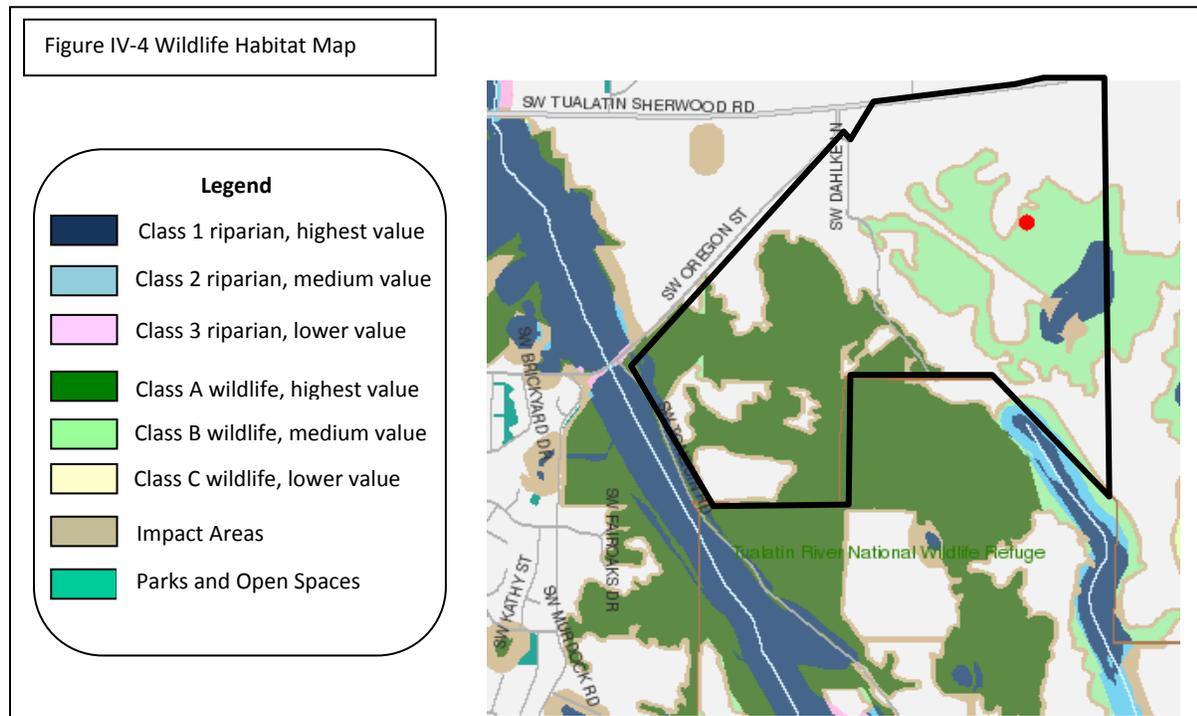
The Flood Insurance Study conducted by the Federal Emergency Management Agency (FEMA) in 1988 and updated in 2007 indicates that there are no areas within the study area at a risk of flooding. However, the study area is in close proximity to the 100-year floodplain along SW Tonquin Road near Rock Creek (see Buildable Lands Map, Appendix A).



4. Metro's Inventory of the Regionally Significant Wildlife Habitat

Metro conducted an inventory of the regional habitat of the Portland Metro region. They developed two sets of criteria to identify the location and health of fish and wildlife habitat: one for waterside, or riparian, habitat and one for drier upland wildlife habitat. In 2001, Metro mapped the specific landscape features associated with these criteria, such as the location of trees, shrubs, wetlands, flood areas and steep slopes. Habitat areas were then ranked based on their relative health and importance for providing benefits to fish and wildlife. Resulting maps show low to high value riparian habitat and upland habitat areas. If the habitat area is determined as "regionally significant," then the inventory distinguishes between habitat values of higher or lower environmental significance. This inventory provides local jurisdictions with a general overview of the potential impacts to the habitat located on a particular site.

Based on the Metro inventory, a significant portion of Area 48 falls under the Class A wildlife, highest value, as well as a large portion of medium value Class B wildlife. Additionally, there is a riparian area that is rated at the Class 1 value, near the wetland area. The portion of Area 48 bordered by Rock Creek on the western edge and along SW Tonquin Road includes a significant Class 1 riparian habitat. Figure VI-4: Wildlife Habitat Map shows the location of the various habitat types identified by Metro.

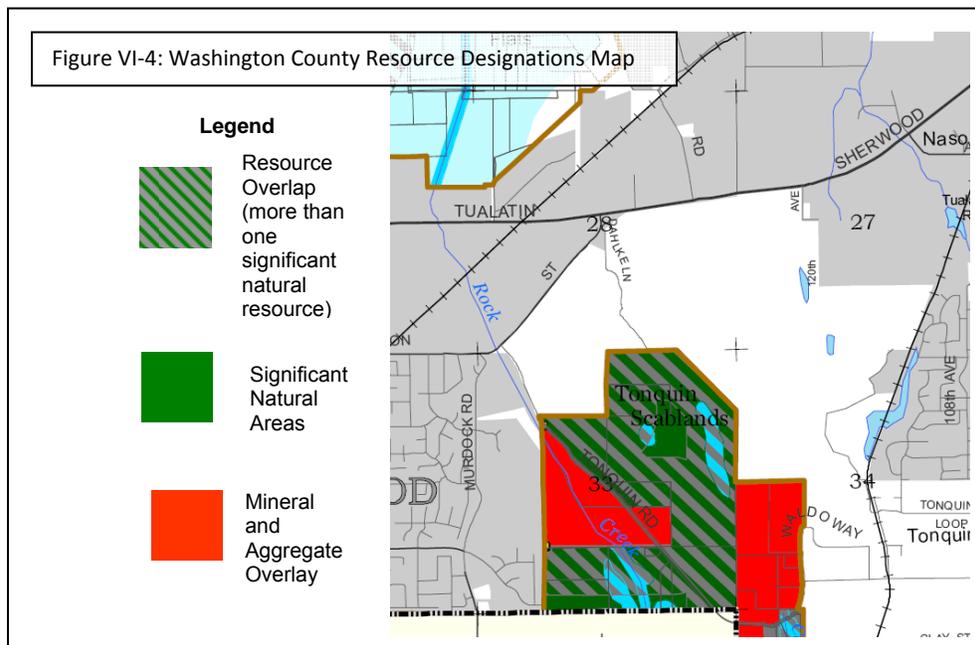


B. Regulatory Framework

1. Washington County Comprehensive Plan-Rural/Natural Resource Element

The Rural/Natural Resource element of the Washington County Comprehensive Plan provides for future land use decisions in areas outside of the UGB. Plan designations and Significant Natural Resource designations for properties outside of a UGB need to be consistent with the Comprehensive Plan element.

During the 2004 consideration of UGB expansion, Metro determined the designation of the Tonquin Scablands and identified the area to fall outside of Area 48, along the southern boundary. In keeping with this determination, Metro brought Area 48 into the UGB determining that development should be allowed for industrial purposes. The Tonquin Scablands are identified as an important geological feature requiring protection within the Rural/Natural Resource element of the Washington County Comprehensive Plan. However, this designation does not affect Area 48 as it has been designated for future development in the Washington County Comprehensive Plan. Figure VI-4: Washington County Resource Designations Map shows the location of the Tonquin Scablands.



2. Clean Water Services

Clean Water Services (CWS) is the regional agency responsible for surface water management in the urban portions of the Tualatin River Watershed, which includes Sherwood and Area 48. CWS holds a regional National Pollutant Discharge Elimination System (NPDES) storm water permit, and is ultimately responsible for storm water discharge water quality. CWS is responsible for developing and updating the regional Surface Water Management Plan that includes the City. Through an Intergovernmental Agreement, (IGA), both the City and CWS share responsibility for stormwater management plan implementation.

3. City of Sherwood

The City completed a Local Wetland Inventory in 1992 that met the statutory requirements at the time. Since then, amendments to Goal 5 administrative rules were enacted and meet the current Goal 5 requirements.



Riparian - The riparian habitat protections are regulated by the CWS standards, as well as Division VIII of the Sherwood Zoning & Community Development Code (SZCDC). The SZCDC does not outright “prohibit” development in the floodplain, but the standards are very restrictive and as a result, no development in the floodplain has occurred. Sherwood’s wetland, habitat and natural resources section of the code requires protection of wetland resources in addition to CWS, Division of State Lands and US Army Corps of Engineers protections. The burden of proof is on the applicant to demonstrate that no other alternative exists before fill/removal permits are issued and mitigation is employed.

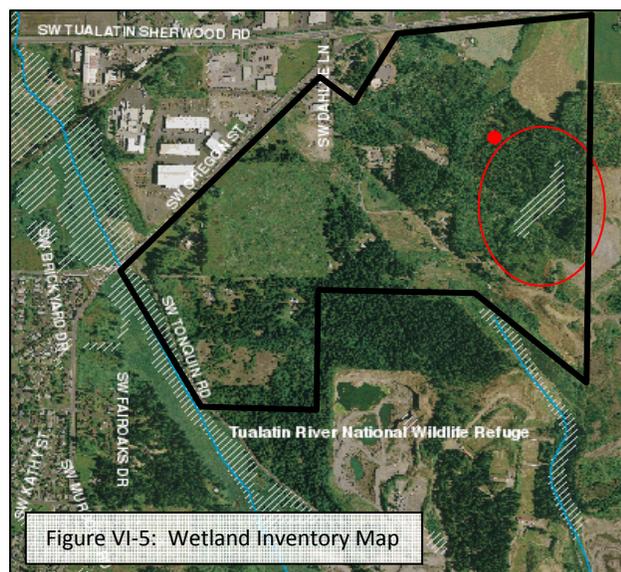
Upland wildlife habitat - The standards for protection of upland wildlife habitat and/or riparian habitat beyond the boundaries of the floodplain or CWS buffer standards are also very extensive in Sherwood. Chapter 16.142 of the SZCDC requires that trees and woodlands associated with a proposed development be protected to the maximum extent feasible and that mitigation take place when trees must be removed. While the standards do not necessarily prohibit the removal of the trees and woodlands, it does essentially require an “avoid, minimize, mitigate” review of potential development. With this tool, it provides Sherwood the ability to work with a developer to minimize the impact to natural resources and develop a “low impact” development approach.

4. Metro Habitat Protection Program

In December 2004 the Metro Council approved a habitat protection policy recommendation for the intersect between developing the urbanized area and protecting certain habitat areas of high value using the compiled inventory as discussed above. While this is a recommendation and not a regulation, the City of Sherwood considers Metro’s recommendation when reviewing land use proposals. Overall, Metro recommends development of Area 48 for industrial purposes with the exception of the wetland area on the eastern edge of the subject area (see wetland information below).

5. National Wetland Inventory

The white hash marks on the aerial of Area 48 (Figure VI-5: Wetland Inventory Map) show the wetland inventoried during Metro’s habitat protection process. A very small wetland area may exist on the central and eastern edge of the site, which has earlier been identified as an area of protection recommended by Metro. This delineation is based on aerial determinations and not via on the ground survey to pinpoint the presence and exact location of the wetland for this area. As further study is done on the area, including study prior to submittal of a land use application on the property, this wetland will become further delineated. Two streams are just outside of the study area and are depicted as white-hashed wetland areas: Rock Creek and Coffee Lake Creek.



6. Permitting Requirements

The following is a preliminary list of potential environmental permitting requirements for implementing the Concept Plan, and reflects potential federal, state, and local requirements. The environmental considerations identified in this regulatory list are preliminary; the actual impacts will be analyzed when the natural features are further identified by field study.

Federal

- Clean Water Act- for disturbance to waters and wetlands and the water quality effects



- Endangered Species Act/Magnuson-Stevens Act-for effects on listed threatened or endangered species, their habitats, and fisheries

Oregon

- Oregon Wetland Removal/Fill Law-for disturbance to waters and wetlands

Clean Water Services

- Design and Construction Standards & Service Provider Letters (SPL) for impacts to vegetated corridors
- Site Development Permit: for erosion control and water quality protection

City of Sherwood

- Development Permits: for impacts to Significant Natural Resources including floodplain, tree mitigation

VII. Cultural and Historic Resources

Searches of the Oregon National Register of Historic Places and the Sherwood Cultural Resource Inventory were conducted for Area 48 to identify any historic sites or resources that may be present in the study area. No structures or sites within Area 48 have been identified as historic or culturally relevant (information is not based on intensive surface or archaeological field surveys of the area).

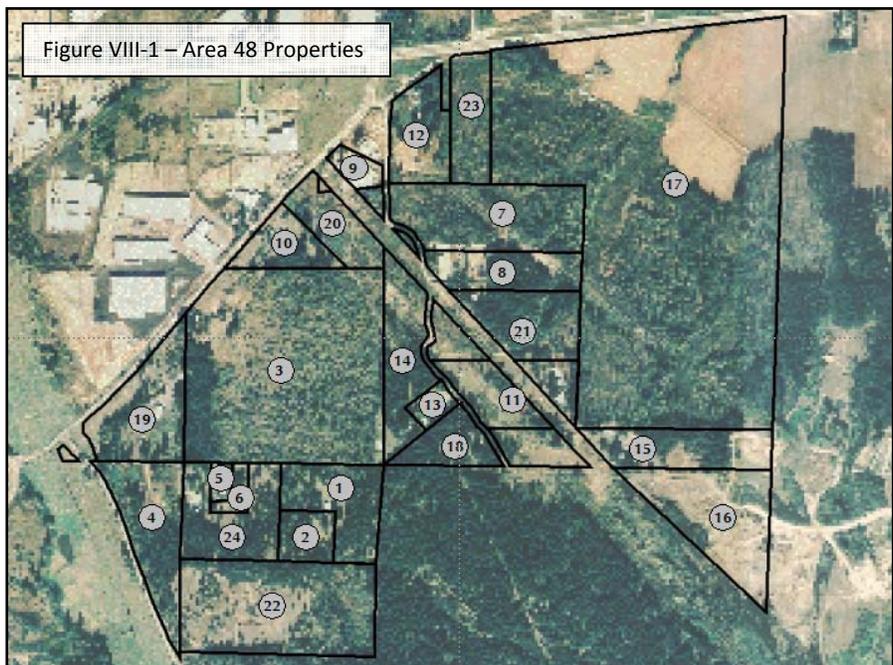
VIII. Economic Characteristics and Conditions

The following sections prepared by Leland Consulting Group summarize the existing economic conditions and characteristics of the project area.

A. Real Estate Conditions: Area 48

Located east of Sherwood’s city limits and west of the City of Tualatin, Area 48 encompasses 283 gross acres of land brought into the Urban Growth Boundary (UGB) in 2004. It is part of the I-5 South Corridor industrial submarket and abuts an existing and vital concentration of industrial development along Tualatin-Sherwood Road.

Area 48 is comprised of 24 properties ranging in size from .09 to 90.18 acres and averaging 11.8 acres in size. Table VIII-1 provides a list of Area 48 properties and includes information on ownership, real market value, building size and square footage, and acreage. Each taxlot is assigned an identification number that



corresponds with Figure VIII-1 and shows its location within Area 48.

Table VIII-1: Area 48 Properties

ID	Taxlot ID	Owner	Real Market		Total Real Market Value	Building sq. ft.	Acreage	Year Built
			Value Land	Value Improvement				
1	2S1330000200	Gertrude S. Barnard	\$0	\$0	\$3,270	0	7.00	0
2	2S1330000201	Gertrude S. Barnard	\$190,800	\$87,280	\$279,010	1656	3.00	1974
3	2S128C000600	Biles Family LLC	\$6,697,610	\$1,000	\$6,698,610	1232	38.82	1920
4	2S133BB00100	Arthur R. Bridges	\$262,860	\$0	\$262,860	0	8.52	0
5	2S1330000300	Circle of Hope Trust	\$191,700	\$1,000	\$192,700	1216	0.90	1971
6	2S1330000403	Circle of Hope Trust	\$212,790	\$0	\$212,790	0	1.11	0
7	2S128D000400	R G. and Cindy Endicott	\$2,153,170	\$0	\$2,153,170	0	12.48	0
8	2S128D000500	Ronald G. Endicott	\$1,146,370	\$0	\$1,146,370	0	5.98	0
9	2S128C000800	Gerald Fitch	\$573,200	\$243,860	\$817,060	0	1.99	0
10	2S128C000700	Gerald J. Fitch	\$885,650	\$1,000	\$886,650	800	4.62	1901
11	2S128D000800	Steve Gronli	\$1,075,050	\$1,000	\$1,076,050	2112	7.01	1968
12	2S128D000300	Peggy Ann Kern	\$867,070	\$164,890	\$1,031,960	2637	4.40	1930
13	2S128D000600	Don F. and Corbey A. Morey	\$254,960	\$1,000	\$255,960	1568	1.33	1965
14	2S128D000602	Douglas S. Munger Living Trust	\$181,050	\$1,000	\$186,230	1504	9.95	1974
15	2S128D000900	Oregon Asphalt Paving Co	\$2,182,340	\$1,000	\$2,183,340	780	12.75	1940
16	2S1330000101	Oregon Asphalt Paving Co	\$117,000	\$0	\$117,000	0	12.00	0
17	2S128D000100	The Orr Family Farm LLC	\$55,000	\$6,150	\$124,050	1220	90.18	1901
18	2S128D000601	Danny C and Pendergrass	\$824,310	\$2,000	\$826,310	882	4.30	1955
19	2S128C000500	Brucke and Karen Polley	\$4,580	\$0	\$4,580	0	9.23	0
20	2S128C000701	R&H Properties	\$952,750	\$0	\$952,750	0	4.97	0
21	2S128D000700	Richard and Carla Rivera	\$1,627,640	\$1,000	\$1,628,640	604	8.99	1980
22	2S1330000400	Reval Stiller & Stiller Marital Trust	\$260,000	\$4,350	\$264,350	0	20.00	0
23	2S128D001000	City of Tualatin	\$880,290	\$0	\$880,290	0	5.74	0
24	2S1330000401	Martin D. and Cynthia Walker	\$194,200	\$114,210	\$311,680	2024	7.99	1960

Source: Metro RLIS, Washington County Department of Assessment and Taxation and Leland Consulting Group

The vast majority of Area 48 properties can be characterized as vacant and/or significantly underutilized. Table VIII-2 shows the distribution of Area 48 properties by parcel size, in accordance with categories identified in Metro’s 1999 Regional Industrial Lands Study. The Portland Metro region has a very limited supply of developable parcels over 50 acres suitable for larger industrial users and Area 48 contains one parcel within this size range.

Table VIII-2: Area 48 Properties by Parcel Size

Parcel Size	Count	Acreage
1 acre or Less	1	0.90
1 to 5 acres	8	25.72
5 to 10 acres	9	70.41
10 to 20 acres	3	37.23
20 to 50 acres	2	58.82
50 to 75 acres	0	0.00
75 or more acres	1	90.18
	24.00	283.26

Source: ESRI, Leland Consulting Group

Other key characteristics and considerations for Area 48 are identified below:

- Area 48 is designated an Industrial Area per Tile 4 of Metro’s Urban Growth Management Functional Plan. Title 4 limits non-industrial uses to less than 20,000 square feet and to 10 percent of the total area.



- A buildable lands analysis recently completed by the City of Sherwood determined that buildable lands¹ comprise an estimated 218 acres, or 77 percent of Area 48's gross acreage.

According to Washington County's Assessment and Taxation database, existing improvements within Area 48 include one commercial building, nine single-family residences built between 1901 and 1980, and two manufactured homes.

- Seven of the single-family residences and two of the manufactured homes have an improvement value of less than \$100,000 and several single family homes have an improvement value of \$1,000, an indication that the structures may be partially exempt or in substandard condition.
- Two properties in the southeast section of the Area, totaling 25 acres, are owned by Oregon Asphalt Paving Company and are utilized for aggregate mining.
- Only three properties in Area 48 have improvements valued over \$100,000.

B. Demographics

Given that Area 48 will transition to employment and industrial uses in the years ahead, it is important to examine key demographic characteristics to understand the types of industries and employers likely to locate there and, equally important, the types of employers that the City of Sherwood will want to recruit to the Area to create jobs that are well-matched to the educational background and experience of local residents.

1. City of Sherwood: Key Demographic Characteristics

According to population and household statistics published in the 2000 US Census and estimated for 2008 by ESRI, Sherwood residents are:

- Primarily college-educated professionals employed in white-collar occupations such as management, business, financial, sales, and administrative support;
- Employed in the Services (40 percent), Manufacturing (14 percent), Finance/Insurance/Real estate (12 percent), and Retail Trade (11 percent) industries.
- Married couples, many with children;
- "Up and coming" households with relatively high earnings. In 2008, Sherwood's median household income was estimated at \$86,160. The vast majority of households (78 percent) have incomes at or above \$50,000. Further, 42 percent of households earned \$100,000 or more in 2008.
- Family households² (78 percent). The average household size was 2.8 in 2008 and the average family size was 3.23.
- Homeowners – 82 percent of Sherwood's housing supply is owner-occupied, while just 18 percent is renter-occupied. In 2000, the majority of households (73 percent) lived in detached, single-family homes, whereas 11 percent lived in attached housing units of 1 to 4 units, 10 percent lived in attached housing units of 5 or more units, and 6 percent lived in mobile homes.
- Part of a rapidly expanding community. Between 2000 and 2008, Sherwood's population grew from 11,791 to 16,504, a 40 percent increase. During this same time frame, total households increased from 4,253 households to 5,875 households, a 38 percent increase.

¹ Lands with a slope of < 25 percent and without topographical and environmental constraints such as wetlands and other sensitive areas that would render them unsuitable for development.

² Family households refer to any group of persons closely related by blood, typically parents and their children.



2. Demographic Comparison of Sherwood, Washington County, and the Portland Metro Region

Sherwood is a more affluent community than Washington County and the Portland Metro region as a whole. As shown in Table VIII-3, in 2008, Sherwood's median household income was approximately 22 percent higher than the County's and nine percent higher than the Region's.

Table VIII-3: 2008 Population 25+ by Educational Attainment

Jurisdiction	2008 Median Household Income
City of Sherwood	\$86,160
Washington County	\$67,214
6-County Metro Region	\$78,621

Source: ESRI, Leland Consulting Group

In 2008 an estimated 78 percent of Sherwood households had incomes of \$50,000 or higher compared to only 67 percent of County households and 62 percent of regional households. Households earning \$100,000 or more comprised 42 percent of Sherwood households compared to only 29 percent of County households and 23 percent of regional households.

In addition to higher household earnings, Sherwood has a higher degree of educational attainment than both the County and the region. In 2008, as shown in Table VIII-4, 39 percent of the adult population over 25 years of age earned a bachelor's degree, compared to 37 percent of adults countywide and 31 percent of the region's adults. Since Area 48 has been designated by both Metro and the City of Sherwood as a site that will accommodate a range of industrial and employment uses in the future, the educational attainment of the local workforce is an important consideration that will influence the types of industries that locate there.

Table VIII-4: 2008 Population 25+ by Educational Attainment

Educational Attainment	Sherwood	Washington County	6-County Metro Region
Total	9,814	342,884	1,457,663
Less than 9th Grade	1%	4%	4%
9th - 12th Grade, No Diploma	4%	5%	7%
High School Graduate	20%	20%	24%
Some College, No Degree	27%	25%	26%
Associate Degree	9%	8%	8%
Bachelor's Degree	30%	25%	21%
Master's/Prof/Doctorate Degree	9%	12%	11%
Subtotal: Bachelor's Degree or higher	39%	37%	31%

Source: ESRI, Leland Consulting Group

In 2008, as shown in Table VIII-5, relative to Washington County and the region, a higher percentage of Sherwood's employed population age 16 and over worked in white collar occupations. This is not surprising considering that a greater percentage of Sherwood residents have a four-year degree or higher and indicates that companies requiring workers with advanced education and professional experience may find Area 48 an attractive location. In addition to boasting an educated, skilled workforce, Sherwood – which is known for its excellent schools and community amenities – possesses qualities that make it a very livable community, a characteristic that is also important to employers when considering the housing needs of executives.



Table VIII-5: Employment by Category, 2008

Occupation	Sherwood		Washington County		6-County Metro Region	
	Number	Percent	Number	Percent	Number	Percent
Total	8,133	100%	262,999	100%	1,056,736	100%
White Collar	6,083	75%	178,576	68%	663,630	63%
<i>Management/Business/Financial</i>	1,684	21%	45,762	17%	160,624	15%
<i>Professional</i>	1,952	24%	63,646	24%	227,198	22%
<i>Sales</i>	1,269	16%	31,560	12%	123,638	12%
<i>Administrative Support</i>	1,179	15%	37,609	14%	152,170	14%
Services	838	10%	34,716	13%	159,567	15%
Blue Collar	1,212	15%	49,970	19%	233,539	22%
<i>Farming/Forestry/Fishing</i>	41	1%	2,367	1%	7,397	1%
<i>Construction/Extraction</i>	350	4%	13,413	5%	62,347	6%
<i>Installation/Maintenance/Repair</i>	187	2%	8,153	3%	38,042	4%
<i>Production</i>	366	5%	14,202	5%	61,291	6%
<i>Transportation/Material Moving</i>	277	3%	11,835	5%	63,404	6%

Source: Portland State University, Metro, City of Sherwood, Oregon Office of Economic Analysis

3. Population and Employment Trends

Understanding current and projected population and employment industry trends will enable the City of Sherwood to establish and implement land use planning and economic development policies that will facilitate the conversion of Area 48 into a thriving industrial and employment center in the future.

Sherwood's 2007 Economic Development Strategy identifies citywide population and employment forecast assumptions for 2005 to 2025 based on three growth scenarios: low, medium, and high growth. Between 2005 and 2025, Sherwood's average annual population growth rate is projected to range from 3.5 percent to 4.1 percent, significantly higher than the projected growth rate of 1.6 percent projected for Washington County. Population forecast assumptions are shown in Table VIII-6. Employment forecast assumptions are shown in Table VIII-7.

Table VIII-6: Population Forecast Assumptions, 2005-2025

Population	2005	2025	Change	Forecasted Average Annual Growth Rate
Washington County	489,785	669,000	179,215	1.6%
City of Sherwood				
Low Growth	14,410	28,450	14,040	3.5%
Medium Growth	14,410	30,193	15,783	3.8%
High Growth	14,410	32,187	17,777	4.1%

Source: City of Sherwood Economic Development Strategy, Table 7



Table VIII-7: Employment Forecast Assumptions, 2005-2025

Employment	2005	2025	Change	Forecasted Average Annual Growth Rate
Washington County	189,925	259,341	69,416	1.6%
City of Sherwood				
Low Growth	3,992	6,922	2,930	2.8%
Medium Growth	4,315	9,662	5,347	4.1%
High Growth	4,315	11,704	7,389	5.1%

Source: City of Sherwood Economic Development Strategy, Table 7

Sherwood’s average annual employment growth rate – projected to range from 2.8 percent to 5.1 percent – is also anticipated to outpace Washington County’s projected growth rate of 1.6 percent.

As cited in Sherwood’s Economic Development Strategy, industries with the highest representation in the City of Sherwood in March 2006 included:³

- Wholesale Electronic Markets and Agents and Brokers (49 establishments);
- Professional, Scientific, and Technical Services (43 establishments);
- Specialty Trade Contractors (37 establishments);
- Food Services and Drinking Places (32 establishments); and
- Administrative and Support Services (19 establishments).

Industries with total payroll above \$7 million in 2006 included:

- Fabricated Metal Manufacturing (\$14,092,783);
- Machinery Manufacturing; (\$11,470,930);
- Educational Services (\$9,727,799);
- Specialty Trade Contractors (\$9,320,347);
- Paper Manufacturing (\$8,438,878); and
- Building Material and Garden Equipment and Supplies Dealers (\$7,138,349).

Major local employers in the City of Sherwood are shown in Table VIII-8.

³ Source for 2006 employment data: Oregon Employment Department



Table VIII-8: Major Local Employers in the City of Sherwood (2006)

Employer	Product/Service	Employees ^{1/}
Sherwood School District	Public School	383
Allied Systems	Cranes, Heavy Equipment	326
Target	Retail/ Miscellaneous	220
YMCA	Family Fitness	150
Home Depot	Retail Home Improvement Center	123

Source: City of Sherwood Economic Development Strategy, Table 4

Table VIII-9 shows the Oregon Employment Department's regional employment forecast for the Washington/Multnomah County region. Between 2004 and 2014, the region's total non-farm employment is anticipated to increase from 650,200 to 755,100 workers. This translates to a 1.5 percent annual rate of growth.

Table VIII-9: Regional Employment Forecast for Washington/Multnomah Counties

Employment Sector	2004	2014	Change	Change (AAGR)
Professional & Business Services	91,000	117,900	26,900	2.6%
Educational & Health Services	78,800	95,400	16,600	1.9%
Leisure & Hospitality	59,200	70,100	10,900	1.7%
Construction	31,300	36,500	5,200	1.5%
Information	17,800	20,600	2,800	1.5%
Other Services	23,800	27,200	3,400	1.3%
Trade, Transportation and Utilities (TCU)	132,400	151,100	18,700	1.3%
Financial Activities	48,600	55,200	6,600	1.3%
Government	86,000	95,700	9,700	1.1%
Manufacturing	80,700	84,800	4,100	0.5%
Natural Resources & Mining	600	600	0	0.0%
Total Non-farm Payroll	650,200	755,100	104,900	1.5%

Source: City of Sherwood Economic Development Strategy, Table 3

Sherwood's Economic Development Strategy identifies industry sectors within the City of Sherwood with high growth potential, including sectors with a high and low location quotient (LQ), or propensity to locate in the City (see Table VIII-10).



Table VIII-10: High Growth Industries

Sectors with High LQ/High Growth Potential	Sectors with Low LQ/High Growth Potential
Metal Manufacturing	Education
Machinery Manufacturing	Services
Furniture Manufacturing	Social Organizations
Building/Garden Supplies	Nursing and Health Care
Administrative/Waste Management Services	
Administrative Services	
Construction	
Specialty Contractors	
Restaurants	
Food & Beverage Distribution	
Fuel Stations	
Amusement and Recreation	

Source: City of Sherwood Economic Development Strategy

Based on the City’s current employment mix, stated economic and land use planning goals, and the economic strengths and weaknesses of the local and regional market, Sherwood’s Economic Development Strategy identifies short-term and long-term strategies to enhance Sherwood’s economic opportunities. The Strategy states:

In the short term, Sherwood should develop a proactive marketing strategy aimed at further defining, enhancing, and attracting existing high-growth industry clusters, including industries such as:

- *Small to mid-size light manufacturing shops;*
- *Specialty contractors and construction firms;*
- *Creative services;*
- *Amusement, recreation, sporting and lodging hospitality;*
- *Educational facilities; and Nursing and health care support services and facilities.*

Long-term strategies should include planning for new industrial sites (with integrated commercial and residential development) within future master-planned employment districts in Area 48. New zoning codes may be needed to accomplish this objective.

Specific to Study Area 48 the Strategy notes:

Effective economic development strategies must also confront challenges regarding cost effective delivery of adequate project ready sites. At issue is the additional industrial land supply that was brought into the Portland Metro UGB in 2002 and 2004. While the majority of this land does not yet have adequate public roads, sewer, and water lines, the supply increase will likely create a short term industrial land surplus. Hence, Sherwood must carefully evaluate prospective land absorption and return on public investment before making major fiscal expenditures aimed at increasing its industrial land base.



Thus, with careful planning and a phased development strategy that considers broader market conditions and industrial land needs, Area 48 could accommodate employers that represent many of the high-growth industries the City wishes to attract.

C. Industrial Market Overview

Area 48 is located within the I-5 South Corridor industrial submarket, which includes the cities of Tualatin, Sherwood, and Wilsonville. As its name suggests, this submarket is close to I-5, and is therefore a desirable location for industries such as warehousing/distribution, which require convenient access to the freeway.

Several real estate brokerage firms with offices in the Portland Metro area produce quarterly market reports for the industrial, office, retail, and multifamily residential markets. Two of these brokerages, Grubb & Ellis and Colliers International, recently published industrial market reports for the Fourth Quarter 2008 (Q4-08). These reports yielded similar findings with respect to overall inventory, vacancy rates, net absorption, and average lease rates for the I-5 South Corridor.

As shown in Table VIII-11, in Q4-08, Colliers International reported an overall industrial vacancy rate⁴ of 3.7 percent (694,396 square feet) in the I-5 South Corridor, close to the 3.3 percent vacancy (600,522 square feet) reported by Grubb & Ellis. Net absorption figures reported by the two brokerages indicate that new leasing activity in the I-5 South Corridor was, at best, very limited. Colliers International reported negative net absorption of -77,456 square feet whereas Grubb & Ellis reported positive net absorption of 76,470 square feet.

Table VIII-11: I-5 South Corridor Industrial Market Characteristics, 4th Quarter 2008

Source	Inventory (sq. ft)	Vacancy Rate	Avg Asking Rent (all types)	Avg Asking Rent (R&D/Flex)
Colliers International	18,997,153	3.7%	\$0.45	\$0.80
Grubb & Ellis	18,107,968	3.3%	\$0.43	\$0.78

Source: Colliers International, Grubb & Ellis, and Leland Consulting Group.

In Q4-08, average per square foot asking rents for industrial space in the I-5 South Corridor were reported at \$0.43 to \$0.45 triple net⁵ by Colliers International and \$0.43 triple net by Grubb & Ellis. Per square foot asking rents for R & D/flex space one of the predominant industrial property types along Tualatin-Sherwood Road, are reported at or just under \$0.80. Factors that contribute to the substantially higher average asking rents for R&D/flex space relative to warehouse/distribution and general industrial space include a higher percentage of office buildout and more costly finishes and design elements.

According to Tyler Sheils, an industrial broker with Grubb & Ellis' Portland office, despite the fact that industrial areas in Wilsonville and other parts of Tualatin offer more convenient access to I-5 and in spite of the heavy congestion and poor traffic circulation on Tualatin-Sherwood Road, many employers – particularly small to mid-size manufacturing businesses for which freeway access is not a critical factor - prefer to locate in the industrial area along Tualatin-Sherwood Road, on the edge of Sherwood and Tualatin. The cities of Sherwood and Tualatin boast a well-educated, skilled workforce that appeals to employers. As noted previously, Sherwood is also a desirable place for company executives and employees to live.

⁴ Includes both direct vacancy and sublease vacancy

⁵ According to Wikipedia (www.wikipedia.com), a triple net lease (Net-Net-Net or NNN) is a lease agreement on a property where the tenant or lessee agrees to pay all real estate taxes, building insurance, and maintenance (the three 'Nets') on the property in addition to any normal fees that are expected under the agreement (rent, etc.). In such a lease, the tenant or lessee is responsible for all costs associated with repairs or replacement of the structural building elements of the property.



IX. Transportation

A. Existing Transportation Facilities

The following sections prepared by DKS Associates summarize the existing transportation facilities in the project area, including a review of existing pedestrian, bicycle, public transit, and motor vehicle facilities.

1. Pedestrian Facilities

An inventory of sidewalks along key roadways within the study area was conducted. Currently, Tualatin-Sherwood Road has sidewalks on both sides through the study area. Oregon Street has sidewalks on both sides near the Tualatin-Sherwood Road intersection and also near the intersections with Murdock Road and Tonquin Road. Along Oregon Street between Tualatin- Sherwood Road and Tonquin Road, sidewalks are currently located on the west side of the street. Murdock Road had sidewalks along the west side of the street and sidewalks are not provided on Tonquin Road. Cipole Road has sidewalks on the east side of the street in the study area. In general, the pedestrian network provides connectivity to most of streets in the study area.

2. Bicycle Facilities

To assess the adequacy of bicycle facilities within the study area, a brief field inventory of designated bike lanes and shoulder bikeways along key roadways was conducted. There are bike lanes in both directions along Tualatin-Sherwood Road and Oregon Street through the study area. No other key study area roads have bike lanes.

3. Public Transit

Public transit service is currently not offered in the study area.

4. Motor Vehicle Facilities

Field inventories were conducted to determine characteristics of roadways within the study area. Data collected included posted speed limits, roadway lanes, lane configurations, and intersection controls. These characteristics define corridor capacity and operating speeds through the street system, which affect travel path choices for drivers in the study area. The summary of study area roadway characteristics is listed in Table IX-1.

Table IX-1: Existing Key Study Area Roadway Characteristics

Roadway	Agency	Functional Classification	Posted Speed Limit (mph)	Number of Lanes	Lane Width (ft)	Shoulder Width (ft)
Tualatin-Sherwood Road	County	Arterial	45	3	12	6.0
Oregon Street	County	Arterial	35	3	12	1.5
Murdock Road	City	Arterial	35	2	12	1.5-8.0
Tonquin Road	County	Arterial	55	2	11	1.5
Cipole Road	County	Collector	45	2	11	1.5
124th Avenue*	Tualatin	Arterial	35	5	12	6

*Under construction with opening date in March 2009



B. Agency Transportation Standards

Two key agency transportation standards that are required to be addressed for this project include intersection operations and mobility standards and access management standards. An explanation of each is given in the following sections, along with the applicable standards.

1. Intersection Operations and Mobility Standards

Level of service (LOS) and volume to capacity (v/c) ratios are two measures of effectiveness (MOEs) that are used as the basis for intersection operations and mobility standards.

LOS is similar to a “report card” rating based upon average vehicle delay. Level of Service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of Service D and E are progressively worse peak hour operating conditions. Level of Service F represents conditions where average vehicle delay exceeds 80 seconds per vehicle entering a signalized intersection and demand has exceeded capacity. This condition is typically evident in long queues and delays. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can occur for a specific turning movement; however, the majority of traffic may not be delayed (in cases where major street traffic is not required to stop). LOS E or F conditions at unsignalized intersections generally provide a basis to study intersections further to determine availability of acceptable gaps, safety and traffic signal warrants.

Volume to capacity (v/c) ratio is the peak hour traffic volume at an intersection divided by the maximum volume that intersection can handle. For example, when a v/c is 0.80, peak hour traffic is using 80 percent of the intersection capacity. If traffic volumes exceed capacity, excessive queues will form and will lengthen until demand subsides below the available capacity (e.g. vehicles waiting to travel through a signalized intersection may have to wait for multiple signal cycles). When the v/c approaches 1.0, intersection operation becomes unstable and small disruptions can cause traffic flow to break down.

The minimum operational standard specified in the City of Sherwood Transportation System Plan is LOS D⁶. The maximum v/c ratio specified by Washington County is 0.99 for signalized intersections⁷. The minimum operational standard for unsignalized intersections specified by Washington County is LOS E.

2. Access Management Standards

Proper roadway access spacing is important to maintain operating characteristics and safety. While all parcels are allowed access, it is desired that access to parcels along major roadways be limited to side streets or consolidated. When roadway access points are located too frequently along a roadway, safety and roadway capacity are diminished. Access management practices can help roadways operate more efficiently and include closure, consolidation, or relocation of accesses. It is best to incorporate appropriate access spacing practices upon initial development or redevelopment to limit the amount of management required in the future.

Access management standards vary depending on posted speed on the roadway. Access spacing standards for study area roadways are identified in the Sherwood TSP and are included in Table IX-2.

⁶ Page 8-25, City of Sherwood Transportation System Plan, March 15, 2005.

⁷ Washington County 2020 Transportation Plan, Adopted October 29, 2002, Table 5.



Table IX-2: Access Management Standards

Facility (by Agency)	Minimum Access Spacing (ft)	Maximum Access Spacing (ft)
Washington County^a		
- Arterial	600	-
- Collector	100	-
City of Sherwood^b		
- Arterial	600	1,000
- Collector	199	400
^a Source: Washington County Community Development Code, Article V. Section 01-8.5.B		
^b Source: Sherwood TSP, Table 8-12		

C. Existing Intersection Operations

The existing intersection operations analysis includes a summary of the study intersection volumes and an analysis of the intersection operations.

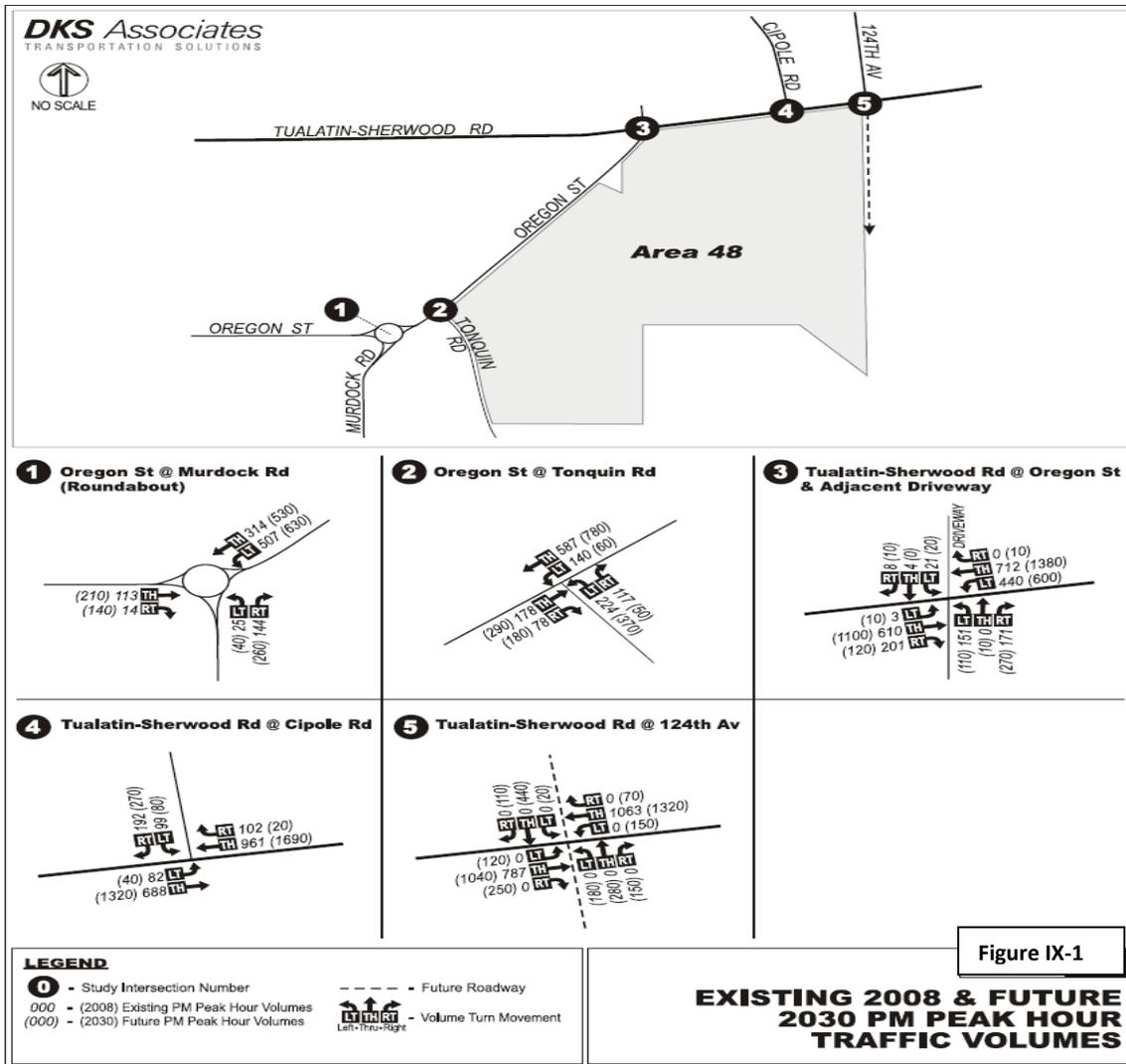
1. Existing Volumes

Five intersections within the study area were selected for focused analysis in order to address areas of concern along major roadways and to monitor impacts of potential built-out within the Concept Plan area. Traffic volumes along Tualatin-Sherwood Road were obtained from the Sherwood Adams Avenue North Improvement Project⁸ and volumes at the other study area intersections were from the Sherwood Cannery Site PUD Project⁹. Traffic counts for the Adams Avenue North Improvements Project were performed in November 2008 and traffic counts for the Cannery Site PUD Project were performed in November 2008 and January 2009. Turn movement counts were conducted at the study intersections during the weekday PM peak hour (4:00 to 6:00 p.m.). The count data was then used as a basis for evaluating traffic performance at the study intersections for existing PM peak hour conditions. The existing PM peak hour traffic volumes at study intersections are shown in Figure IX-1.

⁸ Sherwood Adams Avenue North Improvements Project: Existing and Future Conditions Technical Memorandum, DKS Associates, December 2008.

⁹ Sherwood Cannery Site PUD Project: Traffic Impact Analysis Report, DKS Associates, March 2009.





The traffic volumes were compared to year 2006 historic data in the study area documented in the I-5 to 99W Connector Project¹⁰. Current traffic volumes were found to have decreased significantly during the PM peak hour on Tualatin-Sherwood Road in the westbound direction, with reductions up to 300 vehicles per hour. While these reductions in traffic volume could be a result of day-to-day or seasonal fluctuation, they could also be the result of decreased traffic volumes in the area due to current economic conditions or they could reflect driver route changes to other less congested corridors.

2. Existing Intersection Operations

The PM peak hour intersection volumes were used to determine the existing study intersection operating conditions based on the 2000 Highway Capacity Manual methodology for signalized and unsignalized intersections. The results of this analysis are listed in Table IX-3 for the PM peak hour. As listed, each of the signalized study intersections meet mobility standards during the PM peak hour. The unsignalized intersection of Oregon Street/Tonquin Road fails to meet LOS standards due to the heavy volume of left turns from Tonquin Road.

¹⁰ I-5 to 99W Connector Project: Baseline Transportation Conditions Report, David Evans and Associates and DKS Associates, April 2007.



Table IX-3: 2008 Existing Intersection Performance (PM Hour)

Intersection	HCM Delay (sec)	LOS	v/c Ratio	MOEs	
				Agency	Standard
-Signalized Intersections					
Tualatin-Sherwood Rd/Oregon St	22.2	C	0.76	County	v/c ≤ 0.99
Tualatin-Sherwood Rd/Cipole Rd	14.8	B	0.69	County	v/c ≤ 0.99
-Unsignalized Intersections					
Oregon Street/Murdock Rd (Roundabout)	0.4	A	0.48	City	LOS D
Oregon Street/Tonquin Rd	>100	A/F	>1.00	County	LOS E
<u>Signalized intersection</u> HCM Delay = Average Intersection Delay (sec.) LOS = Level of Service V/C = Volume-to-Capacity Ratio Shaded values do not meet standards			<u>Unsignalized intersection:</u> HCM Delay = Critical Movement Delay Approach (sec.) LOS = Major Street LOS/Minor Street LOS V/C = Critical Movement Volume-to-Capacity Ratio		

D. Future 2030 Baseline Intersection Operations

Future operations analysis was performed for the study intersections under the baseline scenario, which assumes the completion of financially constrained roadway improvements included in Metro’s 2035 Regional Transportation Plan (RTP). The baseline scenario land use assumptions are discussed in the following section.

The planned roadway improvements included in the 2030 travel demand model were:

- Widening of Tualatin-Sherwood Road and Roy Rogers Road to 5-lanes from Teton Avenue to Borchers Drive
- Completion of the Adams Avenue South Extension
- Completion of the Adams Avenue North Extension
- Intersection geometric, turn lane, and signal phasing improvements at Highway 99W/Tualatin-Sherwood Road
- Completion of the 124th Avenue extension from Tualatin-Sherwood Road to Tonquin Road
- Widening of Tonquin Road to 3-lanes
- Signalization of Tualatin-Sherwood Road/Gerda Lane
- Completion of 112th Extension to Myslony Street

1. Future Area 48 Land Use

Metro’s land use data and growth assumptions are used in the regional travel demand model to estimate vehicle trips. Land use included in the I-5 to 99W Connector Study was reviewed to determine the amount



of growth assumed for Area 48. The approximate land use assumed in the 2005 and 2030 models for Area 48 is listed in Table IX-4. Some employment growth (approximately 370 primarily non-retail employees) in Area 48 is assumed through 2030 in Metro’s land use projections¹¹.

Table IX-4: Area 48 Base (2005) and Future (2030) Land Use

Model Year	Land Use		
	Households	Retail Employees	Other Employees
2005	25	0	38
2030	7	14	395
Growth	-18	14	357

Note: Area 48 partially occupies Metro TAZ 1020 and 1021

2. Future Volumes

Future year 2030 turning movement volumes were estimated for the study intersections using the travel demand model developed by Metro, Washington County, and the I-5 to 99W Connector Project team, including updates to incorporate the Metro 2035 RTP Financially Constrained projects. The 2030 future year volumes were then estimated by a post-processing methodology that includes adding the growth increment between the 2005 base year and 2030 future year models for each turn movement to the 2008 existing year volumes. The future volumes under the future baseline scenario are shown in Figure IX-1.

3. Future Intersection Operations

The traffic volumes forecasted for the 2030 baseline scenario were used to analyze operating conditions at the study intersections. The results of this analysis are listed in Table IX-5 for the PM peak hour. As listed in Table IX-5, operating standards are exceeded at the Oregon Street/Tonquin Road intersection during the PM peak hour. The Oregon Street/Tonquin Road was also the only intersection failing to meet mobility standards in the existing operations.

Small increases in vehicle delay and v/c ratios were found at the majority of study intersections. The planned widening of Tualatin-Sherwood Road prevented study intersections along the corridor from failing to meet mobility standards. With the planned geometry at the Tualatin-Sherwood Road/124th Avenue intersection, it is expected that the intersection will meet mobility standards.

¹¹ Area 48 partially occupies Metro TAZ 1020 and 1021. These TAZ were further disaggregated into smaller areas for the I-5 to 99W Connector Study.



Table IX-5: 2030 Intersection Performance (PM Peak Hour)

Intersection	HCM Delay (sec)	LOS	v/c Ratio	MOEs	
				Agency	Standard
-Signalized Intersections					
Tualatin-Sherwood Rd/Oregon St	25.5	C	0.87	County	v/c ≤ 0.99
Tualatin-Sherwood Rd/Cipole Rd	8.2	A	0.73	County	v/c ≤ 0.99
Tualatin-Sherwood Rd/124th Ave	37.7	D	0.89	County	v/c ≤ 0.99
-Unsignalized Intersections					
Oregon Street/Murdock Rd (Roundabout)	0.9	A	0.70	City	LOS D
Oregon Street/Tonquin Rd	>100	A/F	>1.00	County	LOS E
<u>Signalized intersection</u> HCM Delay = Average Intersection Delay (sec.) LOS = Level of Service V/C = Volume-to-Capacity Ratio Shaded values do not meet standards			<u>Unsignalized intersection:</u> HCM Delay = Critical Movement Delay Approach (sec.) LOS = Major Street LOS/Minor Street LOS V/C = Critical Movement Volume-to-Capacity Ratio		

E. Relationship to the I-5 to 99W Connector Project

Transportation planning in the southwest Metro area has been in flux over the past three years due to the effort to plan a major facility improvement between I-5 and Highway 99W in the Tualatin, Sherwood, and Wilsonville area. Recently, the I-5 to 99W Connector Study concluded with a Project Steering Committee recommendation for Metro to include Alternative 7 (shown in Figure IX-2) in the Metro RTP update process. As shown, the recommended improvements with this alternative would have significant changes to the transportation system in the Area 48 Concept Plan area, including:

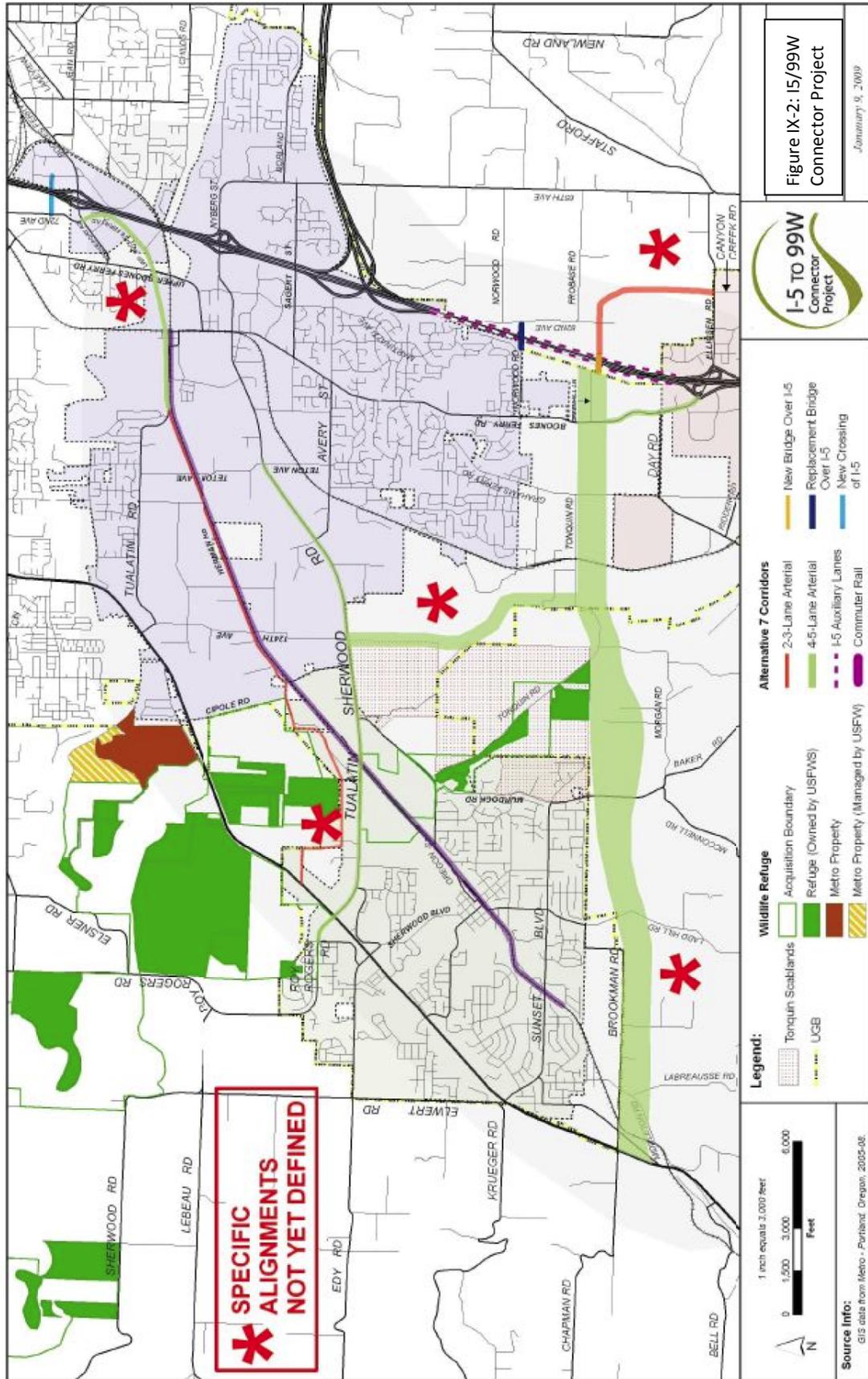
- Completion of the 124th Avenue Extension south of Tualatin-Sherwood Road as a 5-lane roadway connection to a new southern arterial
- Completion of constructing a new 5-lane southern arterial from Highway 99W (south of Brookman Road) to I-5 (north of the North Wilsonville interchange)
- Completion of widening Tualatin-Sherwood Road to 5-lanes (included in the baseline conditions)
- Completion of an extension of Herman Road as a 3-lane roadway from Cipole Road to Highway 99W
- Completion of an extension of Lower Boones Ferry Road to Tualatin Road and widening of the corridor to 5-lanes from I-5 to Herman Road.

This series of improvements would provide enhanced circulation and capacity in the study area, including opportunities for freight traffic to reach Highway 99W or I-5 on three corridors (instead of just using Tualatin-Sherwood Road). The Area 48 Concept Plan alternatives will consider the I-5 to 99W Connector



Project components when evaluating and developing concept plan alternatives. Many of the project recommendations in the I-5 to 99W Connector Study are not funded and, therefore, cannot be assumed as “committed” when developing this concept plan. However, there are components that are directly in the study area (e.g., providing right of way on 124th Avenue for an ultimate 5-lane arterial cross section and maintaining arterial standard access control) and these should be incorporated into the final Area 48 Concept Plan as feasible and necessary for the future transportation system in the area.

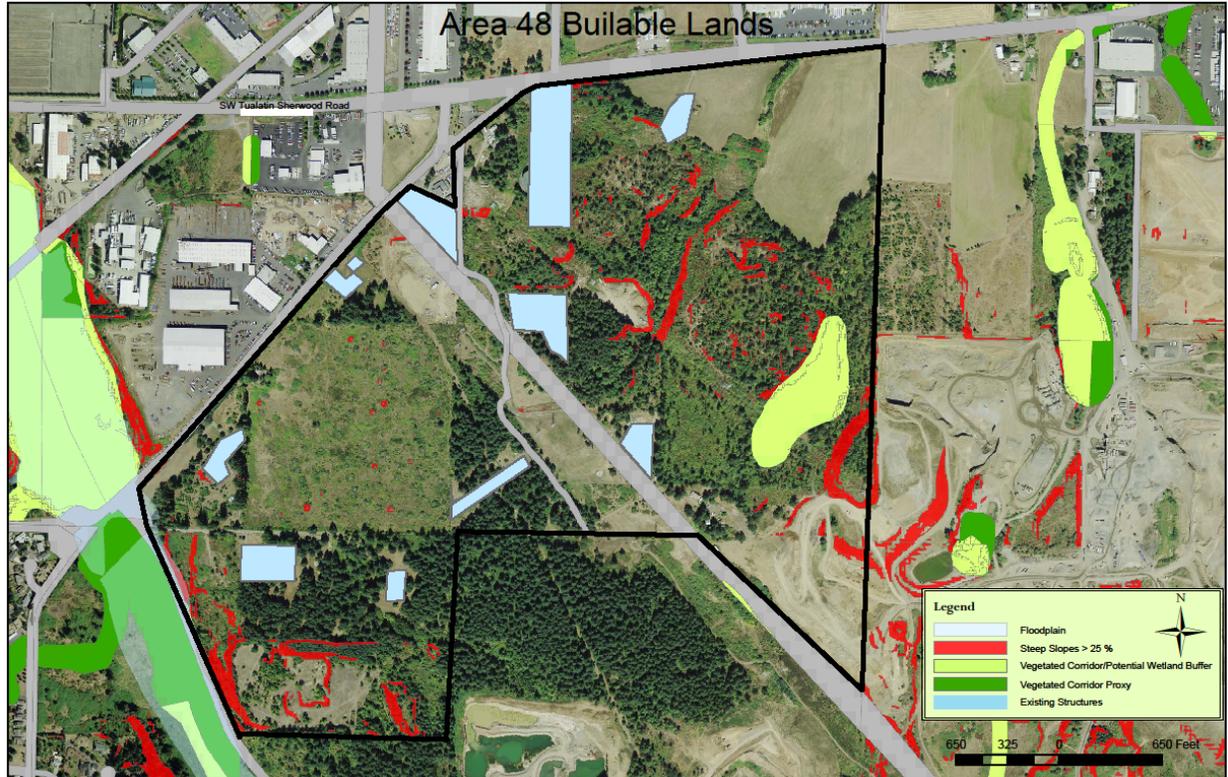




Area 48 Concept Plan Existing Conditions Report Appendix



Appendix A: Buildable Lands Map

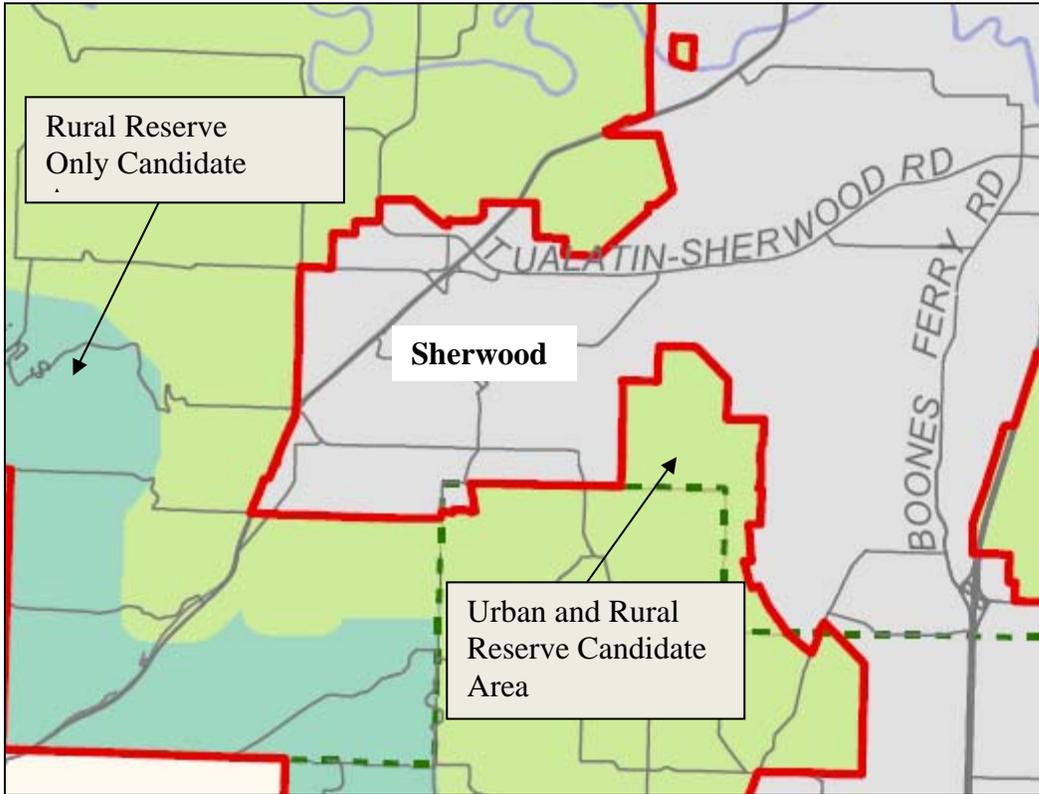


Appendix A-1: Buildable Lands Table

Area 48 Buildable Lands Table			
Tax Lot	Address	Lot Size	Net Buildable Area
2S128C000500	0	9.53	9.53
2S128C000600	2215 NE OREGON ST	38.82	38.34
2S128C000700	2405 NE OREGON ST	4.62	3.16
2S128C000701	0	4.97	4.64
2S128C000800	2565 NE OREGON ST	1.99	0
2S128D000100	12900 SW TUALATIN SHERWOOD RD	90.18	79.92
2S128D000300	21050 SW DAHLKE LN	4.40	0.89
2S128D000400	0	12.48	10.52
2S128D000500	0	5.98	3.22
2S128D000600	21825 SW DAHLKE LN	1.33	1.29
2S128D000601	21905 SW DAHLKE LN	4.30	4.28
2S128D000602	21775 SW DAHLKE LN	9.95	4.46
2S128D000700	21680 SW DAHLKE LN	8.99	7.94
2S128D000800	21700 SW DAHLKE LN	7.01	4.43
2S128D000900	21940 SW DAHLKE LN	12.75	12.14
2S128D001000	20940 SW DAHLKE LN	5.74	0
2S1330000101	0	12.0	12
2S1330000200	0	7.0	6.89
2S1330000201	14260 SW TONQUIN RD	3.0	2.55
2S1330000300	14250 SW TONQUIN RD	0.90	0.87
2S1330000400	0	20.0	15.12
2S1330000401	14240 SW TONQUIN RD	7.99	7.96
2S1330000403	0	1.11	1.11
2S133BB00100	0	8.52	4.46
Total:		283.56	235.72



Appendix B: Urban and Rural Reserves Candidate Areas



Appendix C: City of Sherwood Resolution 2007-083 (MOU with Tualatin)



RESOLUTION 2007-083

A RESOLUTION AUTHORIZING THE CITY MANGER TO ENTER INTO A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF TUALATIN REGARDING THE FUTURE BOUNDARY BETWEEN THE TWO CITIES SOUTH OF TUALATIN SHERWOOD ROAD IN THE AREA COMMONLY REFERRED TO AS "AREA 48" OR THE "QUARRY AREA".

WHEREAS, in 2002 Metro added approximately 300 acres of land to the Urban Growth Boundary located between the City of Sherwood and the City of Tualatin for industrial purposes located generally south of SW Tualatin-Sherwood Road; and

WHEREAS, the City staff of Tualatin and Sherwood held a series of discussions concerning future industrial development and transportation issues surrounding the Quarry area and a series of principles have been reached in a proposed MOU (Exhibit 1); and

WHEREAS, The MOU is a precursor to concept planning work and authorization of the MOU will establish the initial framework and understandings for concept planning for the area and identify that the Cities intend to enter into an Intergovernmental Agreement under the authority of ORS 190.110(1) and ORS 195.020 to 195.085 that will reflect and contain provisions representing the intent and understandings set forth in this Memorandum; and

WHEREAS, the Tualatin City Council conducted a work session on the draft MOU on September 10, 2007 and authorized signature on October 22, 2007 and the Sherwood City Council conducted a work session on the draft MOU on October 2, 2007.

NOW, THEREFORE, THE CITY RESOLVES AS FOLLOWS:

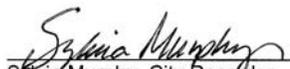
Section 1. The City of Sherwood City Council hereby authorizes the City Manager to sign the MOU attached as Exhibit 1, establishing the initial framework for the Area 48 concept planning process.

Section 2: This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 6th day of November 2007.


Keith S. Mays, Mayor

ATTEST:


Sylvia Murphy, City Recorder

Resolution 2007-083
November 6, 2007
Page 1 of 1 with Exhibit 1-MOU (2 pgs) and Exhibit A-1 Map (1 pg)



**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITIES OF TUALATIN AND SHERWOOD
FOR URBAN GROWTH BOUNDARY QUARRY EXPANSION AREA
LOCATED BETWEEN THE TWO CITIES**

Whereas, in 2004 the Metro Council added an area located between the Cities of Tualatin and Sherwood (the Cities), referred to as the Quarry Area (see attached map), to the Urban Growth Boundary for industrial uses; and

Whereas, the Cities share a boundary along Cipole Road to the north, but are separated by an area of unincorporated Washington County south of SW Tualatin-Sherwood Road and east of SW Oregon Street (the "Quarry Area"), and wish to enter into this agreement, in part, to establish the boundary between the Cities; and

Whereas, Title 11 of Metro's Urban Growth Management Functional Plan requires that local governments complete a "concept plan" prior to urbanization; and

Whereas, the Cities wish to work together to do the Title 11 concept planning for this area to assure carefully planned development in the Quarry Area that will be of benefit to the Cities and their residents and to minimize negative traffic impacts on SW Tualatin-Sherwood Road; and

Whereas, once the concept planning for the area is complete, the Cities intend to enter into an Intergovernmental Agreement under the authority of ORS 190.110(1) and ORS 195.020 to 195.085 that will reflect and contain provisions representing the intent and understandings set forth in this Memorandum.

Now, therefore, the Cities set forth their understanding as follows:

1. The boundary between Tualatin and Sherwood shall be the future SW 124th Avenue extension south of SW Tualatin-Sherwood Road, with the entirety of SW 124th Avenue located in the City of Tualatin.
2. Tualatin shall generally control access onto the future SW 124th Avenue, keeping driveway and street accesses to a minimum, to assure better flow of traffic from Pacific Highway 99W to SW Tonquin Road or the I-5/99W Connector consistent with existing street improvement and spacing standards or adopted as part of the concept planning process.
3. The concept planning for the Quarry Area shall include transportation concepts that provide access restrictions onto SW Tualatin-Sherwood Road and the future extension of SW 124th Avenue south of SW Tualatin-Sherwood Road



while ensuring all properties can develop in accordance with the law and the zoning adopted with the concept plan implementation.

4. In exchange for being allowed to control access onto SW 124th, Tualatin agrees to allow the area south of SW Tualatin-Sherwood Road between the future SW 124th extension and SW Oregon Street to be added to the City of Sherwood so that Sherwood may acquire needed industrial land to improve its long-term economic sustainability.

5. The Cities agree the newly added area will generally be considered for industrial type zoning consistent with the UGB expansion ordinance (Ord 02-969B); the specific details and allocation of which will be determined through the concept planning process. The Cities further agree that the scope of the concept plan shall consider the traffic impacts, whether restrictions are needed to limit access or uses (for example warehouse/distribution and commercial) further based on the outcomes of the concept planning process and funding mechanisms for SW 124th as well as other infrastructure needs identified through the process so that traffic impacts on the area will be minimized.

6. The Cities agree to participate in funding improvements to SW 124th Avenue, the details of which will be specified in an Intergovernmental Agreement upon completion of the concept plan.

7. The Cities acknowledge that they have already submitted a joint grant application to Metro for grant funds to concept plan the area. Once the concept planning is complete, the Cities agree to enter into an Intergovernmental Agreement to memorialize these understandings and the outcomes of the concept planning.

ENTERED into this ____ day of _____, 2007.

CITY OF SHERWOOD, Oregon

CITY OF TUALATIN, Oregon

By _____

By _____

ATTEST:

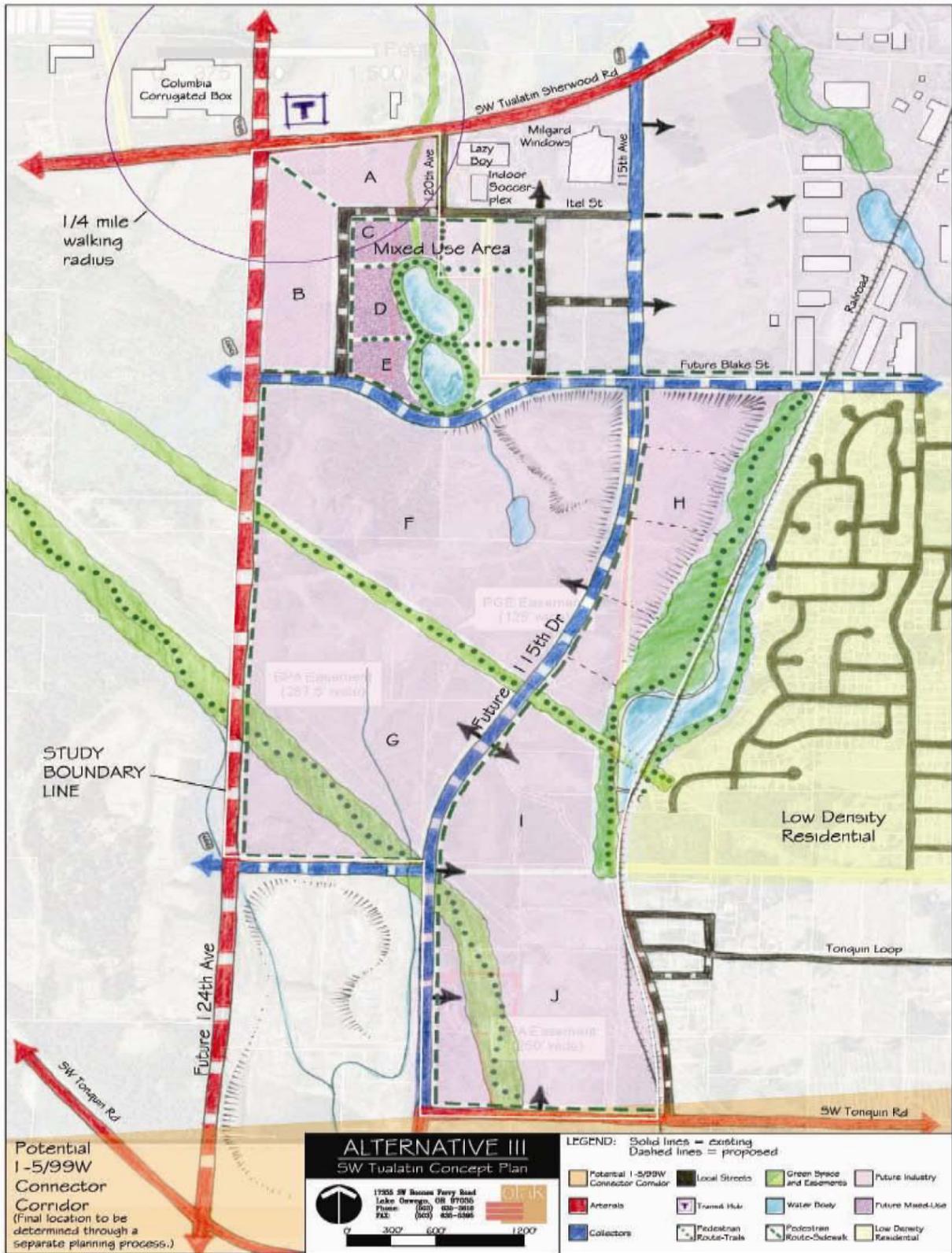
ATTEST:

By _____

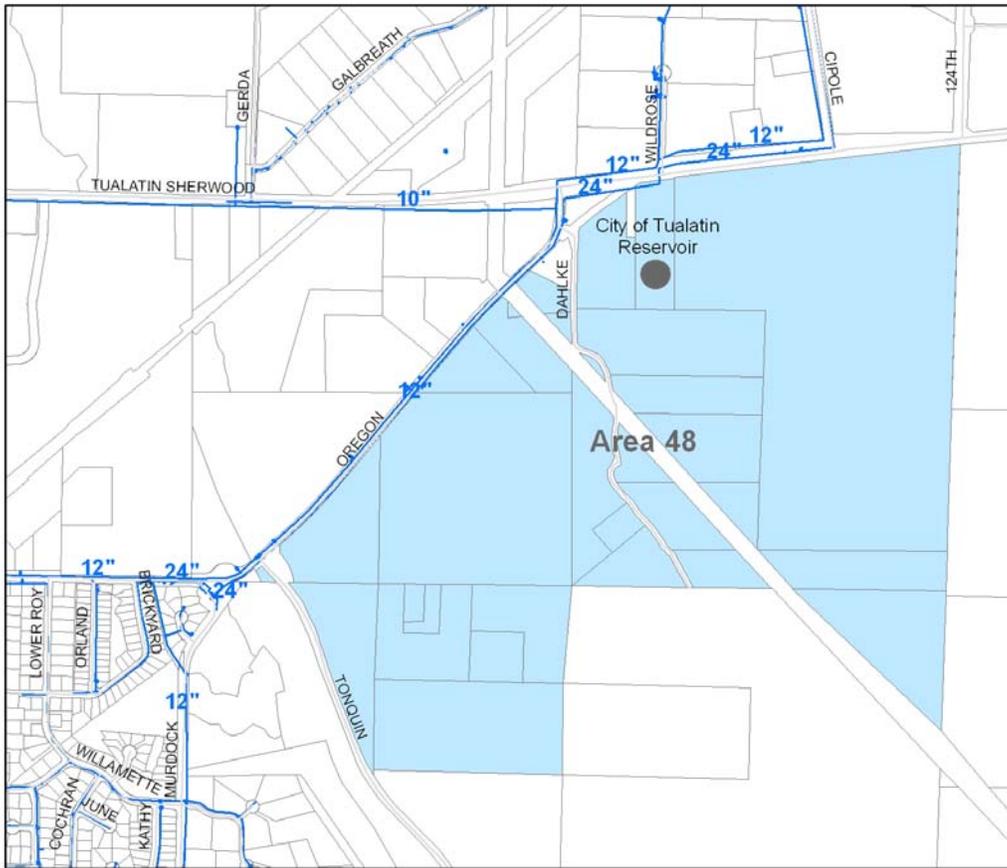
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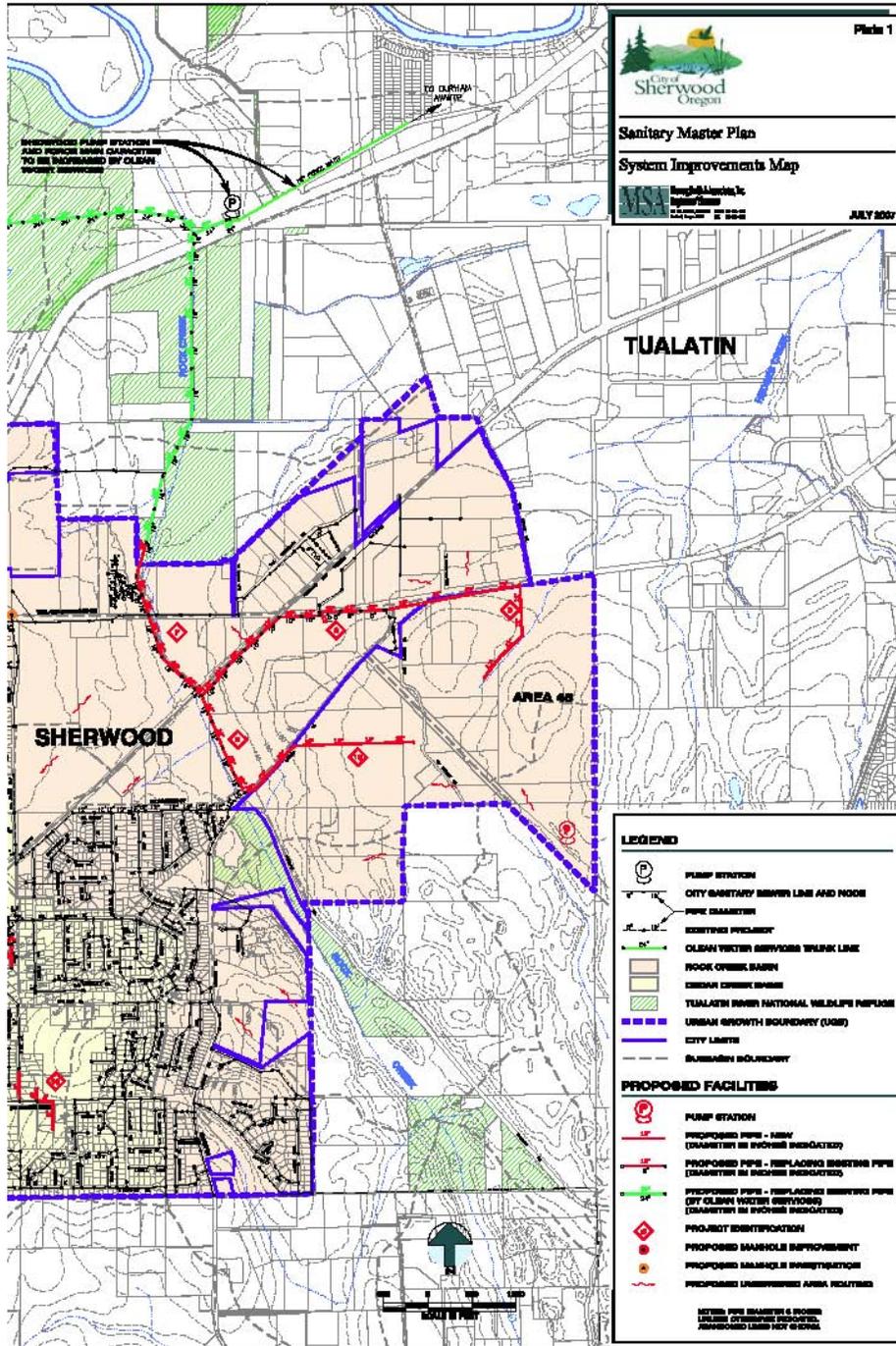
Appendix D: Southwest Tualatin Concept Plan



Appendix E: Water System Master Plan



Appendix F: Sanitary Sewer Master Plan



Appendix G: Stormwater Master Plan



Area 48: Existing Conditions Report

