

# Sherwood Community Plan

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## Ordinance and Plan Amendment History

<b>Ordinance # Plan Amendment #, or Annexation #</b>	<b>Adoption Date</b>	<b>Taxlot</b>	<b>Action</b>
Ord. No. 263	6/28/83		Community Plan Created
Ord. No. 264	6/28/83		
Ord. No.265	6/28/83		
Ord. No.278	12/27/83		
Ord. No. 279	12/27/83		
Ord. No. 280	12/27/83		
00-1081	1/11/00	2S1 31CC 500, 501 & 502	Annexed to Sherwood
Ord. No. 551	7/6/00		Amends the Community Plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan).
A-Eng. Ord. No.588	10/29/02		
A-Eng. Ord. No. 610	11/27/03		
B-Eng. Ord. No. 615	4/27/04		
AN-01-05	10/18/05	2S1 33CB 100	Annexed to Sherwood
Ord. No.649	11/24/05		Text changes to the Northeast Subarea and Northwest Subarea Design Elements
A-Eng. Ord. No. 783	10/7/14		Transportation System Plan update, removes Functional Classification map
A-Eng. Ord. No. 799	9/22/15		Transportation System Plan update

# Sherwood Community Plan

## The Relationship of the Comprehensive Plan Elements

The Sherwood Community Plan is one of a number of planning elements which in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the Sherwood Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Sherwood Community Plan is an area and site specific application of County Comprehensive Planning policy and a description of community development activities envisioned for the Planning Area. Implementation of the Sherwood Community Plan is guided primarily by other Plan elements such as the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan.

## Planning Context

The preparation of the Sherwood Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Sherwood Community Plan represents an update and rigorous re-examination of previous plans. The periodic updating of plans is necessary to ensure that the various plans respond to the current and anticipated circumstances of the County and the Planning Area. In addition to responding to local concerns, these plans respond to the planning concerns and requirements of the region and the state.

The County subscribes to the fundamental planning principle of creating plan elements through a public planning process which provides ample opportunity for citizen participation. Such a public planning process utilizes factual information and consideration of alternative courses of action which take into account social, economic, energy and environmental concerns.

The following are elements of the Washington County Comprehensive Plan:

- Comprehensive Framework Plan
- County Resource Document
- Community Plans
- Community Plan Background Documents
- Community Development Code
- Transportation System Plan

Subsequent to the adoption of these plan elements, the County will begin work on the Unified Capital Improvement Plan.

## Comprehensive Framework Plan

The Comprehensive Framework Plan is a policy document. Its function is to articulate the County's policy regarding the broad range of comprehensive planning and community development matters. Additionally, the Comprehensive Framework Plan contains strategies which are intended to guide the implementation of each policy directive.

A major function of the Comprehensive Framework Plan policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms.

Two central provisions of the Comprehensive Framework Plan have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a countywide development concept and the urban growth management policies.

The countywide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The County's Urban Growth Management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

## Community Plan

The unincorporated portion of the county within the metropolitan area regional urban growth boundary and outside of city planning areas is divided into a number of Community Planning Areas. The Sherwood Community Planning Area is one such planning area.

The policies and plan designations of the Comprehensive Framework Plan are applied in a site specific manner to the Community Planning Area. The result of this application is a Community Plan, composed of a Community Plan map and Community Plan text.

The Community Plan map portrays a land use designation for each parcel of land in the planning area.

The Community Plan text provides a written description of the Community Plan map in order to specify the intent of the mapped designations. Additionally, the Community Plan text includes Community Design Elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented. For certain areas specified by the Community Plan, the concept of Area of Special Concern is applied.

The designation of Area of Special Concern where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the Community Plan text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an Area of Special Concern when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the Community Plan requires an Area of Special Concern to develop through a mandatory Master Planning-Planned Development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The Master Planning-Planned Development requirement is intended to provide the open space, density transfer and design flexibility necessary to achieve the dual objectives of preserving significant natural features or achieving the design objectives of the design elements and encouraging development of a variety of housing types at the density permitted by the district. As provided in the Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this Plan. Densities shall not be restricted to less than that authorized by the development standards.

The prescriptions of the Community Plan are augmented and implemented by the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan. Standards and requirements of the Community Plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Development Code.

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this Community Plan.

The Significant Natural Resources Map shows the location of the significant Goal 5 resources in the planning area.

An identification of neighborhood park deficient areas has been made based on a 1/2 mile service area radius from existing park or school playground sites. Those portions of the planning area not within this service area are generally regarded as park deficient. On this Significant Natural Resources Map, a "P" has been placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not site specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis.

## Community Development Code

The chief function of the Code is to assist in the implementation of the various community plans and the Comprehensive Framework Plan. The Code is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The Code contains specific procedures and development standards necessary to assist in the implementation of the community plans. The Code addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use and aesthetic concerns. The Code also sets forth processes and procedures for review of specific development proposals, including public notice requirements. The Code also sets forth the standards and requirements of the Community Plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions.

## Transportation System Plan

The Transportation System Plan (TSP) is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan.

Prepared from both the countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The TSP designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the TSP. New neighborhood routes may also be designated through the development review process. Standards and requirements of the TSP that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Development Code.

The local street system is designated on the community plans and Rural/Natural Resource Plan. New local streets and special area local streets are identified through the development review process or by amendments to the community plans or the Rural/Natural Resource Plan. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

In the event there is a conflict between the requirements of the TSP and the requirements of this community plan, the requirements of the TSP shall control.

## Unified Capital Improvement Plan

Following the adoption of the Washington County Comprehensive Plan, the County will embark on a second phase of planning which will include the preparation of a Unified Capital Improvement Plan. The Unified Capital Improvement Plan will be coordinated with all urban service providers and will be the

mechanism which the County will rely upon to direct future urban investments in public facilities and services in the urban portion of the county.

# Background Summary

## Planning Area

The Sherwood Community Planning Area is located in southeastern Washington County approximately fifteen miles southwest of Portland's central business district. It generally surrounds the city of Sherwood and consists of all the unincorporated land inside the regional Urban Growth Boundary south of the Tualatin River and west of Cipole Road.

This area encompasses approximately 2.0 square miles and contains a 1980 population of an estimated 331 residents.

An earlier plan of development for the area is more than 20 years old, having been adopted in 1961. That plan designated all of the area for low density residential and industrial uses, with the industrial designations located generally along the Sherwood city boundary north of the Southern Pacific Railroad. This Sherwood Community Plan replaces and supersedes that plan and all other previous plans.

## Land Use

The Sherwood Community Planning Area is largely undeveloped at this time. Existing land uses are predominantly farmland, forest, rural and rural residential in nature. There are approximately 49 acres developed as residential uses, 20 acres taken up by public and institutional uses, and 2 acres improved for commercial uses within the Planning Area. Existing rural residential uses are concentrated southeast and southwest of Sherwood. The commercial uses located in the Area are next to Pacific Highway. There is one industrial concern at Cipole Road. The powerline right-of-way, St. Paul Lutheran Church property and Maple Lane Cemetery off Scholls-Sherwood Road are each distinctive institutional land uses with additional open space value.

About 1,010 acres of land within the Sherwood Community Planning Area are vacant and buildable, i.e., undeveloped, excluding powerline easements, and not in flood plain or steep slope.

Important land uses adjacent to the Planning Area include commercial activity located at Six Corners and Sherwood's original downtown business district, and industrial activity along the Tualatin-Sherwood Road corridor.

## Natural Features

Land in the Planning Area consists of low-lying Tualatin Valley floor extending gradually upward to the south. Unconsolidated sediments generally underlie the area, with Columbia River Basalt underneath. A fault line traverses the Area from the southwest to the northeast. Moderately well drained soils, including Woodburn, Aloha, and Willamette loams are common. Poorly drained soils including Wapato, Verboort and Cove are found in the lowest areas. Slopes exceed 20% in places along major streams and in the Tonquin area.

Cedar Creek, Chicken Creek and Rock Creek are the primary streams in the Planning Area. They flow to the Tualatin River. Several ponds are located near Wilsonville Road. These waterways and wetlands together with their tributaries and riparian uplands provide an important habitat for fish and wildlife. Winter flooding is common along the streams.

The Planning Area contains about a dozen wooded sites of 5 acres or larger. Those within the flood plain, drainage hazard area or riparian zone are especially significant wildlife habitat. The Ponderosa Pine forest south of Wilsonville Road is very rare in the County. A fir and cedar forest off Scholls-Sherwood Road is noteworthy for the Planning Area.

The Tonquin Scablands geological area southeast of Sherwood has been identified by scientists as an important geological and biological feature. This area, important mainly for its unique scientific and educational value, is marked by channels, depressions and bedrock knolls and presents some constraints to development.

Local areas distinguished for their beautiful scenery include portions of the Tonquin Scablands, Cedar Creek, and a small stream canyon which flows into the cultivated farmland of the Tualatin River flood plain.

Five rock quarries are active east of Sherwood outside the regional Urban Growth Boundary (UGB). These quarries may not be compatible with residential and other sensitive uses inside the UGB, primarily because of the noise, dust and truck traffic they produce.

## Transportation

The Sherwood Planning Area is divided by Highway 99W, a state-owned Arterial roadway that provides for the movement of people and goods both within the county and the region. Highway 99W extends generally northeast to southwest through the Sherwood planning area. Other Arterial roads in the planning area include Sherwood and Sunset Boulevards, Oregon Street, and Murdock and Tualatin-Sherwood Roads.

Major improvement projects were undertaken during the last two decades on Tualatin-Sherwood Road, Oregon Street and Scholls Sherwood Road, extending from the improved Roy Rogers Road from the north. Anticipated future improvements are identified in the Washington County and city of Sherwood Transportation Plans.

Present public transit service to the area is limited, including one major bus route emanating from downtown Portland via Highway 99W to central Sherwood. This provides reasonably frequent all-day and some supplemental commuter service on weekdays, and reduced service on weekends. Access by transit to the north and east requires transfers at the Tigard Transit Center.

Bicycle and pedestrian facilities have been built in conjunction with roadway projects, on Tualatin-Sherwood and Roy Rogers Roads and Oregon Streets. Additional planned improvements are identified in the Washington County and city of Sherwood Transportation Plans.

## Services

Sewer service to the Sherwood area is provided by the Clean Water Services (CWS). All but the extreme north edge of the Planning Area will have access to CWS sewers within several years. The Rock Creek trunk is under construction and the southwestern extension of the Cedar Creek trunk will be started soon; a Local Improvement District is being formed and engineering is under way at this time.

Water service for the Planning Area is available from the Sherwood Water District. This water supply is provided entirely from wells tapping the ground water of the Columbia River Basalt. Although water levels have been declining in recent years, a city of Sherwood study has concluded that additional wells can provide sufficient water for expected demand to the turn of the century.

Storm drainage in the Planning Area is currently handled by natural stream channels. Urbanization will pose some drainage management problems in certain areas if care is not taken to design developments to incorporate local topography and soils in the treatment of runoff. The location and sizing of drainage management facilities will also need to be based upon basin-wide studies and plans.

The Tualatin Rural Fire Protection District serves the Planning Area. The lack of current water service results in a Class 8 fire insurance rating for most of the Area. Portions of the Area on the north and south of Sherwood have a Class 3 rating. With the applications of the County growth management policies, water is required as a critical service for all new development in the area.

Sherwood School District 88J serves the Planning Area. Current facilities, all located within the city of Sherwood, include one elementary school, one intermediate school and one high school.

There are no public parks or recreation facilities within the Planning Area. The city of Sherwood has one park and plans for eight more. Park deficient areas (over 1/2 mile radius from existing parks) are shown on the Significant Natural Resources Map.



# Community Plan Overview

The development approach planned for the Sherwood Community Planning Area is related directly to its scattered location around the boundary of the city of Sherwood. Development planned for this Planning Area is intended to be a supportive extension of existing and previously planned development within Sherwood. This approach operates to complete the definition of Sherwood as a distinct, increasingly self-sufficient city with a balance of land uses.

The development pattern for the Planning Area consists generally of 1) a filling out of neighborhood units and commercial and industrial areas currently developing in the city of Sherwood, 2) medium density housing at major access points to and along busy trafficways, and 3) an attractive Special Industrial District planned southwest of the city of Sherwood to fulfill the city's development goals. Road improvements are intended to 1) protect the integrity of the basic development concept of the city of Sherwood, including central business district enhancement and neighborhood protection, 2) provide for safe access to employment and services, and 3) channel through traffic through the Sherwood area with minimum congestion.

Implicit throughout the Sherwood Community Plan is the assumption that policies in the Comprehensive Framework Plan will be implemented through the Community Development Code, the Unified Capital Improvements Plan, and the Transportation System Plan and other functional plans. This is particularly important with regard to the County policies on public facilities, which mandate the provision of adequate services before development is permitted. Adherence to these policies is critical to preserving the livability of the planning over time.

## Community Design

Major development concerns, community design considerations and the land use prescriptions created to address them are enumerated as Community Design Elements in this section of the Plan. The Community Design Elements are central to the Community Plan. They protect what is unique about the Sherwood Community Planning Area and at the same time connect its land uses with the rest of the region.

Community Design Elements are first listed which apply to the whole Planning Area. Then, the land use plan for the Sherwood Community is characterized by subarea and design elements specific to each subarea are presented. Sherwood Community subareas include Northeast of Sherwood, North of Sherwood, Southwest of Sherwood and Southeast of Sherwood. All of the design elements in this Plan, both general to the Planning Area and site specific shall guide land use in the Sherwood Community Planning Area.

Areas of Special Concern are also defined in this Community Plan. Some sites within the Planning Area present special resources, opportunities or problems to the Sherwood Community. In such cases, a creative site design approach is required to assure resolution of development conflicts and/or assure consideration of important amenities, such as proper circulation and open space. Special prescriptions for analysis or design, as well as directions for the public review process are given where these special areas are noted. The Areas of Special Concern are mapped and numbered on the Community Plan Map.

## General Design Elements

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian zones and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
  - a. Used to accent, define or separate areas of differing residential densities and differing planned land uses;

- b. Preserved and protected, consistent with the provisions of the Community Development Code, to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
  - c. Where appropriate, interconnected as part of a park and open space system.
2. Master Planning - Primary Use or Planned Development procedures and standards specified in the Community Development Code shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. An exception to this requirement shall be allowed if all of the Significant Natural Resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.
  3. Trees located within a Significant Natural Resource area shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds.
  4. Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the Community Development Code.
  5. All new subdivisions, attached unit residential development, and commercial development shall provide for pedestrian pathways which allow public access through, or along, the development and connect with adjacent developments and/or shopping areas, schools, public transit, parks and recreation sites.
  6. Noise reduction measures shall be incorporated into all new residential developments located adjacent to Arterials, Collectors and rock quarries. Noise reduction alternatives include vegetative buffers, berms, walls, set backs and structured design techniques, such as the orientation of windows away from the road and insulation.
  7. Where the impact of noise and lighting associated with commercial or industrial uses adjacent to residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.
  8. Consistent with the County Growth Management Policies, new development within the Planning Area shall be required to connect to public water and sewer service.
  9. New development shall dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation System Plan and the Sherwood Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
  10. In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's Transportation System Plan shall be included.
  11. The County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.
  12. New access onto Arterials and Collectors shall be limited. Shared or consolidated access shall be required when new development or redevelopment is proposed along Arterials and Collectors, as detailed in the Community Development Code.

13. Open space shall be used for a variety of recreational activities, the protection of wildlife habitats, scientific research, or aesthetic purposes, such as scenic views.
14. Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.
15. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

# Subareas

## Northeast of Sherwood

This subarea encompasses part of the future Community Business District (CBD) planned by the city of Sherwood. A major objective of the city of Sherwood Comprehensive Plan is to move its central business district to the Pacific Highway location principally because the historic town center is too small and developed to accommodate expected growth. Commercial designations in this subarea are similar to those recommended in the city of Sherwood Plan. This subarea also includes approximately 30 acres of land that was added to the Regional Urban Growth Boundary (UGB) by Metro in 2002. This area is located east of Highway 99 and is adjacent to Sherwood along its northern, southern and western borders. The properties in this area are designated Future Development - 20 Acres (FD-20).

In the eastern portion of this subarea, industrial uses are proposed for several groups of parcels between the Southern Pacific Railroad and the UGB. Similar uses are designated for adjacent land within the city limits of Sherwood.

Medium residential densities at a maximum of 24 and 15 units per acre respectively are designated south of Edy Road adjacent to the concentration of shopping and employment at Six Corners and the industrial area immediately to the east. Low medium density residential uses at a maximum of 9 units per acre form a transition to the south, adjacent to existing lower density uses further out from the CBD. Medium density residential uses along Pacific Highway and adjacent to the CBD will take advantage of good access to employment, shopping and the regional transportation system. Moreover, these densities will help encourage public transit in this subarea.

An Arterial linking Interstate 5 and Sunset Highway via Tonquin, Elsner, Beef Bend and 175th Roads and 185th Avenue is planned through this subarea west of the Bonneville Power Lines. This regional facility will improve accessibility to the city of Sherwood and the urban core of Washington County, as well as reduce congestion in residential areas and on State Highways 99W and 217.

The new UGB properties shall maintain the FD-20 designation until the planning for the new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

## Design Elements

1. Multi-family housing and commercial developments shall include provisions for pedestrian access to transit service on North Sherwood Street and Pacific Highway.
2. Industrial development shall be designed to include landscaped buffers adjacent to residential areas.
3. Traffic circulation associated with industrial development shall be designed so that the impacts of truck traffic on nearby residential and commercial uses are minimal.
4. Use of powerline easements as open space and wildlife habitat shall be encouraged as appropriate in this subarea.
5. **Area of Special Concern 7** is comprised of approximately 44 acres of land located east and west of Highway 99 and north of Roy Rogers Road. This area was added to the regional UGB by Metro Ordinance No. 02-986A in December 2002. No urbanization shall occur in this area until the actual alignment of the Adams Road Extension has been determined and adopted in the City of Sherwood Transportation Plan.

## Northwest of Sherwood

The majority of this subarea is designated for residential use supportive of the neighborhood unit envisioned by the City of Sherwood north of Pacific Highway. Designated densities generally diminish with distance from Pacific Highway and the Community Business District. Areas most apt to be served directly by transit service on Pacific Highway and closest to the business district at Six Corners are designated for residential uses at a maximum of 15 units per acre and 9 units per acre. The areas to the north and more remote from the activity at Six Corners are designated for lower density residential uses at a maximum of 6 units per acre. This subarea also includes two separate areas that were added to the Regional Urban Growth Boundary (UGB) by Metro in 2002. The first area, which is approximately 89 acres, is bordered to the north by Edy Road, Elwert Road to the west, and the city of Sherwood to the south and east. The second area, which is approximately 14 acres, is located west of Highway 99 and is adjacent to Sherwood to the south and west. The properties in each new UGB area are designated FD-20. Both areas shall maintain the FD-20 designation until the planning for each area is complete. The planning for both areas shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

### Design Elements

1. Housing development at 10-15 units per acre shall include provisions for pedestrian access to transit service on Pacific Highway.
2. Cedar Creek, its tributaries, Chicken Creek, and an unnamed creek northeast of Six Corners, and their immediately adjacent riparian zones, as defined in the Community Development Code shall be retained in their natural condition, including topography and vegetation. This land shall be dedicated as public open space for pedestrian access and recreational purposes whenever possible.
3. All of the land north and east of Scholls-Sherwood Road in this northern subarea is **Area of Special Concern 2**. Development within this Area shall be reviewed and designed in light of the proposed Arterial connecting Tonquin and Elsner Roads. Locational, land use or design conditions may be placed on any development proposal in order to allow the future construction of this road.
4. Use of powerline easements as open space and wildlife habitat shall be encouraged as appropriate in this subarea.
5. A scenic view turnout shall be provided as part of major road improvements in the vicinity of the intersection of Edy Road and Cedar Creek.
6. **Area of Special Concern 7** is comprised of approximately 44 acres of land located on both sides of Highway 99, north of Roy Rogers Road. This area was added to the urban growth boundary by Metro Ordinance 02-986A in December 2002. No urbanization shall occur in this area until the actual alignment of the Adams Road Extension has been determined and adopted in the City of Sherwood Transportation Plan.
7. **Area of Special Concern 8** is comprised of approximately 89 acres of land located southeast of the intersection of Edy and Elwert Roads. This area, known as a portion of Metro Study Area 59, was added to the urban growth boundary by Metro Ordinance No. 02-969B in December 2002. The Title 11 planning process for this area shall determine the size and location for one or more sites for public school facilities. The governing jurisdiction shall adopt provisions in its comprehensive plan to provide the opportunity to site one or more public school facilities consistent with Section 3.07.1120 of Metro's Urban Growth Management Functional Plan.

## Southwest of Sherwood

This subarea contains the most significant change of designation over that recommended by the city of Sherwood when it adopted its Comprehensive Plan. The parcels west of the Cedar Creek flood plain and south of Wilsonville Road are designated for industrial use primarily because of city of Sherwood goals for industrial development, general suitability of the land, a regional deficiency of large industrial sites, proximity to the Southern Pacific Railroad and Pacific Highway, and the lack of an employment center on the west side of town. This subarea also includes approximately 237 acres that were added to the Regional Urban Growth Boundary by Metro in 2002. This new area is bordered to the north by the city of Sherwood, to the south by Brookman Road, and to the west by Highway 99. The properties in this area are designated FD-20.

Areas to the north and east of the industrial area are planned for low medium density housing at a maximum of 9 units per acre. Lower density housing at a maximum of 6 units per acre is designated for the extreme southwest corner of the subarea and north of the major east-west Cedar Creek tributary adjacent to existing low density housing within the City of Sherwood. Low medium and medium densities at a maximum of 9 and 15 units per acre respectively are designated in the north next to the highway and closer to the town center at Six Corners.

In recognition of an existing use, approximately 1 acre adjacent to Pacific Highway east of Meineke Road is designated General Commercial. This designation is the result of unique historical circumstances and shall not be used to justify additional commercial designations in the vicinity.

The new UGB properties shall maintain the FD-20 designation until the planning for the new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

## Design Elements

1. Housing development at 10-15 units per acre shall include provisions for pedestrian access to transit service on Pacific Highway.
2. Cedar Creek, its tributaries and their immediately adjacent riparian zone, as defined in the Community Development Code, shall be retained in their natural condition, including topography and vegetation consistent with the provisions of the Community Development Code. This land shall be dedicated as public open space for pedestrian access and recreational purposes when ever feasible.
3. An area including seven existing land parcels north of Wilsonville Road is **Area of Special Concern 3**. Partitioning of land and building any structures within this Area shall be designed and reviewed for location and orientation as they affect circulation according to the Master Planning-Planned Development provisions of the Community Development Code. A general circulation plan for the Are shall be provided which minimizes 1) crossing of the major Cedar Creek tributary and 2) access onto Wilsonville Road.
4. The approximately 121 acres of land designated for industry south of Wilsonville Road, east of Old Highway 99, north of the Urban Growth Boundary and west of the Cedar Creek flood plain is **Area of Special Concern 4**, and is a **Special Industrial District**. This District is proposed in order to efficiently accommodate large ventures of specialized light industrial and related uses, as allowed in the Community Development Code. Industrial development in this subarea shall be planned and reviewed under the Special Industrial District provisions of the Community Development Code, which include Master Planning-Planned Development requirements.

The impacts of noise, light, odor and dust from these industrial uses shall be buffered from the adjacent residential uses. All borders of industrial development, which are shared with residential uses, shall be landscaped appropriately to be attractive visually. Industrial sites shall be planned so

that heavy vehicle access shall not be allowed onto Middleton Road or south of the Special Industrial District, except by means of the Southern Pacific Railroad.

5. All of the Ponderosa Pine forest south of Wilsonville Road, or a portion sufficient to protect the unique natural values of the site, as determined through the Master Planning-Planned Development process, shall be preserved as a significant area. County staff with the assistance of a plant ecologist will make the initial determination of that portion of the forest sufficient to protect the unique natural features. If the developer objects to this staff recommendation, she must furnish such a determination by a plant ecologist. For the purposes of this provision, a plant ecologist is an academically trained ecologist or botanist with at least a Masters degree in the sub-discipline of plant ecology.

The adjacent pond shall be protected, in conjunction with the Pine forest, as part of the open space requirement of the master plan for development.

# Southeast of Sherwood

The rolling uplands southeast of the Sherwood city limits are designated for low density residential uses of a maximum of 6 units per acre, except for a small area designated for low medium uses at a maximum of 9 units per acre adjacent to an existing apartment zone within Sherwood. This subarea is planned as an extension of a developing neighborhood within the City of Sherwood mainly because of its distance from major transportation routes, rugged terrain, and proximity to planned neighborhood park and school facilities within the City of Sherwood.

## Design Elements

1. An area including six existing land parcels between Wilsonville and Murdock Roads is **Area of Special Concern 5**. The partitioning of land and building of any structures within this Area shall be designed and reviewed for location and orientation as they affect circulation according to the Master Planning-Planned Development provisions of the Community Development Code. A general circulation plan for the Area shall be provided which minimizes 1) crossing of the major Rock Creek tributary and 2) access onto Wilsonville and Murdock Roads.
2. All of the land east of Murdock Road within this southeastern subarea is **Area of Special Concern 6**. This Area is part of what may be the County's most significant natural area.
  - A. Tonquin Scabland (TSGA) Study  
In conjunction with the City of Sherwood and Metro, Washington County will participate in a master study of the significant natural elements of the Tonquin Scabland geologic area if and when funding becomes available. The purpose of this study is to further determine the significance of the geologic area and identify critical natural areas for public use or preservation. The results of this study shall be balanced with appropriate uses of mineral and aggregate resources in the rural area. At minimum the study shall include:
    - a. Examination of significant natural areas both in the urban, and rural and natural resource areas of the county;
    - b. Participation by responsible agencies, such as Parks and Recreation Branch of the State Department of Transportation, State Department of Fish and Wildlife, State Department of Geology and Mineral Industries, Washington and Clackamas Counties and the Cities of Sherwood and Tualatin;
    - c. Consideration of geological resources including mineral and aggregate resources and biological, educational, scenic and open space/recreational resource potential;
    - d. Identification and survey of critical sites;
    - e. Plan for public and private use and protection, including agency role identification and financing strategies; and
    - f. Involvement of affected property owners and other interested citizens.
  - B. Review Process  
Prior to completion of the Study, the potential critical area identified on the Significant Natural Resources Map shall be protected from development by the use of transfer of densities, open space requirements and variance to the growth management policies and other requirements consistent with the Community Development Code.

In all cases, prior to and following the completion of the TSGA Study, the Master Planning-Planned Development design and review process shall be required for all development in the



natural area (Area of Special Concern 6). Critical subareas of this natural area shall be retained in their natural condition, including topography and vegetation. Density transfers may be allowed from the critical features of the natural area to other parts of the area as determined by the TSGA Study. Prior to completion of the TSGA Study, determination of critical sub-areas shall be made by Planning Department staff, using the best available data, including applicant's submittal and the advice of knowledgeable authorities. Such determinations may be appealed by affected parties.

Dedication of land as public open space shall be encouraged for subareas identified as critical natural features and for other areas noted as appropriate for public use in the Tonquin Scabland Geologic Area Master Plan. Barring public dedication, every effort should be made for public acquisition of critical areas of this resource site.

3. Review of land partitioning and structural development proposals for areas within one half mile of rock quarries (existing and proposed) shall include 1) measurements of noise anticipated from such development or impacting such development and 2) appropriate mitigation measures which ensure that the future land uses meet Oregon Department of Environmental Quality noise standards. Conditions to development, such as requirements for berms, walls and other noise buffers shall be applied to the approval of new development when appropriate.

# Transportation

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Sherwood planning area, are contained in the adopted Washington County Transportation System Plan.

Both the countywide development concept and location criteria for development assumed the transportation system as a primary factor in determining composition, orientation and intensity of specific planned uses. For example, increasing costs of roadway improvements were a factor in the self-sufficient, balanced land-use community development concept adopted by the County. Moreover, commercial and medium to high-density residential uses are encouraged to locate adjacent to or close to Collector and Arterial roads.

The major traffic routes are established in the planning area with the exception of the I-5/Highway 99W Connector, for which a corridor is identified in the Washington County Transportation System Plan.

A major rail line bisects the planning area and helps define the area as a potential industrial center. Collector roads serve traffic in and out of the developing business district near the Tualatin Sherwood Road/Highway 99W intersection.

## Roads

The Washington County Transportation System Plan identifies the roadway system needed to serve the Sherwood planning area for the next 20 years. Projects necessary to meet this need are identified in the TSP's Technical Appendix, and include among them additional improvements to Tualatin-Sherwood Road and Tonquin Road. Additionally, it is anticipated that a regional corridor study will produce project recommendations. The study, which will focus on identifying the specific nature and route of a roadway connection between Highway 99W and I-5, is expected to occur during the next two years. Washington County is also conducting a corridor study focusing on identifying Arterial freight connections between Highway 99W and I-5, which also is likely to produce project recommendations.

## Transit

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases.

Washington County transit policies and strategies and planned facilities and services, which reflect those of the region, are identified in the Washington County Transportation System Plan. These echo and are consistent with Regional Transportation Plan transit provisions, and include provisions for the Sherwood planning area.

It is anticipated that the densities planned southwest, north and northeast of Sherwood will justify more frequent regular transit service along Pacific Highway and looping west via Old Pacific Highway and Wilsonville Road and back to Highway 99W along Sherwood Road.

The Transportation System Plan and the Sherwood Community Plan assume that transit services will be implemented over time by TriMet in coordination with regional and local governments and service providers, including Washington County and the City of Sherwood, as priorities direct and resources allow.

## Bicycle and Pedestrian Pathways

The Sherwood Community Plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County Transportation System Plan and the city of Sherwood Comprehensive Plan.

Generally, the Plan calls for bikeways along all Arterial and Collector roads in the area, as well as along power line easements, right-of-ways, waterways, improved road shoulders and other linear routes that may be off of the roadway system. An additional more localized bicycle and pedestrian network is defined in the city of Sherwood Comprehensive Plan.

The timing of pathway development will be determined by the availability of resources and the application of plan implementation priorities, as identified in the Transportation System Plan.

## Distribution of Planned Land Uses

Land Use Districts		Acres	Percentage
Residential 5	R-5		0.00%
Residential 6	R-6	43.34	39.29%
Residential 9	R-9	6.72	6.09%
Residential 15	R-15	20.11	18.23%
Residential 24	R-24		0.00%
Residential 25+	R-25+		0.00%
Transit Oriented Residential 9-12	TO:R9-12		0.00%
Transit Oriented Residential 12-18	TO:R12-18		0.00%
Transit Oriented Residential 18-24	TO:R18-24		0.00%
Transit Oriented Residential 24-40	TO:R24-40		0.00%
Transit Oriented Residential 40-80	TO:R40-80		0.00%
Transit Oriented Residential 80-120	TO:R80-120		0.00%
Office Commercial	OC		0.00%
Neighborhood Commercial	NC		0.00%
General Commercial	GC		0.00%
Community Business District	CBD		0.00%
Transit Oriented Retail Commercial	TO:RC		0.00%
Transit Oriented Business District	TO:BUS		0.00%
Transit Oriented Employment District	TO:EMP		0.00%
Industrial	IND	40.13	36.38%
Institutional	INST		0.00%
Total		110.30	100.00%