

# WASHINGTON COUNTY COMPREHENSIVE PLAN



## VOLUME V SHERWOOD COMMUNITY PLAN

November 2024

# SHERWOOD COMMUNITY PLAN

The information in this community plan is a representation of official maps and text filed with the Recording Section of the Washington County Department of Assessment & Taxation. This document may be amended through legislative changes, quasi-judicial plan amendments and annexations (as shown below). Maps have been compiled from original materials at various scales and are available for inspection in the Recording Section office located in the Washington County Public Services Building.

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## ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance # Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
Ord. 263	6/28/83		Community plan created
Ord. 264	6/28/83		
Ord. 265	6/28/83		
Ord. 278	12/27/83		
Ord. 279	12/27/83		
Ord. 280	12/27/83		
00-1081	1/11/00	2S1 31CC 500, 501 & 502	Annexed to Sherwood
Ord. 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).
Ord. 588A	10/29/02		
Ord. 610A	11/27/03		
Ord. 615B	4/27/04		
AN-01-05	10/18/05	2S1 33CB 100	Annexed to Sherwood
Ord. 649	11/24/05		Text changes to the Northeast Subarea and Northwest Subarea Design Elements
Ord. 783A	10/7/14		Transportation System Plan update, removes Functional Classification map
Ord. 799A	9/22/15		Transportation System Plan update

Ordinance # Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
Ord. 901A	11/5/24		Amends plan text, design elements, and the Significant Natural and Cultural Resources Maps for the urban unincorporated area to reflect updates to the County’s state-wide planning Goal 5 SNR program.
Ord. 903	10/15/24		Amends plan text and deletes maps relating to parking, to conform with recent changes to state Transportation Planning Rule (TPR) requirements as a result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules.

\*Some maps were reformatted in 2023 to create consistency in appearance.

## THE RELATIONSHIP OF 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 (CFP) 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 CFP contains strategies that are intended to guide the implementation of each policy directive.

A major function of the CFP policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms. Two central provisions of the CFP 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 (UGB) 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 CFP are applied in a site-specific manner to the community planning area. The result of this application is a community plan, composed of community plan maps and community plan text.

The Land Use Districts 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 Land Use Districts Map in order to specify the intent of the mapped designations. Additionally, the community plan text includes community design elements for particular areas or sites which may be considered as the plan is implemented. For certain areas specified by the community plan, the concept of Area of Special Concern (ASC) is applied.

The designation of ASC 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 that identifies and addresses the design opportunities or constraints. Usually land is designated as an ASC 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 ASC 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 provisions in the Community Development Code provide open space, density transfer and design flexibility that applicants can consider to help preserve natural features while encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community 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. Design elements or ASC provisions related to Significant Natural Resource (SNR) areas are not considered approval criteria for development applications.

The provisions 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 Community Development Code. Design elements or ASC provisions related to Significant Natural Resource (SNR) areas are not considered approval criteria for development applications.

The original inventory and discussion of natural resources adopted in 1983 is contained in Chapter 1 of the Resource Document (Volume I of the Comprehensive Plan). That document explains the original determination of significance, as specified in the Oregon Administrative Rules (OAR Chapter 660, Division 16) and Statewide Planning Goal 5. In 1983, components of the County's Goal 5 program included specific and directive design elements in the community plans to guide implementation through the development review process.

With the subsequent adoption of Metro's Title 13 in late 2005, the County codified some of Metro's requirements for SNRs in the Community Development Code, but retained the directive design elements related to natural resources. Applicants proposing development were able to meet the requirements of Title 13 of Metro's Urban Growth Management Functional Plan (UGMFP) for Metro's Regionally Significant Riparian Wildlife Habitat through compliance with Clean Water Services' *Design and Construction Standards*. These standards were generally consistent with the objectives identified in the community plans to strictly limit development in these Riparian Wildlife Habitat areas.

In 2024, the County completed an update of its Goal 5 program for Riparian Wildlife Habitat and Upland Wildlife Habitat under OAR Chapter 660, Division 23 rules and in compliance with Title 13. The resulting program is implemented by the Community Development Code. The design elements of this community plan related to these categories of natural resources were therefore removed, as they are no longer applicable.

The 2024 Goal 5 program update replaced the County's 1983 inventory for the SNR categories, Water Areas and Wetlands and Water Areas and Wetlands and Fish and Wildlife Habitat, with the categories Riparian Wildlife Habitat Class I and II from Metro's Regionally Significant Fish and Wildlife Habitat Inventory map. It also included updates to the County's SNR category Wildlife Habitat and added areas of Metro Upland Wildlife Habitat from the Metro Inventory Map. The County then completed a Goal 5 Economic, Social, Environmental and Energy (ESEE) analysis for the Significant Habitat, resulting in changes to the Significant Natural and Cultural Resources Map (SNR Map). Resource Document Volume IA includes the updated inventory methodology, inventory maps and the Goal 5 ESEE Analysis.

The SNR Map, included as part of this community plan, reflects the results of the inventory update and Goal 5 analysis. This map is the official regulatory map for the location of significant Goal 5 Riparian and Upland Wildlife Habitat resources in the planning area. The Riparian and Upland Wildlife Habitat together comprise the Significant Habitat. Changes to the mapped Significant Habitat boundary shall be made through a plan amendment. A plan amendment is not required for map refinements, corrections, or adjustments that are permitted through the development review process.

An identification of neighborhood park-deficient areas was done in the early 1980s as part of the original community plan development. The identification was made based on a 0.5-mile service area radius from park or school playground sites existing at the time. Those portions of the planning area not within this service area are generally regarded as park-deficient. On this SNR Map, a "P" was 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. This has not been updated since the early 1980s.

## **Community Development Code**

The chief function of the Community Development Code (CDC) is to assist in the implementation of the various community plans and the CFP. The CDC is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The CDC contains specific procedures and development standards necessary to assist in the implementation of the community plans. The CDC addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use, allowances in SNR areas, and aesthetic concerns. The CDC sets forth processes and procedures for review of specific development proposals, including public notice requirements. The CDC 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. As noted above, design elements or ASC

provisions related to SNR areas are not considered approval criteria for development applications.

## **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 (RNRP).

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 CDC.

The Local Street System is designated on the community plans and RNRP. New Local Streets and Special Area Local Streets are identified through the development review process or by amendments to the community plans or the RNRP. 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 15 miles southwest of Portland's Central Business District. In 1980, it generally surrounded the city of Sherwood and consisted of all the unincorporated land inside the regional UGB south of the Tualatin River and west of Cipole Road. Over time, those boundaries have shifted as areas have annexed to the city of Sherwood. Current boundaries are shown in the community plan maps.

This area encompasses approximately 2 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 floodplain or steep slopes.

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.

In the early 1980s, Cedar Creek, Chicken Creek and Rock Creek were the primary streams in the planning area. They flow to the Tualatin River. Several ponds were 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. Over time, the areas containing Chicken Creek, Rock Creek, most of Cedar Creek, and the ponds near the former Wilsonville Road were annexed to the city of Sherwood.

In the early 1980s, the planning area contained about a dozen wooded sites of 5 acres or larger. Those within the floodplain, drainage hazard area or riparian zones were especially significant wildlife habitat. The ponderosa pine forest south of Wilsonville Road was very rare in the county. A fir and cedar forest off Scholls-Sherwood Road, now SW Roy Rogers Road, was noteworthy for the planning area. Over the years, the areas containing most of these wooded sites were annexed to the city.



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 floodplain. Most of these areas have been incorporated into the city.

Five rock quarries are active east of Sherwood outside the regional 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.

In 2024, the Goal 5 inventory was updated to incorporate changes to the Riparian and Upland Wildlife Habitat since 1983, to include areas added to the UGB and not yet annexed to a city, and to remove area annexed to a city since the original inventory. As part of the 2024 work, the County consolidated its 1980s inventory with the more recent Metro Regionally Significant Fish & Wildlife Habitat Inventory Map and updated inventories done by cities or the County as part of Metro Title 11 Comprehensive Planning. This work included removing areas that were determined to no longer be significant because they were developed or were considered too small or fragmented to provide meaningful habitat. The 2024 inventory replaced earlier natural resource mapping. Volume IA of the Resource Document contains information about this work. This updated inventory is reflected in the community plan SNR Maps.

## **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's 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 Street. Additional planned improvements are identified in the Washington County and city of Sherwood's Transportation Plans.

## Services

Sewer service to the Sherwood area is provided by 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 SNR 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 (CBD) 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 CFP will be implemented through the CDC, the Unified Capital Improvements Plan, the TSP and other functional plans. This is particularly important with regard to 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. As noted above, design elements or ASC provisions related to SNR areas are not considered approval criteria for development applications.

ASCs 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 considerations for analysis or design, as well as directions for the public review process are given where these special areas are noted. The ASCs are mapped and numbered on the community plan map.

### **General Design Elements:**

1. In the design of new development, floodplains, drainage hazard areas, steep slopes, scenic features, and powerline easements and rights-of-way may 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 CDC, 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. A density transfer from resource areas to the buildable portion of a site shall be allowed for any SNR site as specified in the CDC.
3. Removal of trees located within a SNR area must follow the permitting requirements provided within the CDC.
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 CDC.
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, setbacks 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 CDC, 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 TSP 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 TSP 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 CDC.
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. Attributes of upland wildlife habitat and riparian habitat within the community plan area, including creeks and drainageways, shall be addressed through application of the provisions of the CDC.

## **SUBAREAS**

### **Northeast of Sherwood**

This subarea encompasses part of the future CBD planned by the city of Sherwood. A major objective of the city of Sherwood's Comprehensive Plan is to move its CBD 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 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 (99W) 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 powerlines. 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 CFP and Title 11 of Metro's Urban Growth Management Functional Plan (UGFMP).

### **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 No. 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 CBD. 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 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 CFP and Title 11 of Metro's UGFMP.

### **Design Elements:**

1. Housing development at 10-15 units per acre shall include provisions for pedestrian access to transit service on Pacific Highway.
2. The portions of this subarea that contained creeks, tributaries and riparian corridors have been annexed to Sherwood and are no longer under County jurisdiction.
3. All of the land north and east of Scholls-Sherwood Road in this northern subarea is **Area of Special Concern No. 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 No. 7.** This area has been annexed to Sherwood, and is no longer under County jurisdiction.
7. **Area of Special Concern No. 8.** This area has been annexed to Sherwood, and is no longer under County jurisdiction.

### **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 floodplain 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 UGB 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 (GC). 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 CFP and Title 11 of Metro's UGFMP.

### **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 corridor should be dedicated as public open space for pedestrian access and recreational purposes whenever feasible.
3. **Area of Special Concern No. 3.** This area has been annexed to Sherwood, and is no longer under County jurisdiction.
4. **Area of Special Concern No. 4.** This area has been annexed to Sherwood, and is no longer under County jurisdiction.
5. The ponderosa pine forest south of Wilsonville Road has been annexed to Sherwood, and is no longer under County jurisdiction.

### **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 to 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. **Area of Special Concern No. 5.** This area has been annexed to Sherwood, and is no longer under County jurisdiction.
2. All of the land east of Murdock Road within this southeastern subarea is **Area of Special Concern No. 6.** This area is part of what may be the county’s most significant natural area. Most of ASC No. 6 has been annexed to Sherwood and is no longer under County jurisdiction.

#### **A. *Tonquin Scabland Study***

In 2004, Sherwood, Tualatin, Wilsonville, Metro, and Washington and Clackamas Counties participated in a study of the Tonquin Scabland geologic area to consider the feasibility for a regional trail to connect the community with this geological area. The Tonquin Trail Feasibility Study identified critical natural areas for public use, preservation and possible acquisition by a public agency. The study included:

- a. Examination of significant natural areas both in the urban and rural areas of the county;
- b. Participation by responsible agencies;
- 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. Consideration of the feasibility of a regional trail for public use and protection, including financing strategies; and
- f. Involvement of affected property owners and other interested community members.

In 2013, the Ice Age Tonquin Trail Master Plan was completed and endorsed by the jurisdictional partners, identifying an alignment of a 22-mile regional trail. Ultimately, the Ice Age Tonquin Trail will connect the cities and unincorporated Washington County with many of the significant natural elements of the Tonquin Scabland geologic area as funding becomes available.

**B. Review Process**

Any unannexed portions of the mapped Significant Natural Areas or areas identified as Riparian or Upland Wildlife Habitat on the SNR Map shall follow the development review standards in the CDC.

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 TSP.

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 TSP.

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 TSP 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 TSP. 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 TSP 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 TSP 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 powerline 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 TSP.

## DISTRIBUTION OF PLANNED LAND USES – 1980

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%
<b>Total</b>		<b>110.30</b>	<b>100.00%</b>