



ORDINANCE 2012-005

AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING THE FIFTEENTH AMENDMENT (SUBSTANTIAL) TO THE SHERWOOD URBAN RENEWAL PLAN

WHEREAS, the City Council of the City of Sherwood approved the Sherwood Urban Renewal Plan by adoption of Ordinance No. 2000-1098 on August 29, 2000, which Plan has thereafter been amended fourteen times. The Sherwood Urban Renewal Plan, as amended through the Fourteenth Amendment is referred to herein as the “Plan”; and

WHEREAS, the Urban Renewal Agency of the City of Sherwood (“Agency”), as the duly authorized and acting urban renewal agency of the City of Sherwood, Oregon, is proposing to change the Plan to increase the maximum indebtedness that may be incurred under the Plan, to update the projects in the Plan and to generally update the Plan (the “Amendment”). Such changes are proposed so that the original objectives in the Plan may be fully accomplished and the urban renewal projects called for in the Plan, as amended, may be completed; and

WHEREAS, under the terms of Section 700 (Amendments to the Urban Renewal Plan) of the Plan and under state law an amendment increasing the maximum indebtedness of the Plan is a Substantial Amendment and requires the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has prepared the Amendment which is attached to this Ordinance as Exhibit A, and incorporated herein by this reference; and

WHEREAS, the Agency has caused the preparation of a Report accompanying the Amendment as required by ORS 457.085(3) (“Report”), which Report dated February 21, 2012 is attached to this Ordinance as Exhibit B and incorporated herein by this reference; and

WHEREAS, the Amendment increases the maximum indebtedness of the Plan in an amount that does not exceed twenty percent of the original maximum indebtedness of the Plan, from \$35,347,600 to \$45,133,469, an increase of \$9,785,869 and makes certain other changes to bring the Plan up to date; and

WHEREAS, the Amendment and the Report were forwarded on January 6, 2012 to the governing body of each taxing district affected by the Amendment, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, the Amendment and the Report were forwarded to the City of Sherwood Planning Commission for recommendation, the Planning Commission considered the Amendment and Report on January 24, 2012 and voted that the Plan with the Amendment conformed with the Sherwood Comprehensive Plan and further recommended that the City Council consider the financial impact from the Amendment (Planning Commission Recommendation Exhibit C”); and

WHEREAS, on January 24, 2012 Agency representatives met with the Board of Commissioners of Washington County to review the Amendment, including the proposed change in the maximum indebtedness for the Plan; and

WHEREAS, the City Council has not received written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, on February 1, 2012 the City caused notice of the hearing to be held before the City Council on the Amendment, including the required statements of ORS 457.120(3), to be mailed to postal patrons in the City of Sherwood in the Sherwood Archer; and

WHEREAS, on February 21, 2012 the City Council held a public hearing to review and consider the Amendment, the Report, the Planning Commission Recommendation, and to receive public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Amendment.

NOW THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. The Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report (attached as Exhibit C), the Planning Commission Recommendation (attached as Exhibit D) and the public testimony before the City Council:

- a. The process for the adoption of the Amendment, has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes;
- b. The area designated in the Plan as the Sherwood Urban Renewal Area (“Area”) is blighted, as defined by ORS 457.010(1) and continues to be eligible for inclusion within the Plan because of conditions described in the Report in the Section “Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services”, including the underdevelopment of property within the Area (ORS457.010(1)(g) and (h));
- c. The rehabilitation and redevelopment described in the Amendment to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City’s Comprehensive Plan;
- d. The Amendment (attached as Exhibit B) conforms to the Sherwood Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more

fully described in the Plan as amended by this Amendment and in the Planning Commission Recommendation;

- e. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Amendment and therefore the Amendment does not include provisions to house displaced persons;
- f. No acquisition of property is provided for in this Amendment.
- g. Adoption and carrying out the Plan, as amended by this Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Section "Financial Analysis of the Plan" of the Report;
- h. The City shall assume and complete any activities prescribed it by the Plan; and
- i. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.

Section 2: The Fifteenth Amendment to the Sherwood Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Plan and Report, and the Planning Commission Recommendations, each of which is hereby accepted, and the public testimony in the record.

Section 3: The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

Section 4: The Agency shall thereafter cause a copy of the Amendment to be recorded in the Records of Washington County, Oregon.

Section 5: The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Amendment, including the provisions of ORS 457.135, in the Oregonian no later than four days following adoption of this Ordinance.

Section 6: Effective Date. This ordinance shall become effective the 30th day after its enactment by the City Council and approval by the Mayor.

Adopted by the City Council of the City of Sherwood this 21st day of February 2012.


Keith S. Mays, Mayor

Attest:


Sylvia Murphy, CMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Clark	—✓—	—
Langer	—✓—	—
Butterfield	—✓—	—
Folsom	—✓—	—
Henderson	—✓—	—
Grant	—✓—	—
Mays	—✓—	—

- Attachments: Exhibit A – Sherwood Urban Renewal Plan Fifteenth Amendment Memo
 Exhibit B - Sherwood Urban Renewal Plan Fifteenth Amendment
 Exhibit C – Report on the Sherwood Urban Renewal Plan Fifteenth Amendment
 Exhibit D – Sherwood Planning Commission Report and Recommendation

Exhibit A

<p>To: Sherwood City Council From: Tom Nelson, Economic Development Manager Re: Substantial Amendment, Amendment No. 15 Date: February 21, 2012</p>	
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I. PURPOSE

This is a Sherwood Urban Renewal Plan Amendment (Amendment) to the Urban Renewal Plan (Plan) to increase the financial capacity of the Plan (maximum indebtedness¹). Because it is increasing the maximum indebtedness, it is termed a substantial amendment. The Amendment also makes changes to sections of the Plan to update it to be in conformance with present statutory provisions, comprehensive plan and zoning changes and urban renewal best practices. The Sherwood Urban Renewal Agency (Agency) is being asked to forward the Amendment to the Sherwood Planning Commission for their review for conformance with the Sherwood Comprehensive Plan and to the Sherwood City Council and recommend that the City Council adopt the Amendment.

II. BACKGROUND

The Sherwood Urban Renewal Plan was adopted on August 29, 2000 and has been amended fourteen times. The present amendment will increase the maximum indebtedness by \$9,785,869 from \$35,347,600 to \$45,133,469. The increase in maximum indebtedness is for the addition of projects to the plan which will improve the transportation systems, both street and trail, within the Area. It will also add to the capacity to provide additional revenues to existing projects within the Plan as identified in Table 12 in the Report to the Fifteenth Amendment.

The URA has accomplished a significant amount of work since its inception in August/2000. The following table accounts for Maximum Indebtedness to date:

¹ Maximum indebtedness is the limit on an urban renewal plan for how much can be spent on projects and programs throughout the life of the plan. In accordance with state law, every urban renewal district has a maximum indebtedness

Table 1 – Sherwood Urban Renewal Projects August/2000 to date

URA Projects	Expenditure
Sherwood City Hall	\$ 9,197,507
Downtown Streets Phase I	8,225,079
Cannery Project (Partially Completed)	9,748,360
Oregon Street/Langer Farms Pky. Intersection	1,000,000
Sherwood Forest Senior Affordable Housing Project	389,453
Old School Property	619,627
SW 1st Street Properties	264,000
Robin Hood Properties	250,000
SW Main Street Property (WQ Facility)	245,572
Sherwood School Fields and Grandstands	380,000
Façade Grants	227,802
Sherwood Field House	600,000
Sherwood Broadband	200,000
Administration (August/2000 to date)	1,848,002
Total	\$ 33,195,402

Included in the projects to date are purchases of blighted properties that will eventually be either publically or privately developed, restoring revenue to the URA which can either be spent on qualified URA projects or to defease debt. The plan's initial Maximum Indebtedness is \$35,347,600 which leaves a balance of \$2,152,198. The remainder will be needed to complete the Cannery Project.

In addition to completing the Cannery Project, the projects which are being added to the Plan are mainly infrastructure projects to improve the transportation network within the Sherwood Urban Renewal Area (Area), allowing for the development of underutilized parcels in the Area. Of primary significance are the first two projects. The Downtown Streets Phase II project is needed to complete the redevelopment of Old Town Sherwood. The Oregon Street Improvement Project will complete redevelopment of a primary entrance to Sherwood and a connector to the planned Tonquin Industrial Area. Other projects receiving additional funding are ongoing improvement projects within the Area, such as façade grants and sidewalk improvements. The future projected projects are identified in Table 2, below.

Table 2 – Projected Future Projects for Sherwood Urban Renewal Area

Project	Estimated Cost
Infrastructure	
Complete Community Center Construction	1,949,530
Downtown Streetscapes Phase 2	2,950,000
Oregon Street Improvements	3,290,000
Alley Improvements in Old Town	500,000
Lincoln Street Improvements - Willamette to Division Street	734,000
Century Drive Extension	500,000
Cedar Creek Trail	300,000
Sub-Total Infrastructure	10,223,530
Property Acquisition	500,000
Façade Grants	200,000
Main Street Program	100,000
Parking Study	50,000
Sidewalk Improvements in Old Town	100,000
URA Administration	1,200,000
Traffic Re-routing Study and Plans for Old Town	175,000
Redevelopment of Public Land into Parking Lots	371,000
Sub-total Other Projects	2,696,000
Total	12,919,530

One of the changes made by the 2009 Oregon legislature was instituting revenue sharing with impacted taxing jurisdictions. This revenue sharing clause is applied to existing urban renewal plans when actions are taken that result in an increase in the maximum indebtedness of these existing plans. Revenue sharing is instituted at certain specified trigger points as specific in ORS 457.470.

The financial projections, completed by ECONorthwest, estimate that the Sherwood Urban Renewal Area (Area) will begin revenue sharing in FY 2014 when the Area is projected to meet the 10 percent of initial maximum indebtedness trigger stated in the statutes (10% of \$35,347,600 is \$3,534,760). At that 10 percent limit, the affected taxing jurisdictions will begin receiving a portion of the increased tax revenue as a result of the projected increased assessed value within the Area. This is a positive benefit to the taxing jurisdictions, as they will not receive this revenue sharing without the Amendment.

The Area is projected to meet the 12.5 percent of the initial maximum indebtedness trigger in FY 2016, at which time the tax increment revenues to the Agency from the Area are held stable at that number, \$4,418,450, and the impacted taxing jurisdictions receive a proportionate share of the increase in tax increment revenues for the

remaining life of the district. These revenue sharing requirements only minimally impact the length of time the district will be in operation. An analysis of the tax increment revenues without revenue sharing indicates the Area would be able to defease the debt one year later with revenue sharing as without. These impacts are shown in tables 17 and 18 of the attached Report.

III. AMENDMENTS TO URBAN RENEWAL PLAN

The Amendment is considered to be a substantial amendment that requires the same procedure for adoption as a new urban renewal plan. The Amendment would increase the maximum indebtedness and add projects to the Plan. Substantial amendments are required to be adopted in the same manner as the adoption of an urban renewal plan, requiring approval of the Sherwood Urban Renewal Agency, notice to the taxing jurisdictions, review by the Sherwood Planning Commission, notice to the citizens of Sherwood and a Sherwood City Council hearing.

There are also other changes to the Plan to bring it up to date with current best practices. The significant changes in the Plan are:

- Updating Section 100 The Urban Renewal Plan to list all previous amendments.
- Updating Section 200 Citizen Participation to add information about Citizen Participation in this Amendment.
- Updating Section 400 Land Use to bring it in conformance with present zoning and comprehensive plan designations.
- Adding projects to Section 500 Description of Projects to be Undertaken, sub section 504 Public Improvements.
- Updating Section 700 Amendments to the Urban Renewal Plan to bring it into conformance with State Statutes.
- Increasing the Maximum Indebtedness in Section 800 Maximum Indebtedness.
- Updating the Plan's Attachment B – Comprehensive Plan Goals and Objectives to bring it up to date with the City's Comprehensive Plan.
- Adding funding to projects within the Plan as shown in Table 12 in the Report to the Fifteenth Amendment. (Projects are identified in the table above)

The Amendment is shown in Attachment 1.

An updated Report (Attachment 2) accompanies the Amendment. It follows the requirements of ORS 457 and analyzes, among other things, the continued existence of blight in the Area and the financial feasibility of increasing the maximum indebtedness.

IV. PROCESS FOR AMENDMENT

The process of adopting a substantial amendment to the Urban Renewal Plan consists of the following steps:

- Preparation of an Amendment, including the opportunity for citizen involvement.
- Forwarding a copy of the Amendment and the Report to the governing body of each taxing district. (The taxing districts letters were sent out on January 6, 2011.)
- Urban Renewal Agency review of the Amendment and accompanying Report and recommendation to forward the Amendment to City Council for adoption. (January 17, 2012)
- Review and recommendation by the Planning Commission. (The Sherwood Planning Commission review is scheduled for January 24, 2012.)
- Notice to all citizens of Sherwood of a hearing before the City Council. (Notice will be provided by an article in the February 2012 edition of the Sherwood Archer, which reaches all postal patrons as specified in ORS 457.120.)
- Hearing by City Council and adoption of the Amendment and accompanying Report by a non-emergency ordinance. The hearing and date set for vote by City Council is scheduled for February 21, 2012. The ordinance must be a non-emergency ordinance, which means that the ordinance does not take effect until 30 days after its approval and during that period of time may be referred to Sherwood voters if a sufficient number of signatures are obtained on a referral petition.
- Presentation to the Washington County Commission on January 24, 2012.

Though not required, Tualatin Valley Fire and Rescue (TVF&R) requested a presentation at its January 24, 2012 Board Meeting. A presentation was made, and a letter of support was received on February 2, 2012.

V. STAFF RECOMMENDATION

Staff recommends that the Sherwood Urban Renewal Agency forward the Urban Renewal Plan Amendment and Report on the Urban Renewal Plan Amendment to the Sherwood City Council and recommend approval of the Amendment.

Attachments:

- A. Sherwood Urban Renewal Plan Amendment No. 15
- B. Report on the Sherwood Urban Renewal Plan Amendment No. 15

Sherwood Substantial Amendment 2011 Amendment No. 15

Exhibit B

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

Section 100. The Urban Renewal Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) amends boundary to include Sherwood High School Stadium

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

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

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

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

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

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

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

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

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

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

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

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

Amendment 15: Ordinance No.

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

Section 200. Citizen Participation

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

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

Section 400. Proposed Land Uses

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

Residential Zones

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

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

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

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

Commercial Zones:

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

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

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

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

Industrial Zones

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

Institutional / Public Zone

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

Planned Unit Development

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

Section 700. Amendments to the Urban Renewal Plan

C. Other Minor Amendments

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

~~D. Amendments requiring approval per ORS 457.095~~

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

Section 800. Maximum Indebtedness

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

Attachment B – Comprehensive Plan Goals and Objectives

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

Attachment B

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

ATTACHMENT B-COMPREHENSIVE PLAN GOALS AND OBJECTIVES

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

A. CITY OF SHERWOOD COMPREHENSIVE PLAN

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

LAND USE POLICIES OF THE COMPREHENSIVE PLAN

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

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

1. EXISTING DEVELOPMENT PATTERN

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

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

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

2. APPLICABLE LAND USE POLICIES AND IMPLEMENTING STRATEGIES

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

Strategy:

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

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

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

Strategy:

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

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

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

Strategy:

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

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

3. APPLICABLE ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES

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

Strategy:

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

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

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

Strategy:

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

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

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

for existing and future economic development.

Strategy:

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

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

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

Strategy:

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

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

Policy 5 The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.

Strategy:

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

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

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

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

Strategy:

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

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

4. APPLICABLE COMMERCIAL LAND USE POLICIES AND STRATEGIES

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

Strategy:

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

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

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

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

Strategy:

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

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

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

Strategy:

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

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

5. APPLICABLE INDUSTRIAL USE OBJECTIVES

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

Strategy:

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

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

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

Strategy:

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

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

6. COMMUNITY DESIGN

Policy 1 The City will seek to enhance community identity, foster civic pride, encourage community spirit, and stimulate social interaction through regulation of the physical design and visual appearance of new development.

Strategy:

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

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

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

Strategy:

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

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

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

Strategy:

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

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

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

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

Strategy:

- Encourage visual variety in structural design.

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

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

Strategy:

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

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

7. RECREATIONAL RESOURCES

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

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

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

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

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

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

Strategy:

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

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

8. TRANSPORTATION

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

Goal 1: Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.

Policy 1 The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic.

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

Policy 2 Through traffic shall be provided with routes that do not congest local streets and

impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets.

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

Policy 4 The City shall encourage the use of more energy-efficient and environmentally sound alternatives to the automobile by:

- The designation and construction of bike paths and pedestrian ways;

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

Policy 6 The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. VISION FOR OLD TOWN SHERWOOD

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

Land Use and Design

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

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

Transportation

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

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

Business Development

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

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

Funding

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

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

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

C. CITY OF SHERWOOD ECONOMIC DEVELOPMENT STRATEGY

The City of Sherwood Economic Development Strategy was adopted by the Sherwood City Council in 2007. The Vision Statement is *“The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new*

businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.”

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

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

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

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

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

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

Goal: Support tourism as an economic engine.

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

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

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

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

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

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

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

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

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

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

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

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

REPORT ACCOMPANYING SHERWOOD URBAN RENEWAL PLAN AMENDMENT NO. 15



Prepared for the City of Sherwood

February 21, 2012

Sherwood Urban Renewal Area



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TABLE OF CONTENTS

INTRODUCTION	1
EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES.....	3
PHYSICAL CONDITIONS	3
LAND USE	3
ZONING AND COMPREHENSIVE PLAN DESIGNATIONS	4
INFRASTRUCTURE: EXISTING CONDITIONS.....	6
STREET AND SIDEWALK CONDITIONS	6
STORMWATER.....	8
SANITARY SEWER.....	8
WATER	9
SOCIAL CONDITIONS	9
ECONOMIC CONDITIONS	11
TAXABLE VALUE OF PROPERTY WITHIN THE AREA	11
BUILDING TO LAND VALUE RATIO	11
IMPACT ON MUNICIPAL SERVICES.....	12
REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN	13
THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA	13
THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS	17
THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT	18
AMOUNT OF INCREASED MAXIMUM INDEBTEDNESS ALLOWED.....	19
THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED	20
FINANCIAL ANALYSIS OF THE PLAN	22
IMPACT OF THE TAX INCREMENT FINANCING	23
COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA	29
RELOCATION REPORT.....	30

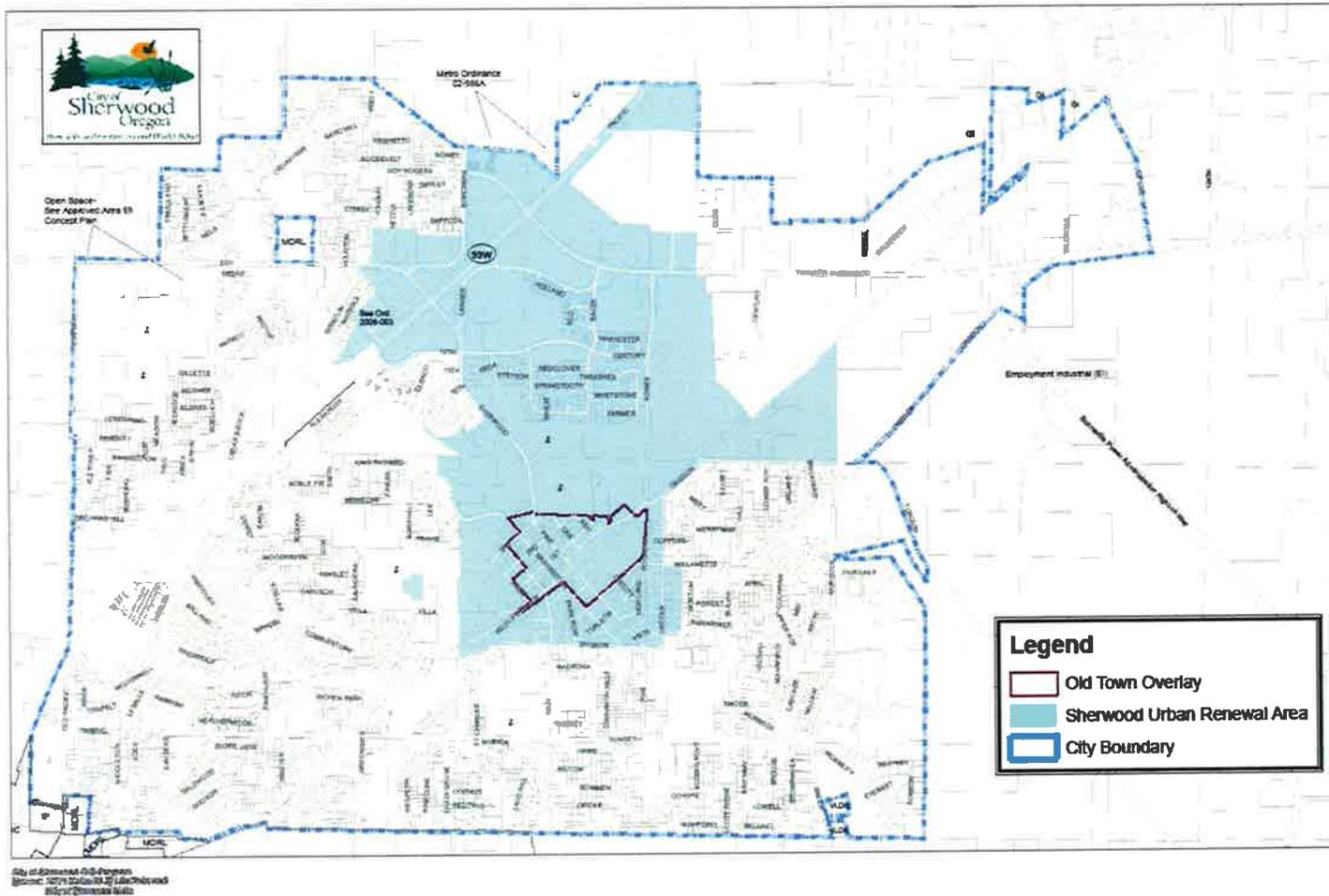
INTRODUCTION

The Report on the Amendment to the Sherwood Urban Renewal Plan (Report) contains background information and project details pertaining to the Sherwood Urban Renewal Plan Amendment (Amendment). The Report is not a legal part of the Sherwood Urban Renewal Plan (Plan), but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Amendment to the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Sherwood Urban Renewal Area (Area). Documentation of the existing conditions of the Area is required because this is a Substantial Amendment to the Sherwood Urban Renewal Plan. Many of the projects identified in this Report for the existing conditions of the infrastructure of the Area are projects identified in a master plan or capital improvement plan, but are not necessarily identified as projects in the Sherwood Urban Renewal Plan.

The Sherwood Urban Renewal Plan was established in August of 2000, and has completed many projects towards its purpose of eliminating blight in downtown Sherwood. Over the years, as the economic and physical landscape around Sherwood has changed, the Plan has also changed. To date, there have been 14 amendments, with the most recent being passed in November of 2011. These amendments have, among other things, updated project costs, adjusted the boundary and established the maximum indebtedness. The amendment this Report addresses – the 15th Amendment to the Sherwood Urban Renewal Plan – seeks to raise the Maximum Indebtedness (MI) of the Plan by \$9,785,869, bringing the total MI to be incurred to \$45,133,469. This will be considered a substantial amendment, and will require a City Council vote on a non-emergency ordinance.

Figure 1 - Sherwood Urban Renewal Plan Area Boundary



EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Sherwood Urban Renewal Area (Area), and documents the occurrence of “blighted areas”, as defined by ORS 457.010(1).

Physical Conditions

Land Use

According to the Washington County Assessor’s Office, the Area, shown in Figure 1 above, contains 1068 parcels, and consists of 473.78 acres and 122.06 acres of right-of-way, for a total size of 595.84 acres.

An analysis of property classification data from the Washington County Assessment and Taxation database was used to determine the land use designation of parcels in the Area.

Within the Area, the largest use of land is Commercial - Improved (25.75% of total acreage). Following this, but excluding tax-exempt uses, is Residential - Improved (17.75%) and then Residential - Land Only (12.15%). Another interesting thing to note is that, when comparing individual parcels instead of acreage, over 50% of the parcels in the Area are Residential - Improved (610 parcels), followed by Condominiums (234 parcels).

Table 1 - Existing Land Use of Area

Land Use	Parcels	Acreage	% of Total Acreage
Commercial - Improved	84	122	25.75%
Tax-Exempt	83	121.75	25.70%
Residential - Improved	610	84.1	17.75%
Residential - Land Only	19	57.57	12.15%
Industrial - Vacant	7	32.98	6.96%
Multi-Family	8	29.85	6.30%
Miscellaneous	4	10.22	2.16%
Commercial - Vacant	11	5.5	1.16%
Industrial - Improved	3	4.17	0.88%
Urban Developable Tract - Vacant	3	2.86	0.60%
Urban Developable Tract - Improved	2	2.78	0.59%
Condominiums	234	0	0.00%
Total*	1,068	473.78	100.00%

**This total does not include 291 leasing interests Source: Washington County Assessor*

Zoning and Comprehensive Plan Designations

In the City of Sherwood, the zoning code implements the Comprehensive Plan. This code establishes districts to control land use throughout the city, and regulates development standards within these established use districts.

As illustrated in Table 2 and Figure 2, the largest portion (16.07%) of the Area is zoned as Retail Commercial. This is followed by Institutional and Public, which is approximately 14.43%, and close after that is Light Industrial – PUD (14.13%). All combined, residential zones comprise 29.70% of the Area and commercial zones comprise 26.50% of the Area.

Table 2 - Existing Zoning and Comprehensive Plan Designations of Area

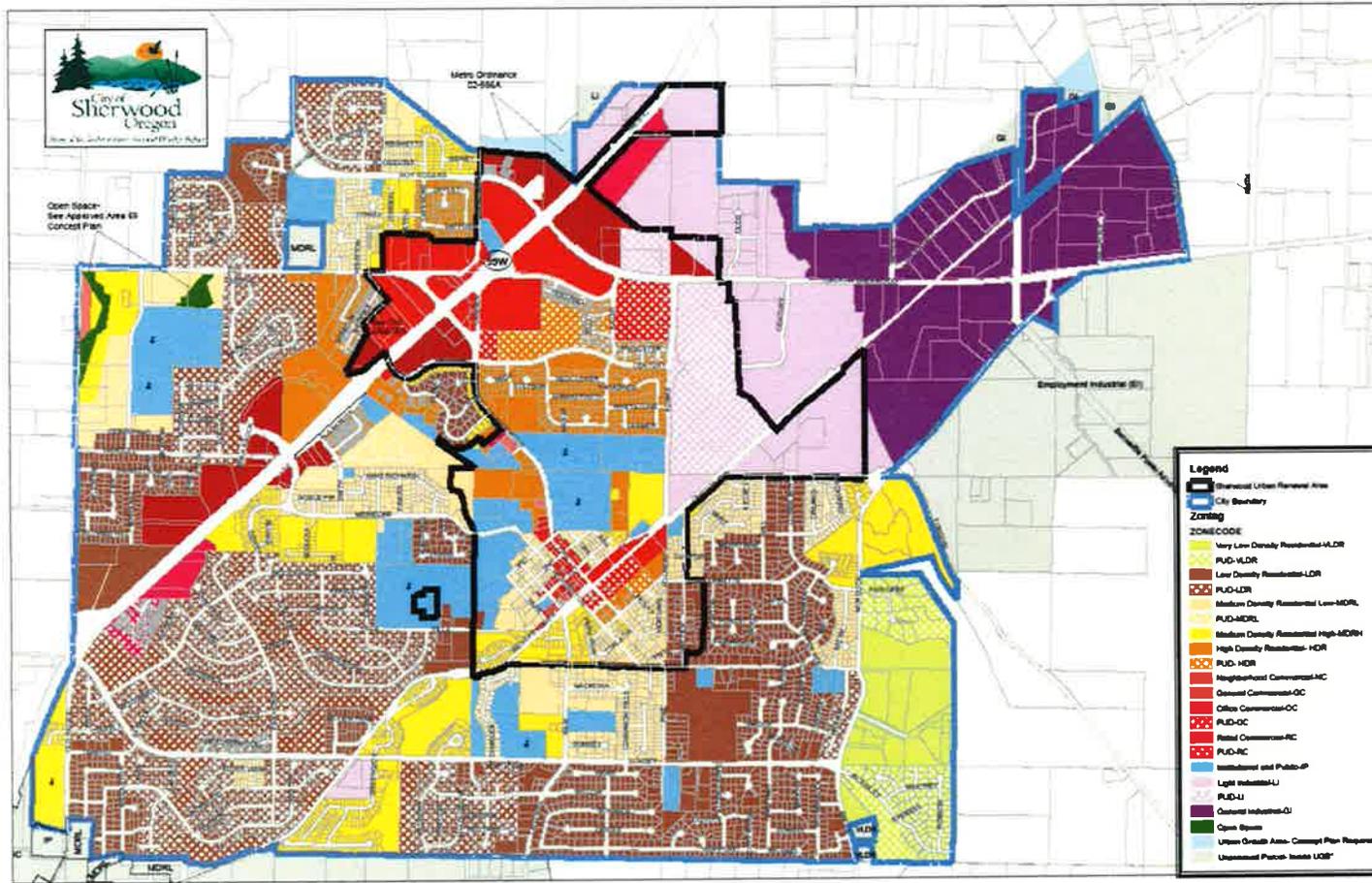
Zone	Parcels	Acreage	% of Total Acreage
Retail Commercial	109	76.5	16.07%
Institutional and Public	18	68.69	14.43%
Light Industrial - PUD	3	67.25	14.13%
High Density Residential	231	60.14	12.64%
Light Industrial	10	46.78	9.83%
General Commercial	229	31.63	6.65%
Not Specified	9	25.75	5.41%
High Density Residential - PUD	180	24.37	5.12%
Medium Density Residential Low	152	24.02	5.05%
Medium Density Residential High	79	22.44	4.71%
Retail Commercial - PUD	4	16.17	3.40%
Low Density Residential	40	10.39	2.18%
Neighborhood Commercial	2	1.03	0.22%
Office Commercial	2	0.81	0.17%
Total*	1,068	475.97**	100.00%

*Total does not include 291 leasing interests

**This number differs slightly from other totals because the City of Sherwood uses a different GIS system than Washington County

Source: City of Sherwood

Figure 2 - Area Zoning and Comprehensive Plan Designations



Infrastructure: Existing Conditions

Street and Sidewalk Conditions

While large portions of the Area have been recently improved and streetscaped with urban renewal funds, there are still sections of road that do not adequately serve the community. These sections need to be upgraded to provide a safe and appealing transportation network that will encourage efficient pedestrian and vehicular travel and make the Area an attractive location for business owners. Some of the notable streets that still require improvements are listed below:

Century Drive has yet to be constructed, but it is needed to provide an adequate connection to a Light Industrial zoned portion of the Area. Once transportation facilities are provided, the Light Industrial area will be better able to attract investors.

Lincoln Road is in a dilapidated condition and requires resurfacing.

Oregon Street serves as one of the entrances to the community, yet it has not been improved to the level of the surrounding streets. To properly represent the community and encourage visitor stops, it needs appropriate signage and there needs to be a gateway welcoming traffic to Downtown Sherwood. Additionally, from the roundabout to Lower Roy Road, Oregon Street has no sidewalks, and after Lower Roy Road, there is only a sidewalk on one side of the street. Along with various streetscape projects, including sidewalks, resurfacing, planters, and greenery, there are utilities running along the street that need to be undergrounded.

Railroad Street in Downtown Sherwood needs resurfacing to address the large amounts of cracking and patching that currently exists in the pavement. The street also requires some streetscaping treatment, including a sidewalk, street trees, and planters.

Additionally, the Transportation System Plan for Sherwood was created in 2005, and it identifies both the current conditions of the transportation system and what will be needed to meet demand in the long term. To meet both current and future demand, the plan, and City of Sherwood, have identified deficiencies in the system, and detailed projects totaling \$56,890,379 that are required to address these deficiencies. Those projects that were identified in the plan, and by the City, and that have yet to be completed, and lie within the Urban Renewal Area (URA) boundary, are listed in Table 3, below.

Table 3 - Projects in Area in the Transportation System Plan

Project	Estimated Cost
Capital	
Downtown Streetscapes Phase 2 Design and Construction	\$2,927,596
Century Drive	\$500,000
Edy Road/Borchers Drive	\$600,000
Oregon Street	\$8,000,000
Sherwood Boulevard/Langer Drive	\$750,000
Sherwood Boulevard/Century Drive	\$275,000
Roy Rogers Road from Borchers Drive to Highway 99W	\$4,000,000
Langer Drive/Tualatin-Sherwood Road	\$250,000
Lincoln Street (from Oregon Street to Willamette Street)	\$2,970,000
Lincoln Street (from Willamette Street to Division Street)	\$4,000,000
Clifford Court	\$2,375,000
Highland Drive (Willamette Street to Pine Street)	\$2,400,000
Willamette Street (Pine Street to Division Street)	\$2,250,000
Villa Street/First Street Connection	\$2,882,265
Sub-Total	\$34,179,861
Rehabilitation	
Lincoln Street (from Willamette Street to Division Street)	\$146,741
Alexander Lane (from Smith Avenue to end of street)	\$14,320
Gleneagle Drive (from 10th Street to Sherwood Boulevard)	\$132,252
Gleneagle Drive (from Glenco Court to 12th Street)	\$90,607
Glenco Court (from Gleneagle Drive to the end of the cul-de-sac)	\$23,735
12th Street (from Sherwood Boulevard to Highway 99W)	\$207,700
10th Street (from Gleneagle Drive to Sherwood Boulevard)	\$29,585
Oregon Street (from Lincoln Street to Murdock Road)	\$215,578
Pine Street	\$2,550,000
Old Town Streets	\$10,800,000
Cannery Arterials	\$2,550,000
Future Phases	\$4,700,000
Oregon Street/Tonquin Road	\$1,000,000
Adams Street/Tualatin-Sherwood Road	\$250,000
Sub-Total	\$22,710,518
Total	\$56,890,379

Source: City of Sherwood Transportation Systems Plan

Stormwater

Stormwater treatment in the Area is generally sufficient, however, there are still a few projects planned in the Area.

Table 4 - Stormwater Projects in the Area Listed in the Capital Improvement Plan

Project	Estimated Cost
Catch basin/inlet replacement program	\$332,000
Repairs to Water Facility at 2nd and Park	\$12,000
Columbia St. Storm Water Facility	\$1,500,000
Oregon St. Regional Storm Water Facility	\$400,000
South Stella Olsen Park Stormwater Facility	\$250,000
Community Campus Park Stormwater Facility	\$250,000
Total	2,744,000

Source: City of Sherwood Capital Improvement Plan

Sanitary Sewer

The Sanitary Sewer Master Plan for Sherwood was created in 2007, and it identifies both the current conditions of the sanitary sewer system and what will be needed to meet long-term demand. To meet both current and future demand, the Master Plan and the City of Sherwood have identified deficiencies in the system, and have detailed the projects, totaling \$2,032,161, that are required to address these deficiencies. Those projects that are identified in the Master Plan, and by the City, and that have yet to be completed, and lie within the URA boundary, are listed in Table 5, below.

Table 5 - Sanitary Sewer Projects in the Area from the Sanitary Sewer Master Plan

Project	Project Category	Project Location	Estimated Cost
11	Rehabilitation	SW Willamette St at Orcutt Place	\$76,382
12	Rehabilitation	SW Willamette St. at Highland Drive	\$124,912
14	Rehabilitation	SW Washington St	\$52,750
15	Rehabilitation	SW Schamburg Dr. at Division	\$245,182
17	Rehabilitation	SW Pine/SW Park	\$76,382
18	Rehabilitation	Old Town Laterals	\$40,000
19	Rehabilitation	Ash Street Manhole	\$10,000
Small portions of:			
6	Capacity Upgrade	Rock Creek Trunk	\$356,128
7	Capacity Upgrade	Rock Creek Trunk	\$366,928
8	Capacity Upgrade	Area 48 North	\$683,497
Total			\$2,032,161

Source: City of Sherwood Sanitary Sewer Master Plan

In addition to the projects listed above, the Sanitary Sewer Master Plan also identifies two manholes on Oregon Street for potential replacement.

Water

The City of Sherwood has identified water projects to take place within the Area, totaling \$1,049,840. These projects mainly address infrastructure deficiencies in fire flow and water transmission.

Table 6 - Water Projects in the Area Listed in the Capital Improvement Plan

Project	Estimated Cost*
Regal Cinema	\$21,060
Langer Drive at Albertson's Parking Lot	\$148,850
Albertsons Parking Lot	\$43,810
Tualatin Sherwood Rd.	\$111,930
First St., Pine to Washington	\$33,280
Langer Drive Stub-Out South No.1	\$49,168
Langer Drive Stub-Out South No.2	\$56,336
Roy Rogers Rd. Stub-Out	\$15,582
North Sherwood Blvd Stub-Out No.2	\$15,582
North Sherwood Blvd Stub-Out No.3	\$32,242
Adams North Ext.	\$522,000
Total	\$1,049,840

Source: City of Sherwood Capital Improvement Plan *costs are in 2005 dollars

Social Conditions

There are 871 parcels in the Area with residential uses, accounting for 36.23% of the acreage, and 80.28% of parcels, in the Area. The 2010 census data that was recently released is used, below, to describe the social conditions within the Area. Due to the fact that this data is for the City of Sherwood as a whole, not just the URA, some variation can be expected between the values represented in the tables and the actual values within the URA. The percentages presented here, however, should provide a reasonably accurate picture of what demographic exists within the Sherwood Area.

The age distribution in Sherwood has two peaks, one at the 5-14 year age groups, and a second at the 35-44 year age groups. These groups account for over 40% of Sherwood's population, and people under 50 years of age account for over 79% of the total population. Overall, the median age of a Sherwood City resident (meaning half of Sherwood residents are older, and half are younger) is 34.3 years. The full age distribution of the Area is shown in Table 7, below.

Table 7 - Age

Age	Population	Percent
Under 5 years	1,518	8.3%
5 to 9 years	1,860	10.2%
10 to 14 years	1,842	10.1%
15 to 19 years	1,218	6.7%
20 to 24 years	608	3.3%
25 to 29 years	927	5.1%
30 to 34 years	1,330	7.3%
35 to 39 years	1,876	10.3%
40 to 44 years	1,858	10.2%
45 to 49 years	1,400	7.7%
50 to 54 years	1,065	5.9%
55 to 59 years	801	4.4%
60 to 64 years	651	3.6%
65 to 69 years	421	2.3%
70 to 74 years	275	1.5%
75 to 79 years	210	1.2%
80 to 84 years	151	0.8%
85 years and over	183	1.0%
Total population	18,194	100.0%
Median age (years)	34.3	

Source: 2010 US Census Data

The racial characteristics of the City of Sherwood are shown in Table 8, below. The majority of people (88.3%) in Sherwood identify themselves as white and the second largest group (5.2%) that people identify with is Asian.

Table 8 - Racial Characteristics

Race	Population	Percent
White	16,732	88.3%
Black or African American	252	1.3%
American Indian and Alaska Native	235	1.2%
Asian	989	5.2%
Native Hawaiian and Other Pacific Islander	149	0.8%
Some Other Race	585	3.1%
Total	18,942	100.0%

Source: 2010 US Census Data

The US Census chooses to describe Hispanic or Latino demographics in a table separate from the other races. This data is shown below in Table 9, and is simply another representation of the racial characteristics of the Area. The majority of people who identify themselves as Hispanic or Latino are of Mexican origin (5.4%).

Table 9 - Racial Characteristics (Hispanic or Latino)

Race	Population	Percent
Mexican	983	5.4%
Puerto Rican	46	0.3%
Cuban	45	0.2%
Other Hispanic or Latino [5]	205	1.1%
Not Hispanic or Latino	16,915	93.0%
Total population	18,194	100.0%

Source: 2010 US Census Data

Economic Conditions

Taxable Value of Property Within the Area

The estimated 2011/2012 total assessed value of the real property in the Area is \$251,690,670. The total assessed value, including all real, personal, manufactured, and utility properties, is \$290,300,463. The frozen base is \$115,300,444. The excess value of the Sherwood Urban Renewal Area is \$175,000,019.¹ The total assessed value of the City of Sherwood is \$1,518,340,179².

Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio", or "I:L." The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives. A healthy condition of real estate investment in the Area would be 4:1 or more.

¹ Excess value is the "incremental value" over the frozen base in an urban renewal area

² Data from Washington County Assessor's 2011-12 tax roll summary

Table 10, below, "I:L Ratio of Parcels in the Area", shows the improvement to land ratios for taxable properties within the Area. Approximately 58% of the acreage in the Area (730 parcels) has an improvement ratio below 1.5. Only 5.27% of the acreage (eight parcels) meets the I:L ratio of 4.0. The I:L ratios for improved properties in the Area are very low. Additionally, the Area contains 82.01 acres of undeveloped land.

Table 10 - I:L Ratio of Parcels in the Area

I:L Ratio	Parcels	Acreage	% of Total Acreage
Not Taxable	59	97.87	20.66%
No Improvements	58	82.01	17.31%
Condos	234	0.00	0.00%
0.01 - 0.50	77	58.41	12.33%
0.51 - 1.00	406	86.96	18.35%
1.01 - 1.50	189	47.09	9.94%
1.51 - 2.00	22	42.79	9.03%
2.01 - 3.00	13	22.61	4.77%
3.01 - 4.00	2	11.05	2.33%
4.01 - 5.00	2	4.95	1.04%
>5.0	6	20.04	4.23%
Total*	1068	473.78	100.00%

Source: raw data from Washington County Assessor

**This total does not include 291 leasing interests because there is no land value listed*

Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in the Section on Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are primarily transportation projects. The use of urban renewal funding for these projects allows the city to match other funding sources to actually construct the improvements. It also allows the city to tap a different funding source than the City of Sherwood's general funds to make these improvements.

It is anticipated that these improvements will catalyze development on the adjacent undeveloped and underdeveloped parcels. This development will require city services, but will also generate systems development charges and revenues from the use of utilities in the Area. As the development will be new construction, it will be up to current building code, and will aid in any fire-protection needs.

These impacts will be countered by providing major transportation funding for vital connections to Sherwood and major parcels of undeveloped and underdeveloped land. This land will provide future jobs to the Sherwood area, and future increased tax base for all taxing jurisdictions.

REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the area has not changed with this amendment. The documented reason for selections was to cure blight within the area.

THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are shown in Table 11, below, and the table is followed by descriptions of the projects and how they relate to the existing conditions in the Area:

Table 11 - Projects to be Completed Using URA Funds

Project	Estimated Cost
Infrastructure	
Complete Community Center Construction	1,949,530
Downtown Streetscapes Phase 2	2,950,000
Oregon Street Improvements	3,290,000
Alley Improvements in Old Town	500,000
Lincoln Street Improvements - Willamette to Division Street	734,000
Century Drive Extension	500,000
Cedar Creek Trail	300,000
Sub-Total Infrastructure	10,223,530
Property Acquisition	500,000
Façade Grants	200,000
Main Street Program	100,000
Parking Study	50,000
Sidewalk Improvements in Old Town	100,000
URA Administration	1,200,000
Traffic Re-routing Study and Plans for Old Town	175,000
Redevelopment of Public Land into Parking Lots	371,000
Sub-total Other Projects	2,696,000
Total	12,919,530

Source: City of Sherwood

Report Accompanying Amendment No. 15 to the Sherwood Urban Renewal Plan

Sherwood Community Center

The Sherwood Community Center is one of three projects included in the Cannery Project, which is under construction. The Streets and Plaza projects have been completed, and the Sherwood Community Center, the third project has been designed and ready to bid for construction in 2012. Staff estimates the amount listed as the remaining maximum indebtedness needed to complete the project.

Downtown Streetscapes Phase 2

This project will reconstruct Railroad Street between Pine Street and Main Street, and Washington Street between Railroad Street and 1st Street to match Cannery Street development. It will also include the installation of new utility infrastructure.

Existing Conditions: These roads do not have improvements that bring them to the same level as roads in the surrounding area. Additionally, they have large amounts of cracking and patching, and are, in places, missing key ingredients to a pedestrian friendly downtown, including sidewalks.

Oregon Street Improvements

This project will reconstruct Oregon Street between Lincoln Street and a roundabout at Murdock to full TSP standards. It also includes the option to construct a regional trail.

Existing Conditions: Oregon Street will be enhanced to the level that it can function as an appropriate gateway to downtown Sherwood.

Lincoln Street Improvements – Willamette to Division Street

This project will rehabilitate the Lincoln Street pavement section between Willamette Street and Division Street. The URA funded portion of the project will not bring the road fully up to TSP standards for residential street sections.

Existing Conditions: Lincoln Street is dilapidated and requires resurfacing. This project will improve the road and bring it back up to a serviceable condition.

Century Drive Extension

This project constructs an extension of Century Drive between Adams Avenue and Tualatin-Sherwood Road. This three-lane road extension is classified as a collector and will conform to the TSP street standards. The road will provide improved access to industrial properties.

Existing Conditions: Currently, this portion of the Langer property lacks sufficient road access, and this issue has proven to be a barrier to development.

Cedar Creek Trail

This project will provide URA funds, which will match a \$5.2 million Metro Regional Flexible Funds Grant, to develop a regional trail system through Sherwood. The trail system will promote non-automotive transportation within the URA area and downtown Sherwood as a whole, and will support both pedestrian and bicycle traffic.

Existing Conditions: Sidewalks, parks, and some trails currently exist within the URA, but they do not provide adequate connections from the surrounding communities to downtown Sherwood.

Property Acquisition

The Agency desires to continue to acquire properties within the Area.

Existing Conditions: There are properties within the Area that are presently privately or publicly owned that the Agency may wish to acquire in the future. (Any acquisition must be done through a Plan amendment that specifies those properties to be acquired.)

Façade Grants

The Agency has a Façade Grant Program that provides grants to property owners within the Area.

Existing Conditions: There is an existing Façade Grant Program that will need future, continued funding.

Main Street Program

The Main Street Program supports efforts to improve Old Town, the “Main Street” of the Area. These funds will only be used for capital improvements or other eligible urban renewal expenditures.

Existing Conditions: The Main Street Program, which supports Old Town, is in operation and works on projects in Old Town. The group may, from time to time, identify projects that will assist in upgrading the Area.

Parking Study

A parking study for Old Town is desired to evaluate future parking needs and project future improvements to address those needs.

Existing Conditions: There are parking needs in Old Town that need to be analyzed and addressed.

Alley Improvements in Old Town

The Agency desires to make improvements to the alleys in Old Town. The alleys are currently gravel and underground utilities are near the surface. The URA plans to relocate the utilities and pave the alleys to improve pedestrian flow.

Existing Conditions: There are alleys in Old Town that are blighting conditions in the Area and need to be improved.

Sidewalk Improvements in Old Town

The Agency desires to make improvements to the sidewalks in Old Town, where needed.

Existing Conditions: There are sidewalks in Old Town that are blighting conditions in the Area and need to be improved.

Traffic Rerouting Study and Plans for Old Town

The Old Town area requires analysis of the traffic patterns and their impacts.

Existing Conditions: There is significant traffic in the Old Town area that impacts the area. A study will allow the Agency and City to address these issues.

Redevelopment of Public Lands into Parking Lots

There are publicly owned lands that could be used as parking lots to help facilitate parking in the Area.

Existing Conditions: These publicly owned lands are not presently used as parking lots, but have the potential to address parking issues in the Area.

URA Administration Costs

Administrative Costs are incurred to implement the Urban Renewal Plan.

Existing Conditions: The City currently bills urban renewal administrative costs to the Agency.

THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The costs of the projects are shown in Table 12 below. The sources of funds are tax increment revenues. The Cedar Creek Trail will be a match to other local funds.

Table 12 - Estimated Cost of Projects

Project	Estimated Cost
Infrastructure	
Complete Community Center Construction	1,949,530
Downtown Streetscapes Phase 2	2,950,000
Oregon Street Improvements	3,290,000
Alley Improvements in Old Town	500,000
Lincoln Street Improvements - Willamette to Division Street	734,000
Century Drive Extension	500,000
Cedar Creek Trail	300,000
Sub-Total Infrastructure	10,223,530
Property Acquisition	500,000
Façade Grants	200,000
Main Street Program	100,000
Parking Study	50,000
Sidewalk Improvements in Old Town	100,000
URA Administration	1,200,000
Traffic Re-routing Study and Plans for Old Town	175,000
Redevelopment of Public Land into Parking Lots	371,000
Sub-total Other Projects	2,696,000
Total	12,919,530

Source: City of Sherwood

THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The project schedule is shown in Table 13. The infrastructure projects will be scheduled as shown. The other projects will be ongoing and will be completed as directed by the Agency.

Table 13 - Anticipated Completion Dates

Project	Anticipated Completion Date
Infrastructure	
Sherwood Community Center	October 2012
Downtown Streetscapes Phase 2	October 2012
Oregon Street Improvements	October 2013
Lincoln Street Improvements - Willamette to Division Street	October 2017
Century Drive Extension	October 2012
Cedar Creek Trail	October 2015

Source: City of Sherwood

AMOUNT OF INCREASED MAXIMUM INDEBTEDNESS ALLOWED

ORS 457.220(4)(a) and (b) state that an urban renewal plan's indebtedness may be increased, but is limited to the aggregate of all amendments under this subsection, and may not exceed 20% of the plan's initial maximum indebtedness, as adjusted by the index used in the plan to compute future costs of projects that will be financed under the plan. The computation for the Sherwood Urban Renewal Plan is shown below. The initial maximum indebtedness was \$35,347,600. The adjustment factor in the Plan was 3%. Therefore, the Plan's maximum indebtedness may be increased by \$9,785,869 to a new maximum indebtedness of \$45,133,469.

Table 14 - Potential Maximum Indebtedness Increase Per Year of Operation

Year	Adjustment Factor	Maximum Indebtedness
Adopted Aug 29, 2000	Initial MI	\$35,347,600
2001, Year 1	3%	36,408,028
2002, Year 2	3%	37,500,269
2003, Year 3	3%	38,625,277
2004, Year 4	3%	39,784,035
2005, Year 5	3%	40,977,556
2006, Year 6	3%	42,206,883
2007, Year 7	3%	43,473,089
2008, Year 8	3%	44,777,282
2009, Year 9	3%	46,120,601
2010, Year 10	3%	47,504,219
2011, Year 11	3%	48,929,345
20% of Year 11		9,785,869
New Maximum Indebtedness		\$45,133,469

THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 15 shows the tax increment revenues and their allocation to loan repayments, reimbursements, debt service, and debt service reserve funds. The Area also reaches the point where revenue sharing is required to begin, as implemented by the State in ORS 457.470, and this is further described in the section of this report on Impacts to Taxing Jurisdictions.

It is anticipated that all debt will be retired by FYE 2021 (any outstanding bonds will be defeased). The maximum indebtedness is increased by \$9,785,869 to a new maximum indebtedness of \$45,133,469 (Forty-five million, one hundred thirty three thousand four hundred sixty nine dollars).

The estimated total amount of tax increment revenues required to service the increase in maximum indebtedness of \$9,785,869 is \$19,277,202. This estimate is a conservative estimate of the potential revenue required, as the Area shows some ability to defease loans earlier than the projections below indicate, which would lower the total revenues required. The increased maximum indebtedness extends the urban renewal area by an estimated three years, from FYE 2018 to FYE 2021, even accounting for revenue sharing.

Table 15 - Tax Increment Revenues and Allocations to Debt Service

FYE	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Debt Service											
2003 B of A Loan: Civic Building	\$ 305,590	\$ 300,236									
2003 OECCD Loan	\$ 438,486	\$ 435,853	\$ 437,879	\$ 434,138	\$ 434,738	\$ 434,938	\$ 434,483	\$ 438,353	\$ 436,313	\$ 438,553	\$ 434,828
2004 B of A Loan: Cannery	\$ 39,682	\$ 37,809	\$ 35,983								
2005 B of A Loan: Old School	\$ 56,080	\$ 55,126	\$ 56,112	\$ 55,928	\$ 55,628	\$ 56,212	\$ 55,626	\$ 55,922	\$ 56,048		
2005 B of A Loan: Sports Fields	\$ 24,256	\$ 23,644	\$ 24,032	\$ 24,386	\$ 23,706	\$ 24,026	\$ 25,032	\$ 24,564	\$ 23,782		
2006 B of A Loan: Downtown Streets	\$ 175,396	\$ 175,416	\$ 175,398	\$ 175,396	\$ 175,386	\$ 175,396	\$ 175,395	\$ 175,386	\$ 175,397	\$ 175,398	\$ 43,849
2006 OECCD Loan: Downtown Streets	\$ 483,820	\$ 485,419	\$ 481,619	\$ 482,619	\$ 483,219	\$ 483,419	\$ 483,220	\$ 482,619	\$ 481,619	\$ 484,863	\$ 482,263
2010 B of A Loan	\$ 554,820	\$ 553,346	\$ 551,360	\$ 553,866	\$ 555,606	\$ 551,580	\$ 552,046	\$ 551,746	\$ 555,680	\$ 553,596	\$ 555,768
2012 Loan	\$ -	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188	\$ 650,188
2013 Loan	\$ -	\$ -	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774	\$ 267,774
Total Debt Service	\$ 2,078,130	\$ 2,717,037	\$ 2,680,345	\$ 2,644,295	\$ 2,646,245	\$ 2,643,533	\$ 2,643,764	\$ 2,646,552	\$ 2,646,801	\$ 2,570,372	\$ 2,434,670
Cumulative Remaining D/S											
Outstanding debt	\$ 27,154,483	\$ 25,076,353	\$ 23,009,504	\$ 21,247,121	\$ 19,520,788	\$ 17,792,505	\$ 16,066,934	\$ 14,341,132	\$ 12,612,542	\$ 10,883,703	\$ 9,231,293
New Debt	\$ 19,277,202	\$ 19,277,202	\$ 18,627,014	\$ 17,709,052	\$ 16,791,090	\$ 15,873,128	\$ 14,955,166	\$ 14,037,204	\$ 13,119,242	\$ 12,201,280	\$ 11,283,318
Total Debt	\$ 46,431,685	\$ 44,353,555	\$ 41,636,518	\$ 38,956,173	\$ 36,311,878	\$ 33,665,633	\$ 31,022,100	\$ 28,378,336	\$ 25,731,784	\$ 23,084,983	\$ 20,514,611
Debt Service Fund											
Beginning Fund Balance	3,718,395.28	4,962,359	5,789,338	6,703,212	7,711,996	8,879,151	10,654,068	12,428,754	14,200,652	15,972,301	17,820,379
TIF Revenues	\$ 3,322,094	\$ 3,544,016	\$ 3,594,219	\$ 3,653,079	\$ 3,813,400	\$ 4,418,450	\$ 4,418,450	\$ 4,418,450	\$ 4,418,450	\$ 4,418,450	\$ 4,418,450
Total Resources	\$ 7,040,489	\$ 8,506,375	\$ 9,383,557	\$ 10,356,291	\$ 11,525,396	\$ 13,297,601	\$ 15,072,518	\$ 16,847,204	\$ 18,619,102	\$ 20,390,751	\$ 22,238,829
Coverage Ratio	1.60	1.30	1.34	1.38	1.44	1.67	1.67	1.67	1.67	1.72	1.81
Ending Fund Balance	\$ 4,962,359	\$ 5,789,338	\$ 6,703,212	\$ 7,711,996	\$ 8,879,151	\$ 10,654,068	\$ 12,428,754	\$ 14,200,652	\$ 15,972,301	\$ 17,820,379	\$ 19,804,159

Source: ECONorthwest. Revenue sharing begins in FY 2014 and the tax increment revenues to the District are stabilized in FY 2017: see line TIF Revenues

FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2021, as shown above, are based on projections of the assessed value of development within the Area and the total tax rate that will apply in the Area. The assumptions include new development projects, as identified by the City of Sherwood, and minimum growth rates of 3%, which are increasing in the later years of the projections.

Table 16 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Table 15. These projections include shared revenue with impacted taxing jurisdictions. The tax rate varies due to impacts from GO Bond rates. Revenue sharing is projected to commence in 2014 and continue throughout the remaining life of the district. In 2018, the revenues to the Agency are capped at \$4,418,450 and all tax revenues above this amount are shared with the taxing jurisdictions.

Table 16 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues and Revenue Sharing

FYE	Total AV	Frozen Base	Increment	Tax Rate	TIF	TIF for URA	TIF Shared
2012	\$290,643,763	\$115,340,003	\$175,303,760	18.9505	\$3,322,094	3,322,094	-
2013	\$302,354,391	\$115,340,003	\$187,014,388	19.5639	\$3,658,731	3,658,731	-
2014	\$314,416,292	\$115,340,003	\$199,076,289	19.3772	\$3,857,541	3,615,455	242,086
2015	\$326,840,185	\$115,340,003	\$211,500,182	19.1647	\$4,053,338	3,664,405	388,933
2016	\$360,680,214	\$115,340,003	\$245,340,211	17.6951	\$4,341,320	3,736,400	604,920
2017	\$395,027,844	\$115,340,003	\$279,687,841	17.5942	\$4,920,884	3,881,291	1,039,593
2018	\$414,605,993	\$115,340,003	\$299,265,990	17.1419	\$5,129,988	4,418,450	711,538
2019	\$431,364,888	\$115,340,003	\$316,024,885	17.0223	\$5,379,470	4,418,450	961,020
2020	\$448,430,232	\$115,340,003	\$333,090,229	16.9691	\$5,652,241	4,418,450	1,233,791
2021	\$466,084,014	\$115,340,003	\$350,744,011	16.9264	\$5,936,833	4,418,450	1,518,383
2022	\$476,606,334	\$115,340,003	\$361,266,331	16.7157	\$6,038,820	4,418,450	1,620,370
2023	\$487,444,324	\$115,340,003	\$372,104,321	16.7118	\$6,218,533	4,418,450	1,800,083
2024	\$498,607,454	\$115,340,003	\$383,267,451	15.955	\$6,115,032	4,418,450	1,696,582
2025	\$510,105,478	\$115,340,003	\$394,765,475	15.9597	\$6,300,339	4,418,450	1,881,889
2026	\$521,948,442	\$115,340,003	\$406,608,439	15.8915	\$6,461,618	4,418,450	2,043,168
2027	\$534,146,695	\$115,340,003	\$418,806,692	15.7935	\$6,614,423	4,418,450	2,195,973
2028	\$546,710,896	\$115,340,003	\$431,370,893	15.5606	\$6,712,390	4,418,450	2,293,940
2029	\$559,652,023	\$115,340,003	\$444,312,020	15.3447	\$6,817,835	4,418,450	2,399,385
2030	\$572,981,384	\$115,340,003	\$457,641,381	15.2418	\$6,975,278	4,418,450	2,556,828

Source: ECONorthwest

IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the new maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies and local option levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2021, and are shown in Table 18, below.

Note that, starting in FY 2014, there is a positive financial benefit to the taxing jurisdictions as a result of the increased maximum indebtedness. Updating the plan to increase the maximum indebtedness forces the plan to comply with the updated revenue sharing trigger, which, for the amended Sherwood Plan, comes into effect in FY 2014. The negative numbers, which begin in 2019, show the impact due to the need to extend the length of the Area as a result of the increase in maximum indebtedness. The Area's TIF revenue is projected to meet the 10% of initial maximum indebtedness trigger stated in the ORS statutes in FY 2014 (10% of \$35,347,600 is \$3,534,760). At that 10% limit, the affected taxing jurisdictions will begin receiving a portion of the tax revenue from increased property values within the Area. The Area's TIF revenue is projected to meet the 12.5% of the initial maximum indebtedness trigger (\$4,418,450) in FY 2016, at which time the tax increment revenues to the Agency from the Area are held stable at that number. After this point, and for the remaining life of the district, the Agency will receive \$4,418,450 of TIF revenue per year, and the impacted taxing jurisdictions receive all TIF revenue above \$4,418,450 that is collected for the remaining life of the district.

The impacts of bonds on the taxing jurisdictions are those impacts made up by slightly increased bond rates to the tax payer, as shown in Table 20.

These revenue sharing requirements only minimally impact the length of time the district will be in operation. An analysis of the tax increment revenues without revenue sharing indicated the Area would be able to defease the debt only one year later with revenue sharing as without.

Tables 18, 19 and 20 show the projected impacts to the taxing districts as a result of this Amendment. The projections show revenue sharing with the districts beginning in 2014, and showing a positive benefit to the taxing districts from 2014-2018. It also shows the impact to the districts in the years 2019-2021. If not for this Amendment,

the Area would not be collecting tax revenues in these years, so the full collection of tax revenues is an impact on taxing districts. These numbers reflect the net effect, as revenue sharing will still distribute excess TIF revenue to taxing districts in these years (the positive of revenue sharing and the negative of division of taxes for tax increment).

The Sherwood School District and the Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the charts. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone because of the use of Tax Increment Financing are replaced, as determined by a funding formula at the State level with State School Fund revenues. The City of Sherwood has enjoyed increased population over the last ten years and increased student populations, as shown on Table 17. Unlike some of the other communities in the Portland metropolitan region, which are experiencing decreased student populations, Sherwood's school population increased by 1.6% last year. These increased populations will increase the revenues received from the State School Fund. Increased populations can be attributed to the focus of the City of Sherwood on making Sherwood a livable city, for which it has been mentioned in numerous surveys. Dedicating effort to maintain a healthy downtown is one variable in a livable city.

Table 17 - Sherwood School District Populations

Year	School Population
2010-11	4,618
2009-10	4,545
2009-09	4,315
2007-08	4,324
2006-07	4,021
2005-06	3,823
2004-05	3,596

Source: Sherwood School District website

Table 18 shows the projected impacts to permanent rate levies of taxing districts as a result of this Amendment. As mentioned above, they reflect the impact of the Amendment only and show positive impacts due to revenue sharing in FY 2014-2018 and the net effect of revenue sharing and the impact of the Amendment in years 2019-2021.

Table 18 - Projected Impact on Taxing District Permanent Rate Levies for New Maximum Indebtedness

Jurisdiction Name	2014	2015	2016	2017	2018	2019	2020	2021
Washington County	\$ 28,088	\$ 45,624	\$ 76,846	\$ 132,821	\$ 93,308	\$ (583,516)	\$ (585,379)	\$ (586,795)
Metro	1,207	1,961	3,302	5,707	4,010	(25,074)	(25,154)	(25,215)
Port of Portland	876	1,423	2,397	4,142	2,910	(18,196)	(18,254)	(18,298)
Portland Community College	3,534	5,739	9,668	16,709	11,738	(73,406)	(73,641)	(73,819)
Northwest ESD	1,922	3,122	5,258	9,087	6,384	(39,922)	(40,049)	(40,146)
Sherwood School District	60,126	97,665	164,506	284,328	199,744	(1,249,126)	(1,253,115)	(1,256,147)
Tualatin Valley Fire and Rescue	19,052	30,947	52,128	90,096	63,294	(395,817)	(397,081)	(398,041)
City of Sherwood	41,199	66,922	112,723	194,828	136,869	(855,930)	(858,664)	(860,741)
Total	\$ 156,004	\$ 253,403	\$ 426,828	\$ 737,718	\$ 518,257	\$ (3,240,987)	\$ (3,251,337)	\$ (3,259,202)

Source: ECONorthwest

Table 19 shows the projected impacts of local option levies of taxing districts as a result of this Amendment. Washington County and Tualatin Valley Fire and Rescue have local option levies. As stated above, these show revenue sharing in years 2014-2018 and the net impact of revenue sharing and impacts from the Amendment in 2019-2021.

Table 19 - Projected Impact on Taxing District Local Option Levies for New Maximum Indebtedness

Jurisdiction Name	2014	2015	2016	2017	2018	2019	2020	2021
Washington County	\$ 7,376	\$ 11,981	\$ 20,183	\$ 34,882	\$ 24,505	\$ (153,246)	\$ (153,736)	\$ (154,108)
Tualatin Valley Fire and Rescue	3,128	5,081	8,556	14,789	10,389	(64,971)	(65,178)	(65,336)
Total	\$ 10,503	\$ 17,062	\$ 28,739	\$ 49,671	\$ 34,894	\$ (218,217)	\$ (218,914)	\$ (219,444)

Source: ECONorthwest

Table 20 shows the projected impacts of bond rates of tax payers as a result of this Amendment. This impact is due to the spreading of GO Bond rates to tax payers to equal the amount which would have been raised from properties in the urban renewal area. In other words, properties within the URA have some property tax revenues diverted from paying GO bonds, to the urban renewal agency. However, jurisdictions still need to pay 100% of their scheduled debt service payment, so the GO bond tax rate is increased, causing taxpayers outside of the URA to contribute more property tax revenues, to offset the loss of tax revenue from properties inside the URA.

These impacts are shown for the years 2014-2021, which are the years the Amendment would impact the taxing districts. From 2014-2018 the impact is a reduction in GO bond rates, which is due to revenue sharing being triggered in 2014. The impacts from 2019-2021 are negative to the tax payer (i.e., increased tax rate, and increased property tax bill). If not for the Amendment, the Area would not be collecting tax revenues during years 2019-2021. Therefore, all impacts in these years are directly resulting from this Amendment.

The bottom lines of the table show what these impacts would be for a property with an assessed value of \$200,000. The impact from 2014-2018 is a reduction in taxes for GO Bonds of \$57.78. The impact from 2019-2021 is an increase in taxes for GO Bonds of \$143.12. The net result of the Amendment is estimated to be an increase of \$85.34 (spread over an eight year period) to a taxpayer with a house value of \$200,000.

Table 20 - Projected Impact on Bonds for New Maximum Indebtedness

Jurisdiction Name	2014	2015	2016	2017	2018	2019	2020	2021
Washington County	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000
Metro	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0001	\$0.0001	\$0.0001
Portland Community College	\$0.0000	\$0.0000	-\$0.0001	-\$0.0001	-\$0.0001	\$0.0002	\$0.0002	\$0.0002
Sherwood School District	-\$0.0177	-\$0.0335	-\$0.0538	-\$0.0551	-\$0.0748	\$0.2302	\$0.2189	\$0.2089
Tualatin Valley Fire and Rescue	\$0.0000	-\$0.0001	-\$0.0002	-\$0.0001	-\$0.0002	\$0.0006	\$0.0006	\$0.0005
City of Sherwood	-\$0.0041	-\$0.0076	-\$0.0170	-\$0.0170	-\$0.0072	\$0.0198	\$0.0184	\$0.0169
TriMet	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000
Change in GO Bond Rates	-\$0.0219	-\$0.0413	-\$0.0711	-\$0.0723	-\$0.0824	\$0.2510	\$0.2381	\$0.2265
200K house	-\$4.38	-\$8.25	-\$14.21	-\$14.47	-\$16.47	\$50.19	\$47.62	\$45.30
Decrease in taxes from 2014-2018					-57.79			
Increase in taxes from 2019-2021								143.12
Net impact 2014-2021								-85.33

Source: ECONorthwest

The graph below, prepared by ECONorthwest, shows the revenue sharing as a result of this amendment to increase maximum indebtedness. Again, notice that the revenues to the agency are held stable starting in 2018 as a result of meeting a revenue sharing trigger of 12.5%.

Figure 3 – Tax Increment Financing Revenue Sharing

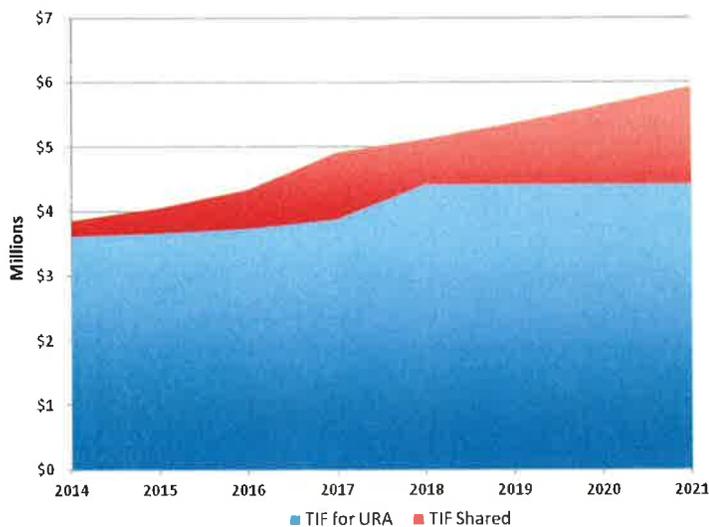


Table 21 shows the projected increased revenue to the taxing jurisdictions at the end of the Urban Renewal Area. These projections are for FYE 2022 and include permanent rates and local option levies. In addition to these revenues, the taxpayers will see a decrease in bond rates as a result of the termination of the district.

Table 21 - Additional Revenues Obtained After Termination of Tax Increment Financing

Jurisdiction Name	FYE 2022		
	Tax Revenues	Revenue Sharing	Total Revenues
Washington County	\$ 750,313	\$ 275,161	\$ 1,025,474
Metro	25,536	9,365	34,900
Port of Portland	18,530	6,796	25,326
Portland Community College	74,756	27,415	102,172
Northwest ESD	40,656	14,910	55,566
Sherwood School District	1,272,101	466,515	1,738,617
Tualatin Valley Fire and Rescue	469,263	172,092	641,355
City of Sherwood	871,674	319,667	1,191,341
Total	\$ 3,522,830	\$ 1,291,921	\$ 4,814,751

Source: ECONorthwest

COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

There is one existing urban renewal area in the City of Sherwood. State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal manufactured, and utility properties in the Urban Renewal Area, is \$102,540,480. The total assessed value of the City of Sherwood less excess value of the urban renewal area is \$1,343,036,419. This is 11.54% of the total assessed value, well below the 25% maximum. The Urban Renewal Area has 595.84 acres, including right of way, and the City of Sherwood has 2,745 acres; therefore 21.71% of the City's acreage is in an urban renewal area, below the 25% state limit.

Table 22 - Urban Renewal Area Conformance with Assessed Value and Area Limits

Urban Renewal Area	Assessed Value	Acres
Sherwood Urban Renewal Area Frozen Base	\$102,540,480	
Sherwood Urban Renewal Area Acreage		595.84
Total Acreage, City of Sherwood		2,745
Total Assessed Value City of Sherwood *	\$1,343,036,419	
Percent of Sherwood Assessed Value in Urban Renewal Area		11.54%
Percent of Sherwood Acreage in Urban Renewal		21.71%

Source: City of Sherwood, Washington County Assessor

*Less Incremental Assessed Value in Urban Renewal Areas

RELOCATION REPORT

There is no relocation anticipated due to this amendment.

City of Sherwood, Oregon Exhibit D
Draft Planning Commission Minutes
January 24, 2012

Commission Members Present:

Vice Chair Albert
Commissioner Griffin
Commissioner Albert
Commissioner Cary
Commissioner Walker
Commissioner Clifford

Staff:

Julia Hajduk, Planning Manager
Michelle Miller, Associate Planner
Brad Kilby, Senior Planner

Commission Members Absent:

Chair Allen
Commissioner Copfer

February 21, 2012 City Council
Date Gov. Body

J.C. 0202012-005
Agenda Item Exhibit #

Council Liaison – Councilor Clark

1. **Call to Order/Roll Call** – Vice Chair Albert called the meeting to order.
2. **Agenda Review** – no changes were made to the meeting agenda
3. **Consent Agenda** – December 13, 2011 Planning Commission meeting. Commissioner Walker had a scrivener’s error that she will give to staff. Commissioner Griffin made a motion to approve the minutes. Commissioner Cary seconded the motion. A vote was taken and all Commissioners present were in favor of adoption of the minutes. The motion passed.
4. **City Council Comments** – Councilor Clark was not present when the Commission got to this agenda item
5. **Staff Announcements** – Based on comments she had received, Julia began by reminding the Commissioners to please speak into the microphones provided as sometimes it is difficult to hear their comments.
Angelo Planning Group has been selected as the Town Center Plan consultant. Scope negotiations are underway now. Planning effort will likely not begin on this project until March. The Southwest Corridor group which is being led by METRO is planning a “kick-off” meeting to look at the transportation corridor primarily along Hwy. 99 W. They are soliciting volunteers to serve on the committee and provide citizen perspective. The kick-off meeting will be held January 31st.

Councilor Clark arrived at the meeting.
6. **Community Comments** – Kurt Kristensen 22520 SW Fair Oaks Court, Sherwood OR 97140. Asked that the Planning Commission consider re-visiting a resolution that had been created by past Planning Commissioners. He is referring to Resolution 2006-001, the Southeast

Sherwood Master-plan. He would like to see that resolution come back before City Council for adoption. The resolution authorized the Southeast Master Plan. He believes there was a lot of time and resources spent working on the resolution. He is not interested in learning why it was not forwarded with a recommendation for approval; he is interested in having this Planning Commission send the resolution forward for adoption.

7. **Old Business – Vice Chair Albert re-opened the Denali PUD hearing** at the deliberation portion of the hearing. Commissioner Walker recused herself from the hearing. Commissioner Griffin felt Michelle had done a great job of summarizing the information discussed earlier. He pointed out, one scrivener error. Michelle will correct that. Commissioner Clifford made a motion to forward a recommendation to the City Council to adopt the Denali PUD 11-01, SUB 11-01 based on the analysis dated January 17, 2012 and the Staff Report. Commissioner Griffin seconded the motion. Vice Chair Albert called for a vote; Commissioners Griffin, Cary, and Clifford were in favor. Vice Chair Albert voted nay. Motion passed 3 to 1.

8. **New Business -**

a. **Urban Renewal Plan Major Amendment** – Julia, acting on behalf of Tom Nelson, and Elaine Howard, (who is a consultant working on the URA amendment for Sherwood and works on Urban Renewal plans throughout the state of Oregon) presented information to the Commission. They will be asking the Commission to review the proposed substantial amendment to the Sherwood Urban Renewal Plan and make a recommendation to the Sherwood City Council. Julia presented a brief history of the Urban Renewal District in Sherwood in a power point presentation. A major part of the Urban Renewal Plan is to remove blight influences. Many examples of old buildings and new construction helped by the URA were shown. The URA is also interested in transportation improvement. They are working to improve the rail crossing at the intersection of Langer Farms Parkway and Oregon Street. The URA has also contributed to the new turf fields and stadium at Sherwood High School as well as the field house located on the Public Works site. They have developed plans and purchased property off Sherwood Blvd to construct a senior living facility. The URA also provides Façade Grants to help improve the look of Old Town Sherwood.

Elaine Howard gave a quick briefing on the Substantial Amendment that is designed to basically increase the amount of maximum indebtedness of the Urban Renewal Plan. Maximum indebtedness is the amount of money that can be spent on projects and programs by the Urban Renewal Agency. Our present maximum indebtedness is around \$35 million dollars. Given the current statute the City could increase that amount by 20% as indexed which equals \$9.7 million dollars which would then bring the figure to near \$45 million dollars by approval of City Council. The amendment does not get voted on by the citizens but rather approved by City Council. The amendment has to be “publicly noticed” which will be done in the February Archer. They have a list of potential projects that could benefit from the funds. A change made by the 2009 Legislature was a change to Urban Renewal Plan Amendments which required that once a plan was substantially amended that there are certain revenue sharing triggers that come into effect. At certain trigger points when the Urban Renewal Agency starts receiving a certain amount of funding that taxing districts also received a share of the increase of growth of value. She then gave a quick description of how tax increment financing works.

The revenue sharing component plan states that once your plan starts receiving 10% of the original maximum indebtedness, it has to share that money with the taxing jurisdictions. At the point the plan receives 12.5 % of the initial maximum indebtedness you are capped at receiving that amount of

money for the life of the agency.

Elaine talked about the city's economic development strategies. Policy number 3 indicates that the city will direct public expenditures toward the realization of community development goals by assuring the adequacy of community services and facilities for existing and future economic development. This plan has provided for our current City Hall and Library, some funding will be used in the potential community center and has been used in the new Plaza.

Policies covered by the Urban Renewal Plan include: improving regional access to the Urban Renewal Area and diversification of commercial and industrial development to add jobs and expand the tax base. Other policies that conform with the comprehensive plan are the applicable commercial and land use strategies and policies which say that commercial activities will be conveniently located to service customers, the façade grant program helps provide better commercial uses, the street scape programs help strengthen the downtown core. Community design is another area where the Urban Renewal Plan conforms to the Comprehensive Plans.

Elaine concluded by saying that they have looked both at the comprehensive plan and the vision for Old Town Sherwood and the City of Sherwood's Economic Development Strategy. The Urban renewal plan does conform to the Economic Development Strategy.

Commissioner Walker clarified that what the Planning Commission motion addresses is only whether or not this amendment complies with the comprehensive plan and not that they agree with any part of the financial part of the plan.

Elaine confirmed that Commissioner Walker's understanding was correct.

Discussion of distribution of funds continued with Elaine and the Commission.

Commissioner Griffin asked about what the improvements to Oregon Street include. Elaine deferred to Tom Nelson to answer that and get back to the Commission. He also asked for clarification about the downtown store front projects. Elaine explained that by creating a neighborhood commercial district the hope is that the residents utilize those businesses for their services.

Commissioner Griffin asked about the estimated URA cost amount of \$1.2 million and what that entails. Elaine explained that these are estimates from when this may be approved from 2012 to 2021.

Vice Chair Albert asked if any members of the audience wanted to provide testimony.

Eugene Stewart 22595 SW Pine Street, Sherwood OR 97140 provided testimony. He questions the transportation plan and that it shows a street coming in on the other side of the tracks into the Cannery. He does not believe that it can be done. He asked if we follow the comprehensive plan or not. He also would like to know how much money has been spent and has apparently asked that question and is waiting for an answer after an audit is complete. He suggests talking to the downtown merchants to see if they have been benefitted by these plans. He spoke about existing parking and potential parking changes as well Pine Street being shown as a potential truck route in the TSP. He feels that the items in the comprehensive plans may be being ignored.

Kurt Kristensen, 22520 SW FairOaks, Sherwood OR 97140, explained that he spent some time a

couple years ago researching and talking with Washington County and various financial representatives that understand how Urban Renewal law works. It is his opinion that this is a way to avoid public accountability. The tax revenues of \$35 to \$45 million dollars are funds being “siphoned” off from other districts including school districts. He has no argument with some of the worthwhile projects that have improved the City. He questions at what stage things like this should go to a vote of the people.

With no other comments being given, Commissioner Walker made a motion by saying “I move for the approval of the attached findings supporting the substantial amendment #15, amendment #15 to the Sherwood Urban Renewal Plan, conforming with the Sherwood Comprehensive Plan and request the City Council consider the financial impact of doing so.”

Commissioner Cary seconded the motion. Vice Chair Albert called for a vote.

All present were in favor of the motion. The motion passed.

A five minute recess was taken.

b. Public hearing on PA11-05 Parking Lot Landscape and Configuration

Vice Chair Albert opened the public hearing on PA11-05 Parking Lot Landscape and Configuration.

Michelle presented the Staff Report by giving an overview of PA 11-05. She noted that staff has been working on parking lot landscaping and off-street parking and loading including work sessions and open houses. Two agency notice comments have been received which will be labeled as exhibits D and E. A written public comment has also been received which will be labeled exhibit C.

The objectives that are being sought out are creating more visually appealing parking areas as well as creating more pedestrian and vehicle friendly areas.

Current code specifies 65 square feet for landscape islands and overall a site has 10% landscaping in the parking area. The overall number of parking spaces and the relationship to landscaping are now being considered rather than the required percentage of landscaping which may generally increase the amount of landscaping visible per site. New requirements show that each landscape island must include at least one tree and that the islands need to be evenly spaced. New provisions allow greater flexibility in the types of trees planted, based on mature canopy size.

Off street parking requirements are also being reviewed. Options for changing the minimum number of spaces are being modified in areas like places of worship, warehouses and allowing for visitor parking. The agency comment received from Metro discusses their concerns with minimum number of spaces for single family residences. In Sherwood, if no on street parking is available, and two parking spaces are required on site. Staff is working with Metro to agree on a minimum allowed when no off street parking is available due to the street width.

Regarding angled parking, a new diagram has been drawn along with a new table and the requirement that the bike parking needs to be covered has been changed to “encouraged”.

Commissioner Griffin commented that in light of receiving the written testimony from Matt Grady he thinks the discussion should be continued. He is hesitant to move a recommendation forward without more consideration and possible input from other developers. He feels they are moving in a positive

direction, but feels more information may be needed.

Commissioners got clarification from Michelle on tree canopy and existing parking lots in Sherwood and surrounding cities and how they would compare to what the new requirements would allow.

Vice Chair Albert moved the meeting to public testimony.

Matt Grady of Gramor Development, 19767 SW 72nd Ave, suite 100, Tualatin, OR 97062 had submitted an exhibit that he wanted to highlight in public testimony. He reiterated that the intent of the code changes is to require more parking lot landscape features. While he understands that intent he feels the new requirements have gone overboard and are requesting too much. He feels there should be crossover between landscaping requirements in parking lots and the tree code and required canopy percentages. Regarding "non-vegetative features" he feels that the semi-pervious pavers that are suggested are really not a very viable solution in terms of drainage and the cost of work to install that type of feature. He feels the goals should be for pedestrian plazas and landscape features connected to walkways that would count toward your landscaping requirements. He also had a question regarding how parking lot landscape area is really calculated. They believe 20% for evergreen trees is too much. They also believe there should be definition of screening of mechanical equipment. The options for reducing parking are good, but seem a little confusing. They think the 10% car pool spaces are pretty high. One option now that they are very in favor of is the removal of the requirement for wheel stops. His submittal expands on these comments. His 5 minute testimony time expired.

Eugene Stewart, 22959 SW Pine Street, Sherwood OR 97140 asked in his testimony if provisions are made for solar panels and the proximity of trees being planted next to a building. He pointed out that he sees a need for some leniency for some of the businesses in old town that want to provide off street parking. He asks if builders in the future want to use pervious pavers, will they be allowed to do so. He believes more public involvement in the process and allowing for conversations with people like Mr. Grady that are not limited to the 5 minute testimony time, would be beneficial to staff and decision makers.

With no one else signed up to testify, Vice Chair Albert closed the public hearing portion of this project.

Michelle made final comments by saying the perimeter landscape buffer is the existing number that has been in place. If there is landscaping on the side then 10 feet in total is required. She agreed with Mr. Grady that evergreen trees are more suitable to the perimeter of parking lots.

She pointed out that this portion of the code clean-up has had several work sessions over the past 6 months. There have been many opportunities for comments. This language has been on the table and on the web-site since early November.

Brad Kilby added that while Matt had mentioned there should be a tie-in between the tree code and the parking lot landscaping and that he feels they really should be able to stand independent of each other. Parking lot landscaping can count toward the canopy cover on some commercial requirements.

Julia suggested that in light of the additional testimony received tonight as well as additional request for public testimony to be allowed and obvious questions posed by the Commission that her recommendation would be to continue the hearing.

Michelle discussed with the Commission what they would like to see to be able to compare existing sites and how those would fit with the proposed language. It was discussed that Matt Grady could be a resource for information.

Upon learning that another member of the audience wanted to speak on this topic and given that there was already discussion about continuing the hearing and leaving the record open, Vice Chair Albert re-opened PA 11-05.

Patrick Huske, 23352 SW Murdock Road, Sherwood, OR 97140 testified by saying he feels that even though these proposed changes have been in the works for several months, it seems like the final draft was not done until just a couple weeks before the public hearing, which doesn't give the public and interested parties much time at all to review the information and respond with comments or questions. On a second note, he feels that giving only 4 minutes of testimony to Matt Grady is not near enough time. He thinks that Gramor's developments are far and away some of the best developments both architecturally and in their landscape architecture. He hopes the Commission will give Matt's written comments full consideration.

Vice Chair Albert made a motion to continue the hearing of PA 11-05 to February 28th, 2012. Commissioner Cary seconded the motion. It was determined that it will be a continued public hearing where people can testify and/or provide additional written comment. Discussion continued among the Commission regarding the benefit of continuing the meeting. The motion raised was not voted on.

Vice Chair Albert made a new motion to continue public hearing PA 11-05 Parking Lot Landscape Configuration to February 28th. Commissioner Walker seconded the motion. Vice Chair Albert asked for a vote. All members present were in favor. The motion passed.

A 3 minute recess was taken.

c. Public hearing for PA 11-06 Trees on Private Property

Vice Chair Albert reconvened the meeting and opened the public hearing for PA 11-06 Trees on Private Property.

Brad Kilby presented the Staff report by explaining that the proposed changes would affect the definition, site plan review, parks and open space and tree sections of the code. Agency comments had been requested in December. PGE's forester Brandon Flemming had responded saying he agrees with the proposal and wants to be sure to maintain their ability to work in the tree line to manage the vegetation for their operations. There have been 7 work sessions, and a tree panel discussion with developers, land owner and professionals regarding the code changes. There was also a dessert and discussion meeting as well as an on-line questionnaire, with 40 responses being received. This was discussed in November at the Code Clean Up open house where 20- 22 people attended. The overall response in all of these venues is that the code should be fair and clear. It should recognize the economic and ecological value of trees. The inch per inch mitigation is cost prohibitive and could lead to clear cutting of properties not yet incorporated into the City to avoid mitigation later. Property owners should be able to remove and manage trees on their own property. 48% of on line responders felt that residential properties should not be limited in their ability to remove trees.

The purpose of the canopy requirements is to maintain the existing urban canopy. In order to maintain the canopy, regulations are needed. The current code states that for properties that are

subject to land use approval, any trees removed must be mitigated on an inch per inch basis at a cost of \$75.00 per inch. The proposed language now asks that a canopy be maintained. The desired canopy would be 40% of the overall sight for residential and 30% on non-residential property. There are no longer mitigation requirements under this proposal. Brad showed many examples of canopy coverage of existing sites in Sherwood in a power point display.

Julia added that considering the Parking Lot Landscaping requirements vs. the tree code, whichever the most stringent requirement is in each case will meet both Parking Lot Landscaping and Tree standards. You are always going to, at least meet the parking lot standards or the 30% canopy. If you don't meet it with the parking lot landscaping standards you have to provide more canopy. If you don't meet it with the canopy you have meet the parking lot landscape standards.

Brad continued by saying that while the tree code establishes minimums, it is also about retaining more trees and more mature trees and encouraging that retention. They are proposing some development incentives to help with retention including residential density transfer.

Brad continued to review the proposed changes which includes taking into consideration time frames for replanting and environmental constraints for successful planting. Brad explained how size and caliper would be determined for the purpose of meeting the code requirements.

In conclusion he explained the next steps if the Commission agrees to recommend approval to the City Council would be a hearing on February 21st, 2012.

At the conclusion of Brad's staff report, Vice Chair Albert opened the meeting for public testimony.

Kurt Kristensen 22520 SW Fair Oaks Ct., Sherwood OR 97140 testified he has been waiting for this tree code for 10 years. He recognized the conflicting interests between developers and residents. He has watched many trees come down throughout Sherwood over the years. He thinks this tree code is a very good first step, however is concerned about some of the proposed language. He suggests that trees have a benefit to all of us and that it would be prudent to have courtesy and respect for the trees regardless of who they are owned by. He would encourage neighborhood notice be given well in advance of the tree removal.

Matt Grady, 19767 SW 72nd Ave, suite 100, Tualatin, OR 97062 asked if there was a definition of the net development site. They had looked at the definition section and the new code section and could not find it. His other question was if any of the existing street trees hanging over the site could be used in the 30% calculation for canopy.

Brad explained that on commercial and industrial, non-residential sites the street trees are not allowed to be included in the calculation however in residential sites they can be included. He agreed that if the net developable site is not defined it should be.

Pat Huske, 23352 SW Murdock Road, Sherwood OR 97140. As a homeowner and small business developer he loves trees. When he sees codes he sees them as "guidelines". If the code is talking about "net developable sites" he believes this would be a huge imposition on property owners in general. He would like to leave development out of it. Each property owner has continued to have their rights taken away to a certain extent. He feels Staff has done a fairly good job looking at everyone's point of view. He would encourage using the gross buildable footprint or entire site as the model, rather than the net. He feels that there should also be some type of "air factor" in the tree

canopy. Is the percentage going to be determined from an aerial view or will it be plant-able caliper trees on the property? He hopes for some flexibility in that air factor.

Vice Chair Allen closed the public testimony and moved to questions for staff.

Brad and the Commission discussed canopy and how it is calculated. They discussed if a neighbor's trees could count toward canopy on a site. They also discussed posting notice of tree removal as well as the number of trees allowed to be removed and possibly changing the language to say 5 trees removed every 12 months rather than every year.

Commissioner Walker made a motion to forward a recommendation for PA 11-06 to the City Council with staff recommendations, and minor adjustments made by the Planning Commission during this meeting to the February 21st, City Council hearing. Commission Griffin seconded the motion. Vice Chair Albert called for a vote. All members present were in favor and the motion passed.

Vice Chair Albert closed the meeting.