

# SHERWOOD VISION 2040



SHERWOOD 

Adopted: XXXX XX, 2019  
Resolution: 2019-XX



## ONE: INTRODUCTION

This document contains the officially adopted Comprehensive Plan for Sherwood, Arkansas, known as Sherwood Vision 2040. In late 2017, the City of Sherwood began the process to create Sherwood Vision. This effort was undertaken to create a cohesive, consensus community vision. Additionally, the city needed to determine a framework for future revisions to its land use regulations. By engaging residents, elected and appointed officials, business leaders, and others, the plan represents a united vision of Sherwood's future for the next 25 years. The Plan, which was completed in mid-2019, articulates and identifies how development, mobility, the environment, recreation, public services, and character all interrelate and will guide Sherwood's future.

*Sherwood Vision 2040 provides a framework for updating the city's outdated and confusing land use regulations.*

### ***What is the Comprehensive Plan?***

The plan serves as an official policy statement of the City of Sherwood for directing growth and development within its city limits and planning area as well as articulating strategies to address Sherwood's current and future challenges. A steering committee directed the preparation of the plan during a process that included careful study of the area. Areas of analysis include Sherwood's history, demographics and projected population, community and stakeholder opinions, topography, utility capacity, transportation systems, existing infrastructure, and land use among myriad other items.

*Sherwood Vision 2040 is an official policy statement of the City of Sherwood establishing a consensus vision to guide the community over the next 25 years.*

The plan will help guide the decisions of both the Planning Commission and City Council during the planning period, estimated to be 25 years. It is additionally intended to outline strategies and actions for key private entities as well, such as the Chamber of Commerce. The Comprehensive Plan serves all residents and property owners within the planning area as well as others having a stake in the future of the city.

The Comprehensive Plan provides a broad guideline for growth and development. It is not meant to direct land use arrangement precisely, nor is it a zoning ordinance. It serves as an instrument to blend public and private interests in a manner that will best suit the entire community. Citizens and business interests may look at the plan as a "constitution" for the City of Sherwood. Unlike a national constitution, it may change more often to meet new challenges and growth issues.

The plan will remain flexible, allowing for necessary modification of land uses. It plots land usage areas according to long-term community needs, not short-term individual gains. Planning should also be based on sound development principles. The plan addresses pertinent community issues as a whole rather than treating isolated problems as they may arise.

UPDATE

## ***Planning Process***

The planning process consisted of three primary phases. The following details the work that was undertaken.



## ***Authority***

The purpose of the Comprehensive Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens." The statutes further state that plans may provide for, among other things, the following:

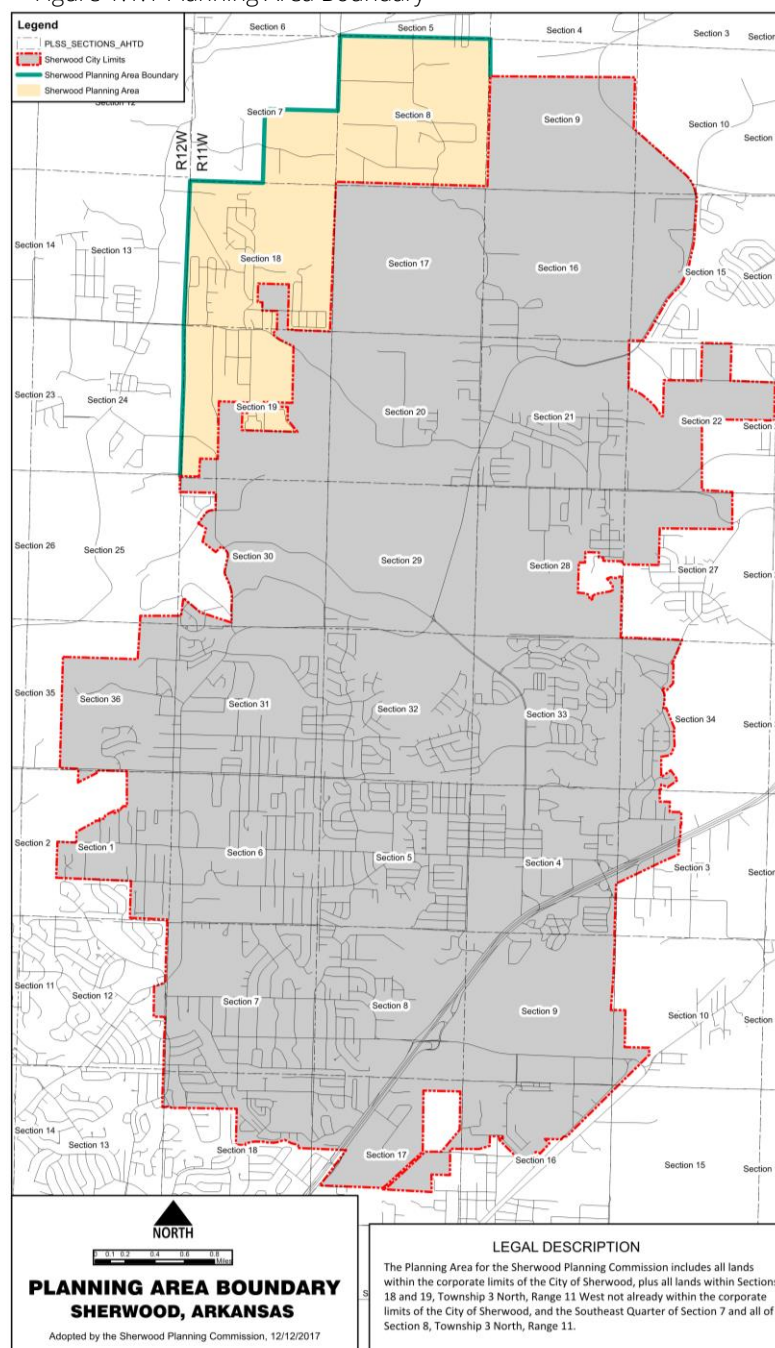
- *Efficiency and economy in the process of development*
- *The appropriate and best use of land*
- *Convenience of traffic and circulation of people and goods*
- *Safety from fire and other dangers*
- *Adequate light and air in the use and occupancy of buildings*
- *Healthful and convenient distribution of population*
- *Good civic design and arrangement*
- *Adequate public utilities and facilities*
- *Wise and efficient expenditure of funds*



## Planning Area

The Sherwood Planning Area Boundary appears in graphic form on the plan map, planning area boundary map, and other maps used with this document. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. A copy is on file with the City Clerk and the Pulaski County Recorder. The Planning Area Boundary depicted on the Comprehensive Plan map includes those lands within the territorial jurisdiction of Sherwood for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of twenty-five years. The City of Sherwood will, in accordance with A.C.A. § 14-56-422, file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Pulaski County.

Figure 1.1.1 Planning Area Boundary



### ***Relationship to the Land Use Regulations***

The Arkansas planning statutes, in A.C.A. § 14-56-416 (a)(1) provide:

*Following adoption and filing of the land use plan, the commission may prepare for submission to the legislative body a recommended zoning ordinance for the entire area of the municipality.*

The statutes further provide in A.C.A. § 14-56-417 (a)(1):

*Following adoption and filing of a master street plan, the Planning Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.*

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations. In simple terms, a municipality first plans and then regulates. The primary supporting regulations consist of the zoning code and development (subdivision) regulations. As stated in A.C.A. § 14-56-412 (e):

*In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent of the plans, or of parts thereof.*

Planners take these provisions literally and encourage municipalities to base decisions in land use and development upon adopted plans to the greatest extent possible. At the same time, it has been noted in court decisions in Arkansas that plans are not legal documents but rather broad statements of municipal policy. The legal force arises from the adopted regulations developed to support the plan. In order to reconcile these considerations, the Planning Commission will first determine if a proposal deviates from the spirit and intent of the plan. If it does, the Commission will then consider an amendment to the plan before considering the proposal.

## THREE: VISION AND GOALS

### 3.1: Vision Statement

Sherwood will be a safe, attractive COMMUNITY OF CHOICE with a strong local economy, superior infrastructure and services, and an excellent quality of life and place. The community will be one that that invests in amenities for its residents and fosters a shared identity of community pride. The city will provide an equitable regulatory process that creates a strong sense of place and protects private property.

The vision is to be supported through the following guiding principles:

1. *Preserve Open Space and Environmentally Sensitive Areas.*
2. *Take Advantage of Existing Community Assets.*
3. *Foster Walkable Neighborhoods Offering a High Quality of Life.*
4. *Create a Range of Housing Opportunities and Affordable Choices.*
5. *Mix Land Uses for Pedestrian-Friendly Places.*
6. *Promote Attractive Development with a Strong Sense of Place.*
7. *Provide Recreational and Cultural Amenities*
8. *Provide a Variety of Transportation Choices and High-Quality Transportation Corridors.*
9. *Expand Economic Development Opportunities.*
10. *Ensure Policies and Processes that are Enforced and Equitable to both Citizens and Developers.*

### 3.3: Goals and Policies

The following goals and policies help direct action within the plan. These goals aid with the actualization of the vision, but additionally provide a framework for decision making by the Planning Commission and City Council.

#### Goal areas:

1. *Quality of Life/Recreation*
2. *Community Identity and Image*
3. *Growth Management and Fiscal Health*
4. *Transportation and Infrastructure*

#### ***Quality of Life/Recreation***

Quality of life and recreational amenities for a city are important for community growth in the 21<sup>st</sup> century. Generational and cultural changes in priorities for work/life balance are changing the criteria millennials and baby boomers use in choosing where to live, making quality of life increasingly important. Today, people are moving to the place they want to live and looking for a job. To remain competitive in attracting growth it is essential that Sherwood provides competitive quality of life amenities for its residents.

#### Goal 1.1: Develop a connected recreational framework throughout the city.

Policy 1.1.1 – Connect all parks, schools, and large commercial areas through bike and pedestrian infrastructure to improve accessibility of amenities.

Policy 1.1.2 – Invest in parks in areas such as North Sherwood that are currently underserved to improve city-wide parks coverage.

Policy 1.1.3 – Maintain a Parks Master Plan to guide park development, redevelopment, and programming. This includes periodic updates.

Policy 1.1.4 – Ensure future street improvements adequately provide for pedestrians, cyclists, and drivers by including sidewalks and trails where appropriate.

Policy 1.1.5 – Develop both active and passive recreation opportunities and expand recreational programming.

Policy 1.1.6 – Pursue partnerships with community institutions to leverage the impact of city recreational facilities.

*Goal 1.2: Promote the creation of neighborhoods with amenity and a sense of place.*

Policy 1.2.1 – Promote compatible infill development within existing neighborhoods.

Policy 1.2.2 – Encourage new neighborhoods that are planned to combine a variety design elements, uses, densities, housing options, and amenities.

Policy 1.2.3 – Provide land use regulations and review processes that promote mixed-use developments.

Policy 1.2.4 – Promote residential cluster development that provides common greenspace (small lots with a balance of area reserved for open space).

*Goal 1.3: Promote recreational and cultural programming that enhances quality of life.*

Policy 1.3.1 – Provide quality public space for cultural events that have live music and specialty foods to help bring the community together.

Policy 1.3.2 – Encourage ways to include art within the built environment and foster outlets for local performing arts.

Policy 1.3.3 – Pursue partnerships with community institutions to provide cultural programming that can have a community-wide benefit.

Policy 1.3.4 – Encourage community institutions to provide festivals and programming that enhances quality of life.

Policy 1.3.5 – Support city recreation programs in addition to community recreational programs.

### ***Community Identity and Image***

A hallmark of suburban development is the sameness and lack of identity it produces within communities. As a product of the era of suburban development, Sherwood suffers from these issues. The community has no focal point that embodies its identity or definable edges that differentiate it from surrounding communities. Addressing these issues will be critical to ensuring Sherwood maintains stability as it continues to grow.

*Goal 2.1: Promote regulations and development that fosters a sense of local identity.*

Policy 2.1.1 – Encourage the preservation of the Old Sherwood neighborhood in the city's southwest section.

Policy 2.1.2 – Stimulate redevelopment of Kiehl Avenue and U.S. 67/167 to provide a more positive image of Sherwood.



Policy 2.1.3 – Ensure developments provide for sensitive and compatible transitions between residential and nonresidential areas.

Policy 2.1.4 – Establish standards for high-quality design of multi-family housing.

Policy 2.1.5 – Establish commercial design standards that provide for a unique “Sherwood Character”.

Policy 2.1.6 – Pursue events and outreach opportunities that communicate Sherwood’s history and identity.

Goal 2.2: Promote development that provides Sherwood a community focal point and definable city edges.

Policy 2.2.1 – Promote and encourage the construction of a Town Center style development near the intersection of Brockington Road and Highway 107.

Policy 2.2.2 – Explore ways to enhance the existing city civic complex to create a central community-gathering place and focal point.

Policy 2.2.3 – Adopt regulations to enhance the city’s key image gateways such as U.S. 67/167, Brockington Road, Kiehl Avenue, and Highway 107.

Policy 2.2.4 – Pursue regulations that encourage high-quality developments that will help better define the borders between Sherwood and North Little Rock.

Goal 2.3: Use code enforcement as a means to enhance community image.

Policy 2.3.1 – Use city resources to enforce the city’s zoning and subdivision regulations.

Policy 2.3.2 – Focus code enforcement efforts on neighborhoods where blighting influences could serve to destabilize property values.

Policy 2.3.3 – Use a collaborative approach with property owners in addressing code enforcement violations by helping property owners in need identify resources to assist them.

Policy 2.3.4 – To use the provisions of Arkansas law such as the “City Cleanup Tools” Act and other laws to address nuisances and unsightly, unsafe, and unsanitary conditions on private property.

Policy 2.3.5 – Use the condemnation process as a means to remove abandoned and dilapidated structures that serve to harm the city’s neighborhoods.

Goal 2.4: Support the creation of an independent Sherwood School District.

Policy 2.4.1 – Provide support to groups working to create a Sherwood School District.

Policy 2.4.2 – Support those schools that serve Sherwood residents.

### ***Growth Management and Fiscal Health***

How will Sherwood develop and change as it grows? Sherwood has changed dramatically in the last 20 years and must continue to evolve. Growth can bring many difficulties including infrastructure and fiscal challenges. A well-crafted and intentional growth strategy will build a strong foundation for Sherwood's future as it regulates development, invests tax dollars, works to attract new businesses and residents, and builds in a way that create long-term fiscal health for the community.

#### *Goal 3.1: Guide and carefully direct growth in a smart and responsible manner.*

Policy 3.1.1 – Encourage development in areas already served by city services, where service provision is most cost effective.

Policy 3.1.2 – Ensure new developments locate where they can be accommodated by existing public infrastructure.

Policy 3.1.3 – Encourage development that is compatible with the natural and built environment of the surrounding area.

Policy 3.1.4 – Encourage development that creates long-term community value and adapts well for future re-use.

Policy 3.1.5 – Promote development that builds the city's tax base and generates sufficient tax revenue to pay for the life-cycle costs of its supporting infrastructure.

Policy 3.1.6 – Create thriving, vibrant neighborhoods, districts, and corridors that are distinct places.

Policy 3.1.7 – Promote mixed-use development that combines commercial, residential, and office functions in the same building.

#### *Goal 3.2: Adopt, maintain, and use Sherwood Vision 2040 as the city's comprehensive plan.*

Policy 3.2.1 – The planning commission will conduct annual reviews of its comprehensive plan and land use regulations to ensure they remain applicable and up-to-date.

Policy 3.2.2 – The city's land use regulations will be consistent with and designed to carry out the provisions of the comprehensive plan.

Policy 3.2.3 – Development proposals will be evaluated in terms of their compatibility with the comprehensive plan.

Policy 3.2.4 – All amendments to the city's land use regulations, including rezoning requests, must conform to the comprehensive plan.

#### *Goal 3.3: Enhance the city's land use regulations and development review processes.*

Policy 3.3.1 – Provide and carry out land use and building regulations that protect the health, safety, welfare, and aesthetics of the community.

Policy 3.3.2 – Use innovative regulatory tools designed to address community problems identified in the plan such as building design standards, landscaping requirements, character zoning, etc.

Policy 3.3.3 – Promote use of land use tools that allow flexibility in site design and layout for innovative developments.

Policy 3.3.4 – Support policies that allow the construction of a variety of housing types and price ranges to meet the needs of residents of all ages and incomes.

Policy 3.3.5 – Provide timely and efficient review of development proposals.

Policy 3.3.6 – Provide fair, consistent, and transparent review and evaluation of all development proposals.

Policy 3.3.7 – Ensure development review is conducted in way that evaluates external impacts of development on adjacent properties.

Policy 3.3.8 – Ensure that the planning commission is representative of the larger community.

Goal 3.4: Coordinate growth and utilities in the most efficient and effective manner.

Policy 3.4.1 – Control the extension or provision of utilities in order to carry out the provisions of this plan.

Policy 3.4.2 – Ensure no approved development will result in a reduction in the adopted level of service for public infrastructure.

Policy 3.4.3 – Require all developments within the Planning Area Boundary to be served by central water and wastewater services, when technically feasible.

Policy 3.4.4 – Require all developments to install public utilities and become annexed to the city as a condition of tying onto city utilities.

Policy 3.4.5 – Encourage development to occur where it can be supported by the transportation and utility infrastructure.

Policy 3.4.6 – Prioritize the maintenance of existing utility and transportation infrastructure over the expansion of new facilities.

Policy 3.4.7 – Promote development patterns such as mixed-use development that yield higher tax revenue per acre.

Policy 3.4.8 – Ensure local tax policies provide adequate revenue to meet the city's ongoing liabilities.

Goal 3.5: Adequately address issues of drainage and flood hazards.

Policy 3.5.1 – Ensure developments adequately address drainage to ensure new drainage problems are not created.

Policy 3.5.2 – Promote the use of green infrastructure as a way to work with the environment to prevent localized flooding risks and drainage problems.

Policy 3.5.3 – Provide regulations that ensure drainage issues caused by development are properly mitigated.

Policy 3.5.4 – Pursue innovative programs and policies like a stormwater utility to ensure adequate mechanisms are in place to finance public investment in drainage infrastructure.

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### ***Transportation and Infrastructure***

Transportation is an important issue for Sherwood's future growth. In order to remain a competitive marketplace for new residents and job growth, the city's transportation network will continue to need investment. Better transportation connections between the Gravel Ridge area of North Sherwood and U.S. 67/167 as well across Kellogg Creek will become vitally important, with new corridors necessary to ensure existing corridors do not become gridlocked. Failure to address these issues adequately could significantly impede future growth.

#### ***Goal 4.1: Provide a transportation system that is safe and efficient.***

Policy 4.1.1 – Focus transportation infrastructure investments on corridors that will relieve traffic and improve connectivity.

Policy 4.1.2 – Improve connectivity between North Sherwood and US. 67/167.

Policy 4.1.3 – New developments must provide for the interconnection of existing and proposed streets to permit the orderly expansion of the city's transportation system.

Policy 4.1.4 – Proposed subdivisions, developments, site plans, or concept plans must comply with this plan. The Planning Commission may consider, on a case by case basis, innovative designs that promote desirable developments without sacrificing the overall goals of this plan, other city plans, or the Arkansas Fire Prevention Code.

Policy 4.1.5 – New developments adjacent to or encompassing existing streets shall be responsible for construction of half-street improvements to those streets. Those improvements will be consistent with the functional classification reflected in this Plan, the city's construction standards, and all other applicable standards.

Policy 4.1.6 – Where new developments are adjacent to or encompass arterial streets controlled by the Arkansas Department of Transportation (ArDOT), half-street improvements shall meet the functional classification shown on the Master Street Plan or as determined by agreement between the developer, the ArDOT, and the city.

Policy 4.1.7 – Strip commercial developments are discouraged and may be subject to access limitations. The city encourages commercial developments to provide their own internal streets and drives for direct access to individual outparcels.

#### ***Goal 4.2: Provide a transportation system that is equitable and benefits all residents.***

Policy 4.2.1 – Bike and pedestrian facilities will be constructed as part of all new development and transportation facilities according to the provisions of this Plan.

Policy 4.2.2 – Bike and pedestrian users will be given consideration in the planning and design of all transportation facilities in the planning area.

Policy 4.2.3 – The city will carefully monitor mobility and access options for citizens with disabilities when reviewing development proposals.

Policy 4.2.4 – The city will develop a bike and pedestrian transportation system that will take into account the mobility and safety needs of a variety of uses including children, seniors, active adults, and the physically challenged.

Policy 4.2.5 – Utilize context sensitive roadway design approaches to ensure roadways are appropriate for the function of the supporting land use.

Goal 4.3: Utilize access management to preserve the function of existing and future corridors.

Policy 4.3.1 – Access management principles shall be incorporated in the city's land use regulations.

Policy 4.3.2 – Access points for individual properties fronting collector, minor arterial, and major arterial streets shall be kept to a minimum to facilitate traffic movement, reduce crashes and fatalities, and to increase market areas for local businesses. Keeping access points to a minimum may be achieved through driveway consolidation, joint access agreements, or specific corridor access management plans.

Policy 4.3.3 – The staff and planning commission shall include considerations of access management principles in the review of all development plans or requests.

## FOUR: THE PLAN

### 4.1: Place Type Plan and Standards

#### ***Introduction***

Many land use plans focus on the separation of different types of land uses. This approach often fails to take into account whether or not proposed land uses actually create any adverse influence on one another. In other words, the strict separation of land use types becomes an end in itself and not an element of the urban design process. In departure from this approach, this plan emphasizes the nature of land uses. Thus, the size, use intensity, traffic generation, and the overall impacts of a development become more important than the actual activity conducted on the property. The final product is the future place type map that will inform zoning in the city based upon the place type transect shown below.

#### ***Natural***

These place types are designed to protect areas which are intended for recreational development or are environmentally sensitive and prone to natural hazards such as flooding. It is understood preservation of these areas serves a necessary purpose to promote and protect community health, safety, and welfare.

#### *Conservation Area (N-CON)*

*Character:* Areas intended for natural preservation and resource conservation. These areas include environmentally sensitive areas such as floodplains/floodways, wetlands, or areas with slopes exceeding 20%. Development is not intended for these areas. However, uses that have little or no impact on the surrounding areas, or can be adequately mitigated may be allowed. These areas may feature passive recreation facilities such as trails, or the related zoning may be used as a buffer device between adjacent properties/uses.

*Land Use:* Vacant/Recreational

*Density:* Not applicable

*Utility Requirements:* None

*Related Zoning:* OS





### Recreational Area (N-REC)

*Character:* Areas intended for recreational use. These uses include golf courses, soccer fields, baseball/softball complexes, and other similar recreational facilities. The natural function of land in this area should be preserved. When alterations to the physical form of the land are required for areas subject to flooding and natural hazards, changes should be mitigated.

*Land Use:* Recreational/Vacant

*Density:* Sparsely spread buildings that meet public functions or park needs.

*Utility Requirements:* Possible utility requirements

*Related Zoning:* All Districts



## **Rural**

Certain areas belong inside the corporate limits in order to promote healthy development patterns of the future while guarding against those that would create a blighting influence on the planning area. In particular, these include areas that to are not yet served by municipal wastewater systems.

### Rural Reserve (R-RSV)

*Character:* Areas in the periphery of the city devoted to primarily residential use or forestry and agriculture with low impact commercial and institutional uses. This place type has no uniform development pattern. There are a range of housing types and lot sizes. Platted residential areas are not programmed for sewer service. Unplatted areas and farms/forest are encouraged to remain in large parcels under common ownership to allow for future development. This development pattern encourages commercial and institutional uses to congregate at intersection nodes.

*Land Use:* Agricultural/Rural Residential

*Density:* 1 acre + for Agricultural, Residential uses

*Utility Requirements:* Water

*Related Zoning:* R-A (New)



## ***Suburban***

Because of their dependence on automobiles and inefficient use of land and infrastructure, many aspects of suburban development create long-term financial problems for communities. However, market demand continues to create the necessity to plan for suburban development. Negative impacts of these areas should be mitigated through improved design to increase landscape aesthetics, livability, and financial sustainability.

### *Suburban Single-Family (S-SFR)*

*Character:* Areas set aside for neighborhoods of single family homes. These include low density subdivisions that have already been developed or those areas intended for subdivision development. These areas are mostly made up of single-family detached homes with driveways and garages/accessory structures along with customary institutional uses such as schools and places of worship. These neighborhoods have auto-oriented functions.

*General uses:* Single-family homes, churches, parks

*Density:* 3-6 units/acre

*Utility requirements:* Sewer and water services

*Appropriate zoning:* R-1



### *Small Scale Multi-Family (S-MFR)*

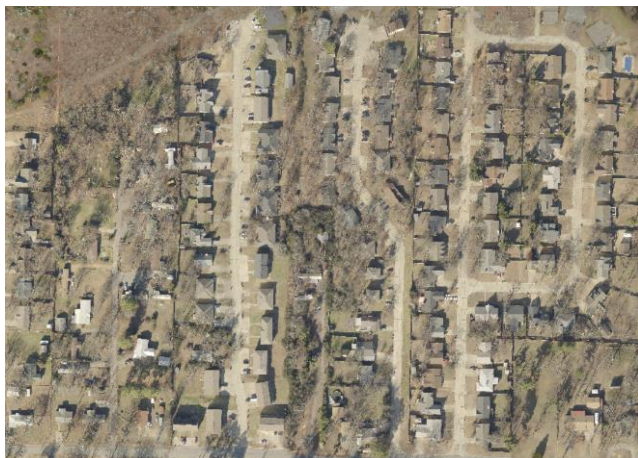
*Character:* Areas intended primarily for mixed density housing developments incorporating single-family and small-scale multi-family residential in cohesive neighborhoods with customary institutional uses such as schools and places of worship. The areas also feature small-scale multi-family residential such as single duplex or four-plex units on an individual lot. These neighborhoods have auto oriented functions, and are intended for location generally along local streets and/or collector streets.

*Land Use:* Small-Scale MF, Mixed-Density Res.

*Density:* 18 units per acre or less

*Utility Requirements:* Sewer/Water

*Related Zoning:* R-2





### Large Scale Multi-Family (S-APT)

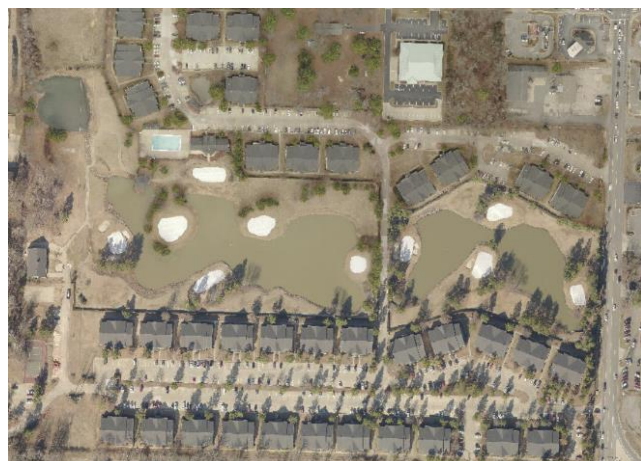
*Character:* Areas intended primarily for large-scale multi-family residential such as garden-style apartment complexes. These areas also include a mixture of housing types including single-family, two-family, and small-scale multi-family residential. Where single-family and two-family housing is included, it is intended to be located within a subdivision. These areas are typically characterized by one to four-story buildings with medium-sized parking lots and are intended to locate along collector or arterial streets.

*Land Use:* Large-Scale/Mixed Multi-Family

*Density:* 24 units per acre or less

*Utility Requirements:* Sewer/Water

*Related Zoning:* R-3



### Manufactured Home Residential (S-MHR)

*Character:* Area intended for single-family homes, manufactured homes, and manufactured home parks. These areas provide a diversity of housing choice and incorporate a mix of densities and residential uses following a more generally scattered pattern of land use.

*Land Use:* Manu. Homes/Manu. Home Parks

*Density:* 3-8 units per acre

*Utility Requirements:* Sewer/Water

*Related Zoning:* R-4, MHP



### Office/Buffer Area (S-OFF)

*Character:* Areas include a mixture of office, light commercial uses and various housing types including duplexes, small-scale multi-family, single-family attached homes, and single-family detached homes. The districts typically represent areas in transition from single-family residential to more intensive uses or areas which office and limited commercial is most appropriate. Within these transitional areas, a great deal of care is warranted in order to balance the pressure to allow more productive uses with the need to protect existing property owners.

*Land Use:* Mix-Density Res., Ltd. Comm./Office

*Density:* 12 units per acre or less, 0.3 FAR

*Utility Requirements:* Sewer/Water

*Related Zoning:* O-1, O-2



### Commercial Corridor (S-COR)

*Character:* Areas include commercial, retail, and office developments abutting arterial corridors. These businesses are often set back with parking in front, though side/rear parking is encouraged. Typically auto-oriented, these areas consist of mainly low-rise buildings. All development should enhance the visual appearance of the city. Special regulations for design, signage, and landscaping may apply. Alternatives to simple “strip” commercial development are encouraged. The zoning designation for these areas shall depend on the site’s compatibility for intense uses, with less intense zoning areas meant for less intense development due to surrounding property.

*Land Use:* Retail, Office, General Commercial

*Density:* 1.0 FAR

*Utility Requirements:* Sewer/Water

*Related Zoning:* C-2, C-3



### Commercial Center (S-CEN)

*Character:* Areas include large-scale office, retail, and commercial operations on large sites abutting arterial corridors. These areas often compose commercial centers with multiple building sites including big-box stores with expansive parking lots. Outdoor storage retail operations such as big box hardware stores are also common, but all outdoor storage should be screened. All development should enhance the visual appearance of the city and be well landscaped. Special regulations for design, signage, and landscaping may apply.

*Land Use:* Retail, Office, General Commercial

*Density:* 1.0 FAR, Typically 3 acres +

*Utility Requirements:* Sewer/Water

*Related Zoning:* C-3



### Highway Corridor (S-HWY)

*Character:* Areas include medium and large-scale retail, and commercial operations along the US 67/167 corridor. These areas often feature uses such as car, boat, or RV dealerships with outside storage and/or outdoor display of products with expansive parking lots. All development should enhance the visual appearance of the city and be well landscaped. Special regulations for design, signage, and landscaping may apply.

*Land Use:* Retail, Outdoor Display Commercial

*Density:* 1.0 FAR, Typically 3 acres +

*Utility Requirements:* Sewer/Water

*Related Zoning:* C-4





## ***Urban***

When the city has a well-developed infrastructure along with adequate municipal services, it benefits the community for the area to be developed to urban density. This will include redevelopment of properties and emphasize walkability and livability. It is vital that transportation systems be carefully coordinated with development. If needed, traffic studies will accompany development plans. Planned Unit Developments will be particularly appropriate in these sectors.

### ***Urban Neighborhood Center (U-NHD)***

*Character:* Commercial nodes meant to provide mixed-use and small-scale commercial functions. These areas are connected to abutting neighborhoods through pedestrian amenities. The buildings front the street with on street parking and have parking in rear of commercial buildings. Residential uses also exist in this area and may be located above commercial structures. Streetscapes are well designed and there are public spaces.

*Land Use:* Mixed-Use

*Density:* 1.8 FAR Min.

*Utility Requirements:* Sewer/Water

*Related Zoning:* U-C (New)



### ***Traditional Neighborhood (U-TND)***

*Character:* These neighborhoods comprise “Old Sherwood” in the vicinity of streets like Sherwood and Delmont Avenues, and were developed before the automobile influenced land use. These areas are characterized by a mixture of single-family homes and well-designed historic small-scale multi-family development. Houses may or may not have parking via a garage at the rear, side, or in the front of the house. However, garages are intended to be less prominent and respect historic building forms. Lot sizes are not uniform, but larger lots are less common. Infill development is encouraged through well-designed small-scale multi-family, accessory dwelling units, and office uses within existing homes.

*Land Use:* Single-Family Res., Small-scale Multi-Family, Office

*Density:* 10 units per acre or less, 0.3 FAR

*Utility Requirements:* Sewer/Water

*Related Zoning:* R-T (New Zone)





### Walkable Neighborhood (U-WND)

*Character:* Medium density residential neighborhood characterized by development abutting the street. Garages exist, but are at back of the houses or even with the front porch. The road have on street parking and there are sidewalks and other pedestrian amenities. Town houses or other multi family structures are mixed in with single-family housing. These areas can be denser than traditional urban neighborhoods depending on how much multi-family housing is constructed.

*Land Use:* Single-Family Residential, Small-Scale Multi-Family

*Density:* 12 units per acre or less

*Utility Requirements:* Sewer and water services

*Related Zoning:* R-T (New Zone)



### ***Special***

Certain areas of the community are unique and do not mesh with traditional urban or suburban forms. These include areas such university campuses or industrial development. Such areas demand protection from adverse uses and may have a unique thematic character or land use pattern.

### City Plaza District (S-CPD)

*Character:* Area comprising a mix of government offices uses with other office/residential uses. Intended to develop a central community focal point with large public gathering places. Emphasis is strongly placed on the visual quality of supporting development with strong walkability.

*Land Use:* Public, Offices

*Density:* 1.8 FAR Min.

*Utility Requirements:* Sewer and water service

*Related Zoning:* U-C (New Zone)



### Institutional Campus (S-INS)

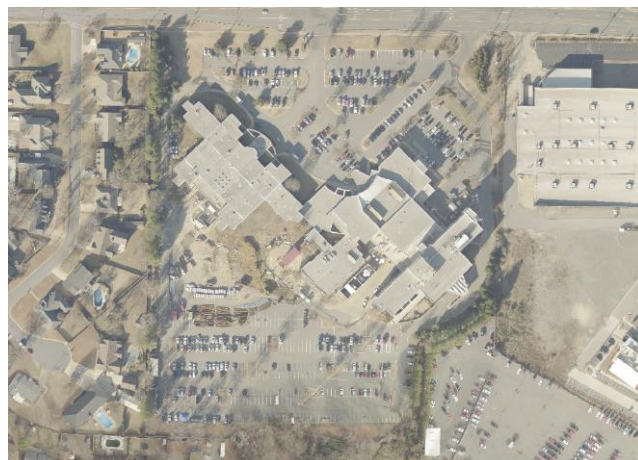
*Character:* These areas are composed of large scale campuses. These campuses could be schools, medical complexes, or other similar uses. These uses are typically disconnected from other uses. Uses have an internal focus with clustered buildings that are repetitive in use and or design.

*Land Use:* Office, Public, Institutional

*Density:* N/A

*Utility Requirements:* Sewer and water service

*Related Zoning:* R/C Districts



### Industrial Development (S-IND)

*Character:* Industrial complexes made up of large scale industrial operations. These areas preclude other types of uses from occurring. The developments are internally focused and usually require large scale buffering and landscaping between adjacent uses. Typically located away from the city center, but close to major transportation amenities.

*Land Use:* Industrial

*Density:* 1 acre +

*Utility Requirements:* Sewer and water service

*Related Zoning:* I-1



### Utility Area (S-UTL)

*Character:* Areas intended for utility uses such as water/sewer treatment plants or large easement corridors. Uses may or may not require buffering, due to differing impacts on adjacent property. Uses are required to ensure city life functions, but care should be taken with regard to placement to minimize impacts on adjacent property.

*Land Use:* Water/sewer treatment plants, electrical substations, easements

*Density:* N/A

*Utility Requirements:* N/A

*Related Zoning:* Typically most zones







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**SHERWOOD**



