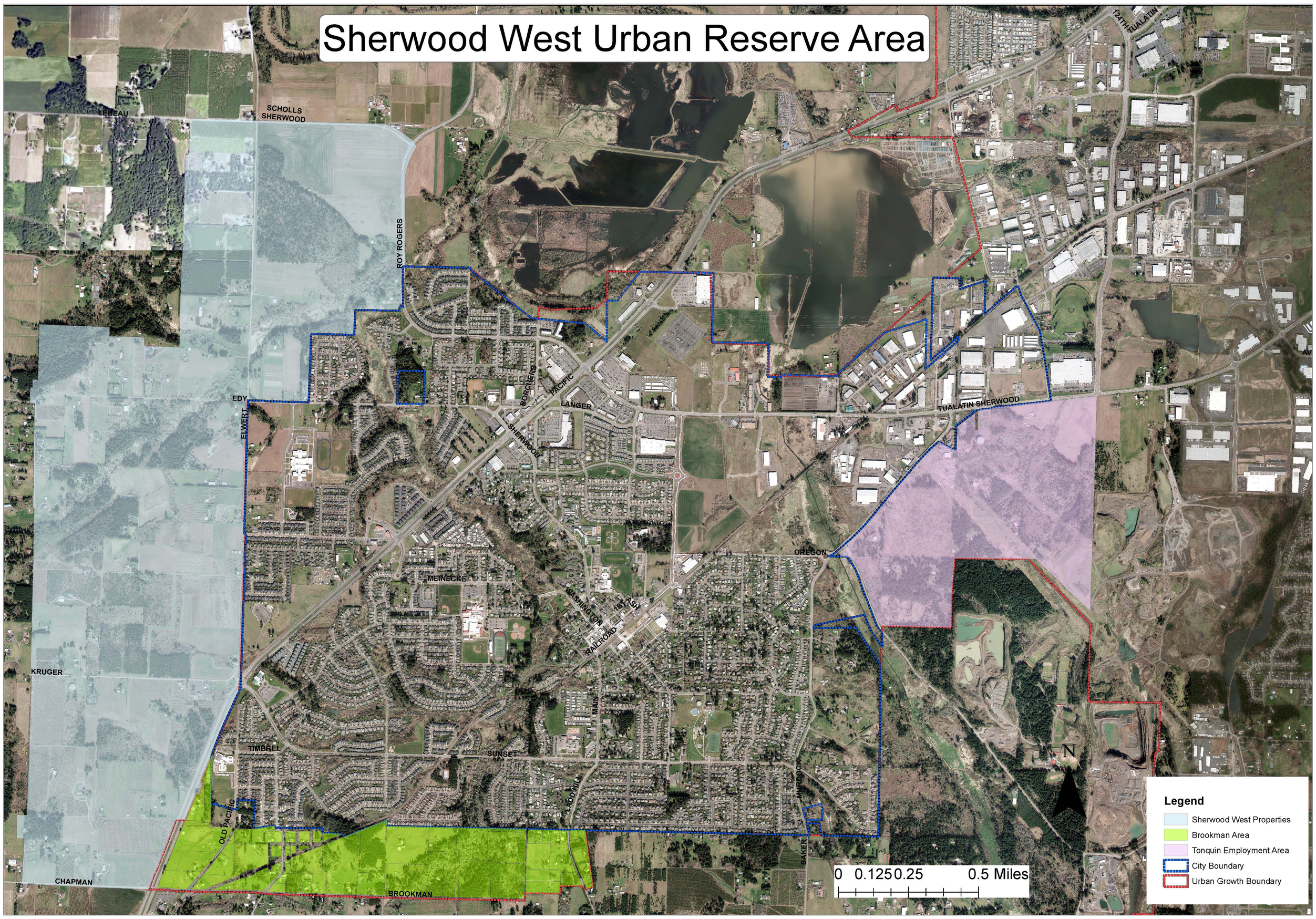
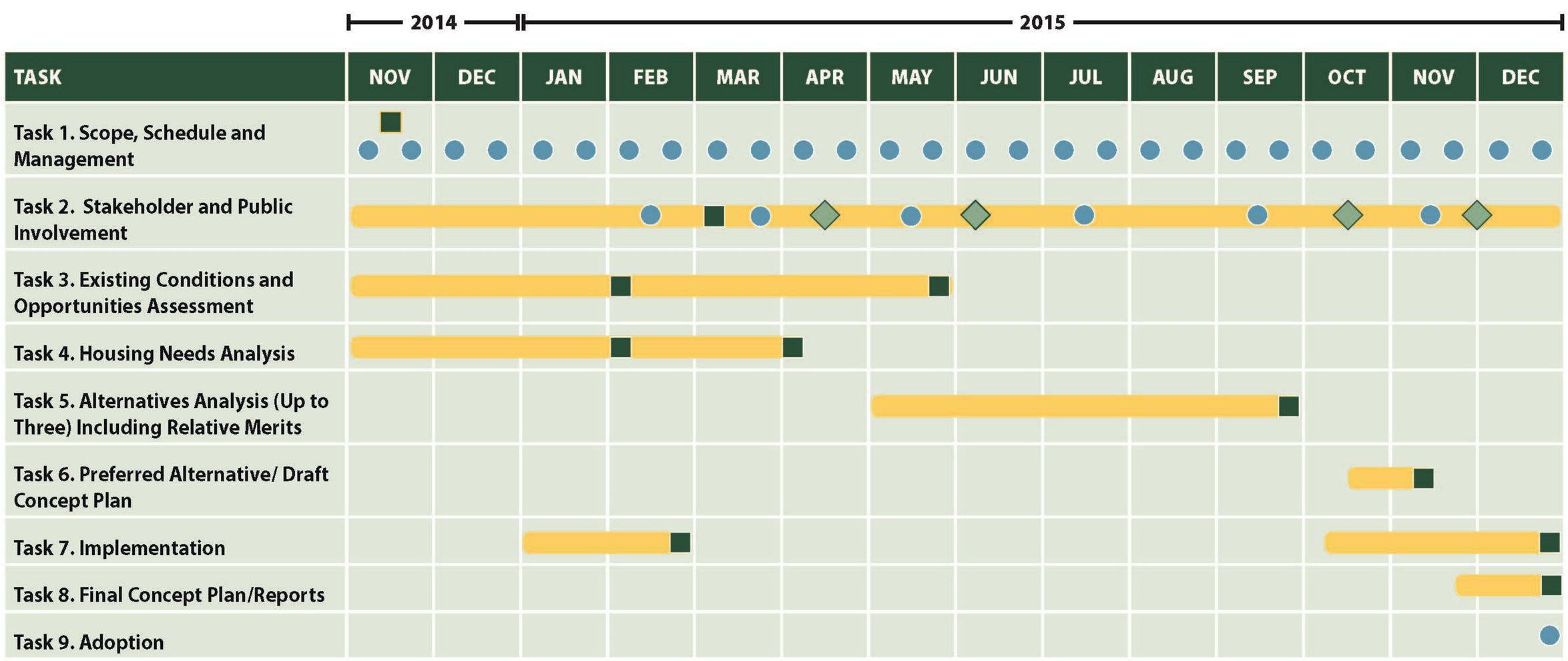


Sherwood West
Preliminary Concept Plan
A long range look at our future.

Project Schedule – Sherwood West Preliminary Concept Plan



- Stakeholder and Technical Advisory Meetings
- Deliverable
- Public Event/Web-based Survey

Cogan Owens Greene

January 20, 2015

Growth Considerations

Sherwood West
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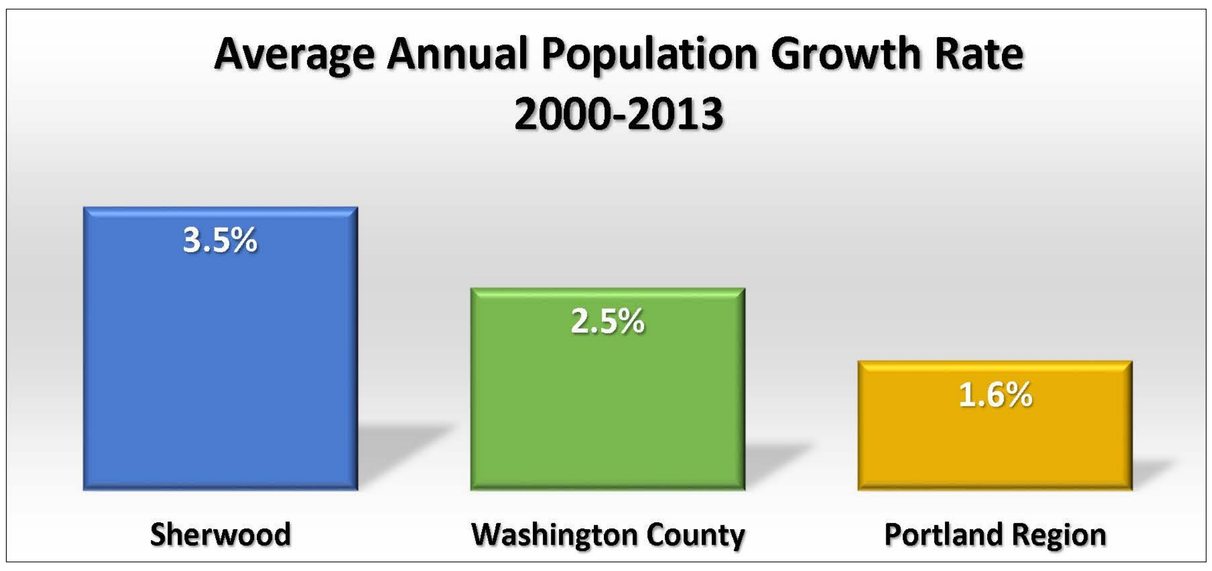
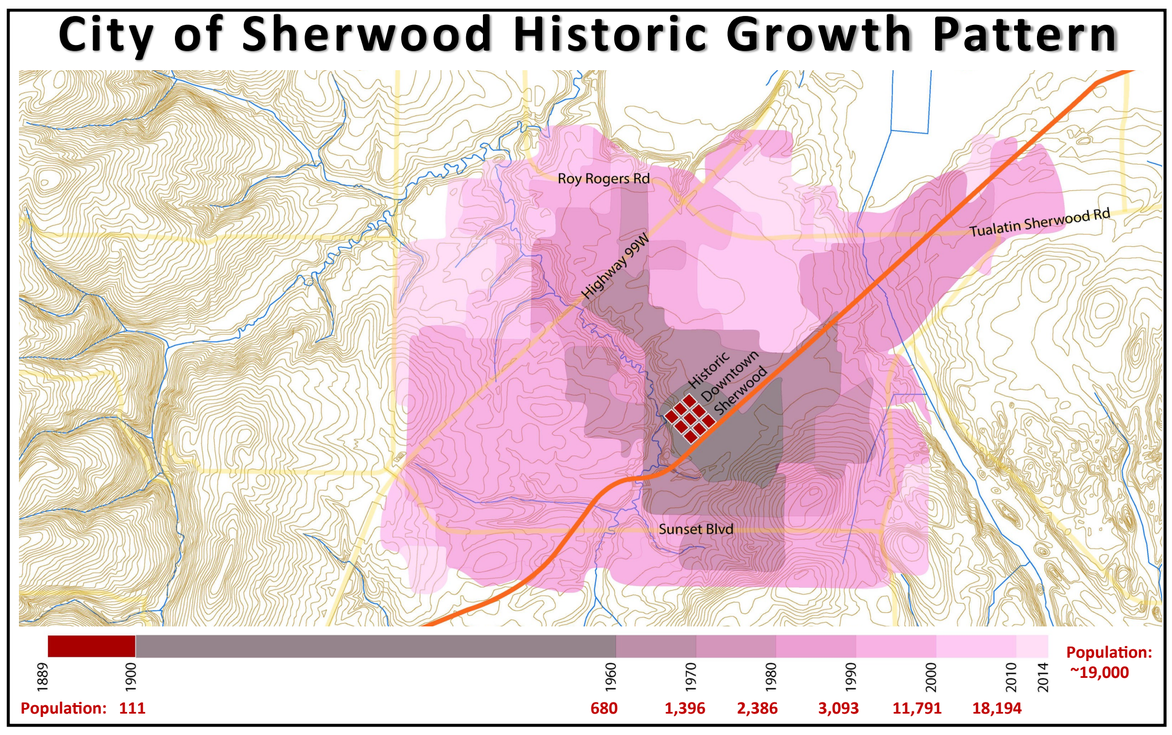
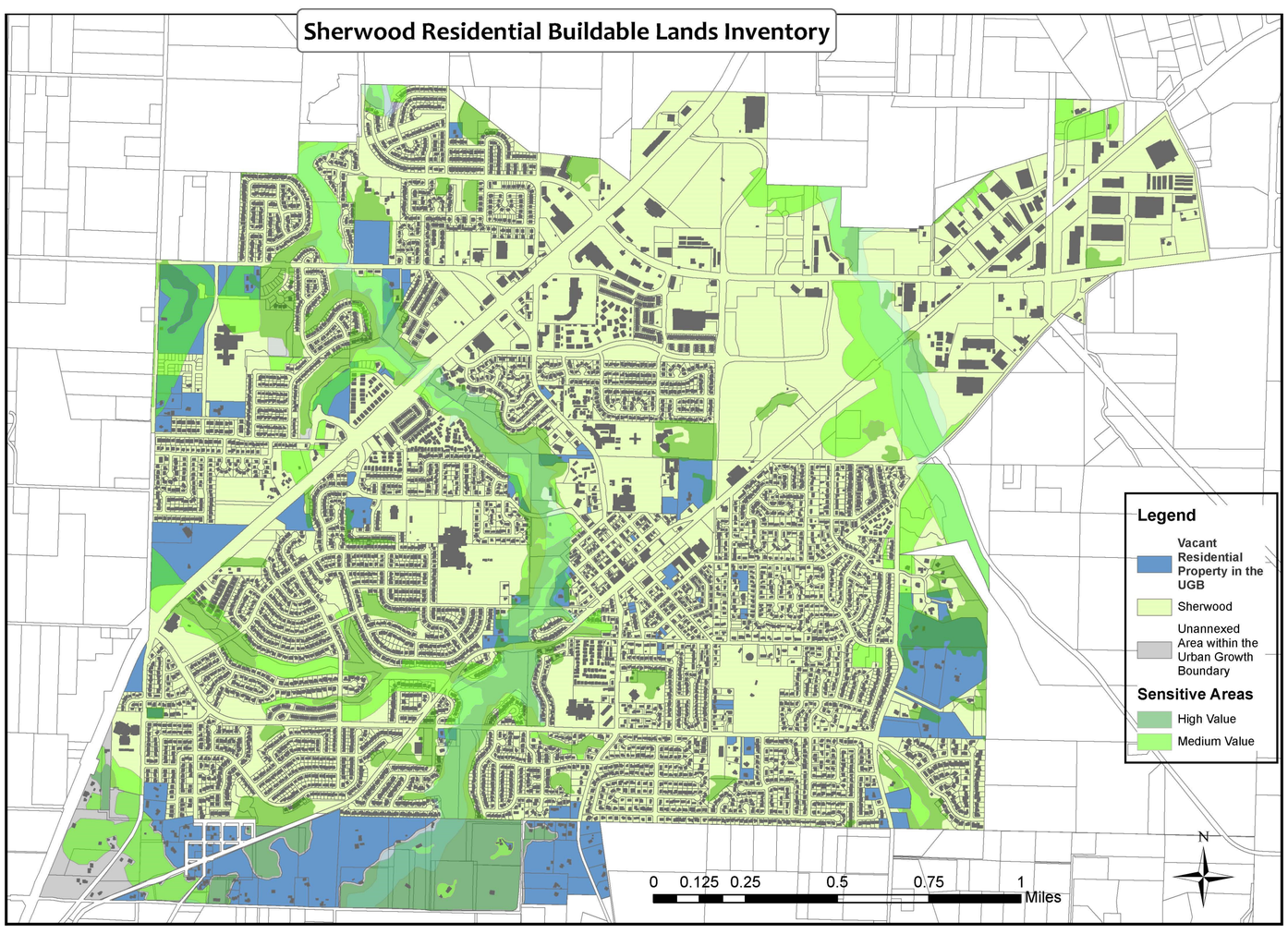
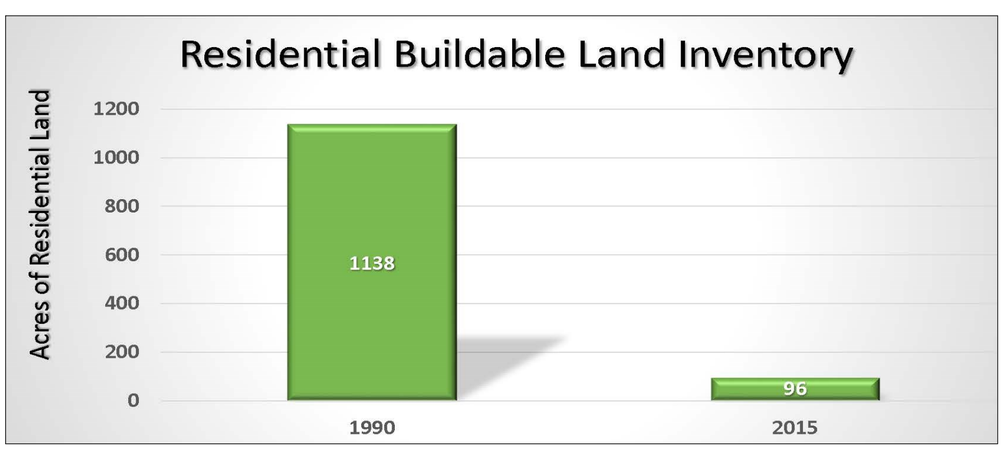
Sherwood's population grew relatively fast in recent years. We have grown from 3,000 people in 1990 to nearly 18,600 people in 2013, averaging 8% annual growth. While our growth has slowed since the 1990s boom, we are still one of the fastest growing communities in the region.

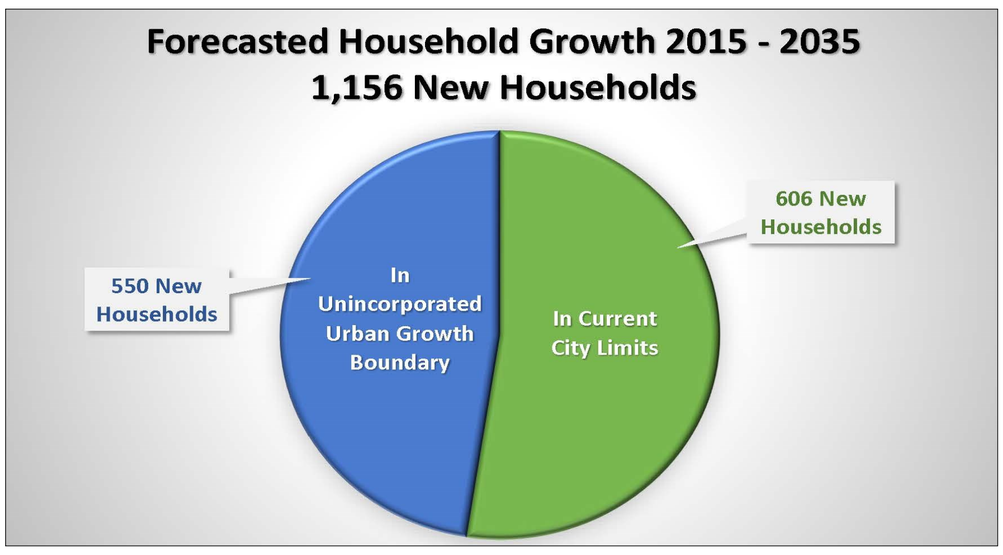




Sherwood is forecasted to add 1,156 new households between 2015 and 2035. This represents a much slower rate of growth, 1%, for the next 20 years. About half of this growth could be accommodated in the current city limits. The remaining growth could be accommodated within the current Urban Growth Boundary (UGB).







When will we run out of land if residential development continues at current growth rates? At an annual growth rate between 2% to 4%, land inside the ***Sherwood city limits can accommodate 2-5 years of growth***. Adding the capacity in the UGB (the Brookman area), Sherwood can accommodate 4-10 years of growth.

Growth Considerations

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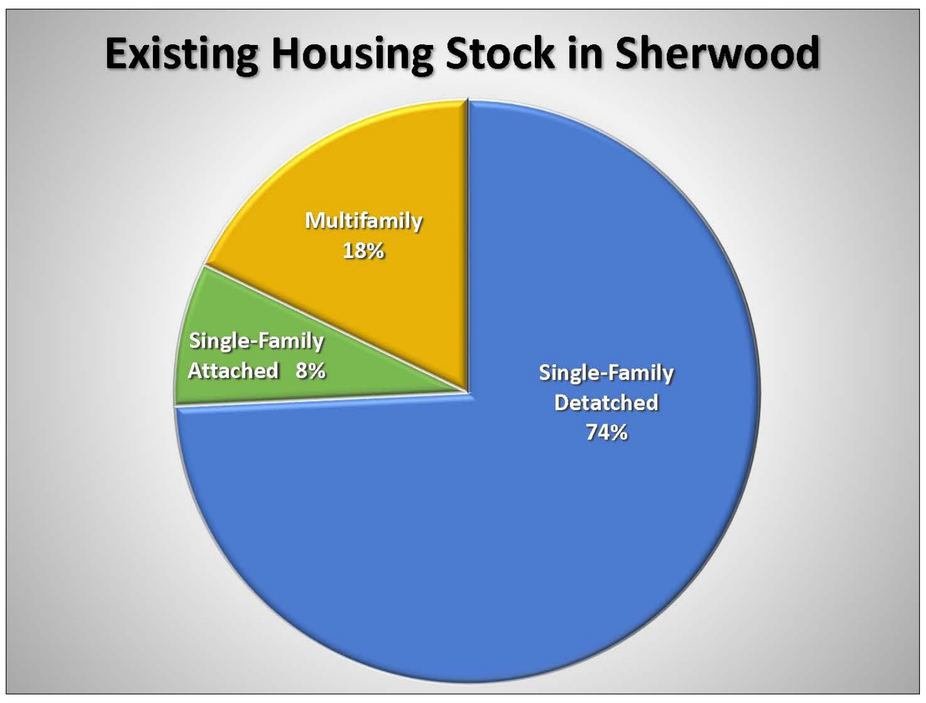
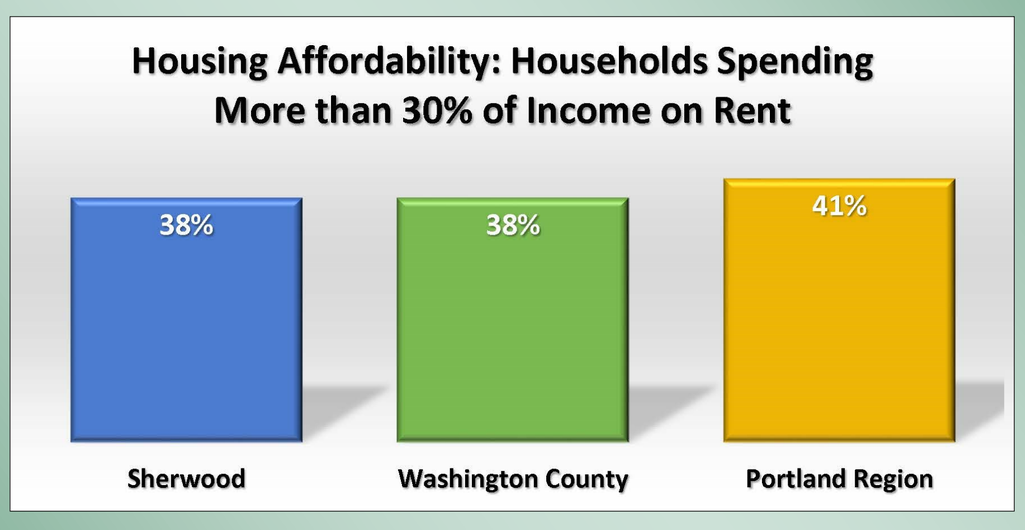
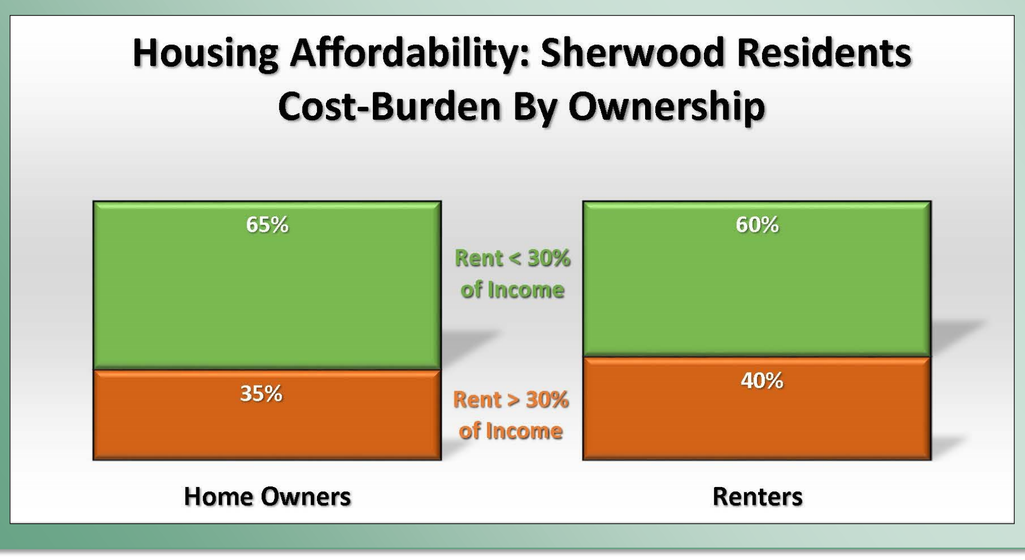
Statewide Planning Goal 10 requires Sherwood to be as inclusive as possible in meeting the housing needs of all citizens. We need to ensure there are **opportunities** for a variety of housing types.

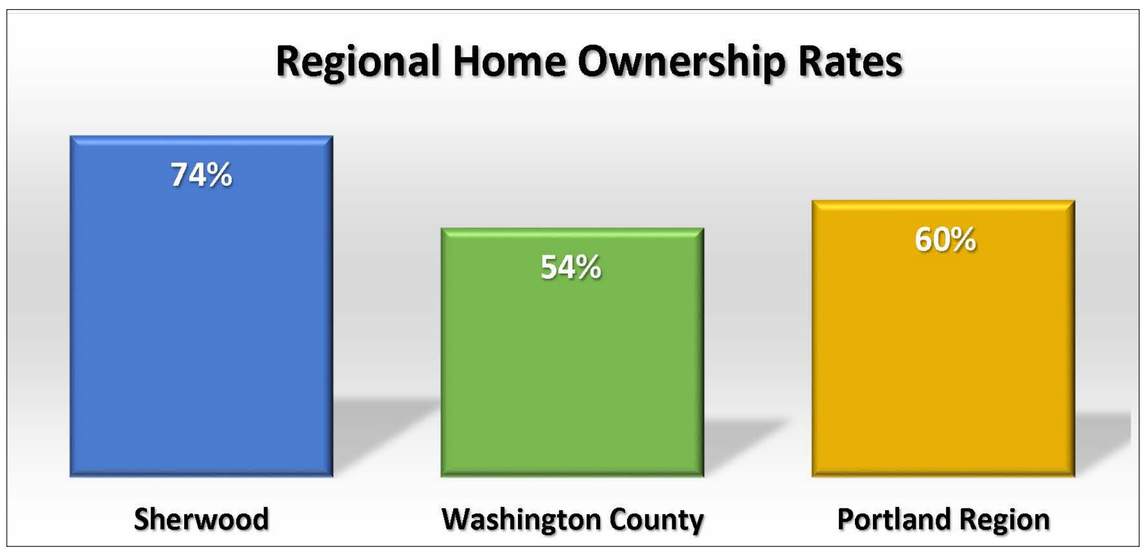


Affordable Housing

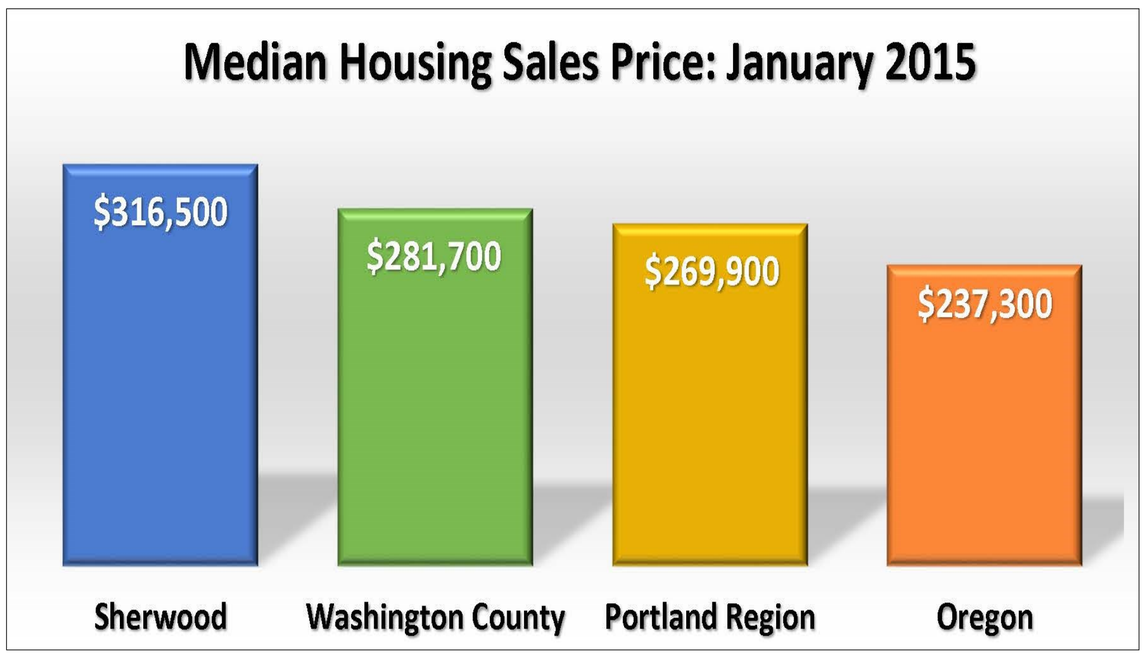
More than 1/3 of Sherwood's households have housing affordability problems. Housing is considered "cost-burdened" when a household pays more than 30% of their income on housing.

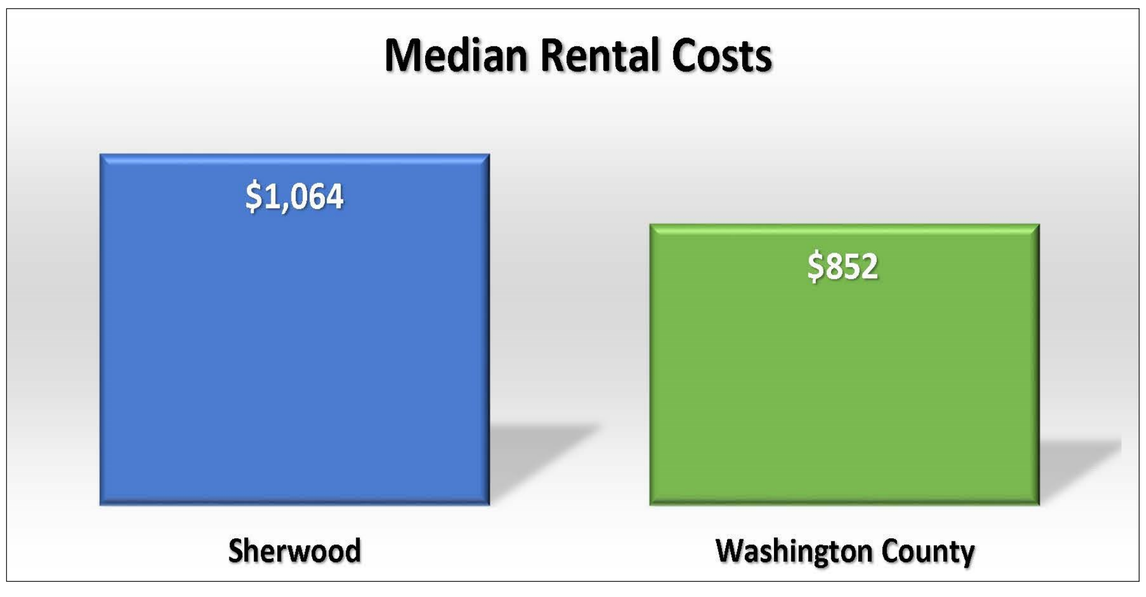




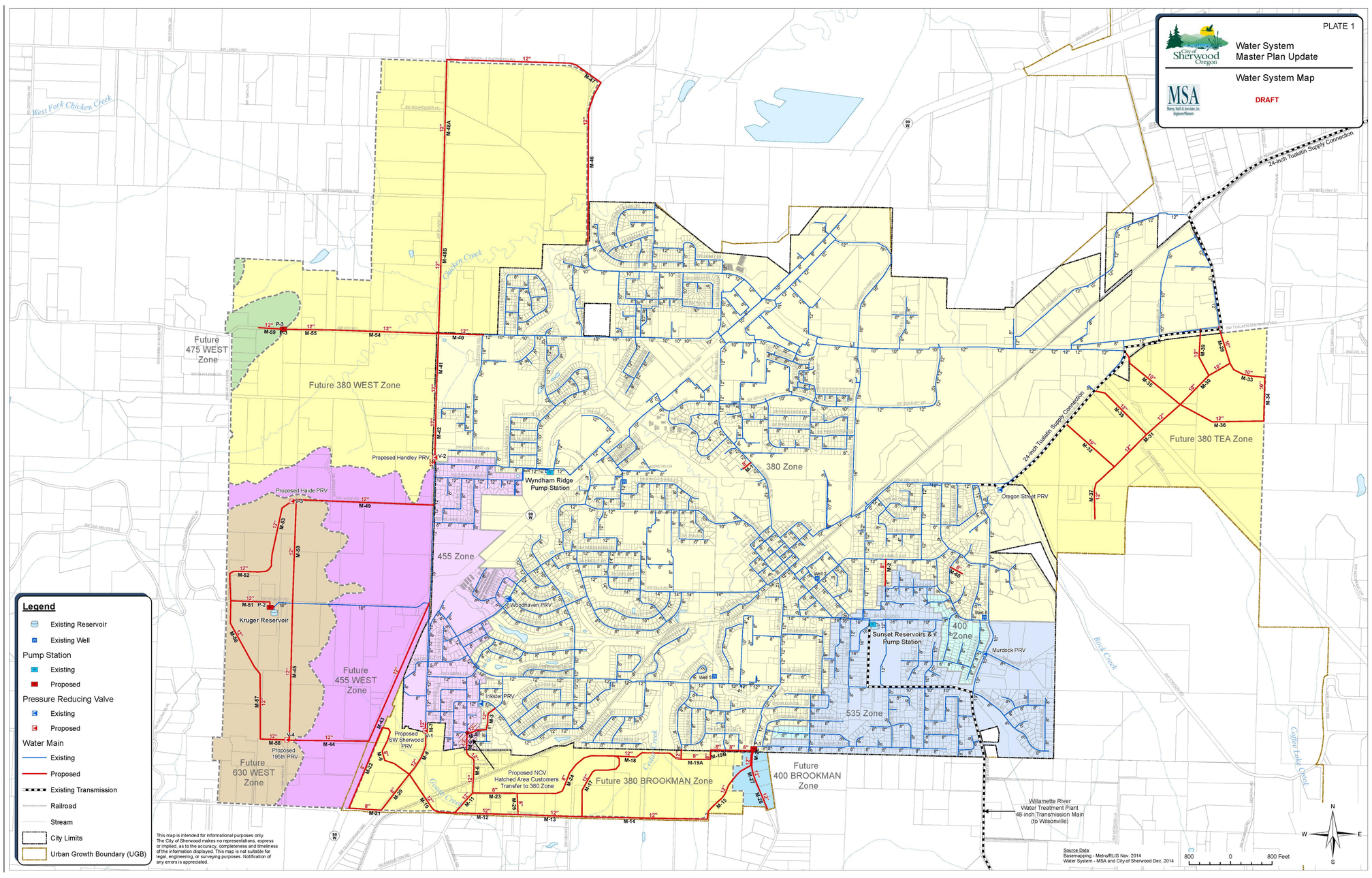


Homeownership costs have increased in Sherwood, consistent with national trends. Median home sales prices increased about 30% between 2004-2014. **Housing sales and rental costs are higher in Sherwood than the regional average.**





Source: Data and information is compiled from the *City of Sherwood Comprehensive Plan* and the *Sherwood Housing Needs Analysis 2015 to 2035.* Both documents are available on the City of Sherwood Planning Department Website: www.sherwoodoregon.gov/planning.



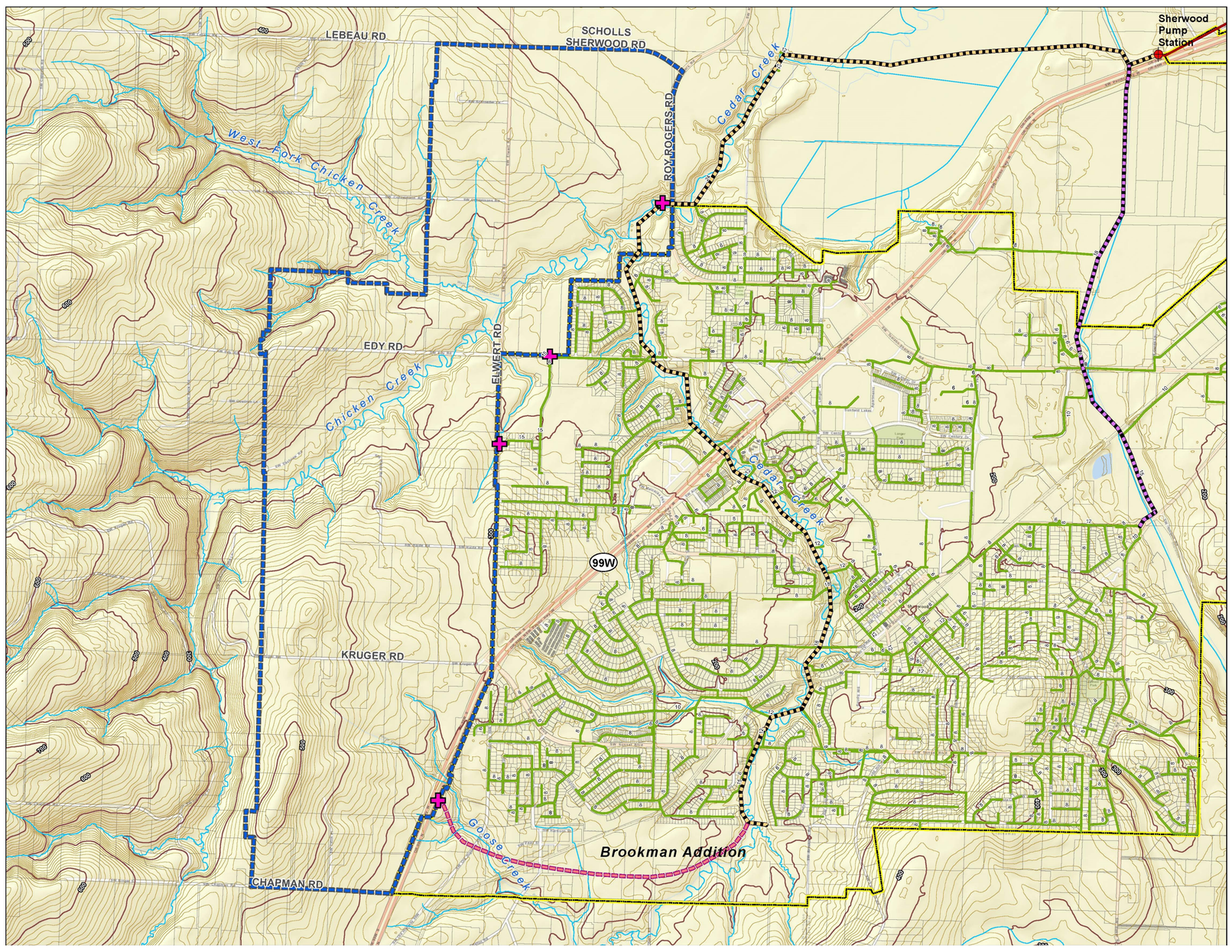


Figure 2
Existing Conditions

Sherwood West
Sanitary Sewer System

- Study Area
- Sanitary Sewer - Gravity Main
- Sanitary Sewer - Force Main
- Rock Creek Trunkline
- Sherwood Trunkline
- Future Trunkline Extension
- Potential Connection Point
- Sanitary Sewer - Pump Station
- 10ft Contour
- 100ft Contour
- Stream
- Tax Lot
- Urban Growth Boundary

0 400 800 1,600 Feet

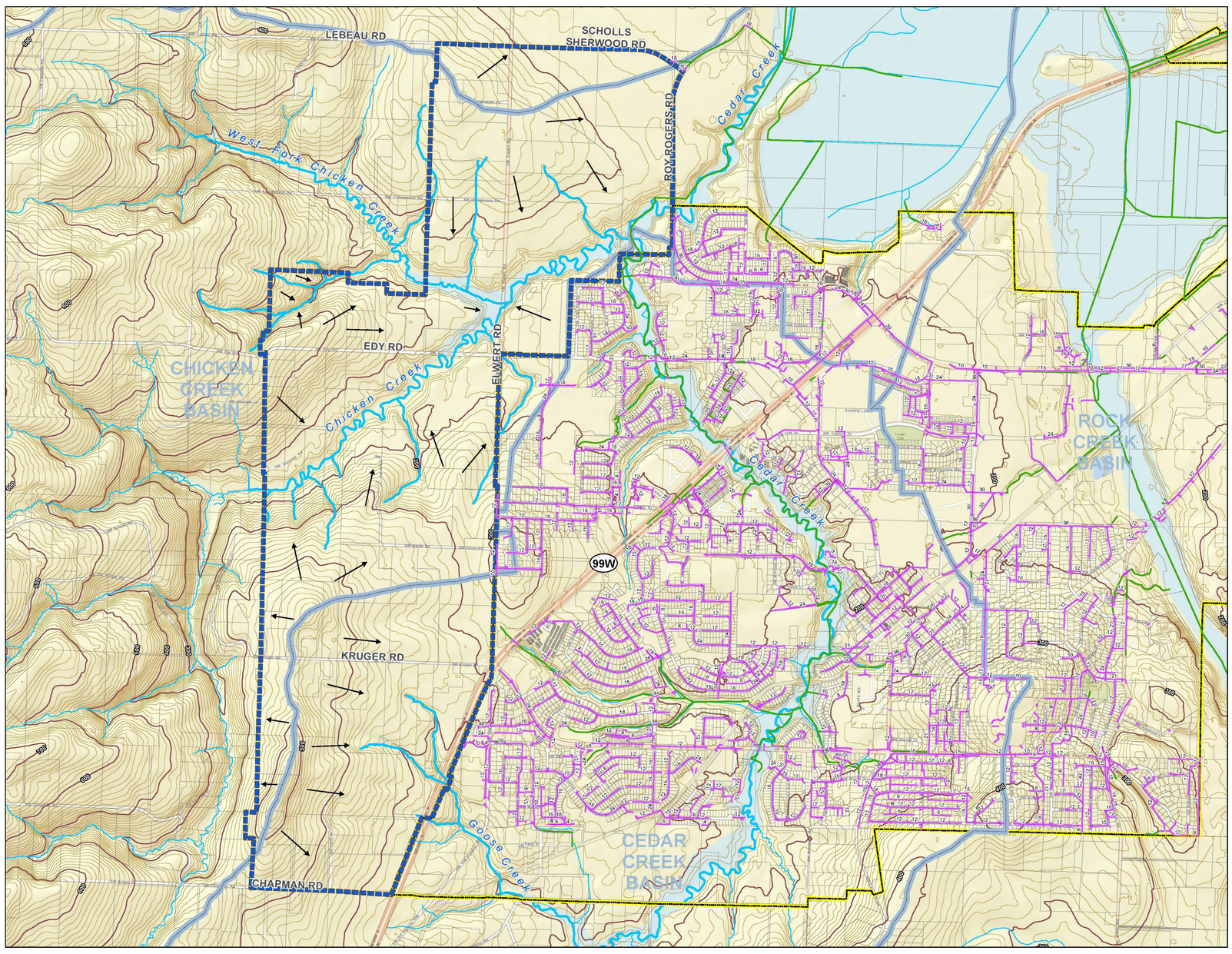
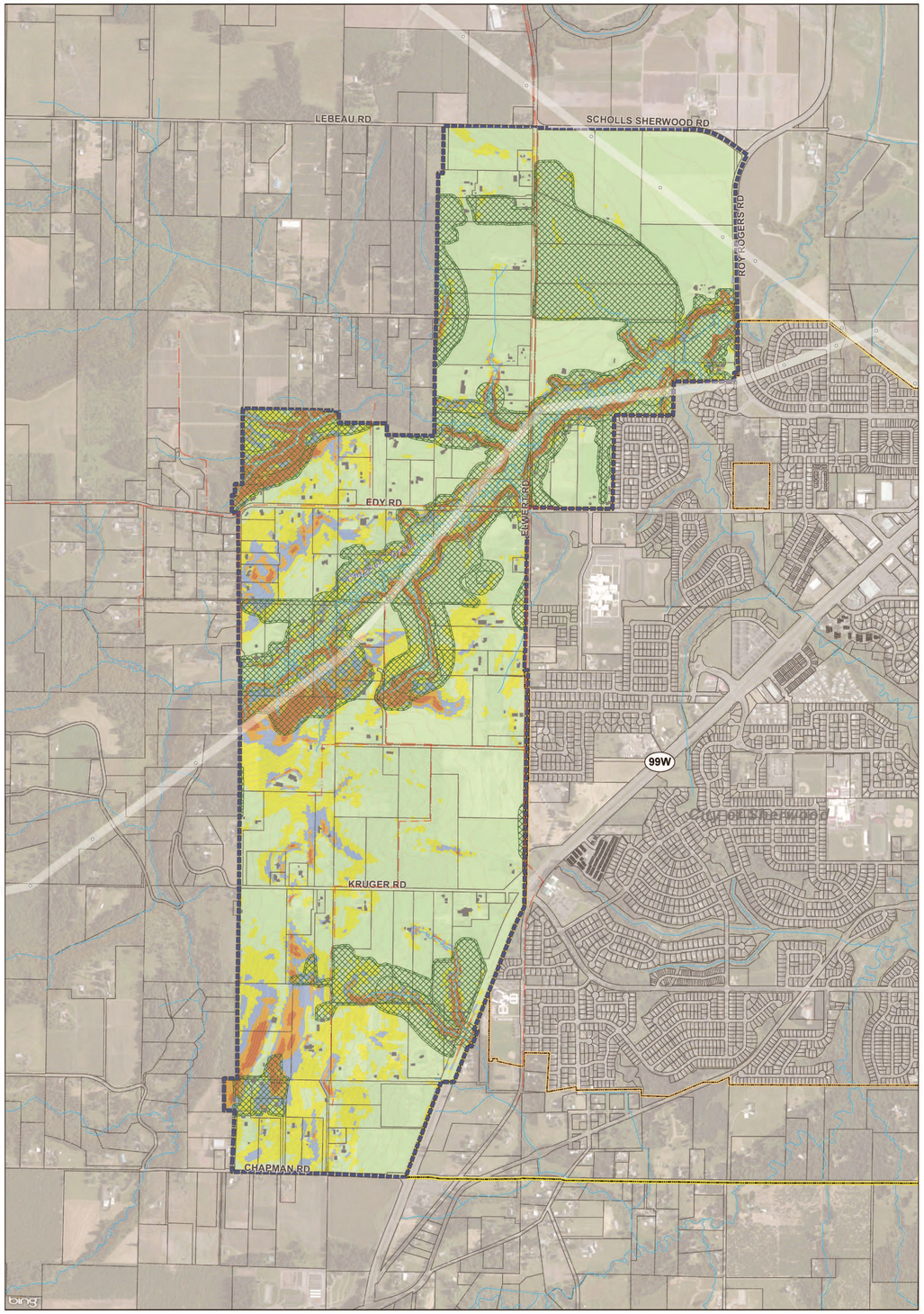


Figure 3
Existing Conditions

Sherwood West
Stormwater System

- Study Area
- Stormwater Basin
- Storm Facility - Open Conveyance
- Storm Facility - Closed Conveyance
- Direction of Flow
- 10ft Contour
- 100ft Contour
- Stream
- 100-year Floodplain
- Tax Lot
- Urban Growth Boundary

0 400 800 1,600 Feet



Slope Percentage

- 0-10%
- 10-15%
- 15-20%
- 20-25%
- >25%

- Study Area
- Tax Lot
- Building
- Title 13 Lands — Identified riparian and upland habitat conservation areas as mapped by Washington County and Metro. For detail, see Metro Regional Government Urban Growth Management Functional Plan Title 13 Nature in Neighborhoods.
- Contour (10 ft)
- Creek
- City Limits
- Urban Growth Boundary
- Powerline Corridor
- Gas trunk line

0 300 600 1,200 Feet

May 27, 2015

DISCLAIMER: NOT FOR CONSTRUCTION; FOR PLANNING PURPOSES ONLY.

Washington County Transportation System Plan

Functional Classification System

WASHINGTON COUNTY OREGON
Department of Land Use & Transportation

- Freeway
- Primary Arterial
- Arterial
- Collector
- Neighborhood Route
- Proposed Aterial
- Proposed Collector
- Proposed Neighborhood Route

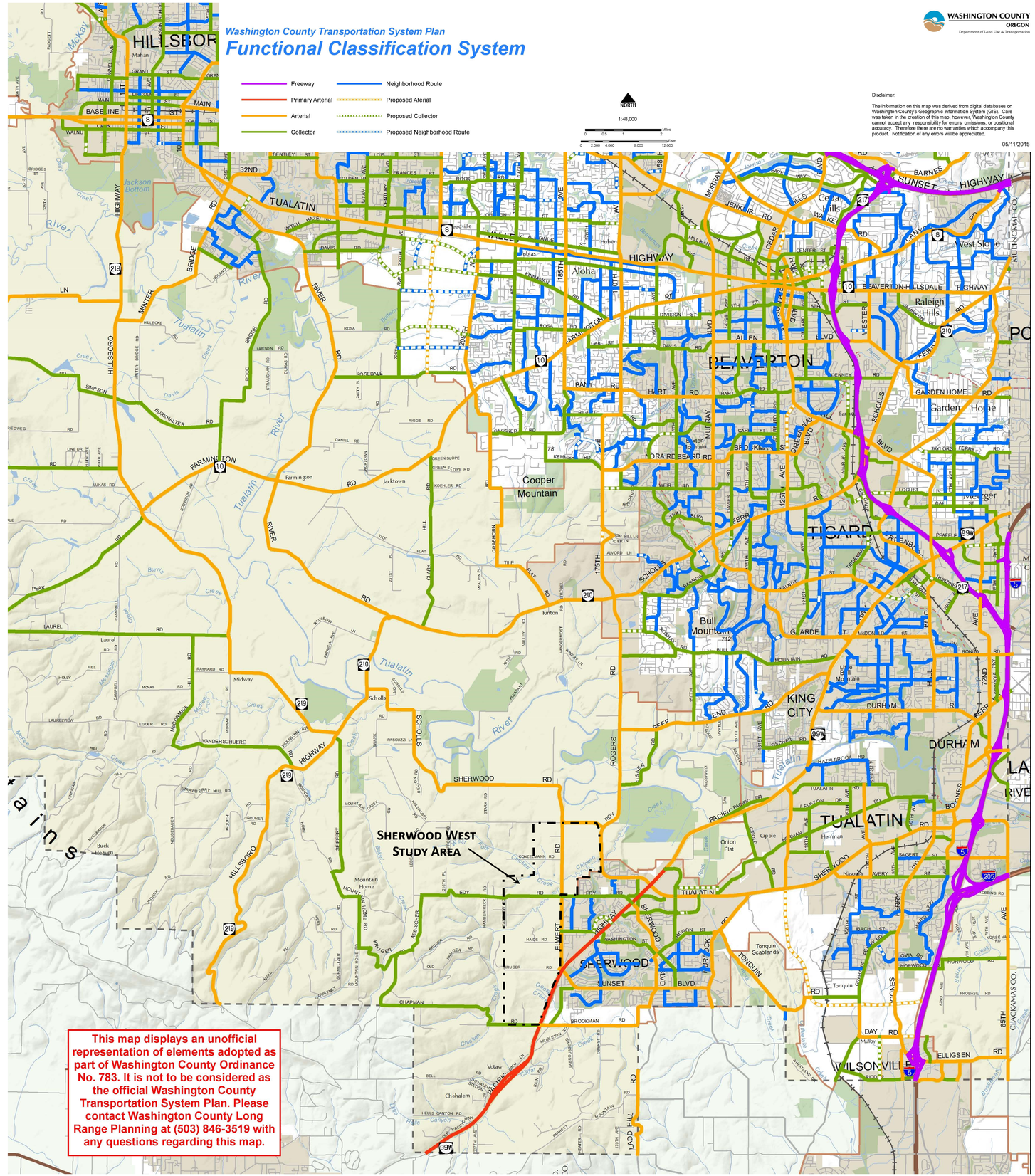
NORTH

1:48,000

Disclaimer:

The information on this map was derived from digital databases on Washington County's Geographic Information System (GIS). Care was taken in the creation of this map, however, Washington County cannot accept any responsibility for errors, omissions, or positional accuracy. Therefore there are no warranties which accompany this product. Notification of any errors will be appreciated.

05/11/2015

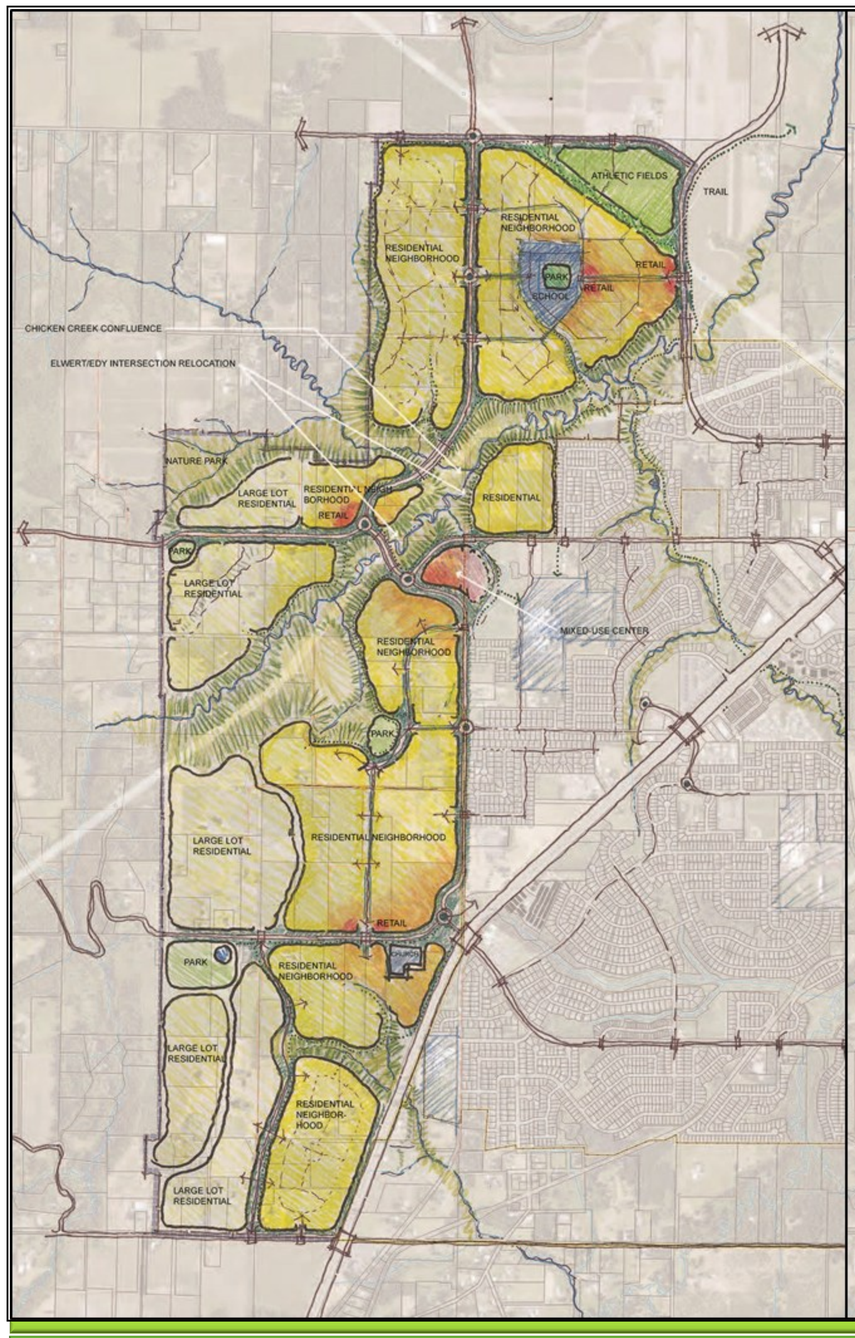


This map displays an unofficial representation of elements adopted as part of Washington County Ordinance No. 783. It is not to be considered as the official Washington County Transportation System Plan. Please contact Washington County Long Range Planning at (503) 846-3519 with any questions regarding this map.

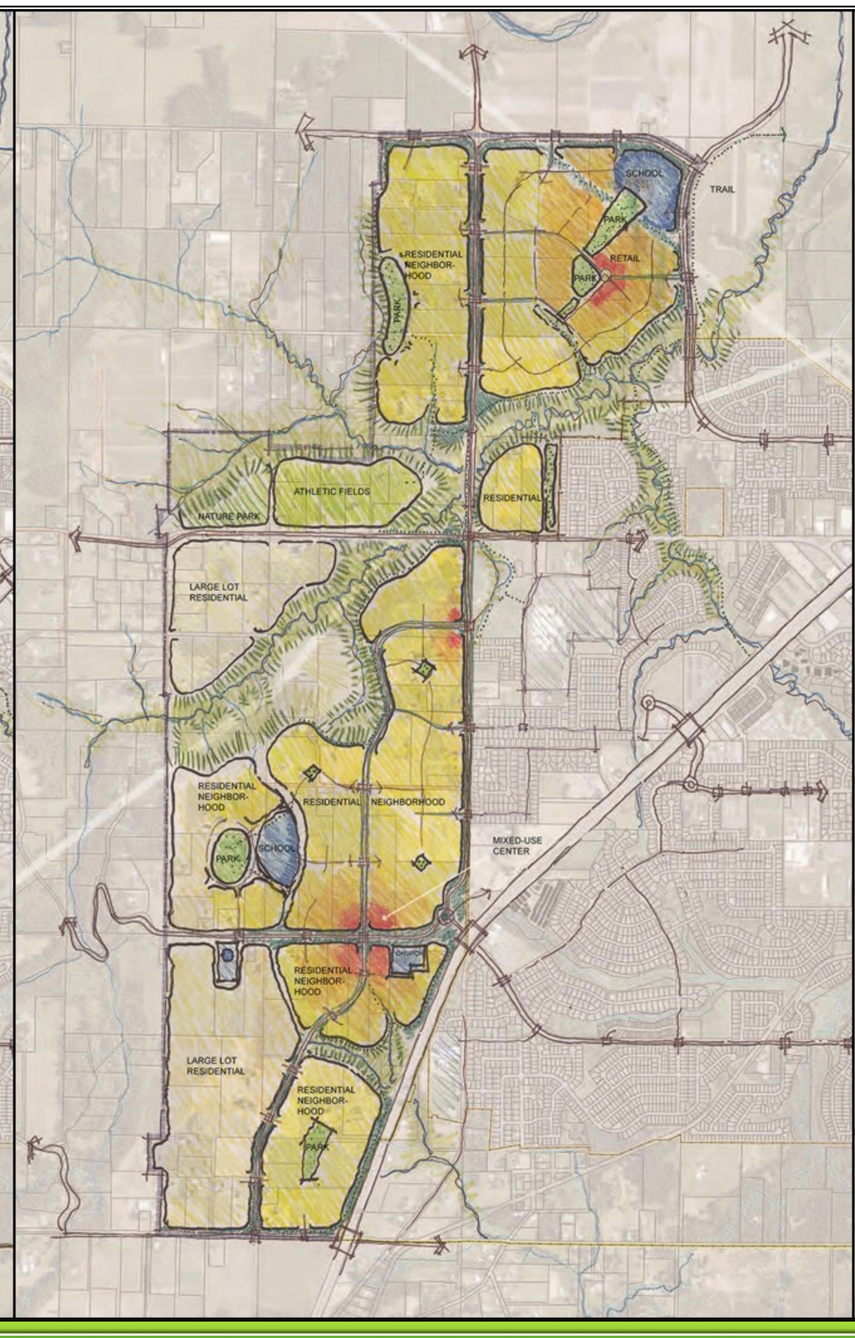
Sherwood West
Preliminary Concept Plan
A long range look at our future.

City of Sherwood Oregon

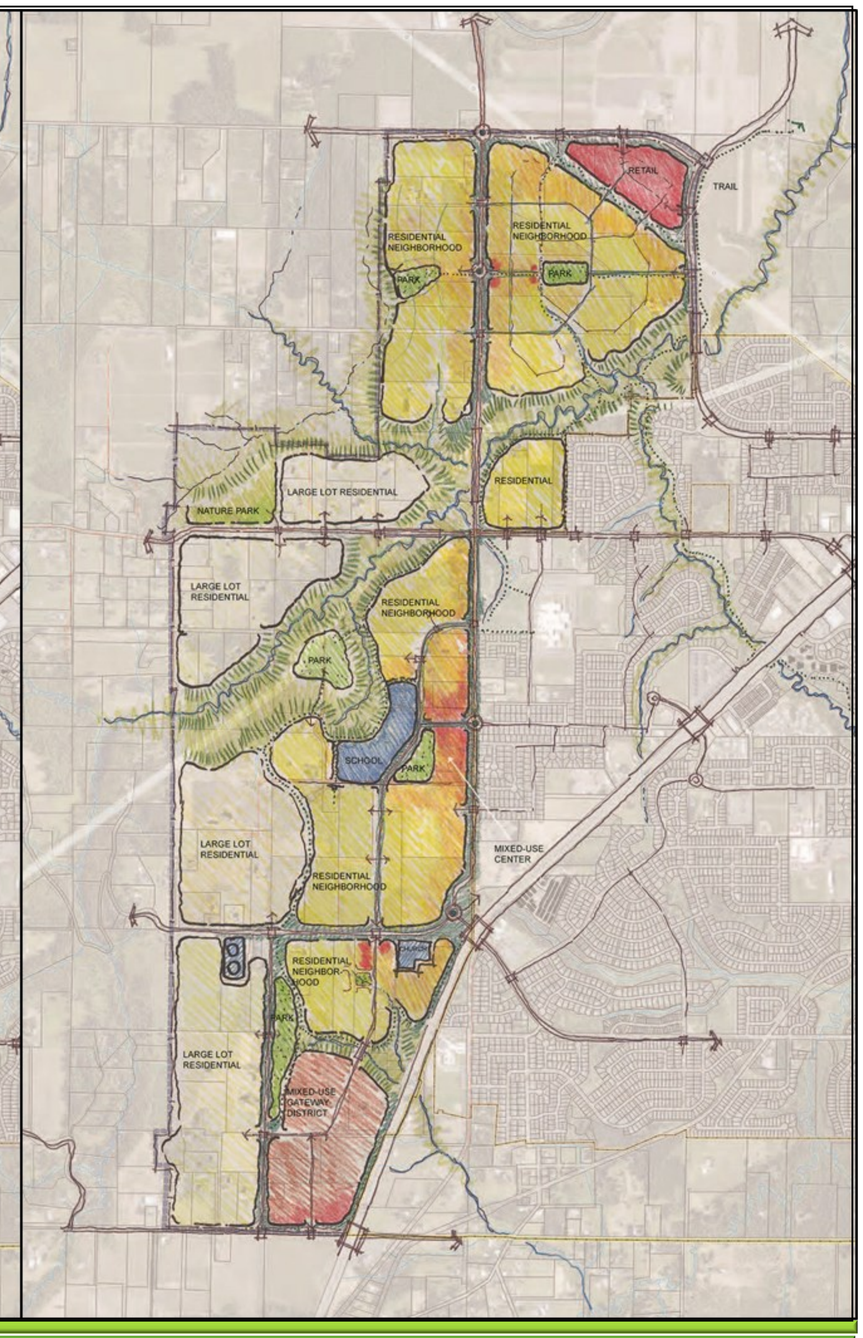
Draft Plan Alternatives



DRAFT ALTERNATIVE A



DRAFT ALTERNATIVE B



DRAFT ALTERNATIVE C

ASSESSMENT OF DRAFT HYBRID ALTERNATIVE PLAN

VISION: *Sherwood West complements the City's form and small town character through an integrated and continued pattern of the community's most valued neighborhoods. Through a range of well-designed housing options and protected natural areas, Sherwood West is a great place for families. It helps satisfy the City's need for well-planned growth and other community needs. Designed as a complete community, development is orderly, attractive and protects views. The area is well administered and development contributes to the fiscal health of Sherwood.*

GOALS AND EVALUATION CRITERIA

Goal	Evaluation Criteria	High	Med	Low	Comments
1. Growth is well-planned	• Neighborhoods are phased adjacent to existing development • Well phased extension of services • Connectivity		X		• Neighborhoods are well connected and build upon adjacent development, yet will rely on a coordinated extension of infrastructure services.
2. Design includes complete community attributes	• Incorporates nature • Neighborhood retail • Provides amenities that cannot be located in existing Sherwood	X			• A "Gateway to Wine Country" could help facilitate tourism opportunities through lodging, a visitor center and wine-related commercial uses. • Small scale retail serves neighborhoods within walking distance • An integral trail system provides safe, convenient and comfortable non-motorized connections between all districts, the existing Sherwood trail system and historic downtown.
3. Development respects and recognizes Sherwood pattern, heritage and small town feel	• Walkable • Integrates with existing Sherwood • View corridors, natural features retained	X			• Development is "nestled" into the rich landscape of creeks, valleys and hillsides. • Neighborhoods are walkable and accessible.
4. Concepts promote health	• Walking, bicycling easy to access • Access to transportation choice, transit	X			• Walking trails connect neighborhoods to parks, schools and the Athletic Field. • Neighborhoods are organized around nature. • Roads are multimodal boulevards serving pedestrians, cyclists and motorists.
5. Development protects and provides access to nature	• View corridor, other assets protected • Walking trails along heritage resources	X			• Edy/Elwert realignment avoids the sensitive confluence of streams. • Development respects topography and wide riparian buffers.
6. Implementation is pragmatic	• Options minimize cost of infrastructure • Balance of benefits and burdens of development		X		• Reduced commercial may yield less revenue for infrastructure. • Realigning Edy/Elwert appears to be less costly than bringing the current facilities up to standard.

High*: Outstanding performance. Plan goes above and beyond the evaluation criteria to meet the goal.*
Medium: *Good performance. Plan meets the criteria but may need more work to meet the goal.*
Low: *Satisfactory performance. Plan must incorporate additional considerations to meet the goal.*

Sherwood West
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A long range look at our future.

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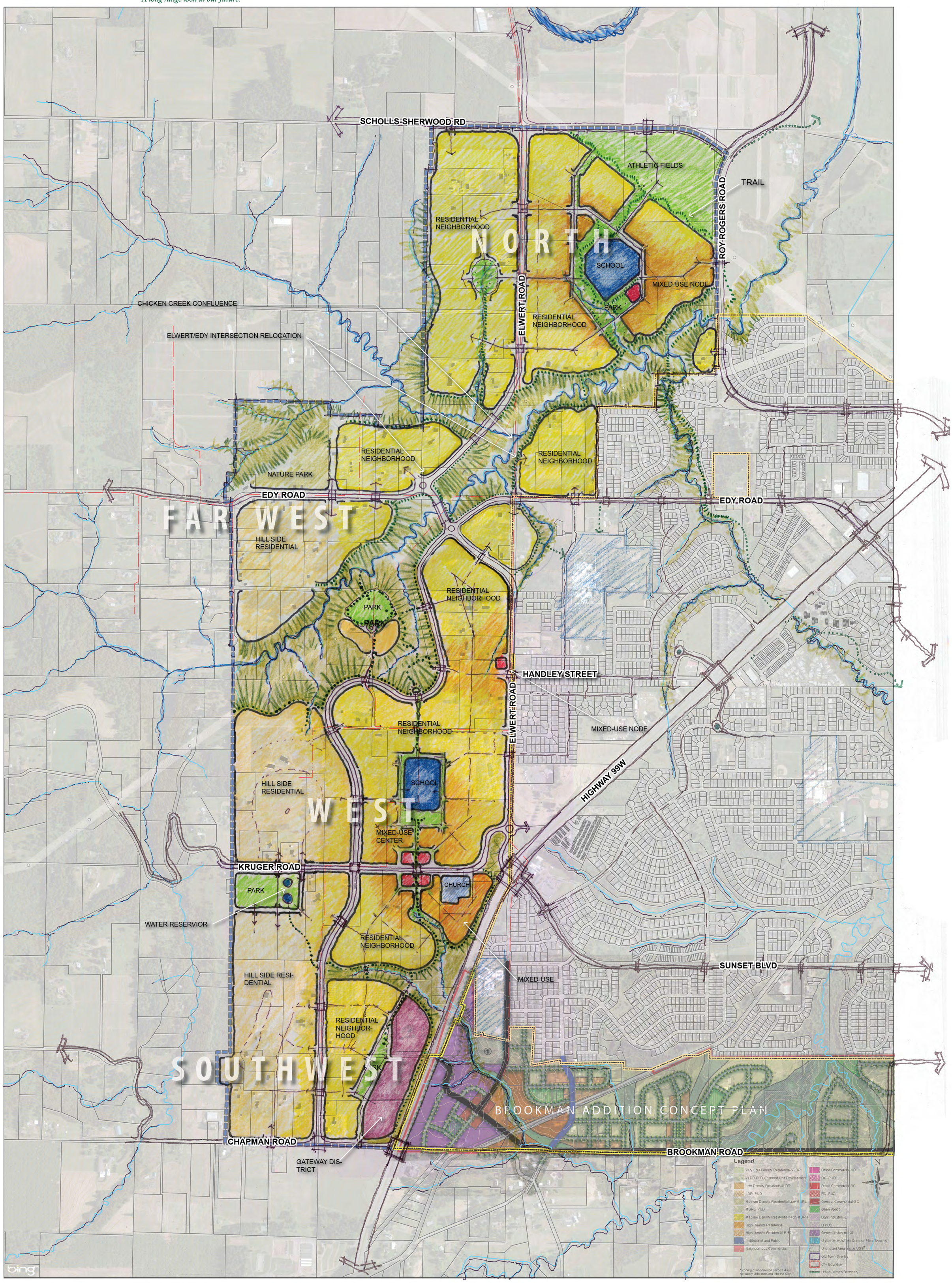

0' 600' 1200' 2400'

DRAFT HYBRID CONCEPT ALTERNATIVE

2 OCTOBER 2015

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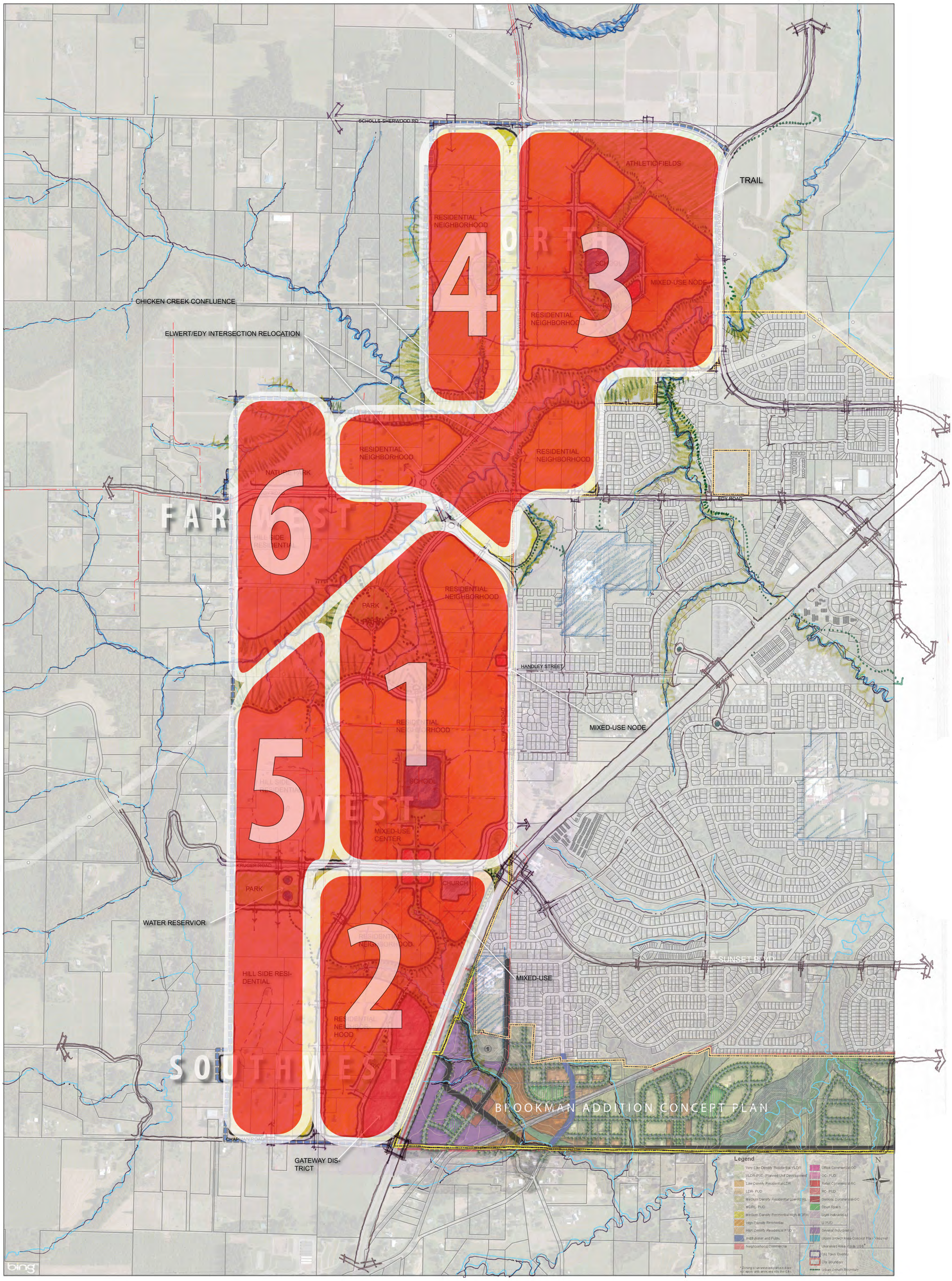

0' 600' 1200' 2400'

CONCEPTUAL INFRASTRUCTURE PHASING

DRAFT HYBRID CONCEPT ALTERNATIVE

2 OCTOBER 2015

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Sherwood West Preliminary Concept Plan
Initial Evaluation of New Funding Tools

Sherwood West will need to access a range of funding tools to cover infrastructure (sewer, water, roads, etc.) costs to support urban development. To initiate that conversation, ECONorthwest considered a comprehensive list of funding tools against set criteria to arrive at an initial list of preferred tools for discussion.

CRITERIA DEFINED

CAPACITY
Can the tool generate sufficient revenue to serve as a cornerstone for an infrastructure funding plan? (Note that some tools that perform well on other criteria but generate relatively small amounts of revenue may still be included as one component of a larger funding plan even though they are not selected here as a "preferred" tool.)

TIMING
Can the tool provide up-front revenues to cover infrastructure, even before development occurs?

ADMINISTRATIVE EASE
How much administrative burden does the tool impose on City staff and resources?

STABILITY/PREDICTABILITY
Does the tool provide a consistent and reliable source of funds over time?

FLEXIBILITY
Does the tool have limitations on its use that reduce its utility for the Sherwood West site?

FAIRNESS:
Who pays? Are costs imposed proportionate to benefits received?

LEGALITY
Can the tool legally be used for the projects identified on the site?

POLITICAL ACCEPTABILITY
How controversial is the tool? Will the public and regional and local elected leaders support its use for the Sherwood West site?

The following matrix provides an assessment of a comprehensive list of funding tools against the criteria, and identifies the four preferred tools that have been selected for further evaluation.

		Efficiency					Fairness	Legality	Political Acceptability
		Capacity	Timing	Administrative Ease	Stability/ Predictability	Flexibility			
Citywide Tools	Property Tax: GO Bonds	+	+	+	+	+	✓	✓	✓
	~~Income Tax~~	+	+	✓	–	+	–	✓	–
	~~Sales Tax~~	+	+	–	✓	+	✓	✓	–
	~~Payroll tax~~	+	+	–	–	–	–	–	–
Transportation Related	~~Toll~~	✓	✓	–	✓	✓	+	✓	–
	~~Local Gas Tax~~	–	✓	–	✓	✓	✓	✓	✓
	~~VMT Tax~~	–	✓	–	✓	✓	✓	–	–
	~~Local Weight Mile Tax~~	–	✓	–	–	✓	✓	–	–
	~~Vehicle Registration Fee~~	–	✓	–	✓	–	✓	–	✓
Development Derived	Sole Source SDC	✓	–	+	–	✓	+	✓	+
	Supplemental SDC	+	–	✓	–	+	+	✓	✓
	LID	✓	✓	✓	✓	+	+	✓	+
	Urban Renewal	+	–	✓	✓	+	✓	✓	–
	~~Income Tax Sequestration~~	–	–	–	–	?	–	–	–
	Construction Excise Tax	✓	–	✓	–	?	+	–	+
	~~Permit/Record Surcharge~~	–	–	✓	–	✓	+	✓	–
Other	Utility Fee	+	✓	+	+	+	✓	✓	✓
	Transient Lodging Tax	–	–	✓	✓	✓	–	✓	+
	~~Business License Fee~~	–	–	✓	–	+	–	✓	✓
	~~Real Estate Transfer Tax~~	✓	–	–	–	?	+	–	–
	Special Service District	+	+	✓	+	+	?	✓	?

LEGEND			
Good	+	Bad	–
OK	✓	Fatal Flaw	–
Unknown	?	Preferred Tool	+

City of Sherwood Oregon
Sherwood West
Preliminary Concept Plan
A long range look at our future.

Potential Sherwood West Planning and Development Process 2015-2065

SHERWOOD WEST PRELIMINARY CONCEPT PLAN

WE ARE HERE

This decision required at least every 6 years

Metro Decision to Expand UGB

Every 6 years, the Metro Council must review and report on the land supply in the Urban Growth Boundary (UGB). Metro prepares forecasts for the next 20 years and, if necessary, adjusts the UGB to meet the land needs for that 20-year period. Oregon law requires Metro to maintain a 20-year land supply inside the UGB.

This decision typically takes a year

Decision to Expand Sherwood's UGB

If the Metro Council decides the UGB needs to be expanded, it will need to decide where to expand. There are currently 27 designated Urban Reserve areas throughout the Metro region. Metro would need to decide that Sherwood West, Area 5B, is an appropriate area for expansion.

This process repeats at least every 6 years

This process typically takes 1.5 - 3 years

Refinement Planning Process and Adoption

Once any part of the Sherwood West area is brought into the UGB, the City will begin a refinement planning process. The City will work with property owners and City residents to create a refinement plan to identify appropriate land use and zoning designations for the area brought into the UGB.

This process repeats for every area brought into the UGB

This process typically takes 6+ months*

Annexation Petition

After completion and adoption of a refinement plan, property owners who want to annex into the City must file a petition asking the City Council to place their request on the next election ballot.

Annexation Vote

Sherwood is a voter-approved annexation city, meaning land can only be annexed into the City after City voters have approved the request during an election.

This process repeats for every property or group of properties

This process typically takes up to 8-12+ months*

Land Use Applications and Public Hearings

Upon successful annexation, property owners must submit a land use application before developing their property. Most residential subdivisions are considered after public notice and a public hearing. Small projects, up to 10 lots, are reviewed by staff after a public notice and comment period but without a public hearing.

This process typically takes up to 6-12+ months*

Public Improvement Construction

If a land use application is approved, the applicant is required to construct public improvements (typically utility and transportation improvements) prior to any private construction (residential or commercial building).

This process typically takes up to 3-12+ months*

Residential Home / Retail Commercial Construction

Once all public improvements (typically utility and transportation improvements) are completed, a developer can get permits to begin private construction (residential or commercial building).

This process repeats for each development

New Residents & Businesses Move In

If Metro decided to expand the UGB in 2018 and decided to include a portion of Sherwood West; and

If a refinement plan was approved by the community and City Council; and

If property owners and City voters supported expansion; and

If the public and City supported the land use applications;

Then, staff projects the earliest new residents could move in might be in 2026.

Timing of annexation and development varies based on property owner desires, public support, and market conditions.

* Estimated time is measured the day applications are made to the City and include City and requisite public and agency review, decisions, and implementation (or construction). The time it takes an applicant to develop plans is EXCLUDED.