



SHERWOOD WEST CONCEPT PLAN

AGENDA

Community Advisory Committee Meeting #4

DATE: September 8, 2021
TIME: 5:30 – 7:30 PM
LOCATION: Virtual. For a ZOOM meeting audio link, please send an email to Erika Palmer, Planning Manager at palmere@sherwoodoregon.gov. The meeting will be recorded and posted to the City's YouTube page on September 9, 2021. City of Sherwood's YouTube Channel: <https://www.youtube.com/user/CityofSherwood>

Meeting Purpose

- Review revisions for the updated project vision, goals, and evaluation criteria
- Learn about the second set of draft plan concepts: Livable and Connected Streets, Elwert Road Design Concept, and Great Neighborhoods

Agenda

All items below are informational unless noted otherwise. Each will have a brief presentation, followed by Committee discussion. Please see the packet for meeting information.

5:30 PM	1. Welcome and Introductions <ul style="list-style-type: none"> • Approve meeting summary from CAC #3 	Erika Palmer, City of Sherwood Joe Dills, APG
5:40 PM	2. Updated Vision, Goals, and Evaluation Criteria <i>This is an action item to approve the vision, goals and evaluation criteria.</i> <ul style="list-style-type: none"> • Review revisions based on feedback at the last meeting • Approval of vision, goals and evaluation criteria 	Joe Dills, APG
5:55 PM	3. Draft Plan Concepts: Livable and Connected Streets, Elwert Road Design Concept, and Great Neighborhoods <i>This agenda item will include a brief presentation about each plan concept, followed by committee discussion and feedback. Discussion questions for the plan concepts are included below:</i> <p>Livable and Connected Streets</p> <ul style="list-style-type: none"> • What comments or questions do you have about the Street Plan (by area: areas north of Chicken Creek; SW Edy-SW Elwert area and realignment options; areas south of Chicken Creek)? 	Joe Dills, APG Saumya Kini, Walker Macy

- What comments, questions or guidance do you have about the SW Chapman-SW Brookman intersection?

Elwert Road Design Concept

- What is most important to you about the planning and design for SW Elwert Road?
- What comments or questions do you have about the design ideas?

Great Neighborhoods

- Does the Walkable Neighborhoods diagram look “about right” to you? Do you have any comments, questions or suggestions?
- What comments or questions do you have about the Connected Parks, Schools and Greenspaces diagram (by area: areas north of Chicken Creek; central areas near SW Edy Road; areas south of Chicken Creek)?
- What comments or questions do you have about the potential housing types for Sherwood West?

7:25 PM

4. Public Comment

Erika Palmer

- a. Bill Galaway, email dated August 6, 2021

7:30 PM

5. Next Steps and Adjourn

Joe Dills

Note: Pursuant to House Bill 4212 (2020), public comments for this meeting must be submitted in writing to the Sherwood Planning Department, Attn: Erika Palmer, Planning Manager 22560 SW Pine Street, Sherwood, OR 97140 or emailed to Planning@Sherwoodoregon.gov. To be included in the record for this meeting, the written comment must clearly state that it is intended as a citizen comment for this meeting. It also must be received at least 24 hours in advance of the scheduled meeting time.



SHERWOOD WEST CONCEPT PLAN

MEETING MINUTES

Community Advisory Committee (CAC)

DATE: August 4, 2021 – Meeting #3

TIME: 5:30 PM to 7:30 PM

LOCATION: Virtual Online, YouTube Link: <https://www.youtube.com/watch?v=2KO3obA5F24>

CAC Members Present: Connie Sproul, Kennedy Hawkins, Dave Grant, Angi Ford, Tim Rosener, Jean Simson, Doug Scott, Brian Dorsey, Brian Fairbanks, and Mike Black.

Consultants and Sherwood Staff Present: Kyra Haggart, Angelo Planning Group, Joe Dills, Angelo Planning Group, Erika Palmer, Planning Manager, Joy Chang, Senior Planner, Julia Hajduk, Community Development Director

Agenda Item

1. Welcome and Introductions

Members of the CAC introduced themselves.

2. Updated Vision, Goals, and Evaluation Criteria

Joe Dills, and Kyra Haggert, Angelo Planning Group discussed the updated vision statement, which reflects the feedback from the CAC and the TAC. The CAC did not have any editorial comments, and the consensus was to move forward with the updated vision statement.

The Consultant team discussed the goals and evaluation criteria. The remarks in red are suggested edits. Goals:

- The area is designed and **integrated into with Sherwood's heritage and existing pattern of growth in order to preserve the small-town feel.**
- The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.
- Transportation facilities serve to connect, rather than divide, neighborhoods.
- Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.
- The area is served by a network of well-planned active transportation options **integrated with the existing network.**
- Growth and development are well-planned, and implementation of the area is pragmatic.

The CAC suggested leaving this open for comment.

3. Draft Plan Concepts: Mixed Employment Areas, Greenspaces, and Active Transportation

The Consultant team stated plan concepts are key ideas and initial options for the plan and a way to simplify and organize community input into the “layers” of the plan.

Mixed Employment Areas:

Why build mixed employment:

- Opportunities for industrial and commercial development with higher wage jobs.
- Help diversify and balance the City’s tax base.
- Build a self-sustaining and vibrant local economy.

What are location requirements for employment areas:

- At least 40-50 acres for employment park style development; 100 or more for campus style.
- Contiguous flat areas with less than 3-5% slopes.
- Single ownerships are preferred.
- Easy access to major transportation facilities such as Hwy 99.
- Commercial requires high visibility.

What types of Mixed Employment:

- Multi-tenant flex space as part of a larger industrial or business park.
- Tech clusters and tech parks.
- Office space for tech, medical, and service-oriented industries.
- Healthcare facilities.
- Wine-related uses such as storage, distribution, production, and warehousing.
- Light industrial or light manufacturing.

The Consultant team discussed Mixed Employment areas for further study and the pros and cons of each study area. He referred to the buildable land in Sherwood West and said there are 1,291 total acres, 607 buildable acres, and 198 buildable acres being studied for Mixed Employment.

Greenspaces:

The Consultant team discussed what greenspaces in Sherwood West will include and commented on the Chicken Creek corridor and the opportunity to make it a greenway concept. She discussed the elements of greenways and provided examples. Discussion followed regarding other potential areas for a greenspace network.

Active Transportation:

What is active transportation:

- Trails
- Multi-use paths
- Sidewalks
- Bicycle lanes
- Transit

SHERWOOD WEST CONCEPT PLAN

- “Micro-mobility”

Planning for active transportation will help encourage people to get around by walking, rolling, and biking.

Trail Connections:

- Connections between parks, schools, employment areas, and other destinations.
- Connections to local and regional trail networks.
- Hwy 99 pedestrian overcrossing connection.

The Consultant team commented on trails and a network of trails and asked what features make it great. The CAC input included dream big, wide paths, multi-use paths, and benches along the way.

The Consultant team discussed the issues and opportunities associated with future transit service and micro-mobility. The CAC said future transit should include systems that are used regularly.

4. Public Comment

1. Metropolitan Land Group, Mark Farra

5. Next Steps

Meeting #4 – Wednesday, September 8, 2021

- Vision, goals, criteria final review
- Plan Concepts

6. Attachments

None



SHERWOOD WEST CONCEPT PLAN

UPDATED VISION, GOALS, & EVALUATION CRITERIA

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
 FROM: Sherwood West Concept Plan Project Team
 DATE: September 1, 2021

Introduction

This memorandum proposes a draft vision statement, goals, and evaluation criteria for the Sherwood West Concept Plan. The vision statement and goals were drafted [and revised](#) based on feedback received from Sherwood West Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) members at their second [and third](#) meetings on June 23, [and August 4](#), 2021 [respectively](#). ~~{The results of a visioning exercise conducted at the second meeting are~~ included as Attachment A to this memo}. The draft language included in this memo will update and replace the vision, goals, and evaluation criteria identified in the 2016 Preliminary Plan to reflect the community's current priorities and desires for the future of Sherwood West.

Vision Statement

Sherwood West is a ~~complete and~~ walkable community with a balanced mix of employment, residential, commercial, and greenspace land uses—it is a place where families can [safely](#) live, work, shop, and play. Sherwood West is home to a variety of businesses that offer stable, high-paying jobs and those employment opportunities have helped satisfy the City's need for an expanded tax base to protect and maintain Sherwood's great quality of life. Sherwood West is attractive to employers and residents because of its well-planned infrastructure, well-connected streets, walkable neighborhoods, and variety of well-designed housing choices. The area ~~is well-connected;~~ [it](#) feels like a natural extension of Sherwood's existing neighborhoods, and it is integrated with other nearby urbanizing areas and regional destinations such as the Tualatin River National Wildlife Refuge. Sherwood West's natural landscape is anchored by the Chicken Creek Greenway, which protects the creek corridor and connects the area's neighborhoods through a network of natural areas, parks, and trails.

Goals and Evaluation Criteria

GOAL	EVALUATION CRITERIA
<p>The area is designed as a complete natural extension of Sherwood and is integrated into the existing pattern of growth in order to preserve the community's heritage and small-town feel community.</p>	<ul style="list-style-type: none"> • There is a balanced mix of office, industrial, commercial, and residential land uses and open spaces • A variety of housing options accommodates a diverse range of family structures, income levels, and lifestyles • Neighborhood retail nodes provide residents with walkable access to goods and services • Housing density and implementation is pragmatic
<p>The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.</p>	<ul style="list-style-type: none"> • Infrastructure is well-planned to make Sherwood West attractive to developers and large employers • There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs • There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses
<p>Transportation facilities serve to connect, rather than divide, neighborhoods.</p>	<ul style="list-style-type: none"> • A network of streets provides north-south connections to and through the area • The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing • Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people • Streets are designed with consideration for safety and emergency response vehicles • Sherwood is "transit-ready" for future transit service
<p>Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.</p>	<ul style="list-style-type: none"> • The Chicken Creek corridor is protected • Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced • Residents have access to nature through a network of multi-use and soft-surface trails • Parks and natural areas serve as places where families and community members can gather together • Existing mature trees and areas of dense tree canopy are preserved where feasible

GOAL	EVALUATION CRITERIA
<p>The area is served by a <u>robust</u> network of well-planned active transportation options <u>that are integrated into Sherwood's existing network</u>.</p>	<ul style="list-style-type: none"> Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations Students have safe options to walk or bike to school
<p>Growth and development are well-planned and implementation of the area is pragmatic.</p>	<ul style="list-style-type: none"> The extension of public facilities and services are phased and coordinated with development Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary

ATTACHMENT A

Results from Visioning Exercise at CAC/TAC Meeting #2

The following prompt question was used to gather feedback from the committees:

Imagine you had to leave Sherwood to go live on a South Sea Island. You return in 20 years, and the Sherwood West Concept Plan has been successfully implemented. You really like what you see. What do you see?

RESPONSES RECEIVED:

- Complete community with a mixture of land uses, a strong area from a fiscal and employment point of view, includes large areas for the growth of technology parks and advanced jobs of the future, and an area that serves as a growing area for employment and companies that are looking for sites
- A place that exists within Sherwood, but has its own identity, some commercial, a mix of residential, and parks; it feels like Sherwood, but people living there feel like they have their own place
- Create walkable spaces that link to the wildlife refuge, vs. people thinking they have to drive there; ways to connect the refuge to other parts of Sherwood without using a vehicle; making sure that Chicken Creek is protected; sustainable ways of building
- Self-driving cars and robots going around the city, not a lot of parking lots given all the autonomous vehicles, more buildings; destination wine development with tasting rooms, hotel, restaurants; expanding destination retail
- New neighborhoods are well-integrated economically with a mix of land use types, kids of different backgrounds walking to school together, activities and access to things nearby so need for long travel is minimized, Hwy 99 is access-controlled with limited driveways
- Lots of trails, open space (usable and non-usable), variety of housing types, whole aspect of walkable communities, safe routes to school, connection between both sides of Hwy 99, something like a pedestrian bridge connecting the communities, small neighborhood commercial so people can walk to these commercial nodes to something like a coffee shop so they can stay within the community and travel without cars
- Very walkable area with a lot of connectivity, trails, and parks (both passive and active), connection to refuge, access over or under Hwy 99, and ability to walk to restaurants, coffee shops; access to all parts of Sherwood
- An area that ties in well with existing areas, this area ties in well with other expansion areas across the western UGB in King City, Tigard, Cooper Mountain; tied in with road systems and multimodal options; tech park idea is really exciting and want to see a tech park tied into Washington County and the region; a range of housing types that better align with variable types of households, not just single family detached homes

SHERWOOD WEST CONCEPT PLAN

- Unique opportunity to tie into natural areas with wildlife refuge, series of trails and connections in that direction; Roy Rogers will be busy so opportunities for commercial and self-contained/complete communities; schools including new elementary school; Sherwood famous for great walkability and parks; improve livability in these areas; autonomous vehicles and houses integrated with smart technologies like smart vehicles, possibly plan for autonomous routes; area is mostly developed by end of 20 years and Roy Rogers is major arterial going through the area
- The area feels cooler than the rest of the region because mature street trees and tree canopy has been preserved; less parking lots; planning with an eye to increasing temperatures; emphasis on middle housing, maybe even more middle housing than SF housing; improves character of community but also creates robust base for commercial; area has made efficient use of space, no underutilized or dead areas, all being used for highest and best use
- Connectivity east-west and north-south from emergency response perspective; single entry/exit presents challenges; site future fire stations to plan for future growth; could have autonomous fire engines or emergency vehicles
- Safety; in a plan and in the design of the community put together so we can provide effective policing; connectivity, lighting, open spaces; combine crime prevention with environmental design, balanced with open spaces, green spaces, and paths, which can be difficult to police; those are designed in a way to consider ability to police (ability to get a vehicle); lighting and sight lines
- From south to north, access from the north and from the east that is well-planned out; some great housing, and great hillside opportunities for unique housing near Chicken Creek, and north develops light industrial/commercial
- More of what we've got, Sherwood wasn't too much different 20 years ago, just smaller; managed growth creates a larger experience but similar to what we have now
- Less or no parked cars on residential streets, utilize some other form of parking so we have more access on residential streets; more bike lanes or pedestrian paths with limited stops/interruptions (more flowing)
- Mix of housing with community areas, natural areas, people out walking using those spaces all together, smooth transitions between residential and any supporting commercial areas in immediate area so everything flows, same with north-south transition; larger employment areas are easily accessible but with minimal impact to residential areas
- Larger park space, rolling hills not necessarily usable for all activities, movie venue, water feature like along Chicken Creek, something that draws people out; north area is light industrial/commercial, housing with live-work, single-level cottages for aging populations so people can live in Sherwood; wider streets, but need space to accommodate on-street parking for larger households
- Oasis in a big metro area, Sherwood is an oasis as Metro grows around us, large staple headquarters in the north that brings jobs and an identity to Sherwood; go-to destination for wine country in the

SHERWOOD WEST CONCEPT PLAN

south, eclectic; great schools and lots of families; go-to sports park that gives Sherwood an identity where other people come to Sherwood for it, like mountain bike park

- Family-centric, open spaces, walkable, no urban sprawl, gateway to Oregon's wine country
- Neighborhoods that have tree-lined streets, trails or pathways that connect different neighborhoods and parks to each other, try to keep the divide from happening, especially with Hwy down the middle, come up with a solution to keep it as connected as possible
- Traffic is managed and improved
- Similar to what is there now in residential, small neighborhood nodes connected by trails and green spaces while protecting corridors, small area filled with thriving local shops, vital employment opportunities in well-designed low-impact developments
- Keeping the north end of this project and west of Elwert somewhat connected to the south end, need mixed housing, need local commerce in the north area, as well as parks and development of recreational opportunities, tying in with chicken creek and cedar creek up to the Tualatin watershed
- Having a plan that is sensitive to keeping east and west Sherwood connected across Hwy 99, a plan that in partnership with Wash Co relocated traffic flowing through community south of Elwert and south of community to relieve that road, trails within the different communities connecting to different parts of the city, a 12 year old can get on bicycle on Elwert go to the corner store and back; balance to the tax base with commercial, industrial lands, balance to jobs vs. residential
- Family-centric, streets are wide enough for kids to play, kids are out playing, sense of family and community, utilizing green space for public space and walkways, citizens on other side don't want to be afterthought, should be well-connected, three-rail fence on Sunset is a picturesque street, something like that on the west side to attract people; heights of buildings are consistent in terms of overall building codes and consistent with what is existing
- Large office complex, major headquarters, on north end, or an industrial base for light industrial/clean manufacturing, large-format park with fields or other functions, hub park incorporating creek frontage if possible, protecting wetlands and creeks and those are a natural conduit for connecting those trails, similar to Woodhaven, primarily single family residential but also mixing in more diverse housing types, smaller-scale multifamily, newer formats like cottage clusters, high-quality diverse housing types and price points and sizes for a wider range of needs, but neighborhood scale; family-centric town is the first thing everyone talks about Sherwood; connectedness across Hwy 99, will have multiple above or below grade crossings for peds and bikes, at least 2-3, maybe even a few for cars so that connectedness of community is much greater than currently

ATTACHMENT B

2016 Preliminary Concept Plan Vision, Goals, & Evaluation Criteria

2016 VISION STATEMENT

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.

2016 GOALS AND EVALUATION CRITERIA

GOAL	EVALUATION CRITERIA
Growth is well-planned	<ul style="list-style-type: none"> • Neighborhoods are phased adjacent to existing development • Well phased extension of services • Connectivity
Design includes complete community attributes	<ul style="list-style-type: none"> • Incorporates nature • Neighborhood retail
Development respects and recognizes Sherwood pattern, heritage and small town feel	<ul style="list-style-type: none"> • Walkable • Integrates with existing Sherwood • View corridors, natural features retained
Concepts promote health	<ul style="list-style-type: none"> • Easy to walk, bike and access other recreational activities
Development protects and provides access to nature	<ul style="list-style-type: none"> • View corridor, other assets protected • Walking trails along heritage resources
Implementation is pragmatic	<ul style="list-style-type: none"> • Options minimize cost of infrastructure • Balance of benefits and burdens of development

DRAFT PLAN CONCEPTS

LIVABLE & CONNECTED STREETS

SHERWOOD WEST
CONCEPT PLAN

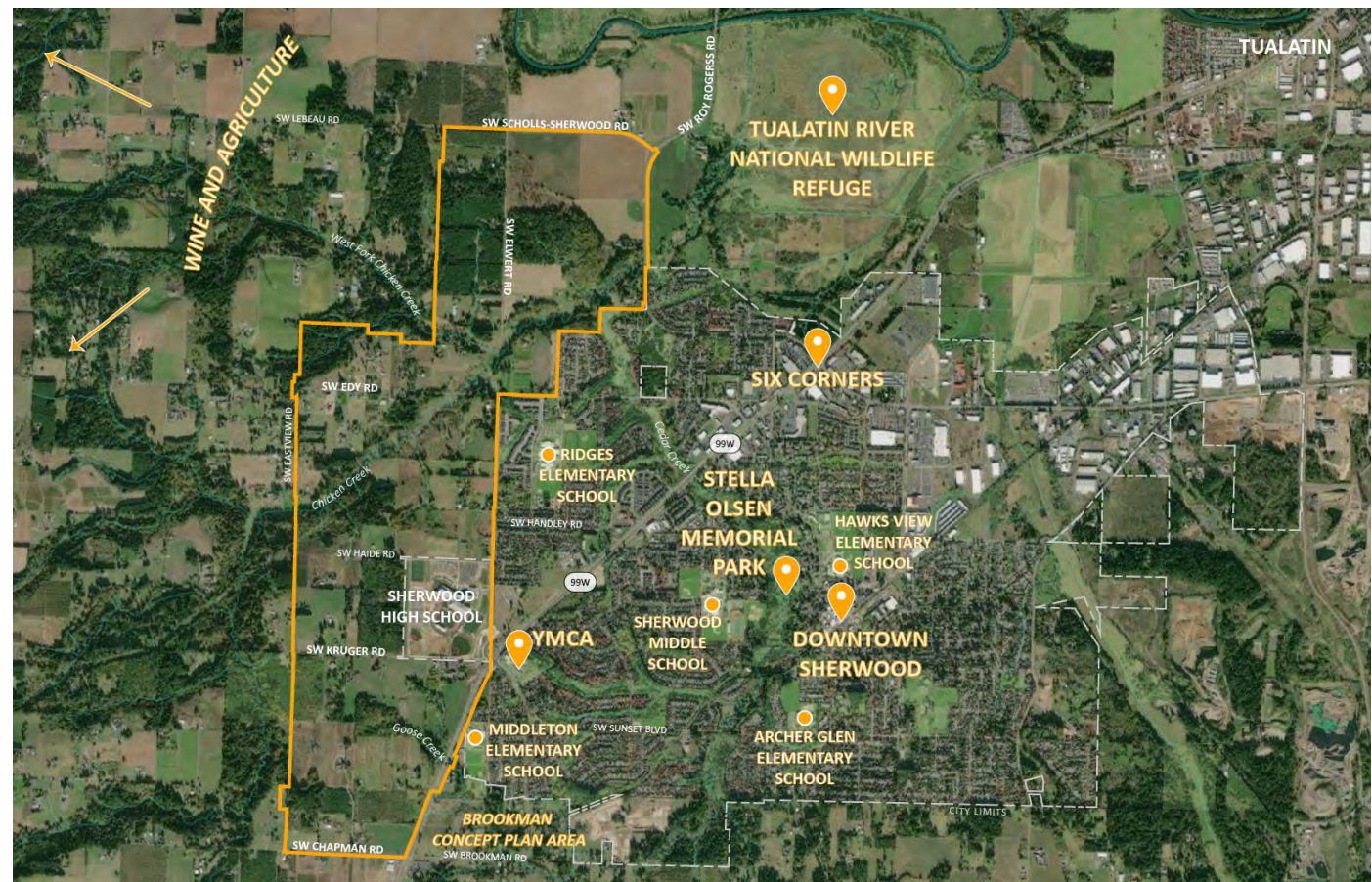
The Sherwood West area is adjacent to and a part of Sherwood's network of streets that carry both local and regional traffic. As the City of Sherwood grows, a well-designed and connected network of streets in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

PRINCIPLES

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

INTEGRATED STREET NETWORK

This map shows important local and regional destinations. It will be important to ensure that the future street network in Sherwood West is integrated with existing Sherwood, providing connections to these destinations.



A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: OPTION 1

This diagram shows a draft framework of streets for Sherwood West. This option implements the realignment of SW Elwert Rd and SW Edy Rd that was studied in the Preliminary Concept Plan. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The Elwert-Edy Road intersection is realigned as described in the Preliminary Concept Plan.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south “hilltop” route provides additional north-south access and a second continuous north-south route for emergency access and other services.



A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: OPTION 2

This diagram shows a second option for the street framework in Sherwood West. In this option, the existing alignment of SW Elwert Rd and SW Edy Rd is retained, with the intersection rebuilt. Option 2 would require raising the intersection and road approaches approximately 10 to 20 feet in elevation in order to correct for topography, floodplain issues, and the existing unsafe sight-distance visibility. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The existing Elwert-Edy Road intersection is retained and significantly rebuilt.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south “hilltop” route provides additional north-south access and a second continuous north-south route for emergency access and other services.



The SW Chapman-SW Brookman Road intersection is an area for additional study of integration between Sherwood West and south Sherwood.



DRAFT PLAN CONCEPTS

SW ELWERT ROAD DESIGN CONCEPT

SHERWOOD WEST CONCEPT PLAN



SW Elwert Road is an important opportunity for Sherwood West. A County-designated Arterial street (south of SW Edy Rd), it carries about 9,000 average daily trips today and is forecast to carry 14,000 average daily trips in 2035. How can it be designed to be a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side? This document provides ideas to achieve that goal.

PRINCIPLES

- Connect west and east
- Tame the traffic
- Promote safe and comfortable walking and biking
- Create a green, landscaped corridor
- Provide for future transit
- Plan for safety

ELWERT ROAD TODAY



Distinctive Landscape Character



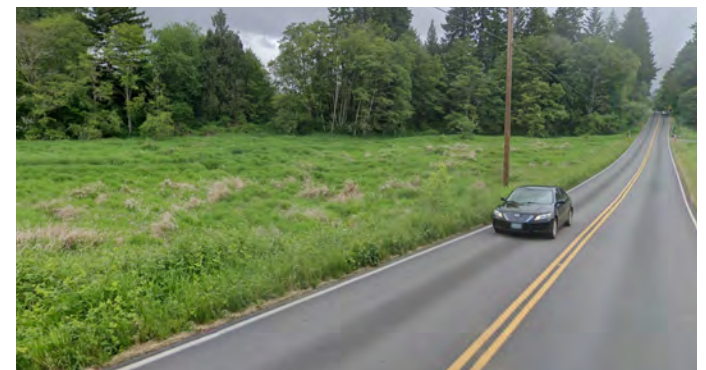
Opportunity to improve east-west integration, add sidewalks and bike lanes



Southern Gateway to Sherwood West. High School provides likely destination for future transit.



SW Edy & SW Elwert intersection
(Significant improvements are needed)



Potential Chicken Creek Crossing viewed from SW Elwert

Buffered sidewalks, safe crossings, bike lanes



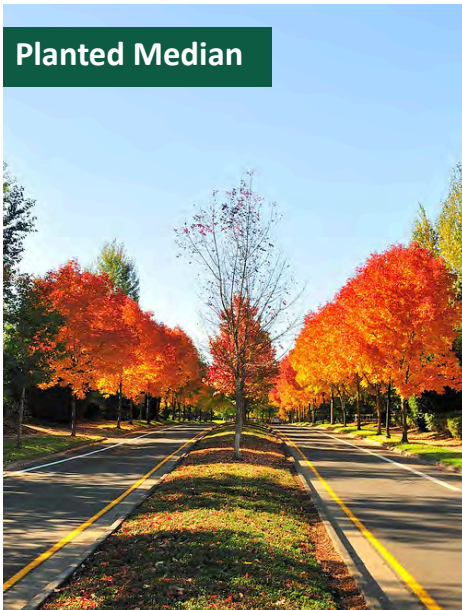
Path Connections



Public Uses



Planted Median



Trees Create a Canopy



Consistent Fenceline



DESIGN IDEAS: A DISTINCTIVE, CONTEXT-SENSITIVE SW ELWERT ROAD

CAC Meeting Packet - Page 18



Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

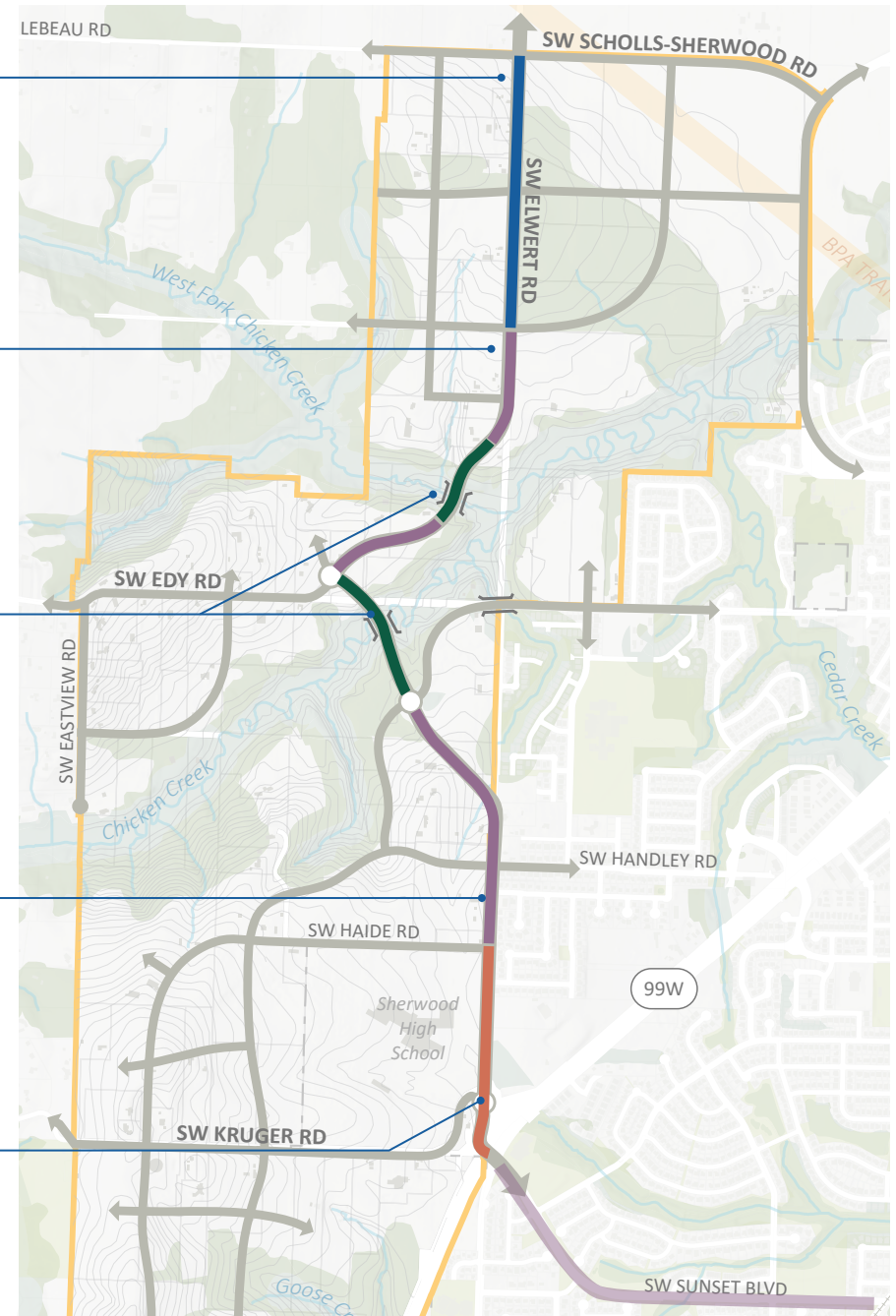
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north



DRAFT PLAN CONCEPTS

GREAT NEIGHBORHOODS

SHERWOOD WEST CONCEPT PLAN



What will make great neighborhoods in Sherwood West? The vision statement provides guidance in its citation of “families... well-connected streets... walkable... variety of well-designed housing... natural extension of Sherwood’s neighborhoods... natural landscape... network of natural areas, parks and trails.” This document provides ideas for how those visions can be turned into reality. It focuses on neighborhood form and key issues for the Concept Plan. Using this guidance, the next step will be to identify land use alternatives.

PRINCIPLES

- Plan for walkability
- Provide a variety of housing opportunities
- Integrate new and existing neighborhoods
- Plan parks and schools as destinations
- Connect greenspaces into a network
- Integrate nature into neighborhoods



WALKABLE NEIGHBORHOODS: SHAPED BY THE LAND

This diagram is a study of “walkable” areas within Sherwood West. The colored areas show a combination of factors that influence walkability: ¼ to ½ mile of distance (a 5-10 minute walk); natural features such as Chicken Creek; slopes; and existing development. These subareas within are useful for identifying areas of cohesive character and where various land uses might be located and connected. The edges of some areas are clear and very intuitive. The edges of other areas are approximate.

West Elwert. Potential addition to Mixed Employment area

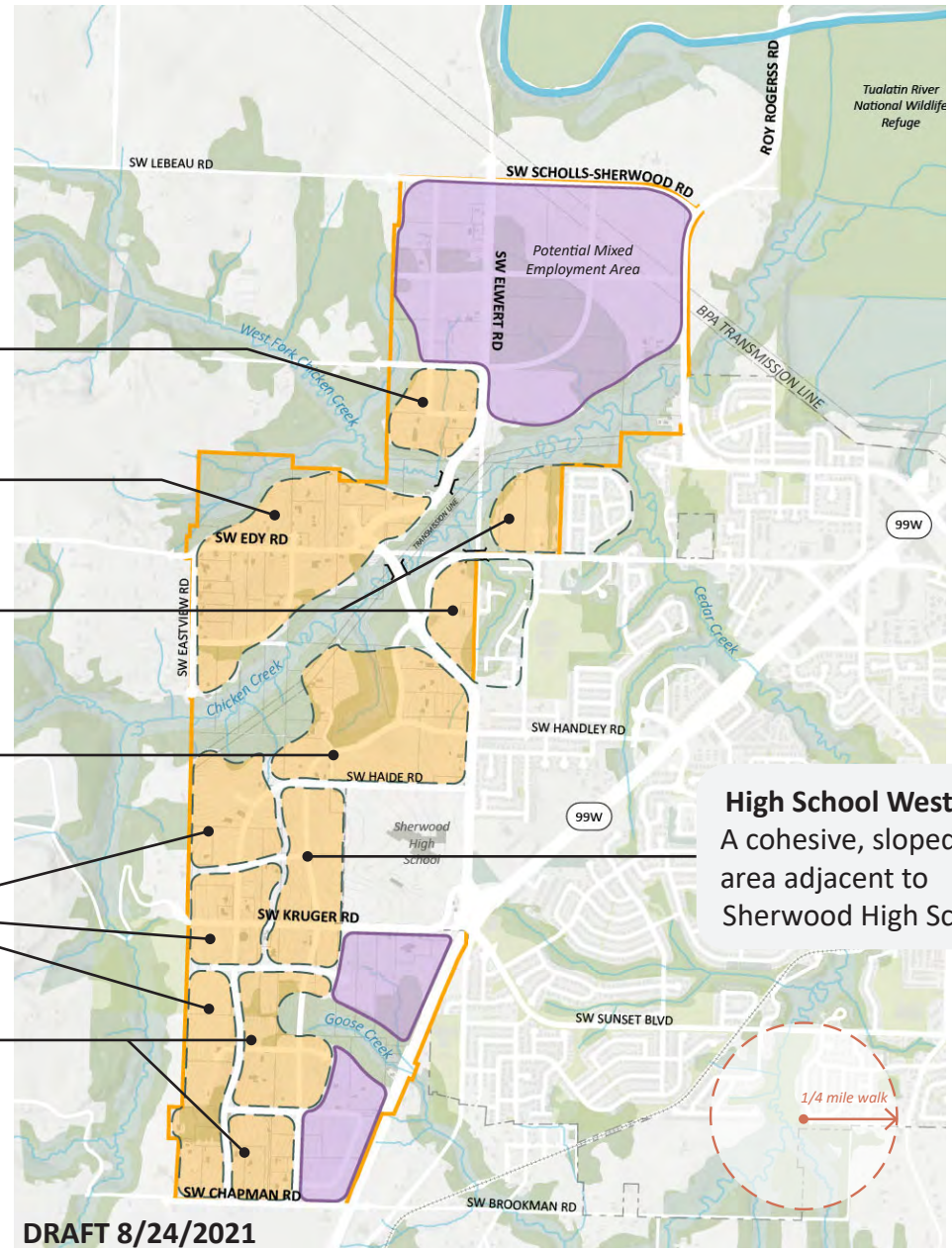
West Edy. A cohesive area from Chicken Creek to the Eastview Road ridgeline

Edy South and East. Close proximity to existing neighborhood and Ridges Elementary School

Haide North. A fairly large “flat” area with an easy walk from center to edge and some slopes toward Chicken Creek

Hilltop and Ridgeline. Sherwood West’s view properties; includes areas facing west

Goose Creek and East Slope. Hillside areas that face east and close to Mixed Employment areas



High School West.
A cohesive, sloped area adjacent to Sherwood High School

DRAFT 8/24/2021

0 0.25 0.5
Miles



CONNECTED PARKS, SCHOOLS, AND GREENSPACES

This diagram is a study of how neighborhood parks might be part of a network of connected greenspaces and community connections. The number and location of parks is preliminary and intended to show ideas, not recommendations.



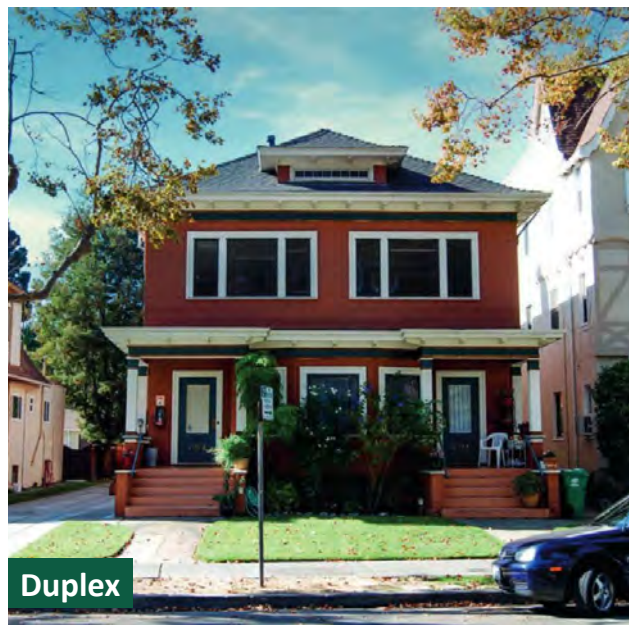
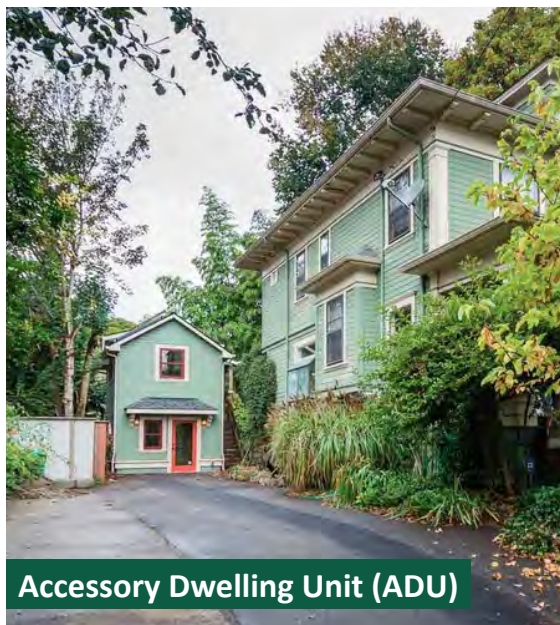
Park and School Questions Under Review:

- Is a community scale park needed for Sherwood West?
- Will a school be located in Sherwood West?



HOUSING TYPES

Sherwood West's zoning will allow for a wide range of housing types, guided by Sherwood's design guidelines and standards. Here are some examples of the potential housing types.

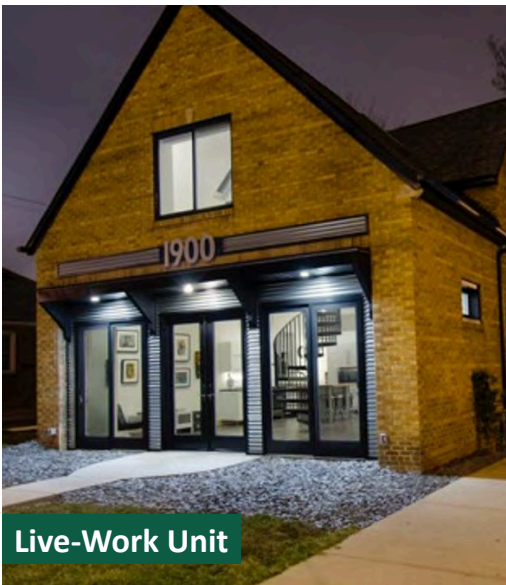




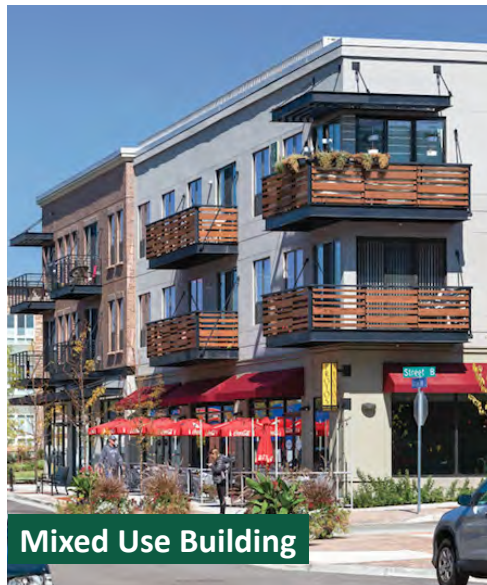
Fourplex



Apartments



Live-Work Unit



Mixed Use Building



Courtyard Apartment



From: [Bill Galaway](#)
To: [Erika Palmer](#)
Subject: Re: Sherwood West Interested Parties List -- Community Advisory Committee Meeting
Date: Friday, August 6, 2021 9:53:25 AM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hi Erika;

Thanks for providing the information regarding CAC meeting #3. I have a few public comments:

1. Vision Statement - I am bothered by the phrase "high-paying" jobs. What is the definition of high paying jobs? Does this preclude restaurants being built in Sherwood West? Those jobs are not considered high paying. If a hotel is built in this area, the janitorial staff will not be high paying jobs. Perhaps a change to good paying or well paying jobs is less restrictive.

2. Goals - A proposed wording change. "The area is designed **to be** integrated into Sherwood's heritage and existing pattern of growth in order to preserve the small-town feel."

I agree with the statement. However, we must recognize the barrier imposed by Highway 99W. That barrier is only going to get worse over time. Amenities in Sherwood West should be developed to insure that residents do not have to cross the highway in order to utilize the amenities. This includes shopping, restaurants, parks, schools, etc.

3. Employment areas - I believe the areas designated for employment are correct, with the possible exception of the small area next to the high school. However, I disagree with the desire not to include light manufacturing in these areas. We should not have to cross 99W to get to work. Light manufacturing does not have to be warehousing.

4. Public Comments - I have two concerns:

A. The lack of discussion concerning the input provided by Marc Farrar was troubling. While I recognize the Metropolitan Land Group has a vested interest in seeing this process completed, not discussing the points he was making felt dismissive.

B. The fact that only Marc Farrar provided public input is also troubling. It is possible the output of the first two meetings did not provide enough information for the general public to comment. Meeting #3 certainly did in my opinion. We should do everything possible to get the public to be involved. How many residents are on your "interested parties" list?

5. One final question - has the city or the committee determined the criteria for "in person" meetings? I believe these would be beneficial for both the committees and the public in seeing and listening to what is going on in our city.

Thanks again, Erika.

Bill Galaway
Sherwood Resident

On 8/5/2021 1:42 PM, Erika Palmer wrote:

Sherwood West Interested Parties List,

You can watch the Community Advisory Committee #3 online on the City's YouTube Channel by clicking on the following link. <https://www.youtube.com/watch?v=2KO3obA5F24>

The project page will be updated with the final packet of materials and presentation tomorrow (8/6). The project page can be found here:
<https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look>

The agenda and packet for the CAC meeting #3 was posted online on 7/27/2021 and also sent to the interested parties list on 7/28/2021 but can be found here:
<https://www.sherwoodoregon.gov/pc/page/sherwood-west-cac-meeting-1>

As always, if you have questions, do not hesitate to reach out.

Thank you,

Erika Palmer
Planning Manager

City of Sherwood

22560 SW Pine Street • Sherwood, OR 97140

📞 503-625-4208

✉ palmere@sherwoodoregon.gov

🌐 www.sherwoodoregon.gov

The Community Development Department is located on the 2nd floor of the City Hall/Library building and is currently open Monday – Friday 8am to 5pm

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at (503) 625-5522 and delete the copy you received.