

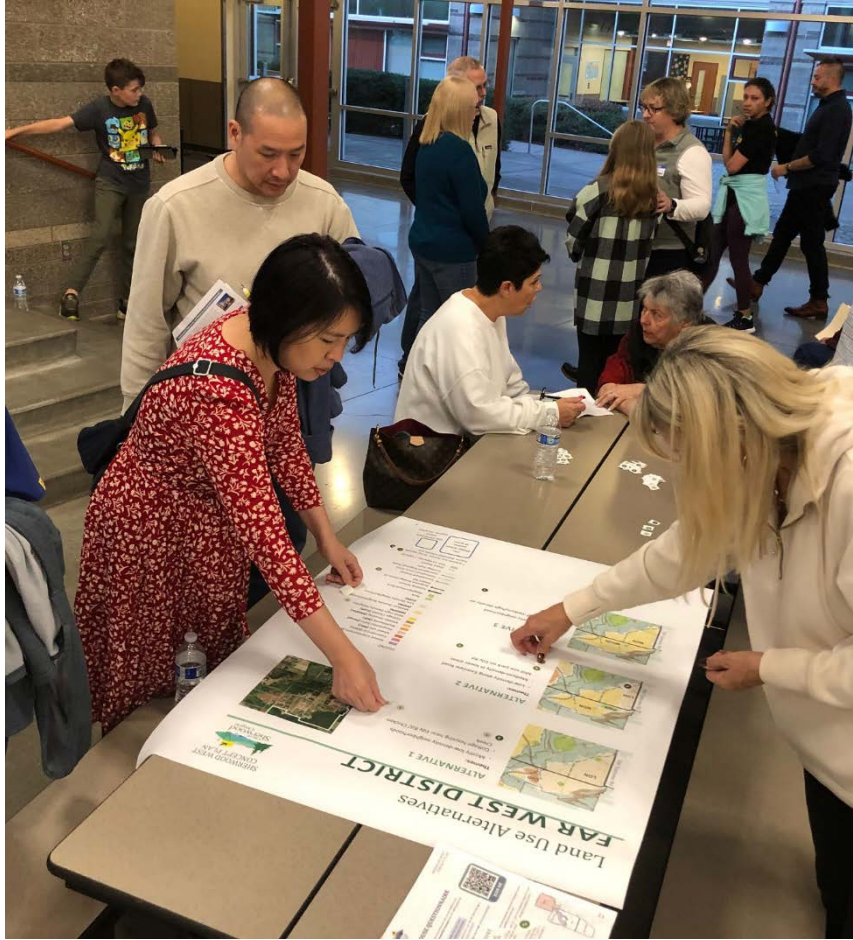
Sherwood West Concept Plan

COMMUNITY ADVISORY COMMITTEE MEETING #11 | November 17, 2022

Agenda

1. Welcome / approve meeting minutes
2. Public Comment
3. Open House and Survey Results
4. Developer Tour Summary
5. Alternatives Evaluation
6. Traffic Analysis
7. Polling and Discussion of Alternatives
8. Next Steps

Public Comment



Open House and Survey Results

Open House

- 80 – 90 attendees (60 signed in)
- Informational posters, discussion with team members
- Ranking activity for alternatives – results:
 - North, Far West & West Districts – participants favored Alternative 1
 - Southwest District – participants favored Alt 2
- Printed questionnaire

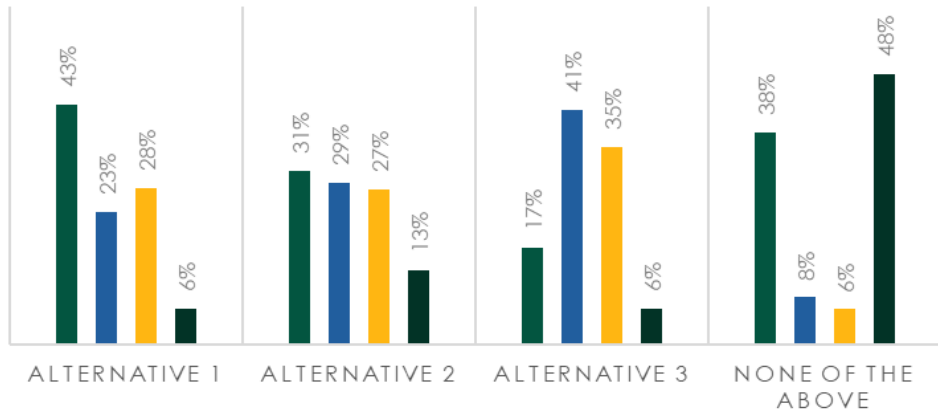


Online Survey Results

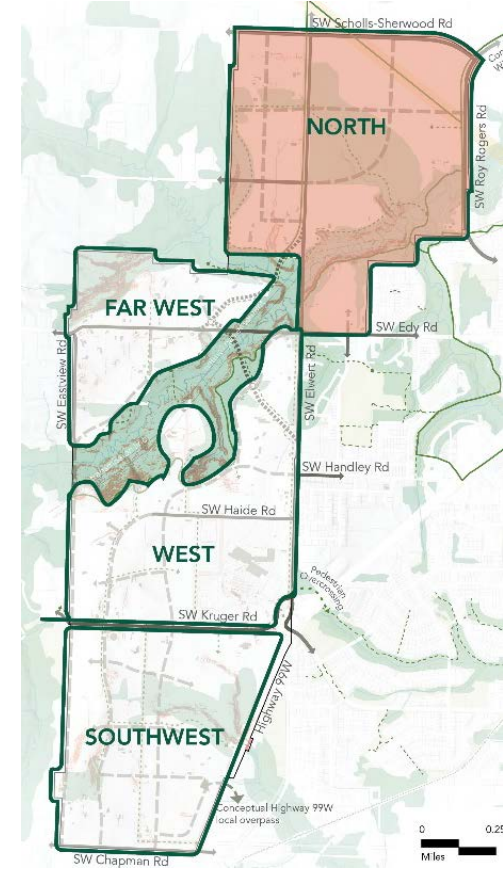
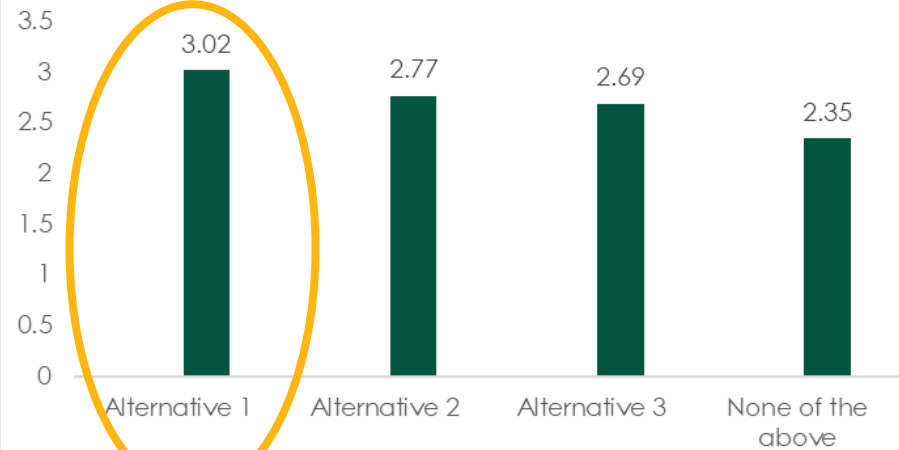
North District

NORTH DISTRICT

■ Rank 1 ■ Rank 2 ■ Rank 3 ■ Rank 4



NORTH DISTRICT - AVERAGE SCORE SUMMARY

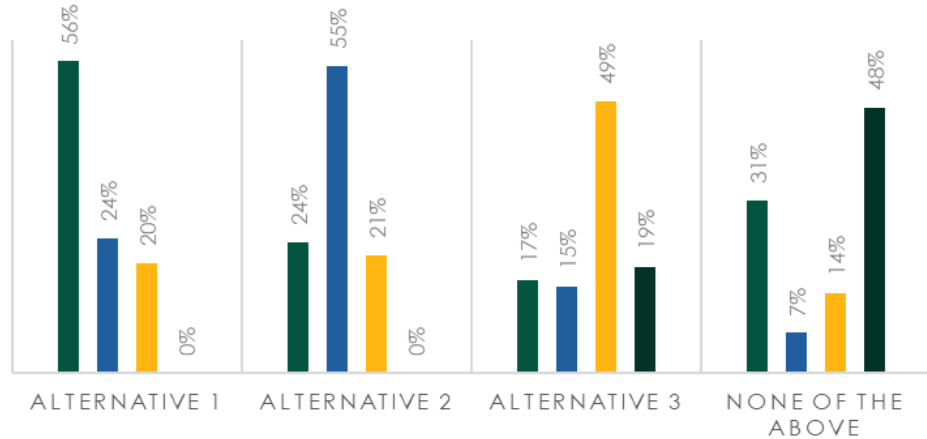


Online Survey Results

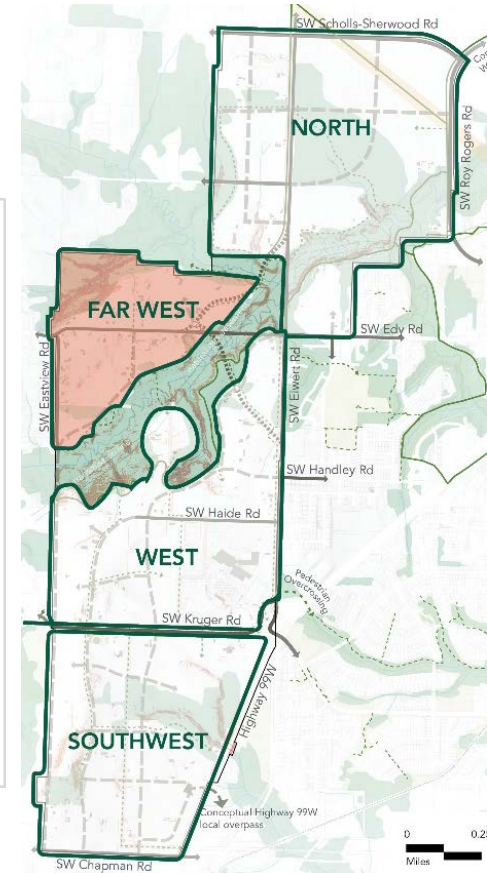
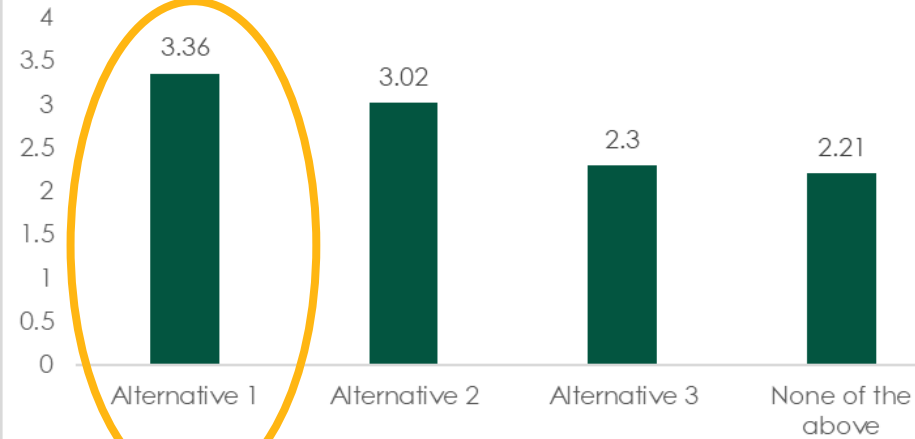
Far West District

FAR WEST DISTRICT

■ Rank 1 ■ Rank 2 ■ Rank 3 ■ Rank 4



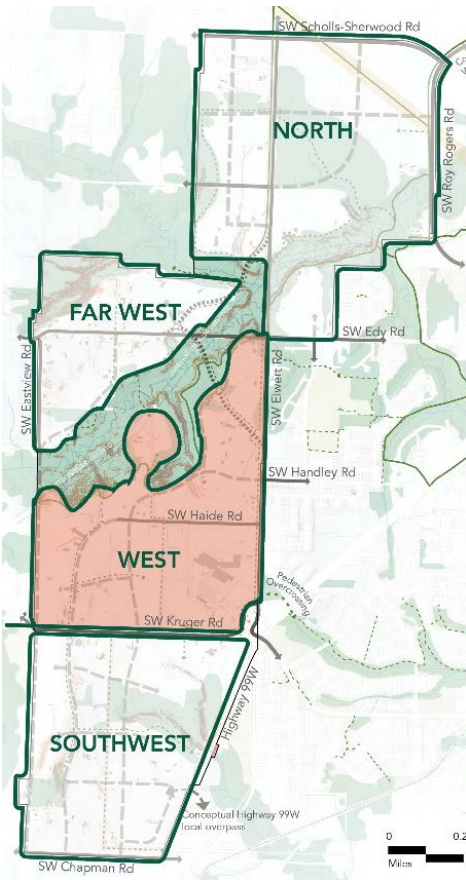
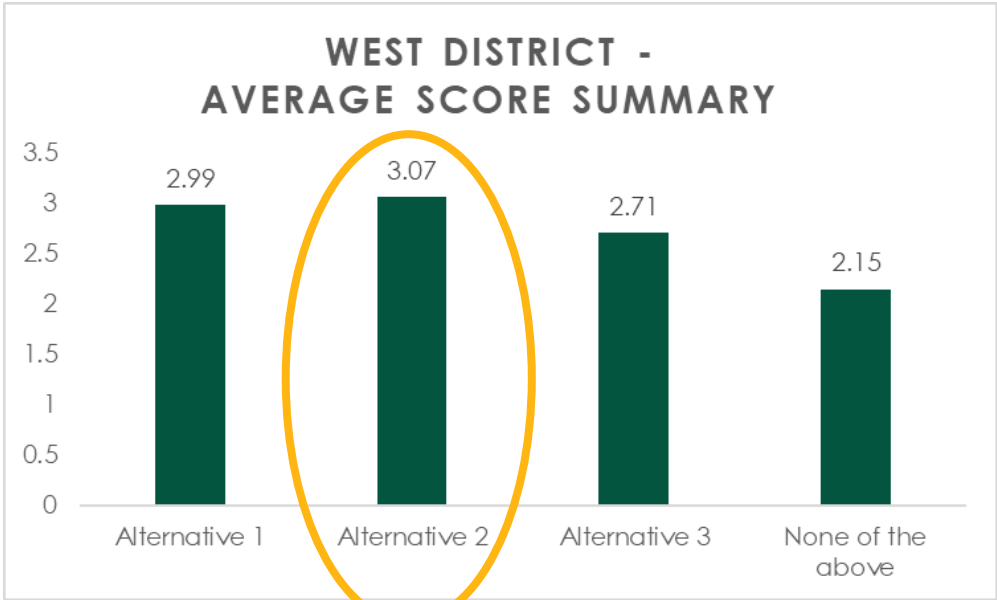
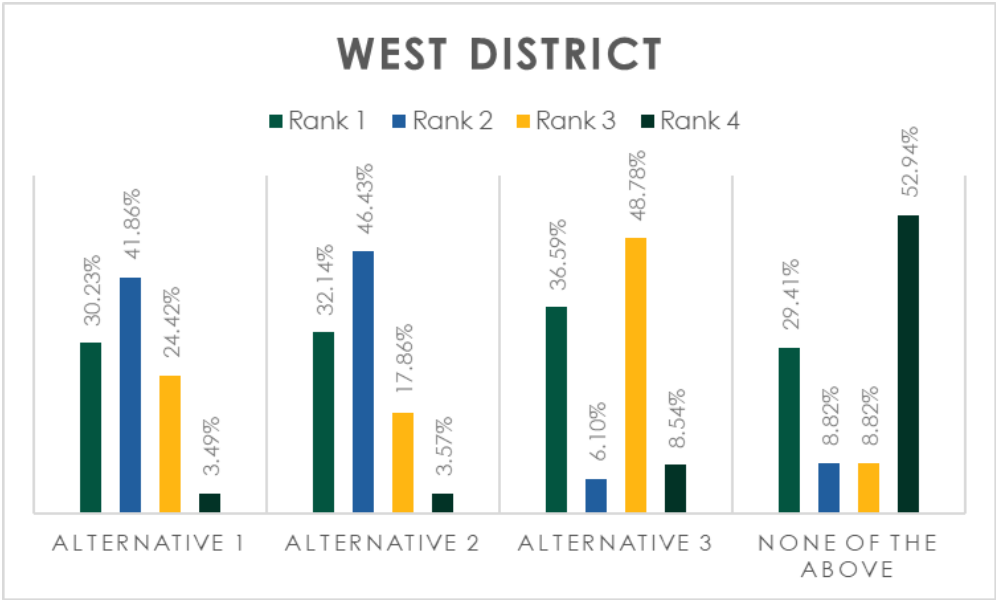
FAR WEST DISTRICT - AVERAGE SCORE SUMMARY



Online Survey Results



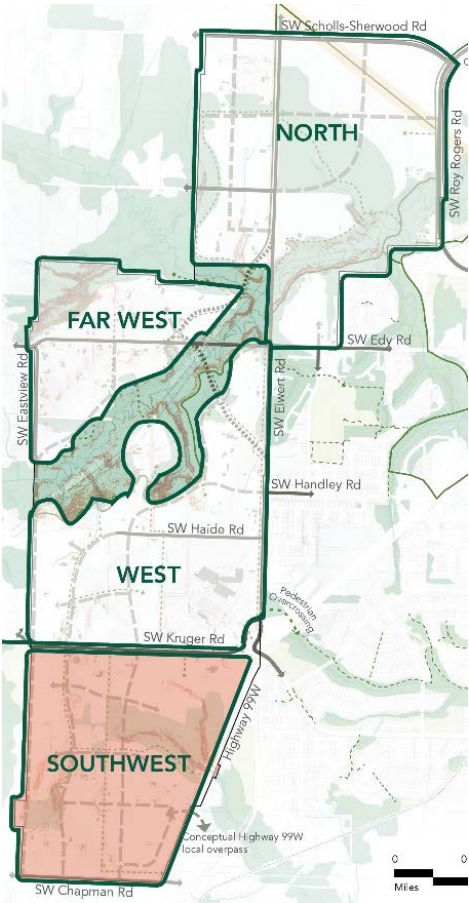
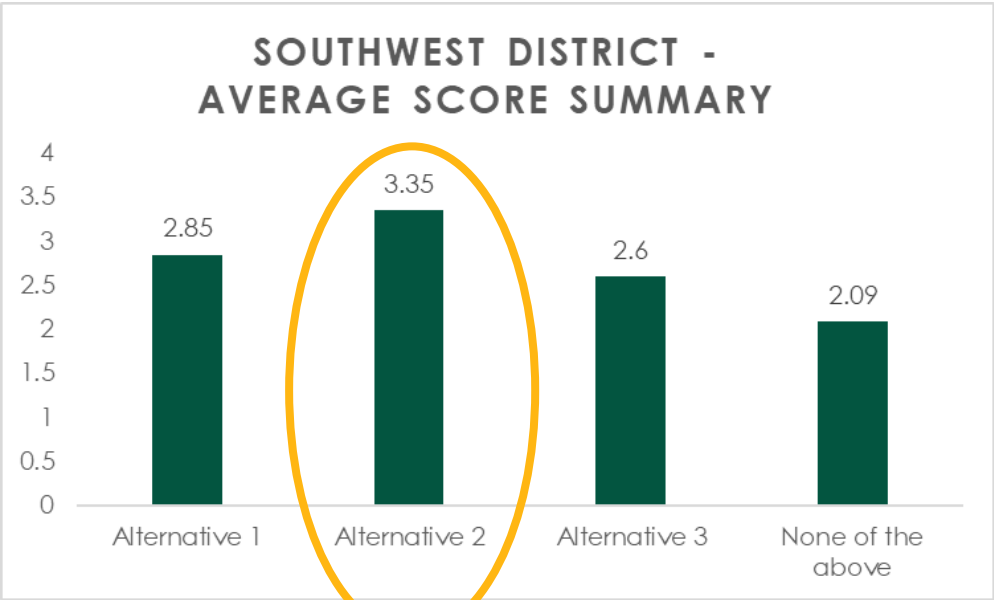
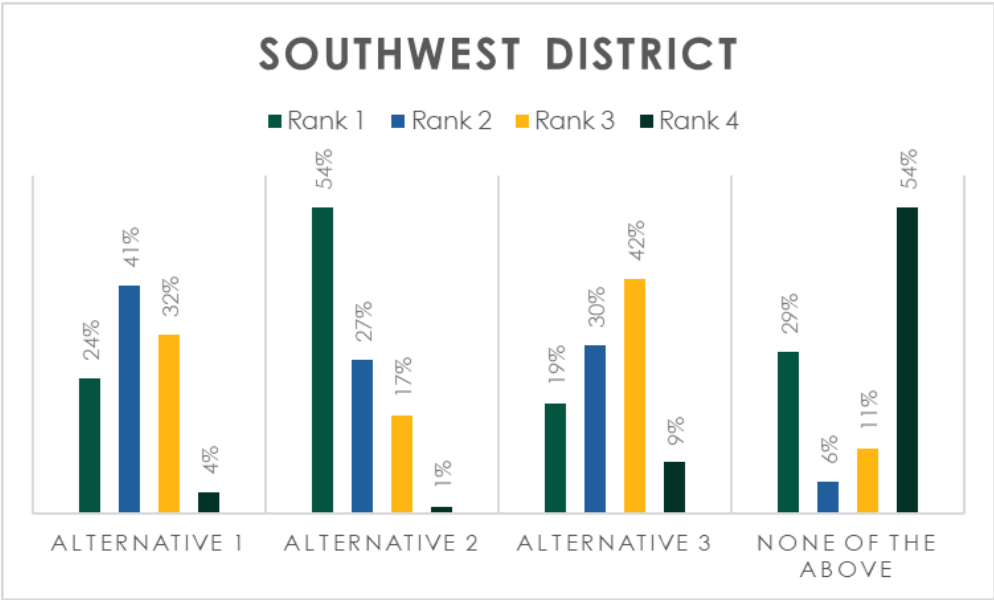
West District



Online Survey Results



Southeast District



Developer Tour Summary

Developer Tour

- Tour on October 24
- Three developers, one broker, plus staff and consultants
- Commercial and industrial represented
- Stops:
 - Scholls and Roy Rogers: industrial focus
 - SW Kruger Rd.: Mixed-use, hospitality focus

Developer Tour – Takeaways

Industrial

- E-I zone is good!
- Do not expect office users
- Do not expect big distribution centers
- Smaller multitenant industrial
- Severe shortage of industrial land
- Immediate absorption
- Supporting retail might need work

Hospitality Zone

- Needs a destination
- Ideally work off of an existing winery
- Offsite tasting rooms becoming popular
- Structured parking unlikely

Developer Tour – Takeaways

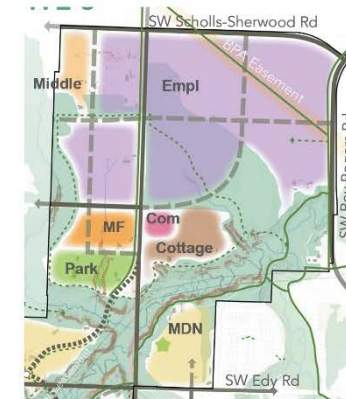
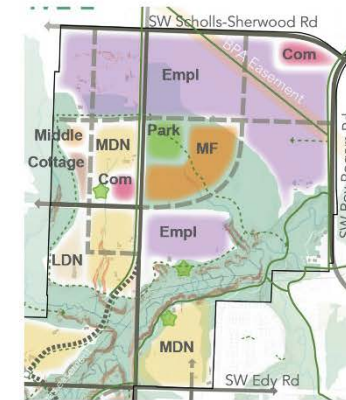
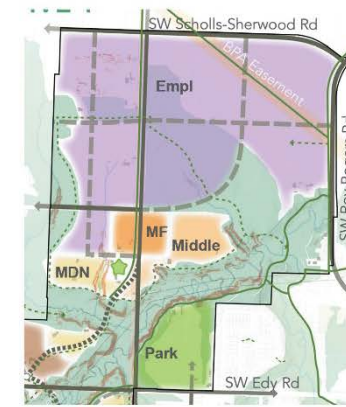
Infrastructure

- Roads with utilities are essential
- Sets the stage
- Do a wetlands inventory soon
- When sewer is extended to high school, development will follow

Implementation

- Infrastructure funding strategy
- Hard for developers to front-load infrastructure
- Urban renewal is a good tool
- Public facilities as catalyst
- Sherwood has a good reputation

Alternatives Evaluation



Alternative 1

CONCEPT PLAN ALTERNATIVE 1 THEMES

NORTH

- + Strongest employment focus
- + Mix of housing north of Chicken Creek
- + Edy Rd park

FAR WEST

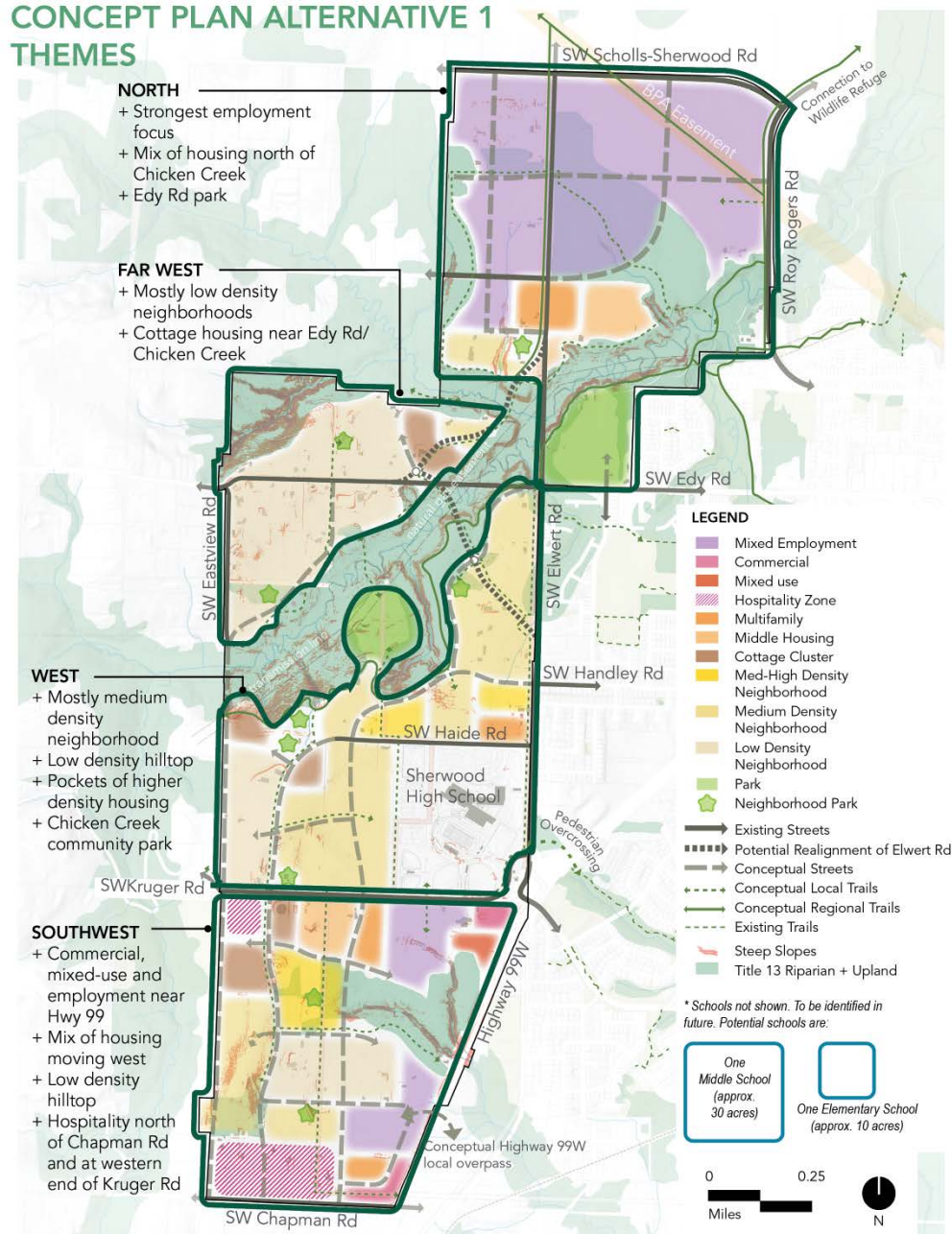
- + Mostly low density neighborhoods
- + Cottage housing near Edy Rd/Chicken Creek

WEST

- + Mostly medium density neighborhood
- + Low density hilltop
- + Pockets of higher density housing
- + Chicken Creek community park

SOUTHWEST

- + Commercial, mixed-use and employment near Hwy 99
- + Mix of housing moving west
- + Low density hilltop
- + Hospitality north of Chapman Rd and at western end of Kruger Rd



Alternative 2

CONCEPT PLAN ALTERNATIVE 2 THEMES

NORTH

- + Employment focus to north
- + Mix of housing types
- + Mid-size park on Elwert Rd
- + Small commercial nodes on Elwert Rd and Scholls-Sherwood at Roy Rogers Rd

FAR WEST

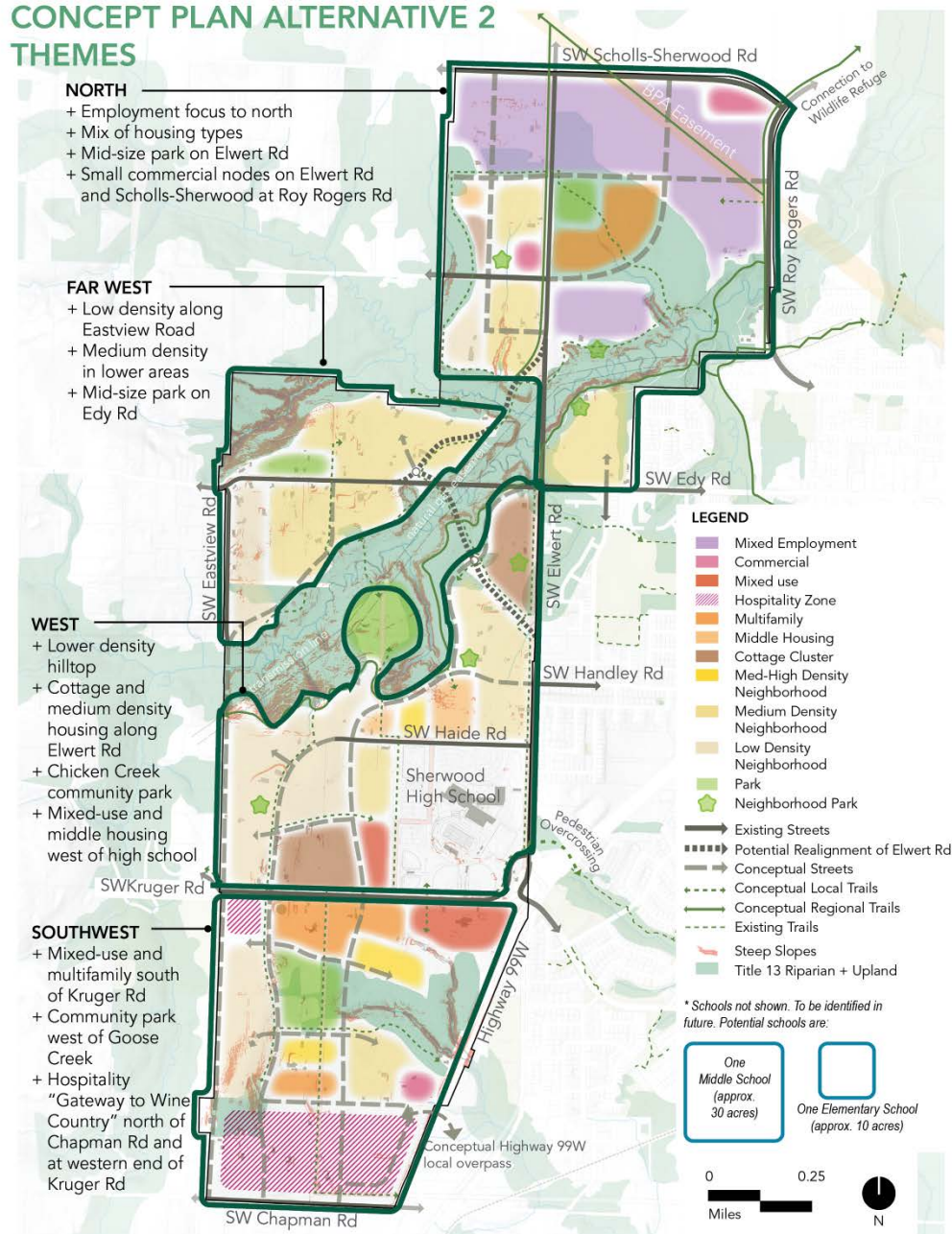
- + Low density along Eastview Road
- + Medium density in lower areas
- + Mid-size park on Edy Rd

WEST

- + Lower density hilltop
- + Cottage and medium density housing along Elwert Rd
- + Chicken Creek community park
- + Mixed-use and middle housing west of high school

SOUTHWEST

- + Mixed-use and multifamily south of Kruger Rd
- + Community park west of Goose Creek
- + Hospitality "Gateway to Wine Country" north of Chapman Rd and at western end of Kruger Rd



Alternative 3

CONCEPT PLAN ALTERNATIVE 3 THEMES

NORTH

- + Employment focus
- + Housing and commercial node
- + Community park north of Chicken Creek

FAR WEST

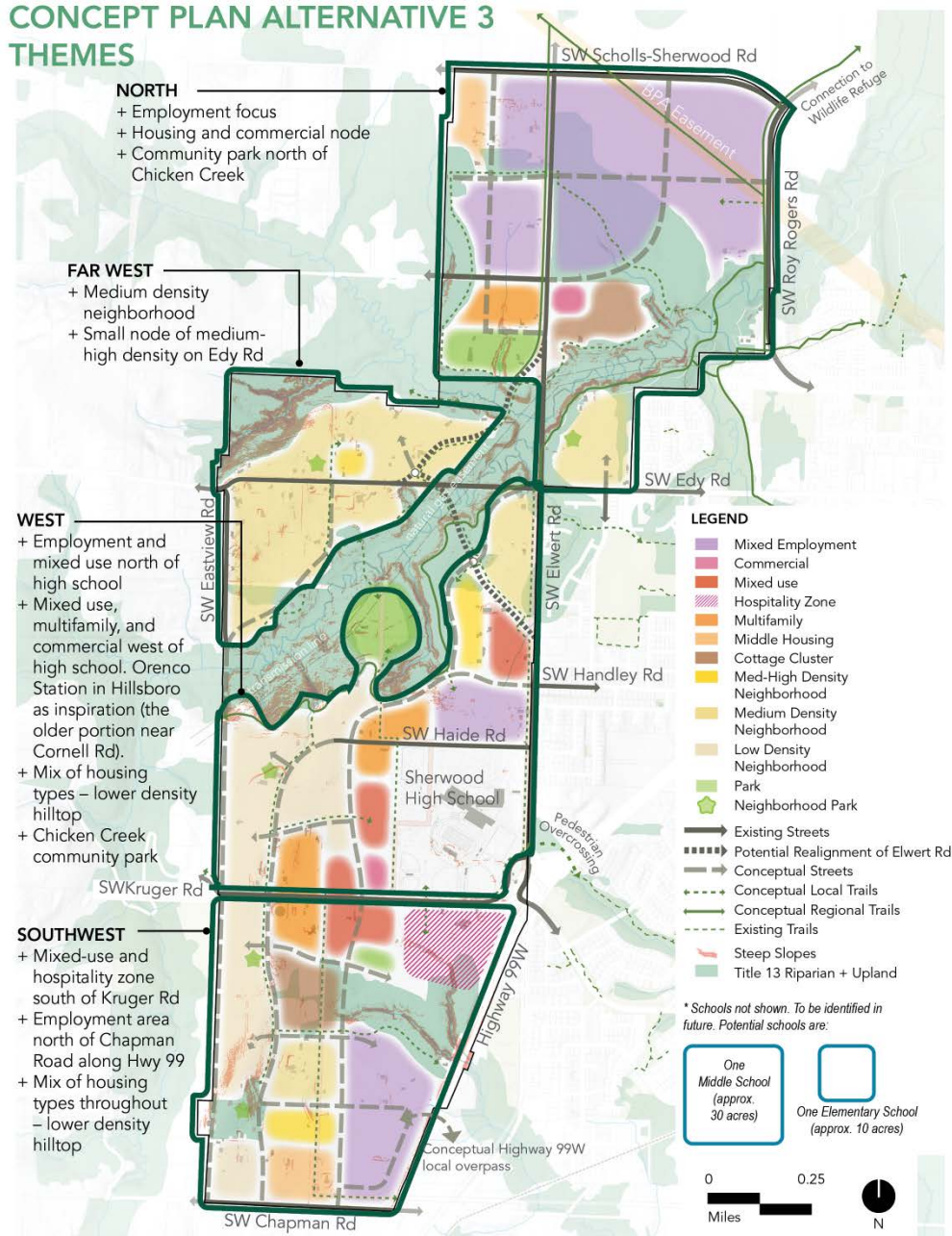
- + Medium density neighborhood
- + Small node of medium-high density on Edy Rd

WEST

- + Employment and mixed use north of high school
- + Mixed use, multifamily, and commercial west of high school. Orenco Station in Hillsboro as inspiration (the older portion near Cornell Rd).
- + Mix of housing types – lower density hilltop
- + Chicken Creek community park

SOUTHWEST

- + Mixed-use and hospitality zone south of Kruger Rd
- + Employment area north of Chapman Road along Hwy 99
- + Mix of housing types throughout – lower density hilltop



Housing Metrics Summary

Category	Percent of Residential Acres			Total Housing with 10% MH		
	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
Multi-Family	7%	13%	10%	585	1,066	776
Middle Housing Zone	6%	3%	6%	245	113	217
Cottage Zone	7%	10%	10%	421	524	505
Med/High Density Nbhd	9%	6%	6%	380	241	241
Medium + Low Density Nbhd	71%	68%	68%	2,099	1,900	1,900
TOTAL	100%	100%	100%	3,730	3,845	3,639

“difference makers”

Employment Metrics Summary

Category	Percent of Employment Acres			Total Jobs		
	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
Mixed Employment	66%	43%	65%	3,037	2,050	3,364
Commercial	4%	7%	3%	366	672	278
Mixed Use	2%	10%	10%	111	638	729
Hospitality	12%	24%	8%	469	938	334
Schools	16%	15%	14%	314	306	311
TOTAL	100%	100%	100%	4,297	4,602	5,017

“difference makers”

Qualitative Evaluation

Goal	Alternative 1	Alternative 2	Alternative 3
1. The area is designed as a 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.	●	◐	◐
2. The area attracts a variety of businesses and employment opportunities, which help satisfy the City’s need for an expanded tax base.	●	●	●
3. Transportation facilities serve to connect, rather than divide, neighborhoods.	TBD	TBD	TBD
4. Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	◐	●	◐
5. The area is served by a robust network of active transportation options that are integrated into Sherwood’s existing network.	●	●	●
6. Growth and development are well-planned and implementation of the area is pragmatic.	●	◐	●

Traffic Impact Analysis

Initial Findings

Issues that were considered

TIA Evaluation addressed the following issues:

- How the current alternatives compare with each other
- How the current land use concepts compare with previous planning
- Underlying street and trail networks
- Key impact findings so far

Current Land Use Alternatives

Land Use Type	Alt 1	Alt 2	Alt 3
Households	3,730	3,845	3,640
Jobs	5,243	4,602	5,018
Total Vehicle Trips (PM Peak Hour)	6,042	6,727	6,781

- Each alternative has similar total households and jobs across plan area
- Each alternative has a similar intensity of vehicle trips generated

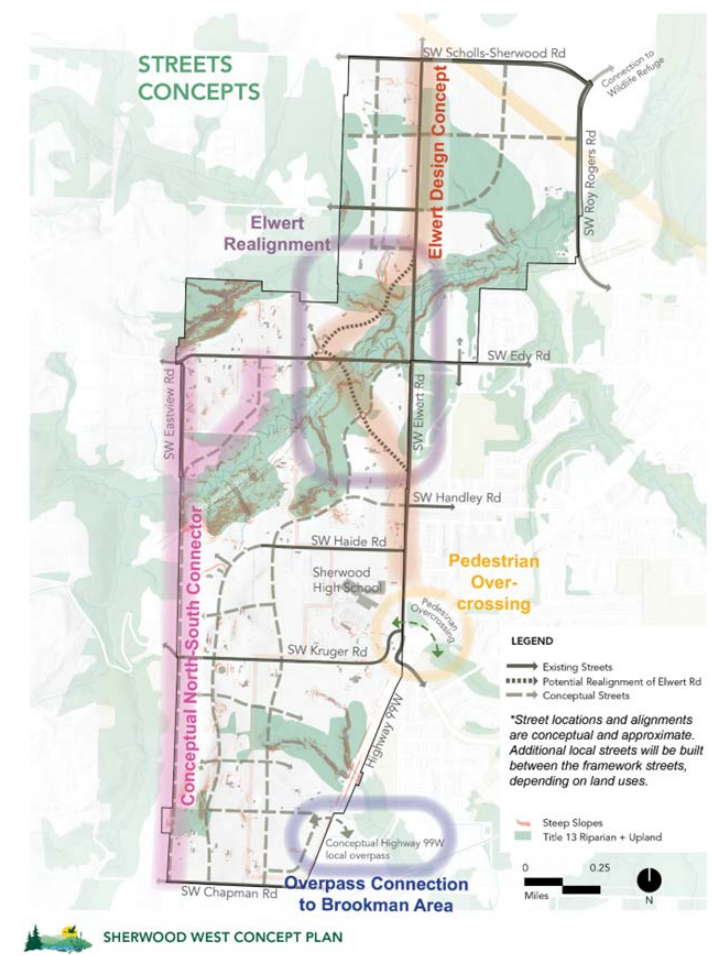
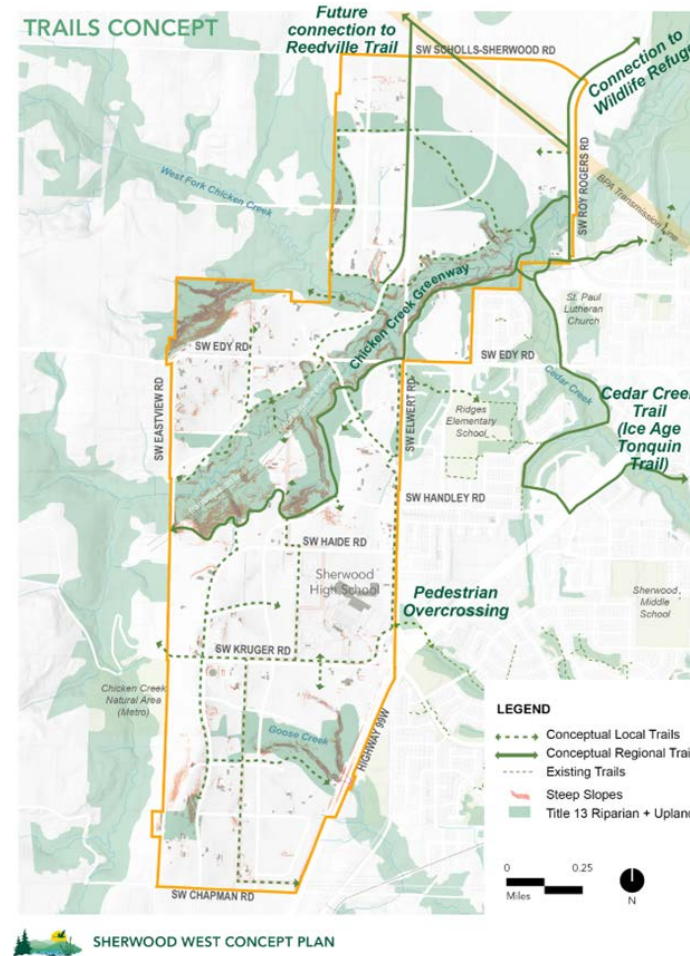
Current Land Use Alternatives vs. URTS

Land Use Type	Alt 1	Alt 2	Alt 3	URTS
Households	3,730	3,845	3,640	6,495
Jobs	5,243	4,602	5,018	544
Total Vehicle Trips (PM Peak Hour)	6,042	6,727	6,781	6,469

- All alternatives have about the same level of vehicle travel demand as the previous Urban Reserve Transportation Study (URTS) for this area
- Washington County led URTS to understand system needs to support possible future urban growth area expansion

Plan Area Street and Trails Networks

- All facilities to be current city multimodal street and trails
- Major roadways will have one travel lane in each direction with center turn lanes
 - Scholls-Sherwood Road
 - Elwert Road
 - Edy Road
 - Kruger Road
- Local streets will be one lane in each direction
- Pedestrian overcrossing near OR 99W at Sunset is planned
- Overcrossing to OR 99W north of Brookman-Chapman Road is proposed for the southern area



Future Travel Conditions within Study Area

- Forecasted traffic volumes within the Sherwood West planning area are similar to those shown during URTS and previous preliminary concept plan
- Major roadways such as Elwert Road, Kruger Road, and Edy Road can adequately serve traffic, with planned urban upgrades (three lane cross-sections).
- Key intersections on Elwert Road will require upgrades:
 - Elwert Road/Edy Road (2 locations)
 - Elwert Road/Scholls-Sherwood Road
 - Either roundabouts or traffic signals
 - Budget about \$2 to 3 million per location
- As development occurs, other intersections will be reviewed such as Elwert/Handley and Elwert/Haide for possible safety upgrades

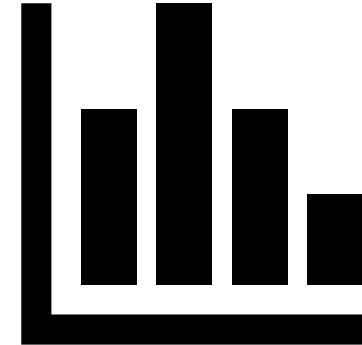
North-South Connector Road

- The conceptual north-south connector roadway between Edy Road and Chapman Road provides a parallel route to Elwert Road.
- The alignment lies at the edge of the urban development area.
- The expected vehicle volumes are between 1,500 and 4,000 vehicles per day, carrying primarily local traffic.
- Local road users will benefit from having options for north-south travel, especially for walking and bicycling trips.
- Regional travelers generally will remain on Elwert Road for a quicker trip during most times of day.

Mentimeter Activity

Go to www.menti.com

Use the code **6395 0791**
(no space)



Discussion – Selecting a Preferred Alternative

- Is there anything that should be incorporated from another alternative?
- Any other refinements to the preferred alternative?

Next Steps

- Prepare the Preferred Alternative (maps and description)
- Infrastructure funding strategy
- TAC/CAC #12