



SHERWOOD WEST CONCEPT PLAN

AGENDA

Community Advisory Committee Meeting #11

DATE: November 17, 2022

TIME: 5:30 – 8:00 PM *Please note the extended time for this meeting*

LOCATION: **In person: Sherwood City Hall, Council Chambers, 22560 SW Pine**

Citizen comments and public testimony may be provided in person, in writing or by telephone. Written comments must be submitted at least 24 hours in advance of the scheduled meeting start time by email to planning@sherwoodoregon.gov and must clearly state that it is intended as a general Citizen Comment for this meeting. To provide comment by phone during the live meeting, email or call (planning@sherwoodoregon.gov / 503-925-2308) at least 24 hours in advance of the meeting start time in order to receive dial-in instructions. Per Council Rules Ch. 2 Section (V)(D)(5), Citizen Comments, "Speakers shall identify themselves by their name and by their city of residence." Anonymous comments will not be accepted into the meeting record. If you require ADA accommodations, please contact the Planning Department at 503-925-2308 or email planning@sherwoodoregon.gov at least 48 hours in advance of the scheduled meeting time.

Meeting Purpose

- Review results of the open house, online survey, developer tour, alternatives evaluation, and traffic impact analysis.
- Interactive exercise and discussion to guide the preparation of a preferred alternative. The Committee will use an interactive online polling tool to indicate their choices for preferred land use alternative(s) and key transportation options, followed by discussion of needed revisions and refinements.

Agenda

5:30 PM	1. Welcome	Erika Palmer, City of Sherwood
5:35 PM	2. Public Comment	Erika Palmer
5:45 PM	3. Open House and Survey Results <i>Following a brief presentation, discuss the results of the open house and online survey (see packet). The team and Committee members in attendance can also share frequently asked questions and what they heard in discussion.</i>	Erika Palmer and Project Team
6:00 PM	4. Developer Tour Summary <i>Report on what we heard from local development and brokerage stakeholders about employment opportunities in Sherwood West from a driving tour of the area.</i>	Chris Zahas, Leland Consulting

6:20 PM	5. Alternatives Evaluation <i>Refer to the memo in the packet, which includes updated housing and jobs metrics, and provides a qualitative assessment of alternatives based on the project evaluation criteria. A brief presentation will be given.</i>	Joe Dills and Kate Rogers, MIG APG
6:40 PM	6. Traffic Analysis <i>Present and discuss the results of the Traffic Impact Analysis. (This material was not yet ready at the time of packet distribution.)</i>	Carl Springer, DKS
7:10 PM	7. CAC Input and Discussion of Alternatives <i>*Please bring your mobile phone for this exercise*</i> <i>We will use an online polling tool called Mentimeter to get Committee input on preferred alternatives for each district and on key transportation options. Then we will discuss needed refinements to the preferred alternative(s).</i>	Project Team, Committee
8:00 PM	8. Summarize Next Steps and Adjourn	Joe Dills, MIG APG

Packet Contents:

1. CAC 10 Meeting Minutes
2. Open House and Survey Summary
3. Developer Tour Notes
4. Alternatives Evaluation Memo
5. North-South Connector Analysis
6. Attachments - Open House and Survey Summary



SHERWOOD WEST CONCEPT PLAN

MEETING MINUTES

Community Advisory Committee (CAC)

DATE: September 21, 2022 – Meeting #10

TIME: 5:30 PM to 7:30 PM

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

CAC Members Present: Rodney Lyster, Jim Rose, Councilor Tim Rosener, Emily Campbell, Brian Dorsey, Councilor Doug Scott, Jean Simson, Mike Black, John Clifford, Brian Fairbanks, and Dave Grant.

Consultants and Sherwood Staff Present: Joe Dills MIG/APG, Kate Rogers with MIG/AGP, Erika Palmer, Planning Manager, and Joy Chang, Senior Planner.

Agenda Item

1. Welcome and Introductions

Approve meeting summary from CAC #9.

2. Public Comment

The Committee received public testimony via email from: Pete LaRocca, Diann Matthews, and Jack Kearney (see record, Exhibit A). She stated the comments have all been forwarded to the CAC members prior to the meeting.

Brian Fields came forward on behalf of the Eastview Road Association. He stated that the Association does not support the North-South Connector. He requested cost estimates and said there needs to be a realistic representation of a connector.

Al Jenk, came forward representing Venture Properties and Stone Bridge Homes. He said they have been developing in Sherwood for the past 12 years. He said they began to reach out to Sherwood West owners in 2015. He commented on 94 acres and asked if they would be considered for residential development. He referred to affordability and suggested bringing in residential development first.

3. Report Out on Recent Engagement

Planning Manager Erika Palmer reported on engagement activities which include attending Music on the Green and the Cedar Creek Trail opening. She commented on the July 21 scheduled meeting that included an informal discussion with the public that attended. She commented on the issues the public is interested in.

4. North-South Connector

Kennedy Hawkins said he met with the Eastview Neighborhood Association and listened to their concerns and said they don't feel heard. He noted buy in is important and residents need to be heard.

Mr. Dills asked what the consulting team should work on at this point. The CAC agreed that additional information on the North-South Connector is needed. The traffic study needs to make sure that it is looking far enough out, such as 30-40 years, to accommodate traffic. The consulting team needs to look at both regional and local needs for this connector road. The committee asked how the County fits in with a North-South Connector. The committee also requested an alternative to the North-South Connector.

5. Presentation of Scenario Maps, Themes, and Metrics

Schools

The CAC suggested removing the school location on the map and fill it in with residential. On the side of the map, place scale squares for the amount of school acreages needed. In the text, describe that the two schools are necessary in the planning area but later (10+ years away) and will be x and x acres in size, and the squares depict the actual acreage/site size.

Parks

Show community parks. Neighborhood parks shown as stars are okay.

Trails

Show trails in dotted green lines

Hospitality Zone

Needs to be its own color designation

Housing

The housing photos that have been used show the intent of the city's residential design standards should be used. Map #3 shows mixed use near the high school. The description would be like Orenco near Cornell supported near the high school?

Employment

When describing employment opportunities, focus on increasing family wage jobs. Advanced manufacturing – semiconductors (computer chip manufacturing), electronic equipment, machinery manufacturing for aerospace, aviation, medical devices, clean tech (scientific and technical research and design), engineering services, software and media (software development, data processing, computer system design, etc.)

SHERWOOD WEST CONCEPT PLAN

For Community Open House

Include Knowable Base map

- Include existing roads and key intersections, high school, and YMCA.

Questions for Community

- Rank maps in order of preference
- What do you like
- What do you not like
- What would you change
- Ask the community about the regional connector. Is this of value?

Include Timeline for Sherwood West and a description of when the Council would be deciding to ask for a UGB expansion and when Metro makes a final decision. Council will address the issue in 2023 and make a request to Metro in 2024.

- Sherwood staff has timelines we can share.

Land Use Concept 1 Map Changes

Keep the land use base zones, elementary school make residential, move hospitality zone to the west as shown in sharpie below.

8. Summarize Next Steps and Adjourn

Meeting Adjourned at 8:42 pm.



SHERWOOD WEST CONCEPT PLAN

OPEN HOUSE #2 SUMMARY

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
 FROM: Sherwood West Project Team
 DATE: November 10, 2022

Introduction

This memorandum provides a summary of the results from the Sherwood West Concept Plan Open House #2, which included both in-person and online participation options.

Open House

The in-person open house took place at Ridges Elementary School on October 20, 2022, from 5:30-7:30 PM. The open house was advertised through a mailed postcard to all Sherwood West property owners, the project's interested parties email list, all City boards and commissions email lists, the City's utility email billing list, the City's social media accounts (Facebook, Twitter, and Nextdoor), and a printed flyer and the City's reader board. A total of 60 people signed in at the event, and an additional 20 to 30 people attended without signing in.

The open house provided an opportunity for attendees to review presentation boards and other information and ask questions of the project team. The presentation boards provided the following information:

- **Background and Overview** – Project purpose, vision/goals, and timeline.
- **Plan Concepts** – These boards summarized concepts related to trails, the Chicken Creek Greenway, Elwert Road design, housing choices, and mixed employment areas.
- **Land Use Alternatives** – These boards provided information about three alternative ways that land uses could be arranged in Sherwood West. The alternatives were presented and compared by subdistrict—North, Far West, West, and Southwest.
- **Transportation Concepts** – These boards provided a map and information about several key transportation improvements that are being studied through the Concept Plan Re-Look process.

Copies of the Land Use Alternatives posters were also placed on tables and attendees were encouraged to rank the alternatives in order of preference by placing dot stickers (labeled 1, 2, and 3). Participants could also write comments on the posters. See Attachment A for a summary and photos of the results of this exercise. Conclusions from the results of this activity are as follows:

- North District – Alternatives 1 and 2 are tied for most 1st choice votes; however Alternative 1 has more 2nd choice votes.
- Far West District – Alternative 1 has most support.

- West District – Alternative 1 has most support.
- Southwest District – Alternative 2 has most support.

In addition, hard copy questionnaires provided another opportunity to weigh in on the land use alternatives and transportation concepts. The questionnaire asked the same questions as in the online survey (see below). Four questionnaires were submitted—see Attachment B.

Online Open House / Survey

An Online Open House provided similar information as was presented at the in-person open house—it is still available online at this link: <https://arcg.is/044vDW>. Because of the breadth of information covered in the open house, participants were invited to select and explore any topics that interested them from a menu of pages. The open house also included a link to an online survey, which was available from October 20 through November 3, 2022. A link to the Online Open House was posted to the project website and promoted through the same digital outlets as the in-person open house. The survey received a total of 104 responses.

The main purpose of the survey was to solicit input on the three land use alternatives. The survey presented information about each alternative and, for each district, asked respondents to rank them in order of preference (or to select “none of the above”). For each district, respondents were also asked:

- What do you like in the alternatives?
- What do you not like in the alternatives, or what would you change?
- If you selected “None of the above”, please tell us why and what you think the long term plan should be for this area.

The survey then presented a “Bonus Topic” of Key Transportation Improvements Under Study--similar to what was presented at the in-person open house. The five potential transportation improvements include:

- Elwert Design Concept
- Elwert Realignment
- Overpass Connection to Brookman Area
- Pedestrian Overcrossing
- Conceptual North-South Connector

For each improvement concept, the survey asked if respondents had any comments or questions.

Lastly, the survey asked a set of demographic questions to get a sense of who took the survey.

Survey Results – Land Use Alternatives

Below are the results from respondents' ranking of land use alternatives for each district. The first, more detailed, chart indicates what percentage of respondents ranked each alternative as Rank 1, 2, 3, or 4. The second chart indicates a weighted average score for each selection—these charts give a sense of which alternatives were generally favored over others.

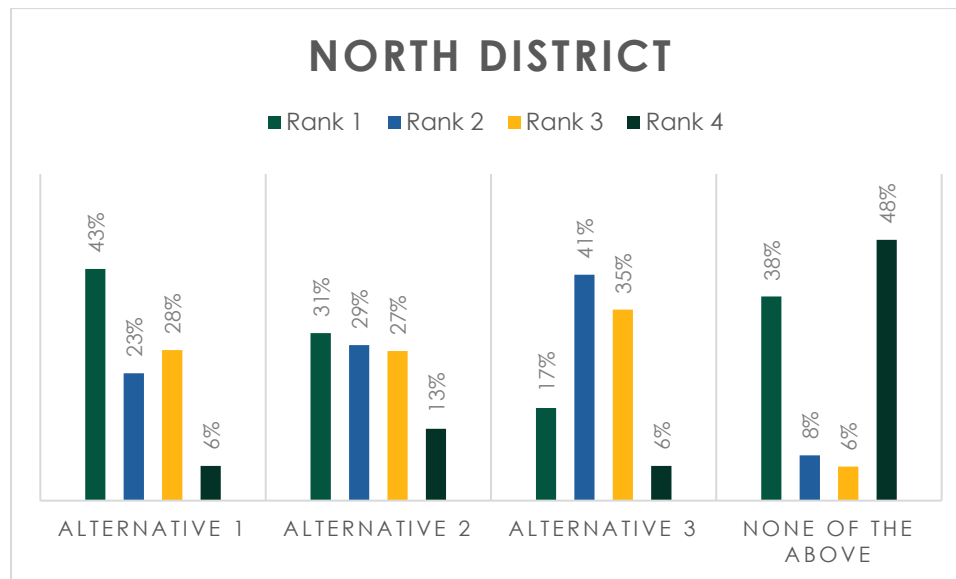
Following each chart is a summary of the key themes from the written responses (what did you like/not like, etc.). A full survey report with all individual written responses is included as Attachment C.

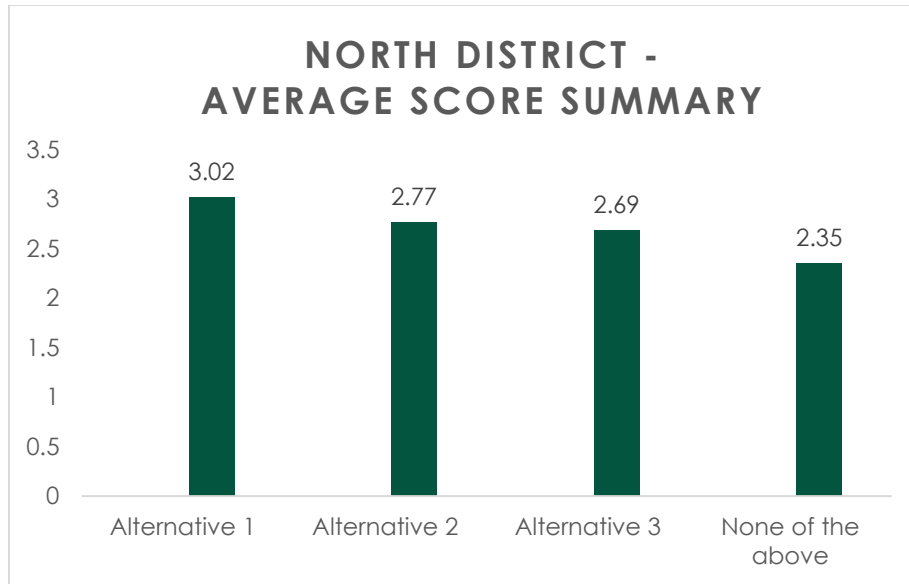
[NOTE: This is not a scientific survey. The online open house was intended as an additional way for people to get information and participate, but it does not reflect a representative sample of Sherwood resident's opinions about Sherwood West.]

NORTH DISTRICT

If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

[102 answered; 2 skipped]





Themes from Written Responses:

Likes:

- Parks
 - Some specifically mentioned parks at Edy Rd
 - Greenspace around Chicken Creek
 - Parks near multi-family
- Employment focus
 - Jobs compatible to Sherwood for people to live and work in community
 - Employment on the edge near transportation corridors (Scholls Sherwood/Roy Rogers)
- Housing
 - Medium density housing/multi-family near employment
 - Keeping employment buffered from housing
 - Good balance of housing and employment/commercial uses
 - Some specifically mentioned Alternative 2 best mix of uses
 - Cottage clusters near Chicken Creek

Changes:

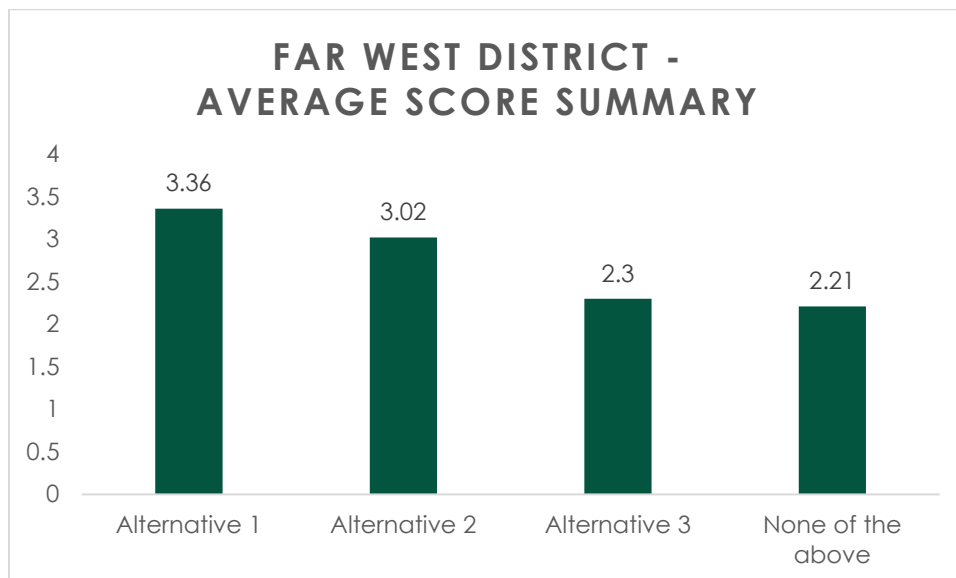
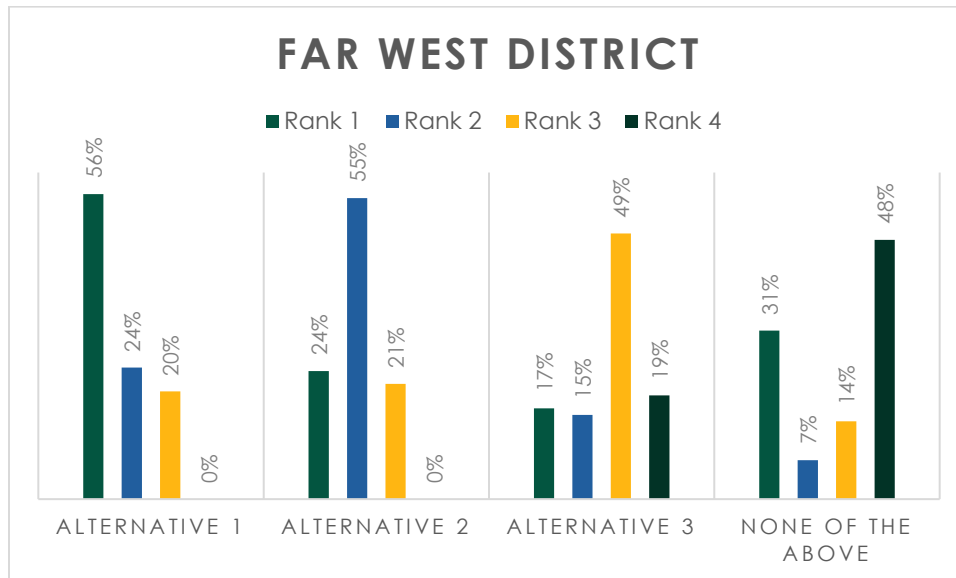
- Area too focused on employment
- Employment near Chicken Creek
- Medium density housing near Edy/Elwert intersection – The amount of traffic existing on Edy/Elwert
- Place housing east of Elwert on Edy near existing subdivisions (Oregon Trail, Mandel Farms)
- Hybrid of Alternative 1 and 2
- Traffic congestion on roadways with new development

SHERWOOD WEST CONCEPT PLAN

FAR WEST DISTRICT

If the City were to choose to grow into the Far West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Far West District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

[98 answered; 6 skipped]



Themes from Written Responses:

Likes:

- Parks
 - Balance of open space and housing

SHERWOOD WEST CONCEPT PLAN

- Access and protection of the Chicken Creek Corridor
- Parks in neighborhoods and access to trails
- Housing
 - Low and Medium density housing
 - Cottage cluster housing

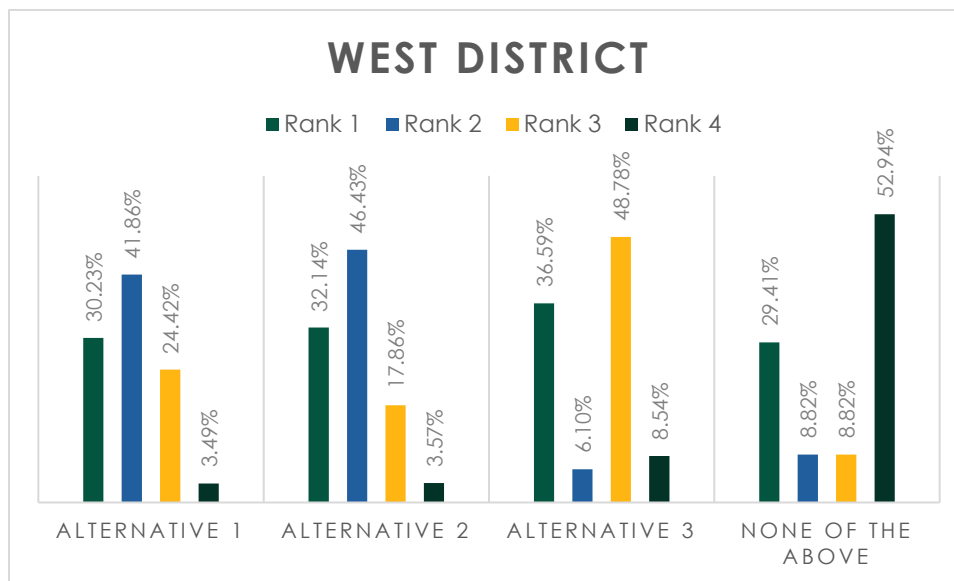
Changes:

- Lesser density housing in areas of steeper slopes
- Impacts to existing Eastview neighborhood – proposed road connection
- Intersection at Edy/Elwert is dangerous
- Traffic impacts in the area with additional housing

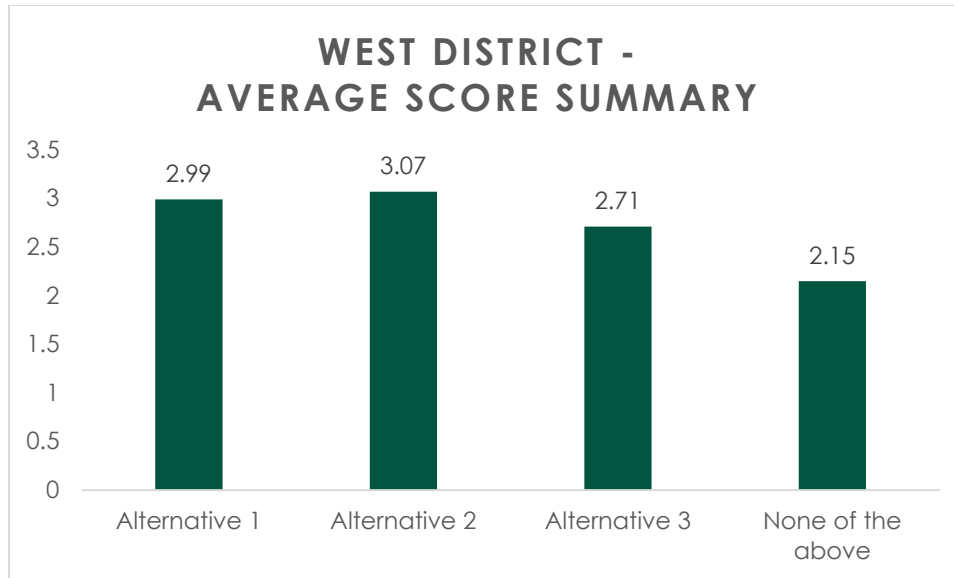
WEST DISTRICT

If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

[94 answered; 10 skipped]



SHERWOOD WEST CONCEPT PLAN

**Themes from Written Responses:****Likes:**

- Parks
 - Large park and trails
 - Access to Chicken Creek Corridor
- Housing
 - Housing near high school – kids can walk to walk/bike to activities
 - Higher density and mix of housing and uses near the high school
 - Cottage Cluster housing
- Mixed Use
 - Mix of uses near high school
 - Smaller commercial/retail uses and eateries
 - A neighborhood anchor development –inspiration Orenco type of concept

Changes:

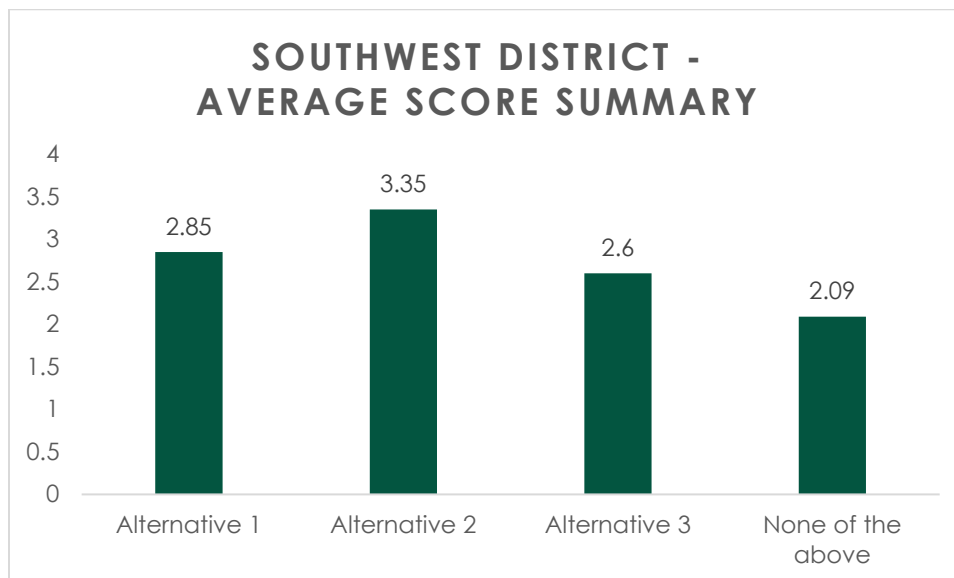
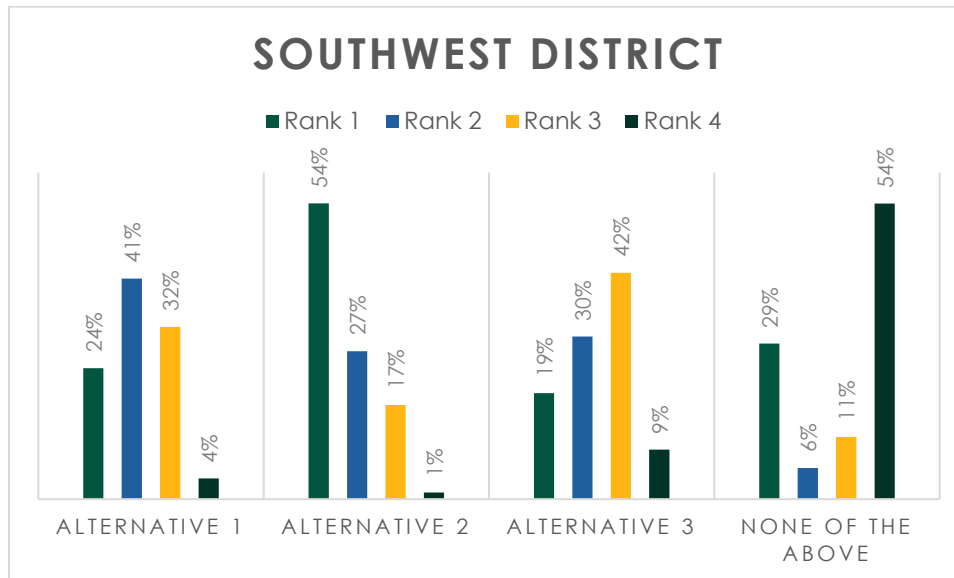
- Increase of traffic
- Edy/Elwert intersection is dangerous
- Extension of Eastview Rd is not practical
- Cottage cluster housing near high school – less likely to have children going to school
- Relocation of Elwert
- Too much high density and cottage cluster housing
- More employment commercial will impact traffic

SHERWOOD WEST CONCEPT PLAN

SOUTHWEST DISTRICT

If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

[91 answered; 13 skipped]



Themes from Written Responses:

Likes:

- Park
 - Some specifically liked the large park in Alternative 2

- Mixed Uses
- Hospitality uses and commercial along Highway 99W
 - Some specifically called out hospitality and employment areas in Alternative 1 and 2
 - Some specifically called out Alternative 3 that clusters uses together (e.g. employment and housing)
 - Additional restaurants, possible new grocery store
- Gateway to wine country theme

Changes:

- Roads to accommodate additional traffic impacts
- More employment near Highway 99W
- What is hospitality area (unclear)
- More parks and trails in this area

Survey Results – Transportation Improvements

Below is a summary of key themes from the written responses for each potential transportation improvement.

Do you have any questions or comments about the Elwert Design concept?

- Likes – buffered sidewalks, median plantings and street trees, similar to Sunset

Do you have any questions or comments about the Elwert Realignment concept?

- Maintain existing Elwert alignment but look for ways to slow it down and create neighborhood feel
- What is the cost of improving Elwert with two crossings over Chicken Creek?
- Traffic circles will not improve traffic flow
- The realignment of Elwert will increase safety, slow down traffic
- Lower the speed on Elwert to 25 mph
- Roads should be built prior to development

Do you have any questions or comments about the Overpass Connection to the Brookman Area?

- If the overpass connects to existing arterial (Elwert) it would be reasonable. It should not connect to proposed n/s connector road.
- Why would you need an overpass if intersection of Chapman/Brookman is signalized?
- Seems expensive
- Work with ODOT to reclassify Highway 99W in Sherwood; 35 mph within Sherwood City Limits
- Why does the overpass not connect Chapman/Brookman intersections?

Do you have any questions or comments about the planned Pedestrian Overcrossing?

- Pedestrian overcrossing is needed
- Why was it not built with new high school?

- Seems unnecessary

Do you have any questions or comments about the conceptual North-South Connector?

- This road is not viable due to unsafe grades, environmental impacts and safety hazards
- What traffic would use this road?
- Elwert Road needs to be widened, focus on improving Elwert Road
- The second alignment, running parallel to Chicken Creek is better option, as it impacts less homes
- A new road will negatively impact Chicken Creek
- Keep studying this as a long-term option
- An expensive idea

Survey Respondent Demographics

See Attachment C for a summary of respondent demographics.

Sherwood West Re-Look

Developer Tour Notes

Date October 26, 2022
 To Erika Palmer, City of Sherwood
 From Chris Zahas, Leland Consulting Group
 CC Joe Dills, MIG

On October 24, 2022, the City of Sherwood hosted a driving tour of the Sherwood West Concept Plan area with invited guests from the development and brokerage community. The purpose was to gather insights about the area and the draft plan concepts from development practitioners and to provide implementation advice as the plan moves toward completion. The tour route included a loop through the main existing arterials in the study area with stops to discuss key opportunity areas such as the planned industrial zone at the north end and the mixed-use commercial area near the high school. Following the tour, the group met at Sherwood City Hall to debrief and discuss implications.

The tour included the following participants:

- Erika Palmer, Planning Manager, City of Sherwood
- Bruce Coleman, Economic Development Manager, City of Sherwood
- Joy Chang, Planner, City of Sherwood
- Chris Zahas, Managing Principal, Leland Consulting Group
- Stu Peterson, Broker, Macadam Forbes
- Eric Sporre, Vice President, PacTrust
- Kirk Olsen, Principal, Trammell Crow
- Matt Grady, Vice President, Gramor Development

Following is a summary of the key comments heard during the tour, organized into general themes.

Zoning and Land Use

- Sherwood's E-I zone is a good one. It's flexible and doesn't restrict by tenant use unlike some zones in neighboring cities. Avoid the types of use restrictions found in Tualatin's Basalt Creek industrial zone.
- Office development is unlikely in Sherwood West.
- The region is virtually out of industrial land today. New inventory is needed as soon as possible to accommodate job growth.
- Industrial development at the north end of Sherwood West could be developed as soon as the land is brought into the UGB and utilities are available.
- Likely industrial uses would be multi-tenant buildings in the 50,000-70,000 square foot range. Given the distance to I-5, it is not likely that large distribution facilities would consider this area, but there are plenty of smaller miscellaneous industrial users who would be attracted to it.
- Some support retail would make sense in this area, but zoning requirements that the retail be in direct support of the industrial use can be a challenge to work with. Typically, a developer would need a minimum of 35,000 square feet of retail to make a center viable.
- The hospitality zone needs a destination use to make it viable if it's not visible from or directly located in 99W.
- A wine-themed destination would best be built off of an existing working winery, although offsite tasting rooms are becoming popular.

- Sloped sites or sites at a higher grade than the adjacent street lend themselves better to housing than retail uses.
- Structured parking is necessary to get true commercial density and can be viable with parking rates at \$2 per hour.

Infrastructure

- Roads with utilities are critical to setting the stage for private development. Consider it backbone infrastructure that is a prerequisite to getting development underway.
- Get a wetlands inventory done soon so that potential issues are known early on.
- The high school is not yet on sewer, but when it is installed in 2025, that part of the study area will open up for development.

Implementation and Funding

- It is a challenge for developers to front load all infrastructure when they do not always get credit for it and/or they may not get reimbursed by future developers before they expire.
- A detailed infrastructure funding strategy is needed.
- Urban renewal can be a very good tool for funding infrastructure.
- Sherwood has a good brand image, and employers are attracted to the small-town image, good schools, and quality of life.
- Locating a public facility like city offices or a police or fire station in the study area could jumpstart development.



SHERWOOD WEST CONCEPT PLAN

ALTERNATIVES EVALUATION

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
FROM: Sherwood West Concept Plan Project Team
DATE: November 10, 2022

Introduction

This memorandum compares the three Concept Plan alternatives using the project goals and evaluation criteria. It is one part of five evaluation methods for the Concept Plan alternatives:

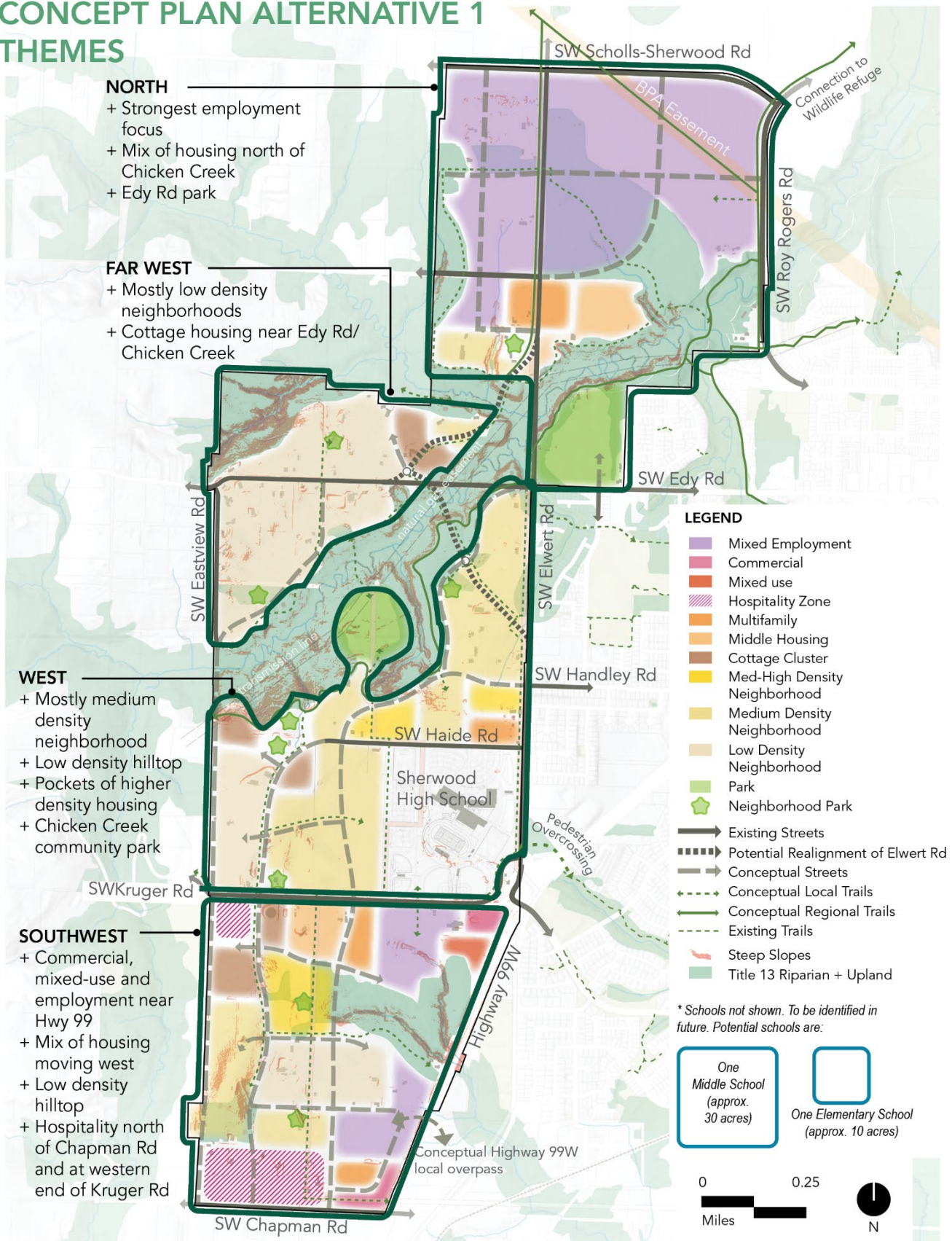
- Alternatives evaluation (this memo)
- Community feedback from Open House #2
- Community feedback from the online Open House #2
- Developer feedback from the Employment Opportunities tour and meeting
- Traffic impact analysis

Vision Statement

Sherwood West is a 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 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.

Concept Plan Alternatives (next pages)

CONCEPT PLAN ALTERNATIVE 1 THEMES



SHERWOOD WEST CONCEPT PLAN

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

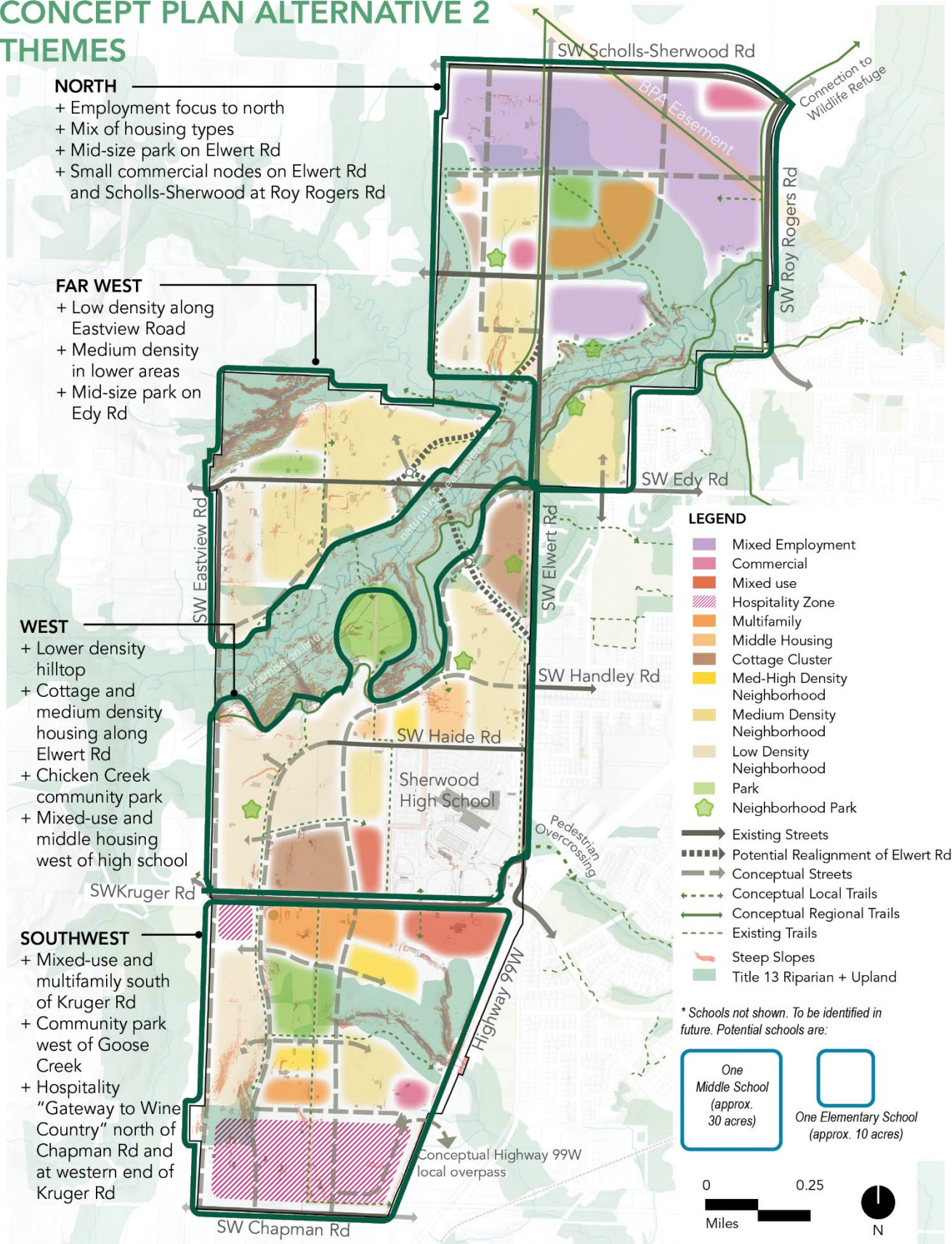
- + Low density along Eastview Road
- + Medium density in lower areas
- + Mid-size park on Edy Rd

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

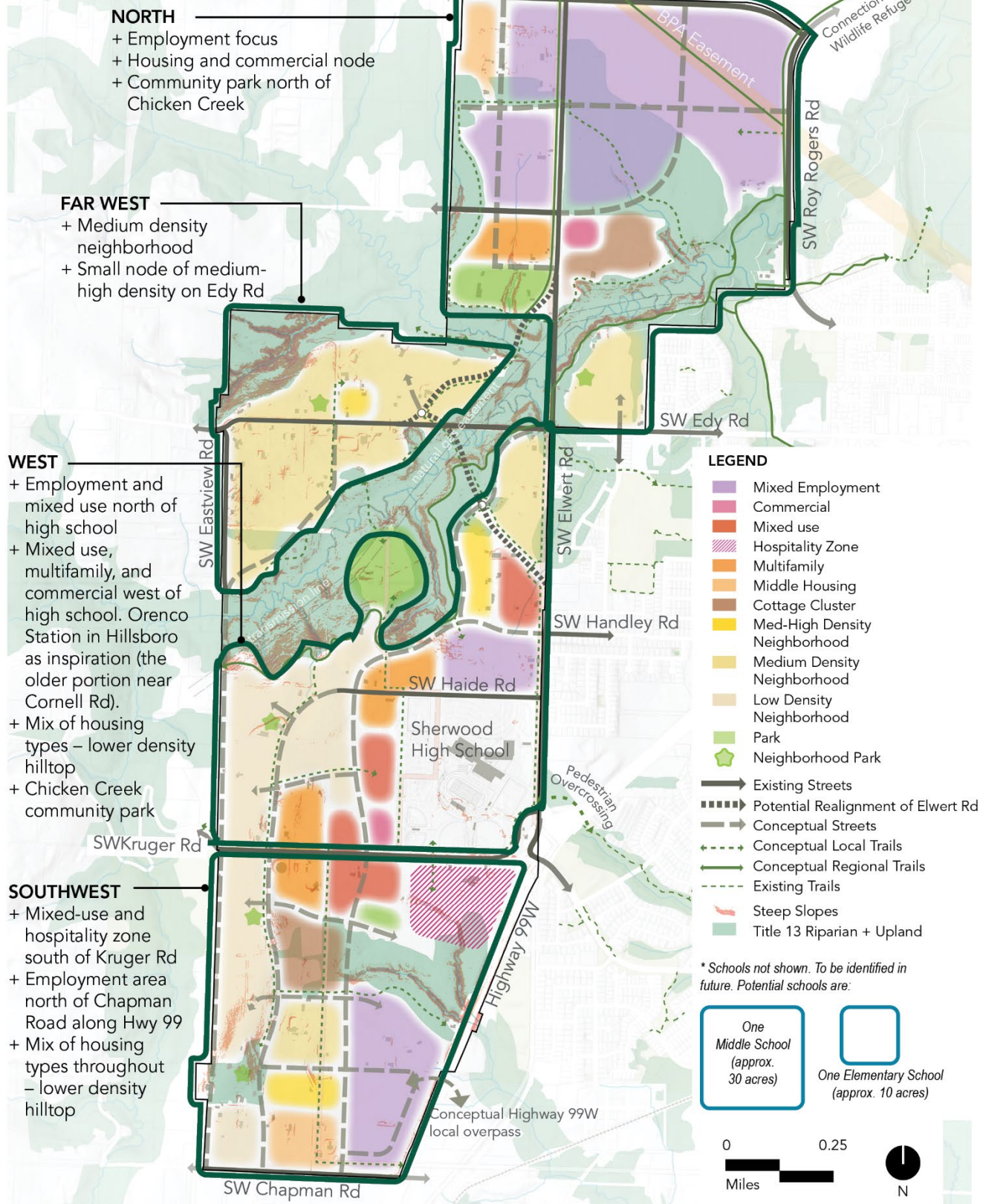
SOUTHWEST

- + 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



SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 3 THEMES



SHERWOOD WEST CONCEPT PLAN

Land Use Metrics

HOUSING ESTIMATES

The tables below present estimated housing units and densities based on the three land use alternatives. The acreages for each residential zone are based on acreage calculations from the maps. The assumptions regarding residential densities are consistent with previous housing metrics reviewed with the TAC/CAC, and are based on existing zone densities in the Sherwood Development Code. The tables present a range of potential housing unit outcomes, depending on how much middle housing is developed in the Neighborhood Zones (0-50%). [NOTE: The “average density with open space” calculations assume an open space set-aside of 15%, integrated into development.]

Alternative 1

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood Zones)			
				0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	24	7%	585	585	585	585
Middle Housing Zone	5.5 to 11	22	6%	245	245	245	245
Cottage Zone	12.8 to 16	26	7%	421	421	421	421
Med/High Density Nbhd	5.5 to 11	31	9%	338	380	423	552
Medium-Density Nbhd	5.6 to 8	134	38%	1,068	1,295	1,522	2,203
Low-Density Nbhd	3.5 to 5	115	33%	574	804	1,033	1,722
TOTAL		352	100%	3,231	3,730	4,230	5,728
Total Average Density				9.2	10.6	12.0	16.3
Total Average Density with Open Space				7.8	9.0	10.2	13.8

Alternative 2

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood Zones)			
				0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	44	13%	1,066	1,066	1,066	1,066
Middle Housing Zone	5.5 to 11	10	3%	113	113	113	113
Cottage Zone	12.8 to 16	33	10%	524	524	524	524
Med/High Density Nbhd	5.5 to 11	19	6%	214	241	268	350
Medium-Density Nbhd	5.6 to 8	107	32%	857	1,039	1,221	1,767
Low-Density Nbhd	3.5 to 5	123	36%	615	861	1,107	1,845
TOTAL		337	100%	3,390	3,845	4,300	5,666
Total Average Density				10.1	11.4	12.8	16.8
Total Average Density with Open Space				8.5	9.7	10.8	14.3

SHERWOOD WEST CONCEPT PLAN

Alternative 3

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood Zones)			
				0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	32	10%	776	776	776	776
Middle Housing Zone	5.5 to 11	20	6%	217	217	217	217
Cottage Zone	12.8 to 16	32	10%	505	505	505	505
Med/High Density Nbhd	5.5 to 11	21	6%	235	241	268	350
Medium-Density Nbhd	5.6 to 8	114	35%	913	1,039	1,221	1,767
Low-Density Nbhd	3.5 to 5	110	33%	550	861	1,107	1,845
TOTAL		329	100%	3,196	3,639	4,095	5,461
<i>Total Average Density</i>				9.7	11.1	12.4	16.6
<i>Total Average Density with Open Space</i>				8.3	9.4	10.6	14.1

EMPLOYMENT ESTIMATES

The tables below present estimated employment potential in Sherwood West, and associated jobs-to-housing ratios, based on the three land use alternatives. As in previous employment metrics calculations, the jobs-per-acre estimates are sourced from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint. The jobs-housing ratios are based on three potential housing scenarios, depending on how much middle housing is developed in the Neighborhood Zones (0%, 10% or 50%).

Alternative 1

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	165	18	3,037	71%	66%
Commercial	10	36	366	9%	4%
Mixed Use	4	25	111	3%	2%
Hospitality	31	15	469	11%	12%
Schools	40	8	314	7%	16%
TOTAL	251		4,297	100%	100%

Alternative 1

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,231	3,730	5,728
Total jobs	4,297	4,297	4,297
Jobs-Housing Ratio	1.3	1.2	0.8

SHERWOOD WEST CONCEPT PLAN

Alternative 2

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	111	18	2,050	45%	43%
Commercial	19	36	672	15%	7%
Mixed Use	25	25	638	14%	10%
Hospitality	63	15	938	20%	24%
Schools	39	8	306	7%	15%
TOTAL	257		4,602	100%	100%

Alternative 2

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,390	3,845	5,666
Total jobs	4,602	4,602	4,602
Jobs-Housing Ratio	1.4	1.2	0.8

Alternative 3

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	183	18	3,364	67%	65%
Commercial	8	36	278	6%	3%
Mixed Use	29	25	729	15%	10%
Hospitality	22	15	334	7%	8%
Schools	40	8	311	6%	14%
TOTAL	281		5,017	100%	100%

Alternative 3

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,516	3,639	6,301
Total jobs	5,017	5,017	5,017
Jobs-Housing Ratio	1.4	1.4	0.8



Qualitative Evaluation

The tables on the next pages provide a qualitative evaluation of the three land use alternatives, using the evaluation criteria identified earlier in the concept planning process. The tables indicate the extent to which each alternative meets each criterion. The evaluation also assigns scores for each criterion using the rating system described below.


Score	Description
●	The alternative clearly supports the project objectives and/or is the best performing alternative if all alternatives support the objectives
◐	The alternative partially supports the project objectives and/or is the second-best choice if all alternatives support the objectives
○	The alternative does not support the project objectives or is the third-best choice if all alternatives support the objectives (i.e., it provides only a baseline level of performance)
N/A	The objective has no effect or does not apply

Goals, Criteria, and Evaluation

GOAL 1	EVALUATION CRITERIA
<p><i>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.</i></p>	<ul style="list-style-type: none"> • <i>There is a balanced mix of office, industrial, commercial, and residential land uses and open spaces</i> • <i>A variety of housing options accommodates a diverse range of family structures, income levels, and lifestyles</i> • <i>Neighborhood retail nodes provide residents with walkable access to goods and services</i> • <i>Housing density and implementation is pragmatic</i> • <i>View corridors and separation from other cities contribute to Sherwood's unique identity</i>
<p>All Alternatives</p>	<ul style="list-style-type: none"> • All alternatives provide a variety of housing options. • All alternatives have significant new emphasis on jobs and a mixed use area near Kruger Road. • All alternatives provide about 70% of net residential acres in the lowest density categories (MDR and LDR) and the same approximate number of units, about 2000, in those zones (10% of which is assumed as middle housing). • Housing in the Middle Housing Zone is relatively low at 3-6 percent of residential land and 3-7 percent of total units. • View corridors and separation from Newberg and King City are the same for all alternatives.
<p>Alternative 1 Score</p> <p>●</p>	<ul style="list-style-type: none"> • Mix of land uses – Alternative 1 has relatively large areas of the same or similar land use, except in the Southwest district. • Alternative 1 has the lowest number of Multi-family units at 585. • Alternative 1 has the highest number of Med/High Neighborhood Zone units at 380. • Two retail nodes: Kruger Road and Chapman (none north of Kruger). • Average density is 10.6 du/acre (9.0 with open space), assuming 10% middle housing in single dwelling zones.

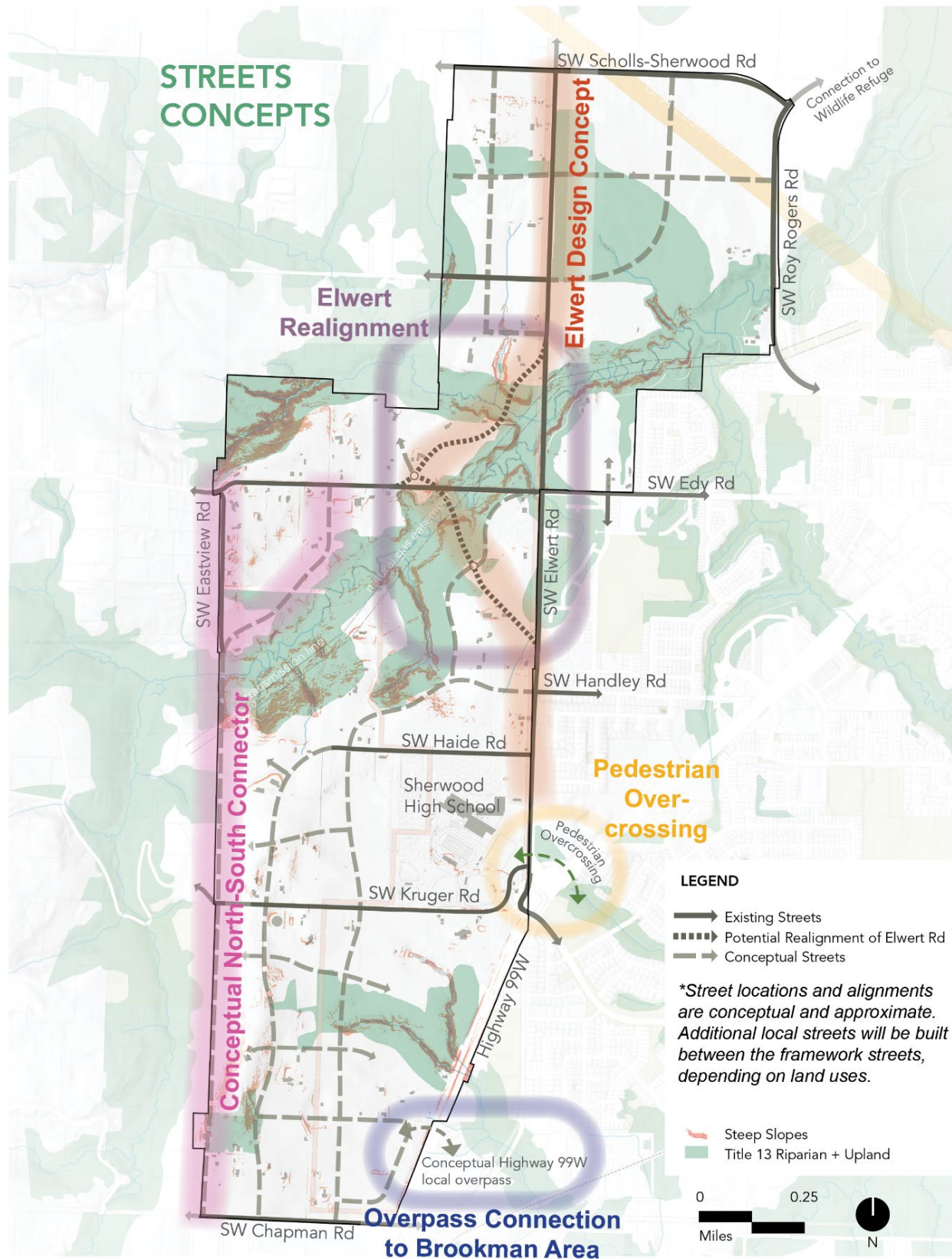
GOAL 1	EVALUATION CRITERIA
Alternative 2 Score 	<ul style="list-style-type: none"> • Mix of land uses – Alternative 2 has a greater mix of land uses is introduced into the North and West districts as compared to Alternative 1. • Alternative 2 has the highest number of Multi-family units at 1066. • Alternative 2 has the lowest number of Middle Housing Zone units at 113. • Alternative 2 has the highest number of Cottage Zone units at 524. • Three retail nodes: in the North, West, South districts. • Average density is 11.4 du/ac (9.7 with open space), assuming 10% middle housing in single dwelling zones.
Alternative 3 Score 	<ul style="list-style-type: none"> • Mix of land uses – Alternative 3 has a relatively high degree of mix, especially in the West district and Kruger Road area. • The mixed use and employment north of the High School is different from Alternatives 1 and 2, which have residential uses in that area. • Alternative 3 is in the middle of the range for Multi-family units at 776. • Alternative 3 has relatively high amount of Cottage Zone units at 505. • Three retail nodes: North, West (Handley Road), West/Southwest (Kruger Road). • Average density is 11.3 du/ac (9.4 with open space), assuming 10% middle housing in single dwelling zones.
Summary	<p>The main difference for this criterion is the mix and variety of land use across the alternatives. Alternative 1 is the most similar to existing Sherwood due to prevalence of residential uses and slightly lower density. Alternative 2 can be seen as a plan for an evolving Sherwood, where residential land use is dominant, more housing choices are introduced over the next 10-40 years, and neighborhood character is guided by design regulations. Alternative 3 has the most marked differences from existing Sherwood. The percentage of Multi-family housing is also a key variable, ranging from 585 units (Alt 1) to 776 units (Alt 2) to 1066 units (Alt 3).</p> <p>The full circle score for Alternative 1 is based on it being most similar to existing Sherwood, per the goal. Alternatives 2 and 3 provide more housing types and choice.</p>

GOAL 2	EVALUATION CRITERIA
<p><i>The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.</i></p>	<ul style="list-style-type: none"> • <i>Infrastructure is well-planned to make Sherwood West attractive to developers and large employers</i> • <i>There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs</i> • <i>There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses</i>
<p>All Alternatives</p>	<ul style="list-style-type: none"> • Infrastructure planning is similar for all three alternatives. • Per the City's initial analysis, the West subdistrict is the most readily served with infrastructure. However, the City could prioritize infrastructure funding to serve other land sooner. Further analysis is required. • All alternatives would add significant amounts of new employment lands to the City of Sherwood, including larger sites for technology parks in the North district. • All alternatives include land designated for a new Hospitality Zone, with the intent to leverage the area's unique location for destination retail, hospitality and visitor-related uses.
<p>Alternative 1 Score</p> <p>●</p>	<ul style="list-style-type: none"> • Alternative 1 has the second highest amount of Mixed Employment land, 163 acres, focused in the North District. • Commercial, Mixed-Use, and Hospitality lands total 86 acres. • The Hospitality Zone lands are in upland properties with scenic views along Chapman Road and the west end of Kruger Road.
<p>Alternative 2 Score</p> <p>●</p>	<ul style="list-style-type: none"> • Alternative 2 has significantly less Mixed Employment land, 111 acres, focused in the northern area of the North district. • Commercial, Mixed-Use, and Hospitality lands total 146 acres – highest of the alternatives. • The Hospitality Zone lands along Chapman Road have visibility from Hwy 99 and continue west to upper, scenic view properties.

GOAL 2	EVALUATION CRITERIA
Alternative 3 Score 	<ul style="list-style-type: none"> Alternative 3 has the largest amount of Mixed Employment land, 183 acres, focused in the North district and Southwest district along Hwy 99. Commercial, Mixed-Use, and Hospitality lands total 98 acres – slightly higher than Alternative 1. Employment uses are located on the west and north side of the High School, which is unique to this alternative. The Hospitality Zone is focused at the Kruger/Hwy 99 node and there are no Hospitality Zone lands at Chapman Road as there are with the other alternatives.
Summary	<p>All three alternatives support the Goal 2 and would significantly increase the employment land supply in Sherwood. At 250-280 total acres, employment lands comprise about 40% of the net buildable land supply in Sherwood West. The alternatives have different locational emphasis for different employment sectors. Alternatives 1 and 3 emphasize use of the North district for Mixed Employment. All alternatives include mixed use and other commercial opportunities along Kruger Road, with Alternative 3 extending that concept around the High School. A focus on Hospitality land along Chapman Road is in Alternatives 1 and 2. The equal scoring above is based on excellent fulfillment of the goal by all alternatives - the alternatives simply achieve that outcome in different ways. The differences between the alternatives are related more to land use compatibility, how much Mixed-Use and Commercial lands could be supported, and preferences for the location of the Hospitality Zone.</p>
GOAL 3	EVALUATION CRITERIA
<i>Transportation facilities serve to connect, rather than divide, neighborhoods.</i>	<ul style="list-style-type: none"> <i>A network of streets provides north-south connections to and through the area</i> <i>The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing</i> <i>Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people</i>




GOAL 3	EVALUATION CRITERIA
	<ul style="list-style-type: none">• <i>Streets are designed with consideration for safety and emergency response vehicles</i>• <i>Sherwood is “transit-ready” for future transit service</i>
	<p><i>Note: A traffic impact analysis is being prepared and will provide information needed for assessment of this goal. Initial results from the analysis will be presented at the TAC and CAC meetings.</i></p>
All Alternatives	<ul style="list-style-type: none">• The same street network is common to all alternatives (see map on next page).• All alternatives support the future opportunity for a Highway 99 pedestrian crossing.• The alternatives all emphasize the same priority for safety, managing traffic, and making streets places for people.• Transit routing is an unknown at this point. From a land use perspective, Alternative 3 may be the most transit supportive due to the land use patterns in the West district.
Summary	<p>This evaluation is unscored because the transportation recommendations are the same for all alternatives and a traffic impact analysis is underway.</p>

SHERWOOD WEST CONCEPT PLAN



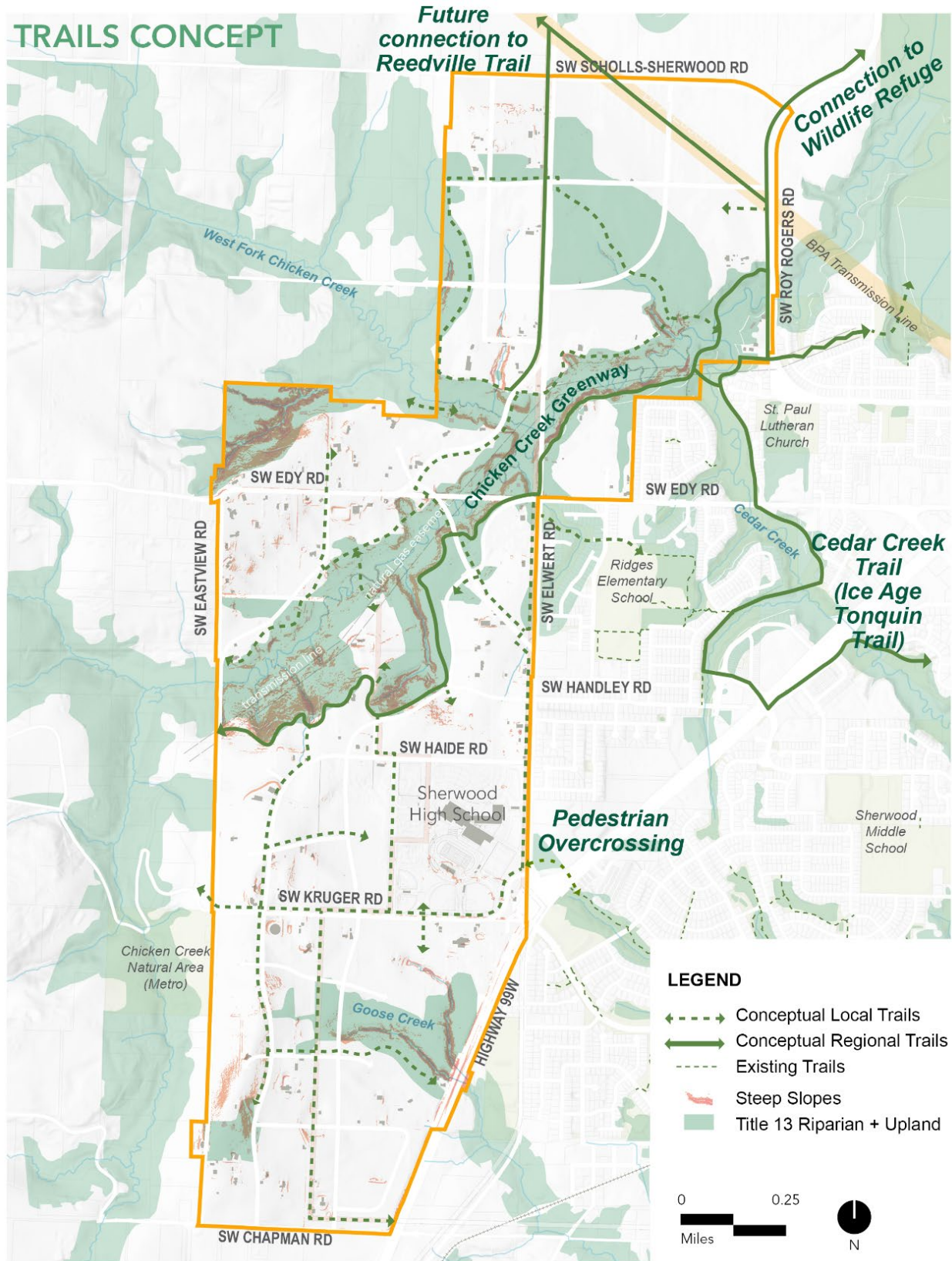
SHERWOOD WEST CONCEPT PLAN

GOAL 4	EVALUATION CRITERIA
<i>Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.</i>	<ul style="list-style-type: none"> • <i>The Chicken Creek corridor is protected</i> • <i>Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced</i> • <i>Residents have access to nature through a network of multi-use and soft-surface trails</i> • <i>Parks and natural areas serve as places where families and community members can gather together</i> • <i>Existing mature trees and areas of dense tree canopy are preserved where feasible</i>
All Alternatives	<ul style="list-style-type: none"> • Protection of the creek corridor and riparian/upland habitat areas is built into all three land use alternatives. The Chicken Creek Greenway is one of the key plan concepts for Sherwood West and will provide access to nature and trail connections for future residents and visitors. • The proposed realignment of Elwert and Edy Roads will reduce the impact of infrastructure improvements (road widening) on sensitive creek confluences. The realigned roadway will cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment also eliminates the excessive fills within the SW Elwert/SW Edy Road intersection and follows the existing terrain. This will require construction of structural bridging and acquisition of right-of-way. • The trails concept is the same for all three alternatives (see page 18). This includes a regional trail connection to the Tualatin River National Wildlife Refuge. It also includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. • All three alternatives include two community parks (10-20 acres each) as well as neighborhood parks (2-5 acres) integrated throughout Sherwood West neighborhoods. Future parks will be consistent with policies and guidelines in the recently-updated Sherwood Parks & Recreation Master Plan. Natural areas and open space dedicated through development will provide additional green space. • Existing mature trees and tree canopies will be preserved through Metro Title 13 habitat protections and through application of the Sherwood Development Code's tree preservation standards.

GOAL 4	EVALUATION CRITERIA
Alternative 1 Score 	<ul style="list-style-type: none"> Alternative 1 has an estimated 43 total acres of parks (community and neighborhood parks).
Alternative 2 Score 	<ul style="list-style-type: none"> Alternative 2 has the most park acreage, with an estimated 55 total acres.
Alternative 3 Score 	<ul style="list-style-type: none"> Alternative 3 has the least park acreage, with an estimated 37 total acres.
Summary	<p>All three alternatives provide strong support for these evaluation criteria by emphasizing preservation of natural areas and access to parks and nature. The three alternatives each locate one community park in the area south of Chicken Creek, surrounded by resource land. The main distinguishing features between the alternatives are the locations of the second community park and total park acreage. Alternative 2 was given the highest score because it provides the most park acreage—thereby providing the greatest access to recreation, nature, and community gathering space for residents.</p>



GOAL 5	EVALUATION CRITERIA
<p><i>The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.</i></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>All Alternatives</p> <p>●</p>	<ul style="list-style-type: none"> The trails concept is the same for all three alternatives (see next page). This includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. Trails connecting to local destinations will help to encourage walking, rolling, and biking. The trails concept includes key connections between new growth in Sherwood West and existing areas of Sherwood—such as future connections to the Reedville Trail, the Tualatin River National Wildlife Refuge trails, Ice Age Tonquin Trail/Cedar Creek Trail, and the future Highway 99 pedestrian overcrossing. School locations are not identified in the alternatives maps. However, safe routes to school will be an important consideration in the siting of future schools in Sherwood West, and in planning trail and sidewalk connections between neighborhoods and schools.
<p>Alternative 1 Score</p>	<ul style="list-style-type: none"> N/A
<p>Alternative 2 Score</p>	<ul style="list-style-type: none"> N/A
<p>Alternative 3 Score</p>	<ul style="list-style-type: none"> N/A
<p>Summary</p>	<p>All alternatives support these criteria equally, as described above.</p>

SHERWOOD WEST CONCEPT PLAN



SHERWOOD WEST CONCEPT PLAN

GOAL 6	EVALUATION CRITERIA
<p><i>Growth and development are well-planned and implementation of the area is pragmatic.</i></p>	<ul style="list-style-type: none"> • <i>The extension of public facilities and services are phased and coordinated with development</i> • <i>Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary</i>
<p>All Alternatives</p>	<ul style="list-style-type: none"> • Extension of public facilities is a critical issue for Sherwood West regardless of the land use alternative. • Infrastructure phasing and funding will be further explored after a preferred land use alternative is selected. • Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, areas north and south of the high school and close to SW Elwert Road, are the most logical areas for development to occur first. • The City may consider new annexation policies based on a phasing plan for development within Sherwood West. The annexation policies could consider priority areas to provide an orderly and efficient transition from rural to urban land uses to ensure public infrastructure needs are met to provide homes and jobs in Sherwood West. These ideas will be further fleshed out in the infrastructure phasing/funding task.
<p>Alternative 1 Score</p> <p>●</p>	<ul style="list-style-type: none"> • Alternative 1's land uses generally serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • The Hospitality Zone concept is a new idea for Sherwood and would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses. Because it is untested, it is unknown how effective it will be in serving Sherwood's needs. Alternative 1 has a moderate amount of Hospitality zoning (roughly 31 acres) located on Chapman Rd and at the west end of Kruger Rd. • Land uses in the Southwest district closest to the Brookman expansion area include a mix of commercial, mixed employment, and multi-family zoning. This complements the planned commercial, office and light industrial zoning for the western portion of the Brookman area.

GOAL 6	EVALUATION CRITERIA
Alternative 2 Score 	<ul style="list-style-type: none"> Alternative 2's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. Alternative 2 has the greatest amount of Hospitality zoning (roughly 63 acres), occupying about a third of the Southwest district. Land uses in the Southwest district closest to the Brookman area include commercial and hospitality uses. These uses are relatively compatible with the planned zoning for the western portion of the Brookman area.
Alternative 3 Score 	<ul style="list-style-type: none"> Alternative 3's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. Alternative 3 has the most modest amount of Hospitality zoning (roughly 63 acres), located at the intersection of Highway 99 and Kruger Rd. The eastern portion of the Southwest district closest to the Brookman area is exclusively designated as mixed employment. This use may be the most complementary to the planned zoning for the western portion of the Brookman area.
Summary	<p>All three alternatives will extend public facilities as part of development and will be phased primarily based on different areas' proximity to existing facilities. All three alternatives include land uses that serve Sherwood's needs. However, the Hospitality Zone is the newest concept, and its practicality is not yet known. Therefore, alternatives that de-emphasize hospitality zoning (Alternatives 1 and 3) may be more pragmatic for implementation, consistent with the goal. The conclusion is very subjective – the City should continue to study the Hospitality Zone concept and include it in its economic development efforts.</p>



Date: November 4, 2022
Project: Sherwood West Concept Planning
To: Erika Palmer, Planning Manager
From: Bob Galati P.E., City Engineer
Topic: Alignment/Grade Analysis of N-S Road

The proposed North-South 2 to 3 lane arterial alignment option along the west side of the Sherwood West UGB has received comments regarding feasibility of the alignment and the nature of the existing terrain. This analysis is to provide a technical analysis of the existing topographic conditions, and provide the rationale that a horizontal and vertical alignment is feasible.

Background

Elwert Road from Highway 99W to Scholls-Sherwood Road is currently functioning as a two lane rural arterial. Elwert Road historically was a rural road used primarily for providing transportation access for farm equipment and rural residents. Over time, Elwert Road has become a secondary bypass route for commuter traffic (through trips) traveling between Highway 99W and Scholls-Sherwood Road and Roy Rogers Road, avoiding the intersection signals along the Highway 99W route.

Elwert Road's physical characteristics consist of two 11-foot paved lanes, a straight horizontal alignment, and a vertical alignment consisting of rolling hills that include acute vertical sags and crests which result in poor vertical sight distances, and intersection sight distance issues. Access points onto Elwert Road include several private driveways and seven street intersections (both local and collector). The intersecting streets and their classifications are listed below.

- Kruger Road – Local
- Orchard Hill Road – Local
- Edy Road – Collector
- Schroeder Road – Local
- Haide Road – Local
- Handley Road – Collector
- Conzelmann Road – Local
- Lebeau Road - Local

The City of Sherwood's Transportation System Plan (COS TSP) and Washington County's Transportation System Plan (WACO TSP) coordinated the analysis and results for Elwert Road from the intersection of Highway 99W to the Scholls-Sherwood Road intersection.

Both WACO's and COS's TSP's identify the future build-out condition of Elwert Road as a 3-lane arterial which will include sidewalks and bike lanes on both sides of the road. Appropriately sized arterial roads will allow through trips to remain on the arterial system and discourage use of local streets for cut-through traffic routes.

However, it is identified that the Elwert Road upgrade would also increase the amount of truck traffic, which is counter to citizen opinion of appropriate traffic usage.

The proposed addition of the North-South 2 to 3-lane arterial road alignment along the western edge of the City's UGB, is seen as an option for providing an alternative route for truck traffic, which would still be within the City's UGB limits.

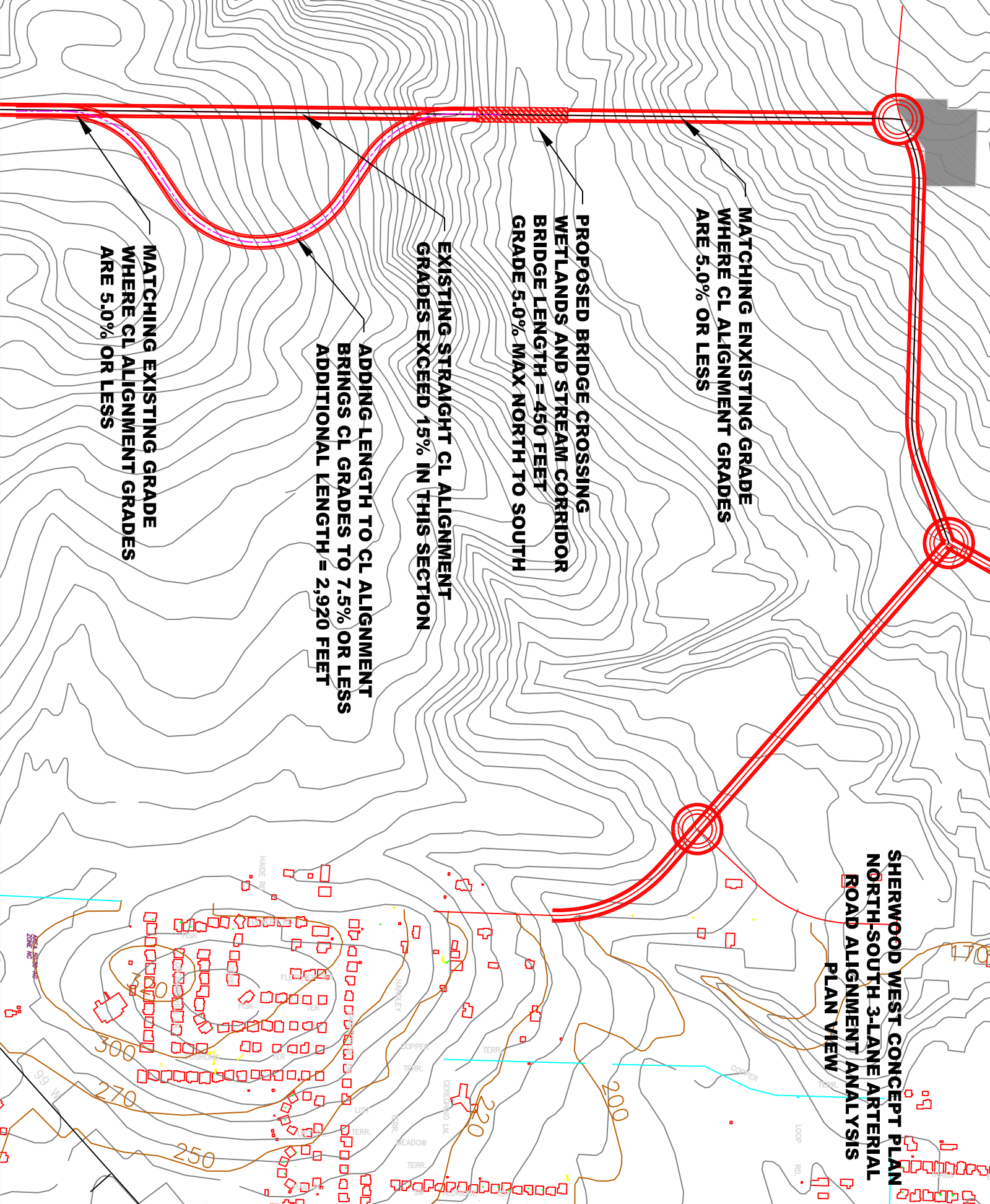
Alignment Description

The proposed alignment would see the extension of the existing SW Eastview Road to the south and eventually connecting to SW Chapman Road, which would then connect to Hwy 99W. The proposed alignment appears to be feasible for the following reasons:

- 1) The alignment tends to follow existing property lines along the majority of its extents and impacts the fewest number of structures.
- 2) The grades along the majority of the alignment's length are within the 5 to 10 percent roadway design gradient desired.
- 3) The crossing of the Chicken Creek wetlands and stream corridor can be accomplished via the use of a bridge span.
- 4) The gradient just south of the Chicken Creek crossing is where the steepest topographic grades occur along the length of the alignment. The grades in this section are 15% and greater for a distance of approximately 500 feet. The option here is to deviate the alignment by extending the length of the alignment, as shown on the attached exhibits, so as to allow roadway grades of around 7% to be used, after which the alignment returns to the original north-south alignment direction.

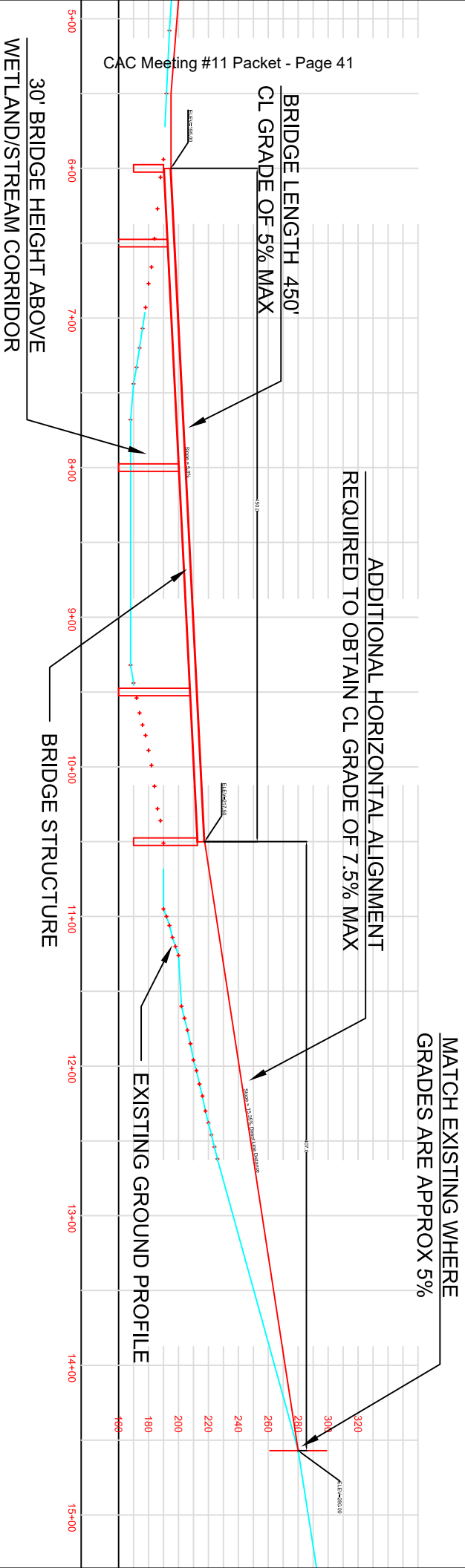
Conclusion

The proposed alignment option is technically feasible and may become a desirable option to direct truck traffic away from the proposed Elwert Road alignment option and upgrade.



**SHERWOOD WEST CONCEPT PLAN
NORTH-SOUTH 3-LANE ARTERIAL
ROAD ALIGNMENT ANALYSIS
PLAN VIEW**

SHERWOOD WEST CONCEPT PLAN
NORTH-SOUTH 3-LANE ARTERIAL
ROAD ALIGNMENT ANALYSIS
WETLAND/STREAM CORRIDOR
BRIDGE PROFILE



OPEN HOUSE SUMMARY ATTACHMENTS (A, B & C)

Attachment A: Open House Dot Exercise Results

Sherwood West Land Use Alternatives Rankings

In-Person Open House | October 20, 2022

Southwest District	
Alternative Plan 1	Themes: <ul style="list-style-type: none"> commercial, mixed-use & employment near Hwy 99 mix of housing moving west low density hilltop hospitality north of Chapman Rd and at western end of Kruger Rd
Ranked 1 st choice	2
Ranked 2 nd choice	2
Ranked 3 rd choice	2
Alternative Plan 2	Themes: <ul style="list-style-type: none"> 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
Ranked 1 st choice	8
Ranked 2 nd choice	3
Ranked 3 rd choice	1
Alternative Plan 3	Themes: <ul style="list-style-type: none"> Mixed-used and hospitality zone south of Kruger Rd Employment area north of Chapman Rd along Hwy 99 Mix of housing typed throughout – lower density hilltop
Ranked 1 st choice	4
Ranked 2 nd choice	2
Ranked 3 rd choice	2
Conclusion: Alternative Plan 2 has most support in the Southwest District	

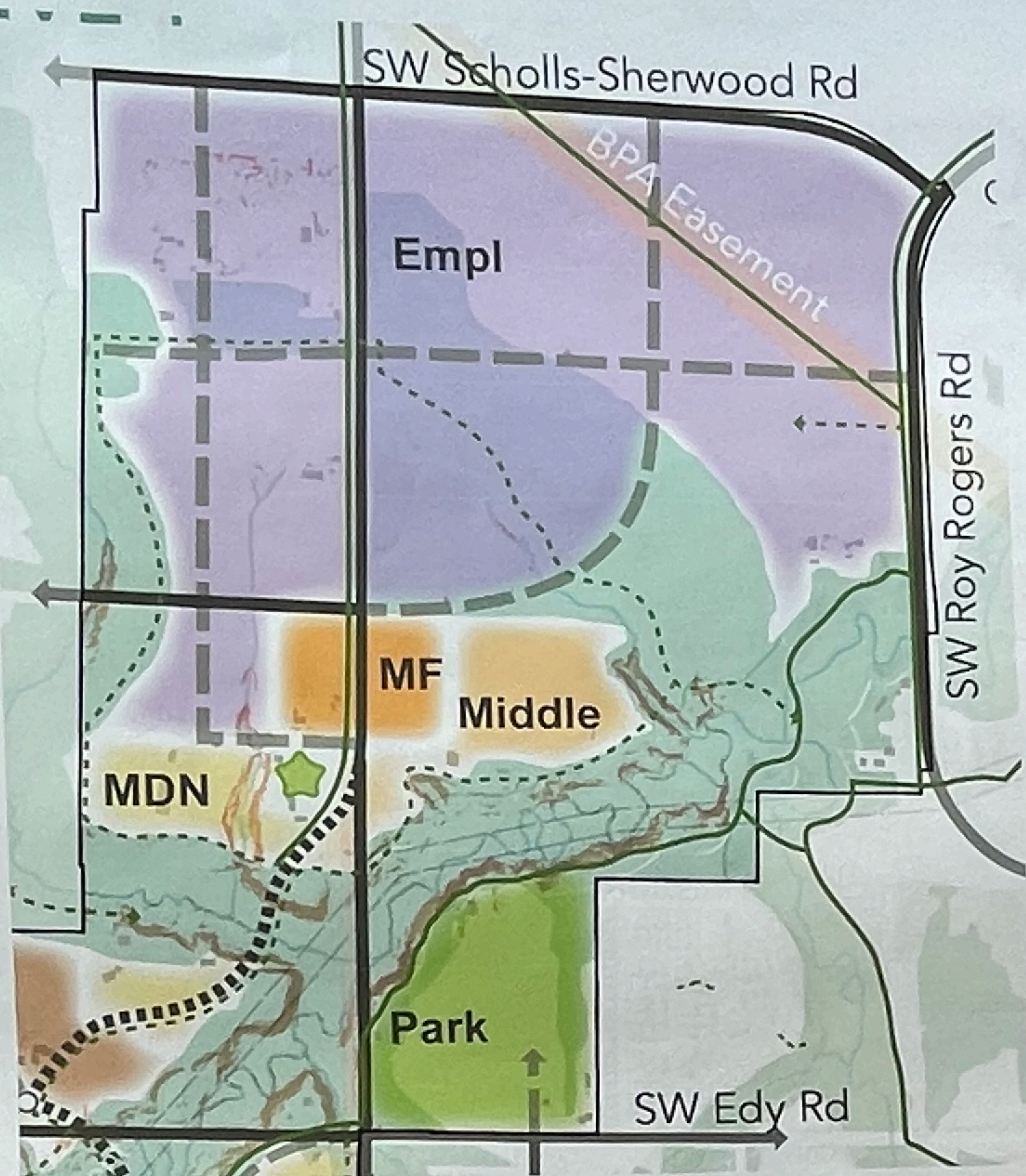
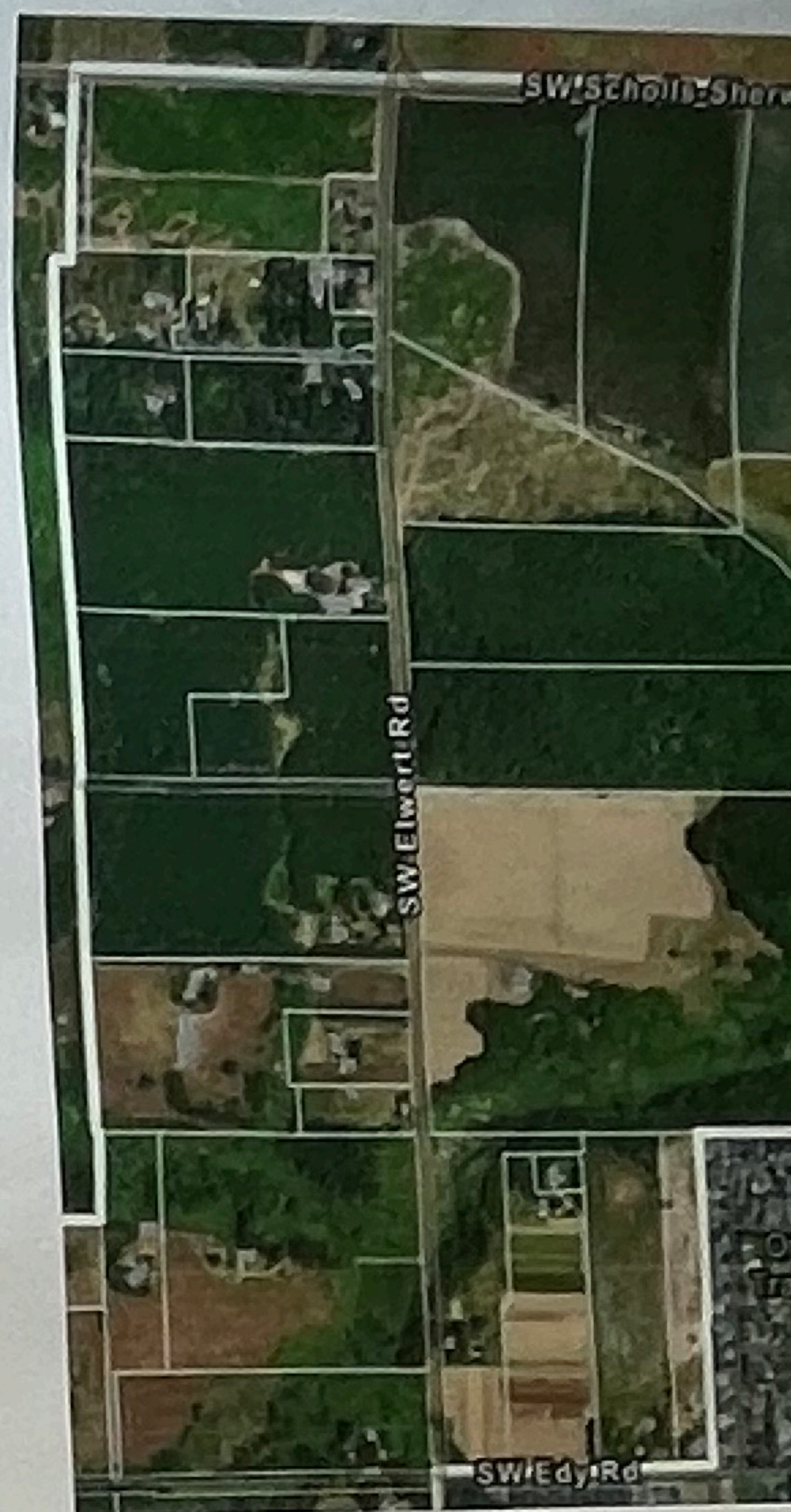
West District	
Alternative Plan 1	Themes: <ul style="list-style-type: none"> Mostly medium-density neighborhood Low density hilltop Pockets of higher density housing Chicken Creek community park
Ranked 1 st choice	13
Ranked 2 nd choice	2
Ranked 3 rd choice	1
Alternative Plan 2	Themes: <ul style="list-style-type: none"> Lower density hilltop Cottage and medium-density housing along Elwert Rd Chicken Creek community park Mixed-use and middle housing west of high school
Ranked 1 st choice	5
Ranked 2 nd choice	5
Ranked 3 rd choice	1
Alternative Plan 3	Themes: <ul style="list-style-type: none"> Employment and mixed use north of high school Mixed use, multi-family, 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

Ranked 1 st choice	0
Ranked 2 nd choice	2
Ranked 3 rd choice	5
Conclusion: Alternative Plan 1 has most support in the West District	

Far West District	
Alternative Plan 1	<i>Themes:</i> <ul style="list-style-type: none"> • Mostly low-density neighborhoods • Cottage housing near Edy Rd/Chicken Creek
Ranked 1 st choice	10
Ranked 2 nd choice	1
Ranked 3 rd choice	1
Alternative Plan 2	<i>Themes:</i> <ul style="list-style-type: none"> • Low-density along Eastview Rd • Medium-density in lower areas • Mid-size park on Edy Rd
Ranked 1 st choice	0
Ranked 2 nd choice	9
Ranked 3 rd choice	1
Alternative Plan 3	<i>Themes:</i> <ul style="list-style-type: none"> • Medium-density neighborhood • Small node of medium/high-density on Edy Rd
Ranked 1 st choice	2
Ranked 2 nd choice	0
Ranked 3 rd choice	8
Conclusion: Alternative Plan 1 has most support in the Far West District	

North District	
Alternative Plan 1	<i>Themes:</i> <ul style="list-style-type: none"> • Strongest employment focus • Mix of housing north of Chicken Creek • Edy Rd park
Ranked 1 st choice	5
Ranked 2 nd choice	2
Ranked 3 rd choice	4
Alternative Plan 2	<i>Themes:</i> <ul style="list-style-type: none"> • Employment focus to north • Mix of housing types • Mid-size park on Elwert Rd • Small commercial nodes on Elwert Rd and Scholls-Sherwood Rd at Roy Rogers Rd
Ranked 1 st choice	5
Ranked 2 nd choice	1
Ranked 3 rd choice	2
Alternative Plan 3	<i>Themes:</i> <ul style="list-style-type: none"> • Employment focus • Housing and commercial node • Community park north of Chicken Creek
Ranked 1 st choice	0
Ranked 2 nd choice	4
Ranked 3 rd choice	4
Conclusion: Alternative Plans 1 and 2 are tied for most 1st choice votes; however Alternative Plan 1 has more 2nd choice votes in North District	

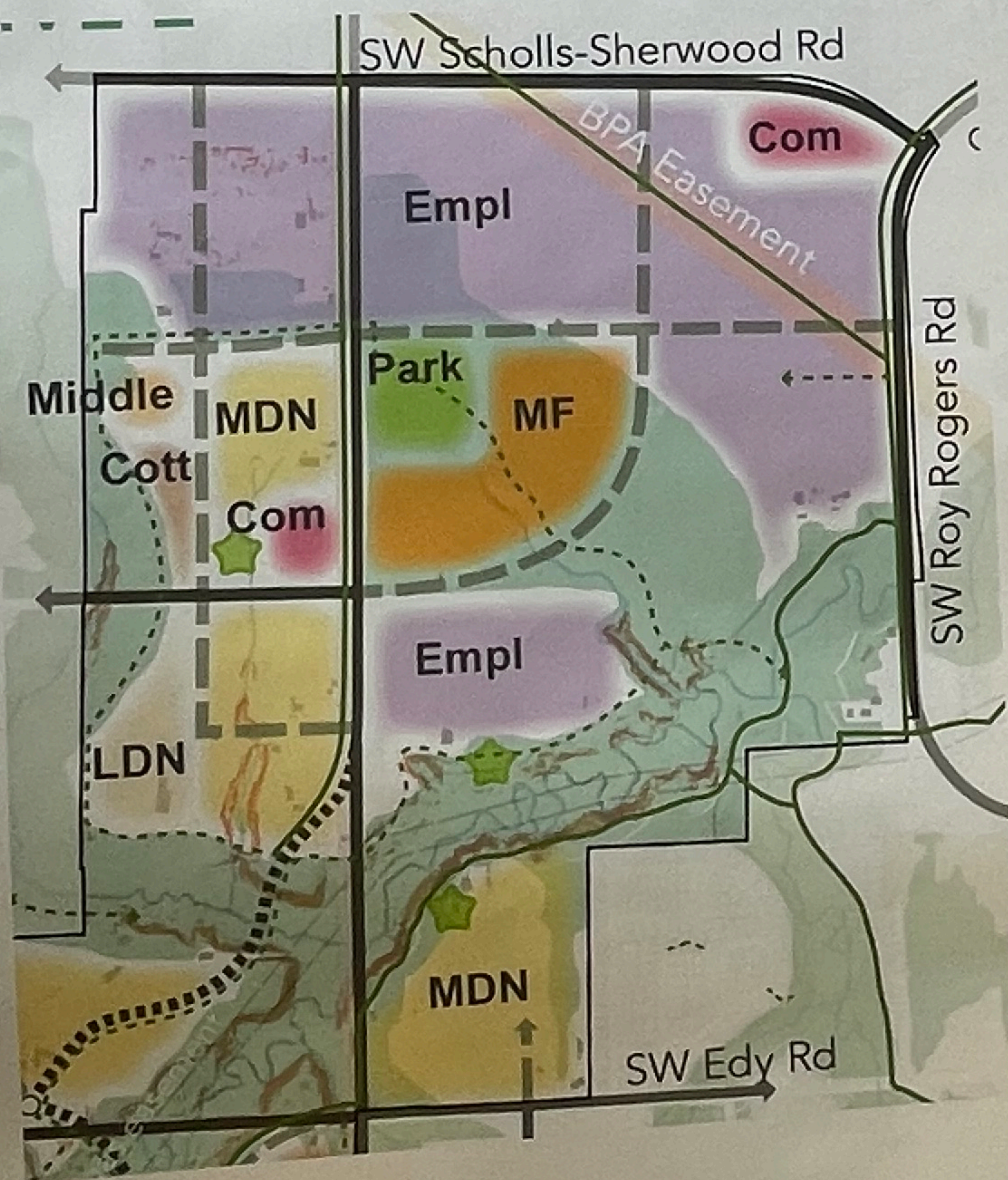
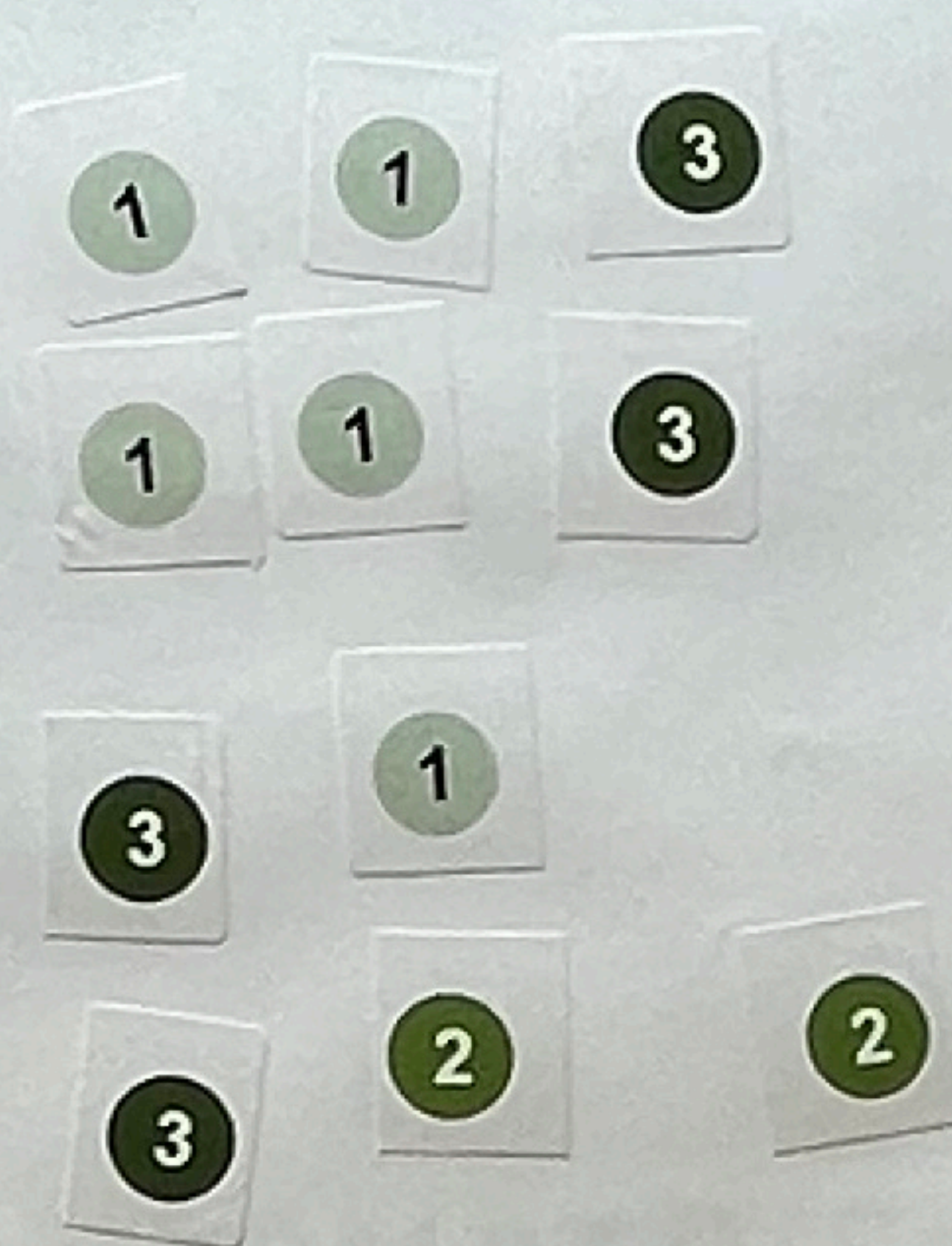
NORTH DISTRICT



ALTERNATIVE 1

Themes:

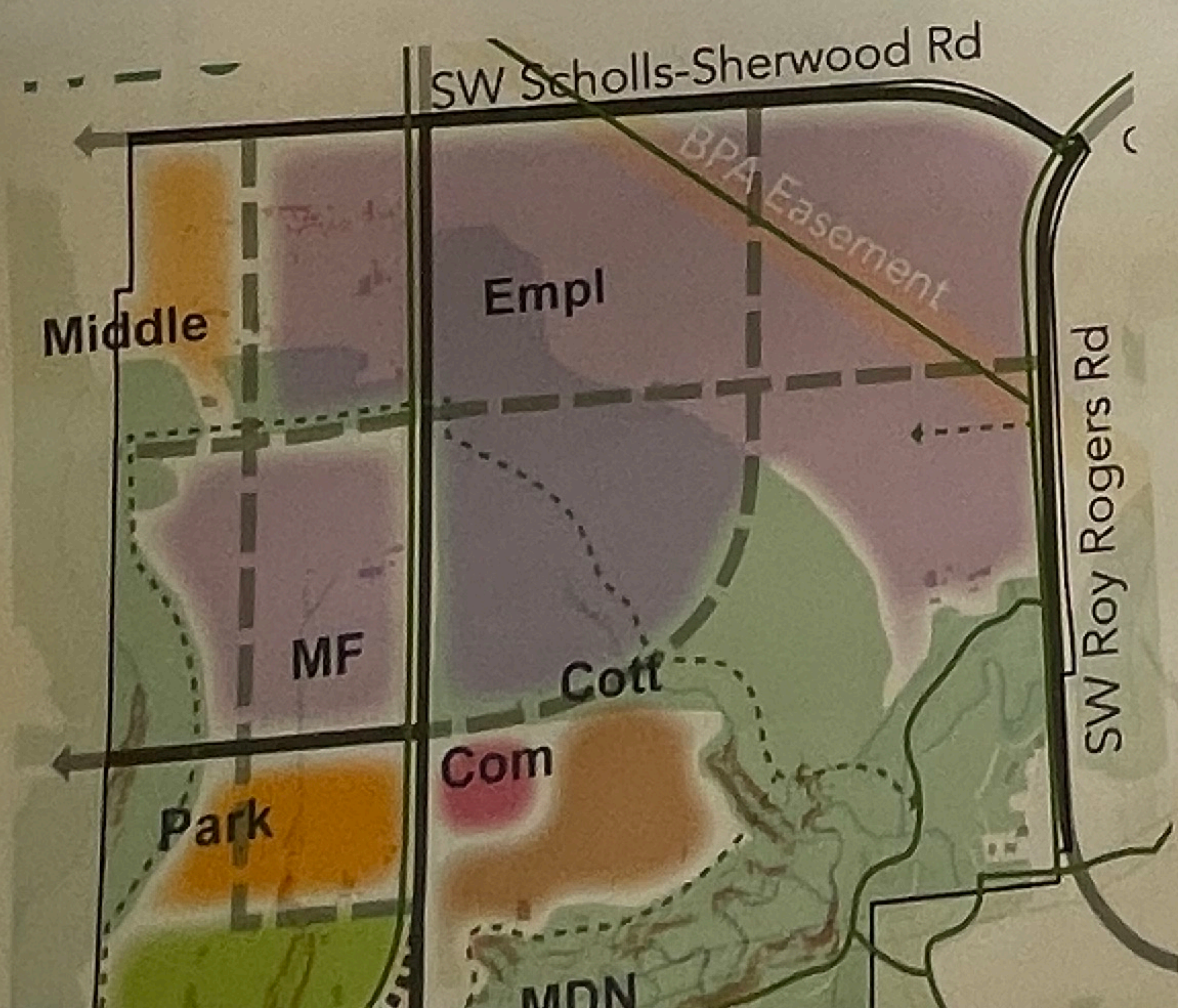
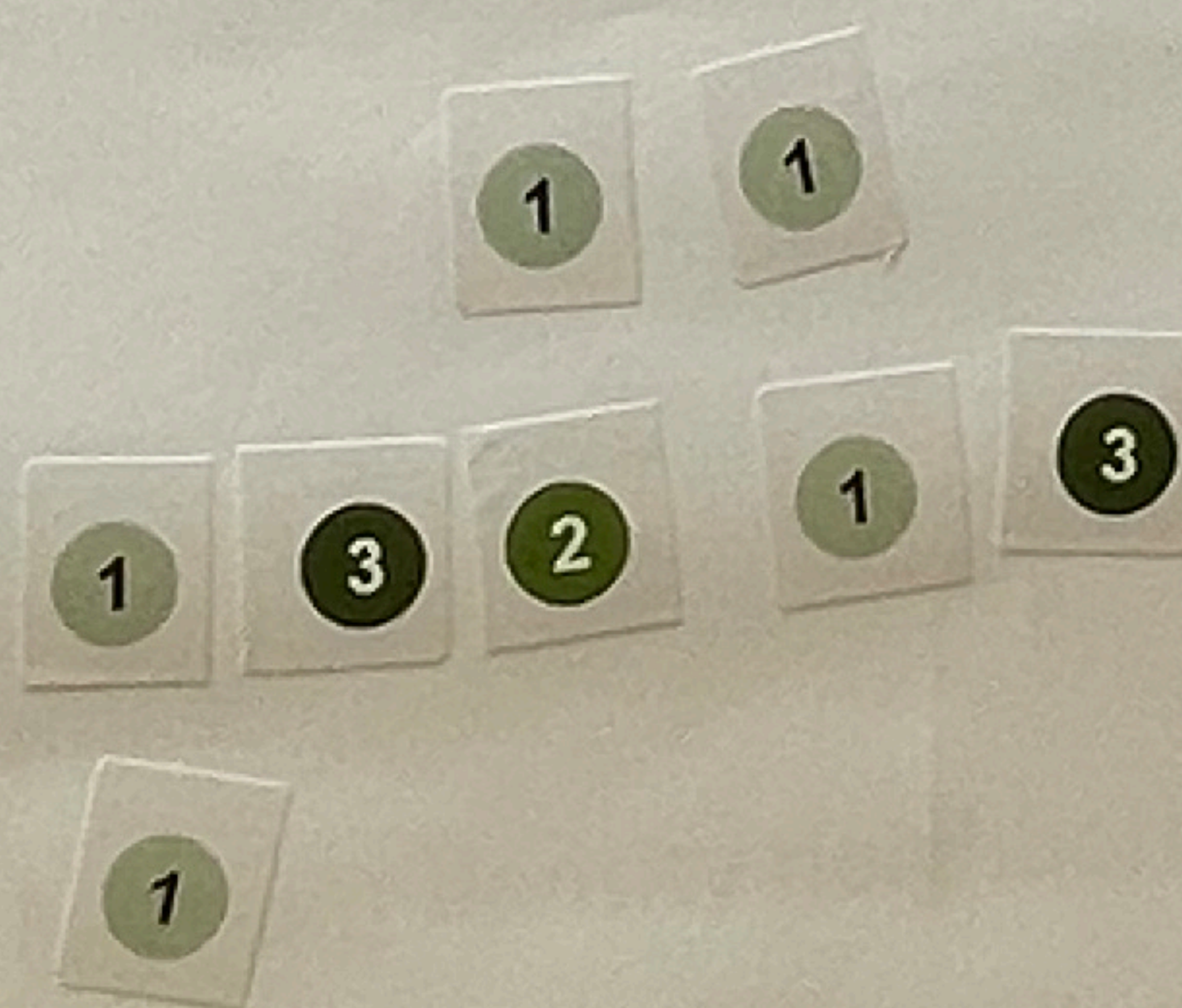
- Strongest employment focus
- Mix of housing north of Chicken Creek
- Edy Rd park



ALTERNATIVE 2

Themes:

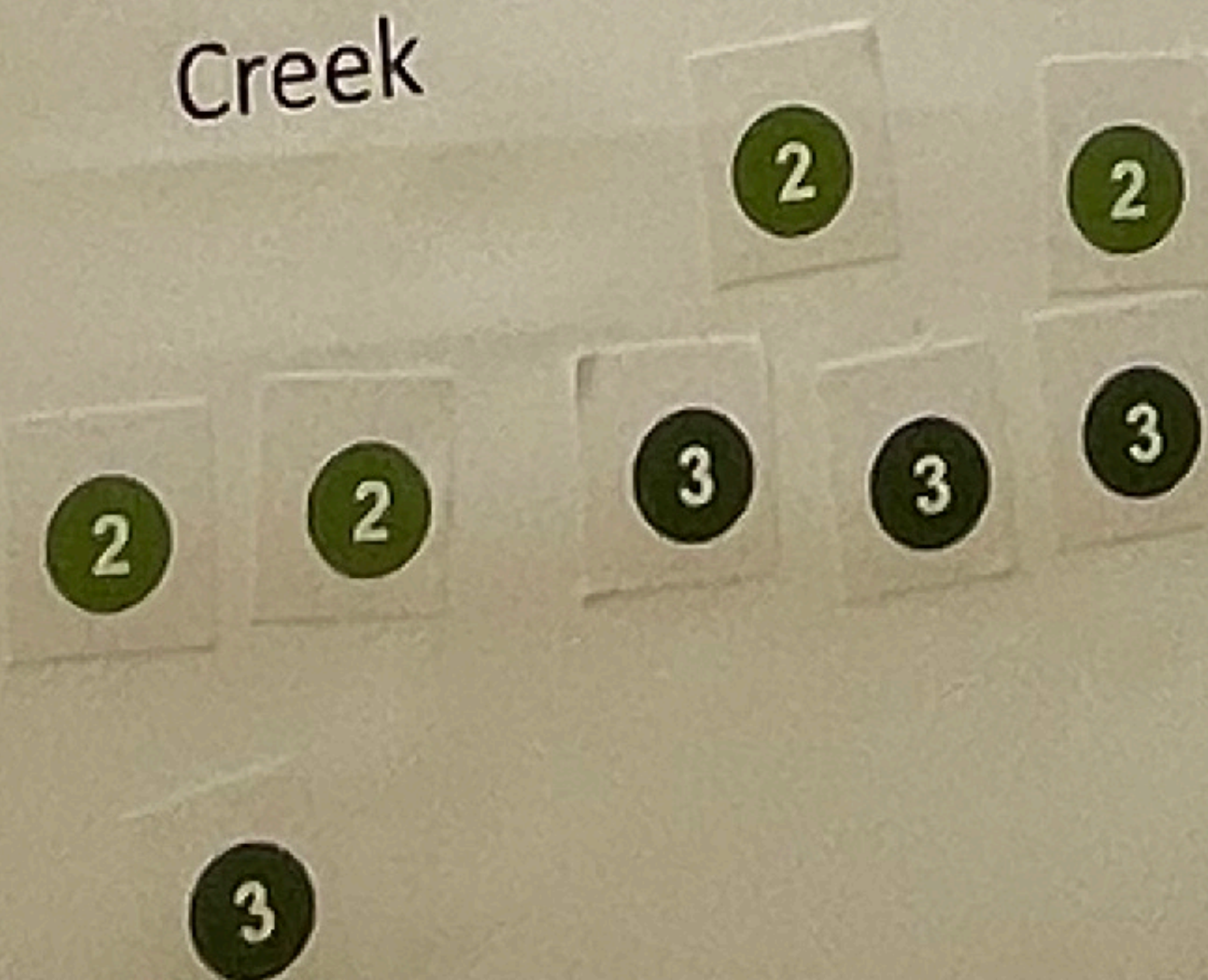
- Employment focus to north
- Mix of housing types
- Mid-size park on Elwert Rd
- Small commercial nodes on Elwert Rd and Sholls-Sherwood at Roy Rogers Rd



ALTERNATIVE 3

Themes:

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



LEGEND

- Mixed Employment
- Commercial (C)
- Mixed use (MU)
- Hospitality Zone
- Multifamily (MF)
- Middle Housing
- Cottage Cluster
- Med-High Density (MHDN)
- Medium Density (MDN)
- Low Density (LDN)
- Park
- Neighborhood
- Existing Street
- Potential Road
- Elwert Rd
- Conceptual
- Conceptual
- Conceptual
- Existing Trail
- Steep Slope
- Title 13 Right

* Schools not shown in future. Potential

One Middle School (approx. 30 acres)

FAR WEST DISTRICT

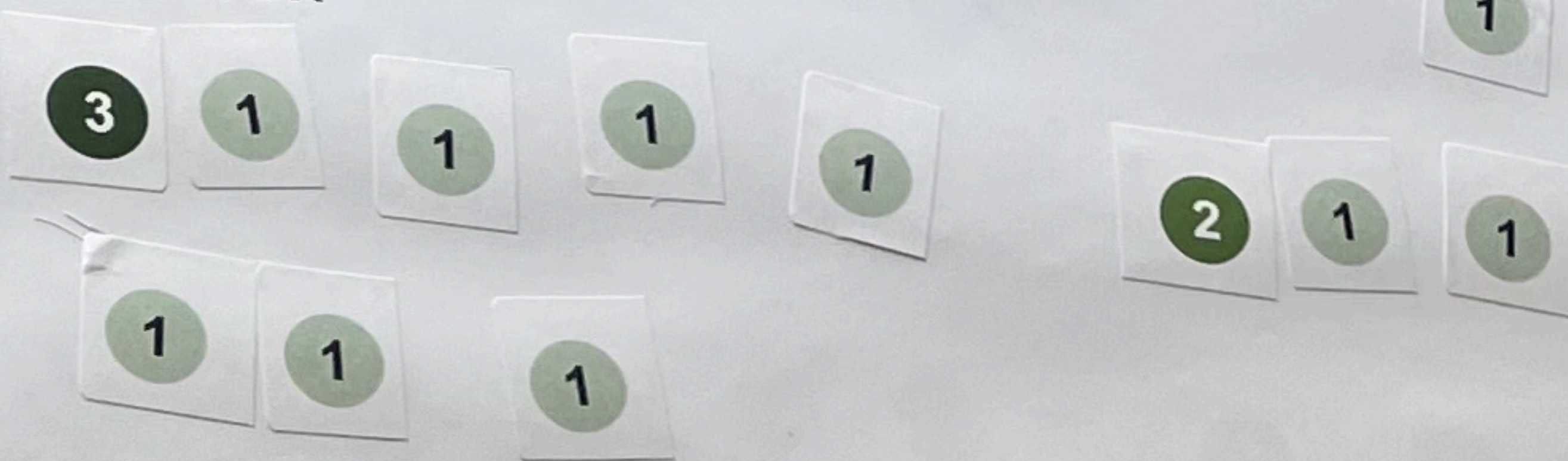


No bypass - boo!

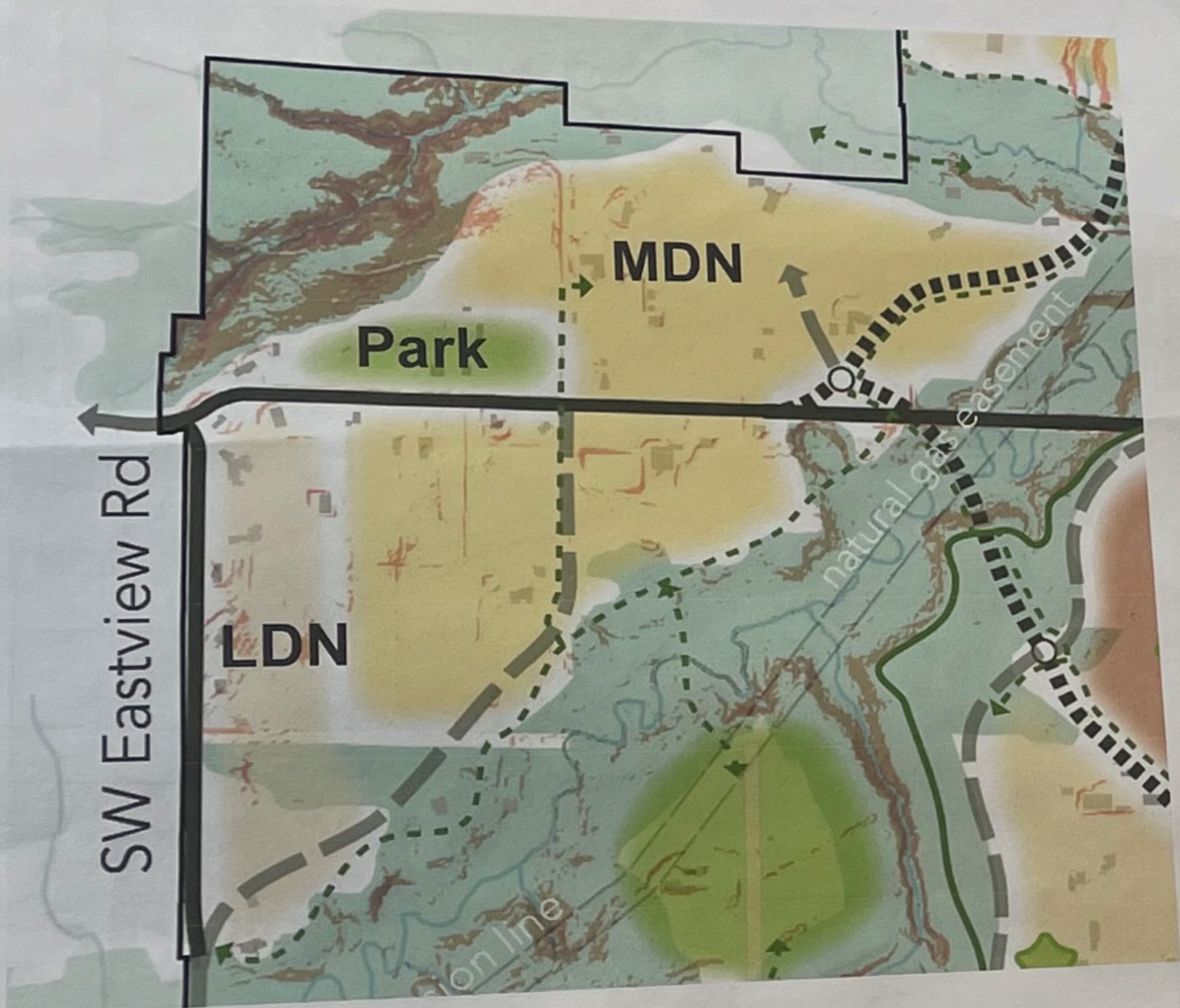
ALTERNATIVE 1

Themes:

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



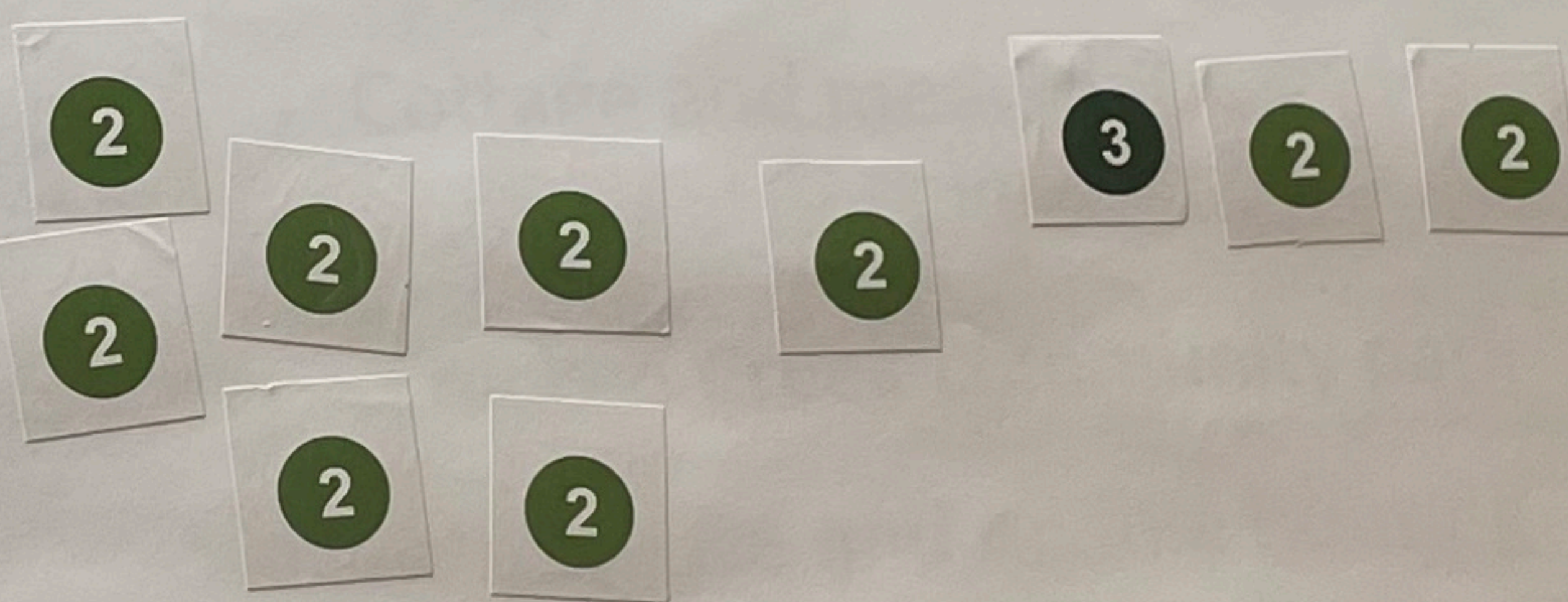
Keep Elwert straight, please.
(and add lanes)



ALTERNATIVE 2

Themes:

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



LEGEND

- Mixed Employment
- Commercial (Com)
- Mixed use (MU)
- Hospitality Zone
- Multifamily (MF)
- Middle Housing
- Cottage Cluster
- Med-High Den (MHDN)
- Medium Den (MDN)
- Low Density (LDN)

- Park
- Neighborhood

- Existing
- Potential Elwert

- Concealed

- Concealed

- Concealed

- Existing

- St

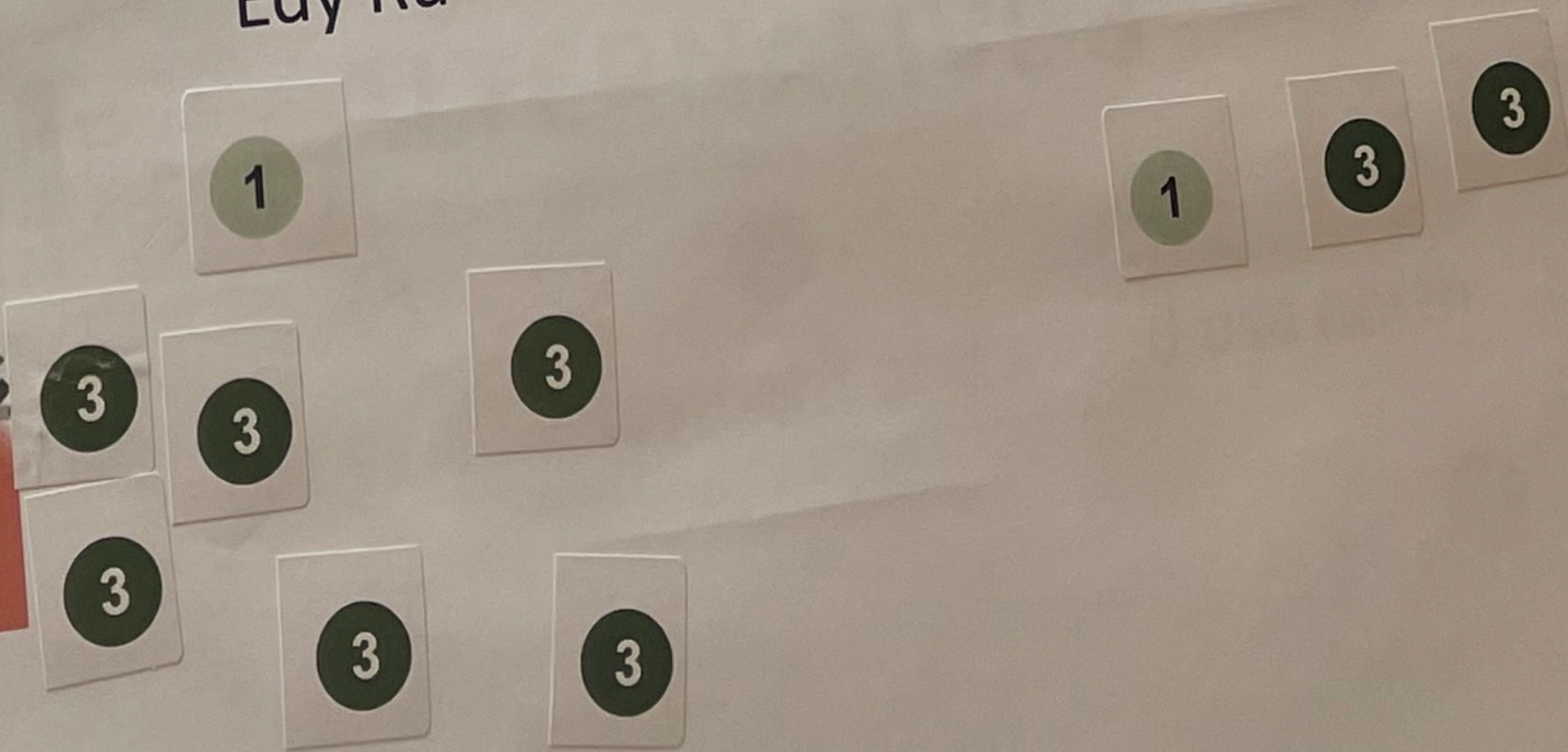
- T

- * Schools future. P

ALTERNATIVE 3

Themes:

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



WEST DISTRICT



ALTERNATIVE 1

Themes:

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

Subway?

Keep Elwert straight + add lanes

ALTERNATIVE 2

Themes:

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

Grocery Stores? which area?

ALTERNATIVE 3

Themes:

- Employment and mixed use north of high school
- Mixed use, multi-family, 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

LEGEND

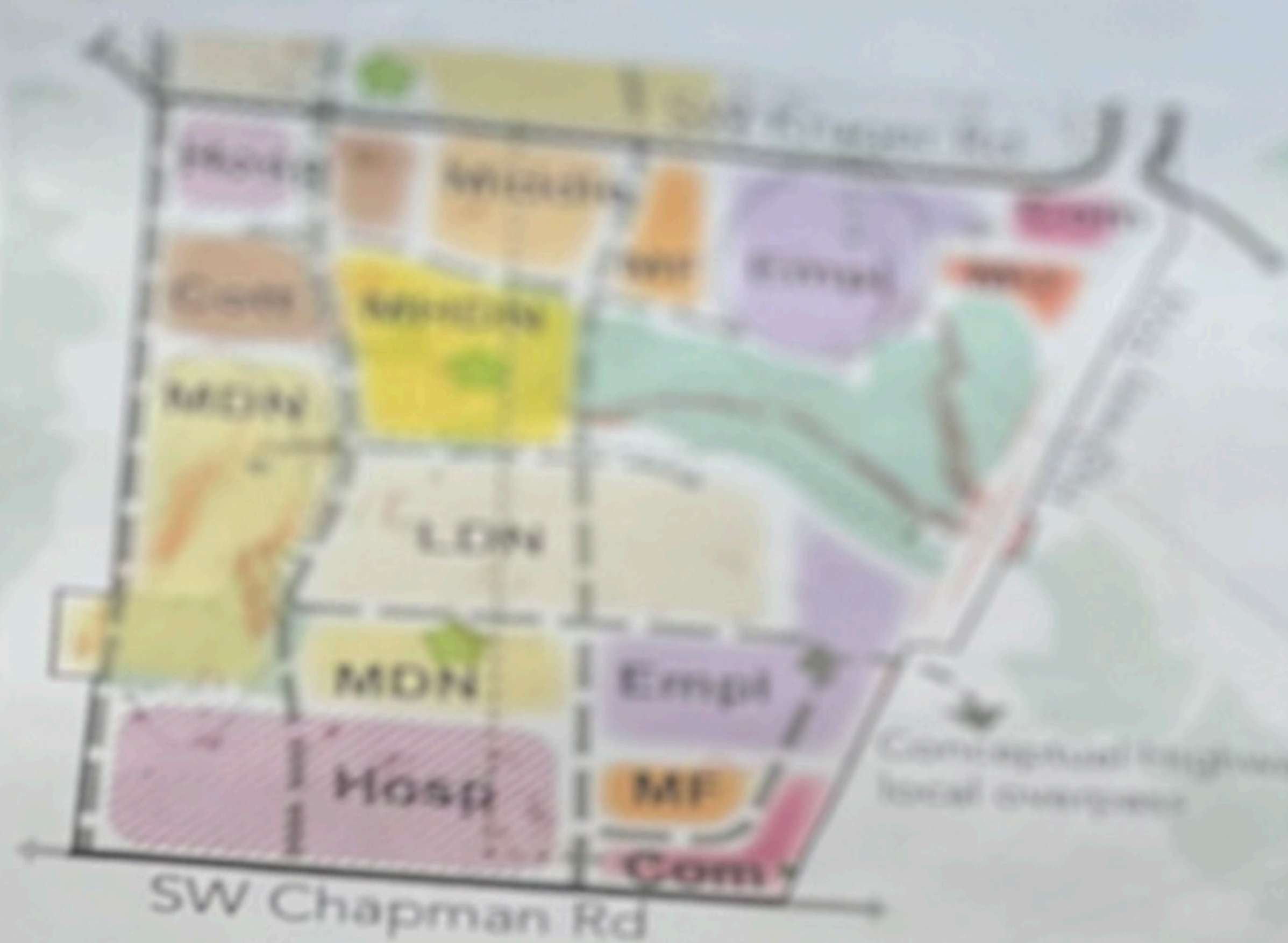
- Mixed Employment (Empl)
- Commercial (Com)
- Mixed use (MU)
- Hospitality Zone (Hosp)
- Multifamily (MF)
- Middle Housing (Middle)
- Cottage Cluster (Cott)
- Med-High Density Neighborhood (MHDN)
- Medium Density Neighborhood (MDN)
- Low Density Neighborhood (LDN)

- Park
- Neighborhood Park
- Existing Streets
- Potential Realignment Elwert Rd
- Conceptual Street
- Conceptual Lane
- Conceptual Road
- Existing Trail
- Steep Slope
- Title 13

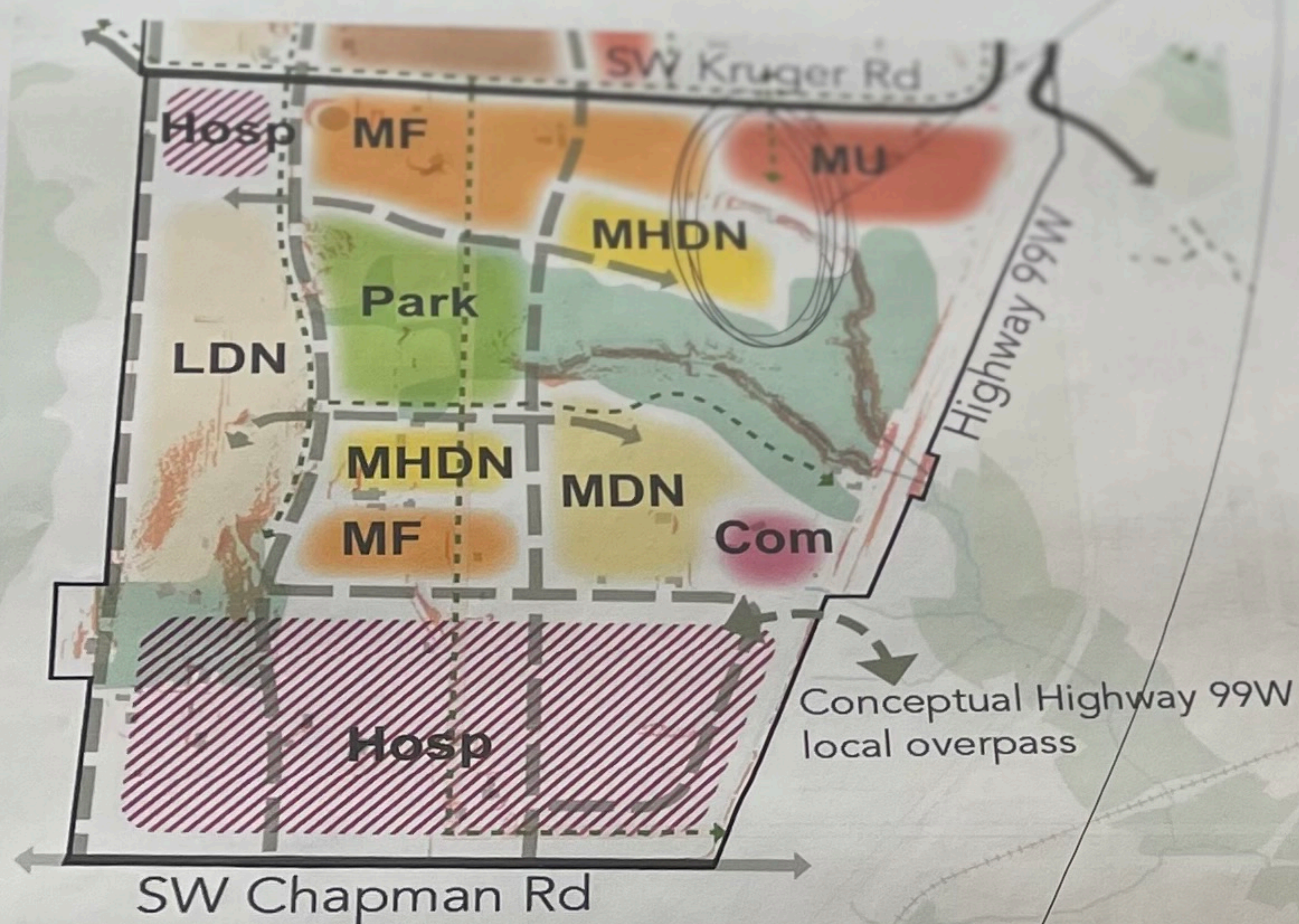
* Schools not shown in future. Potential

On Middle (at 3)

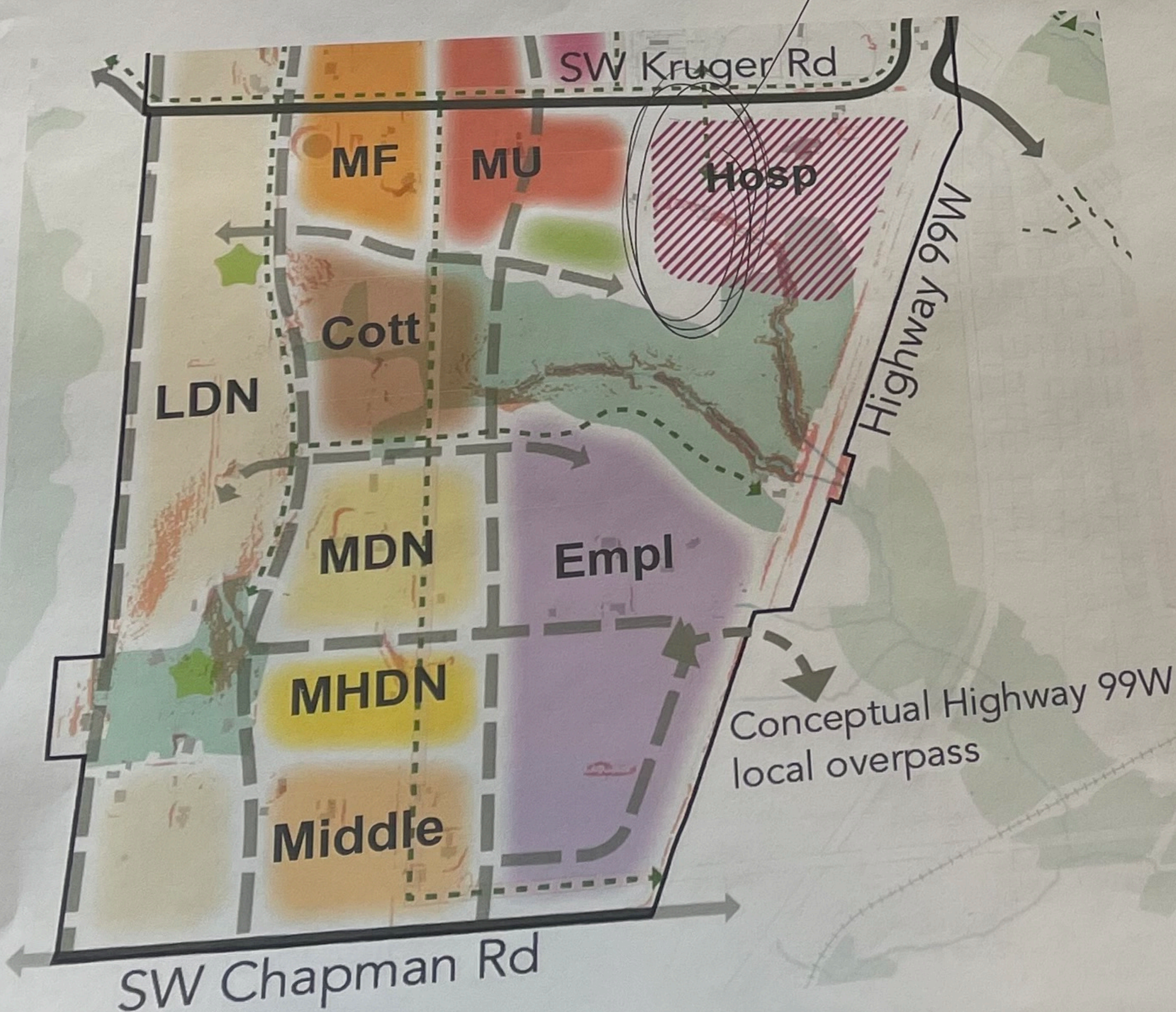
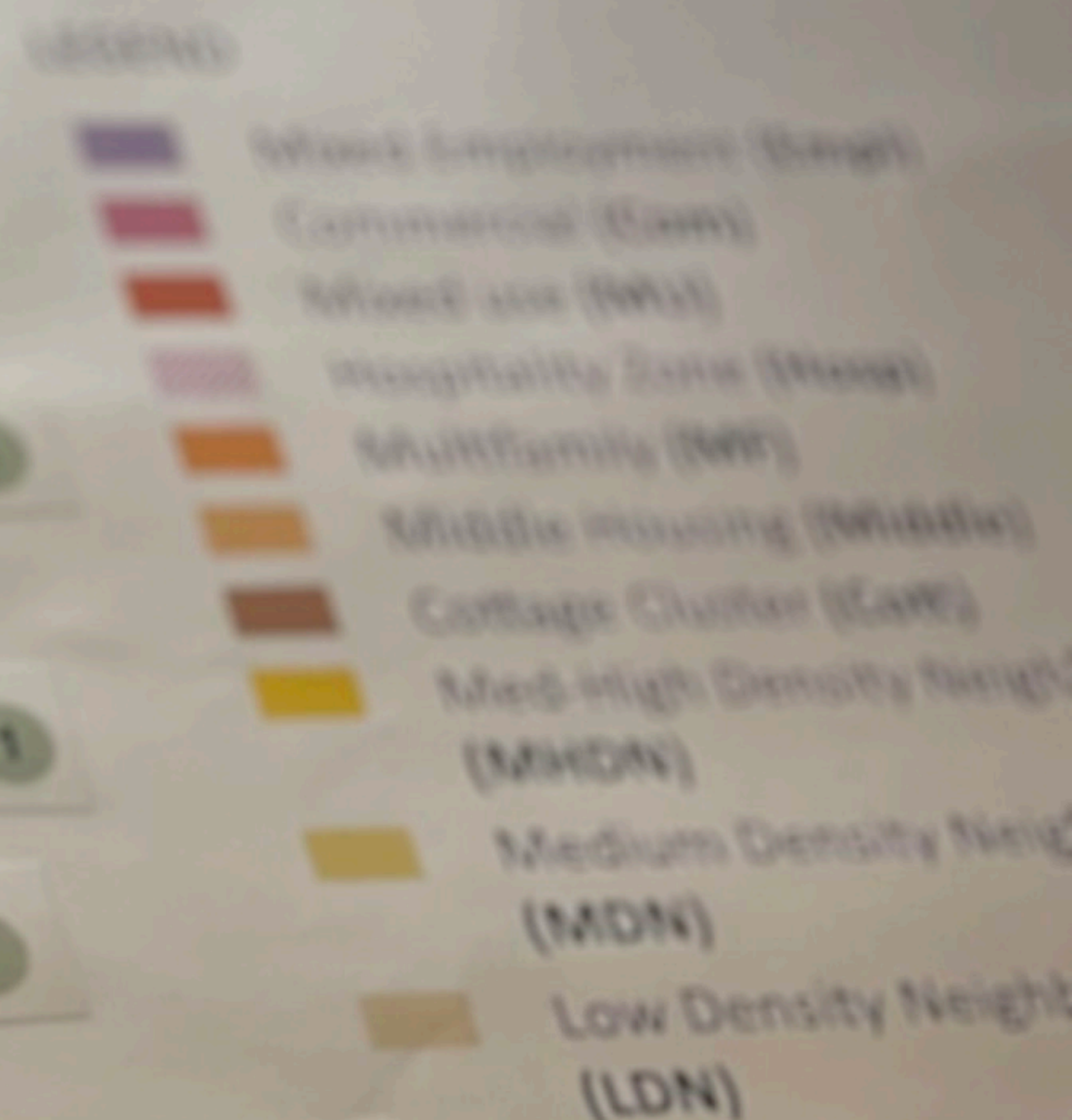
2



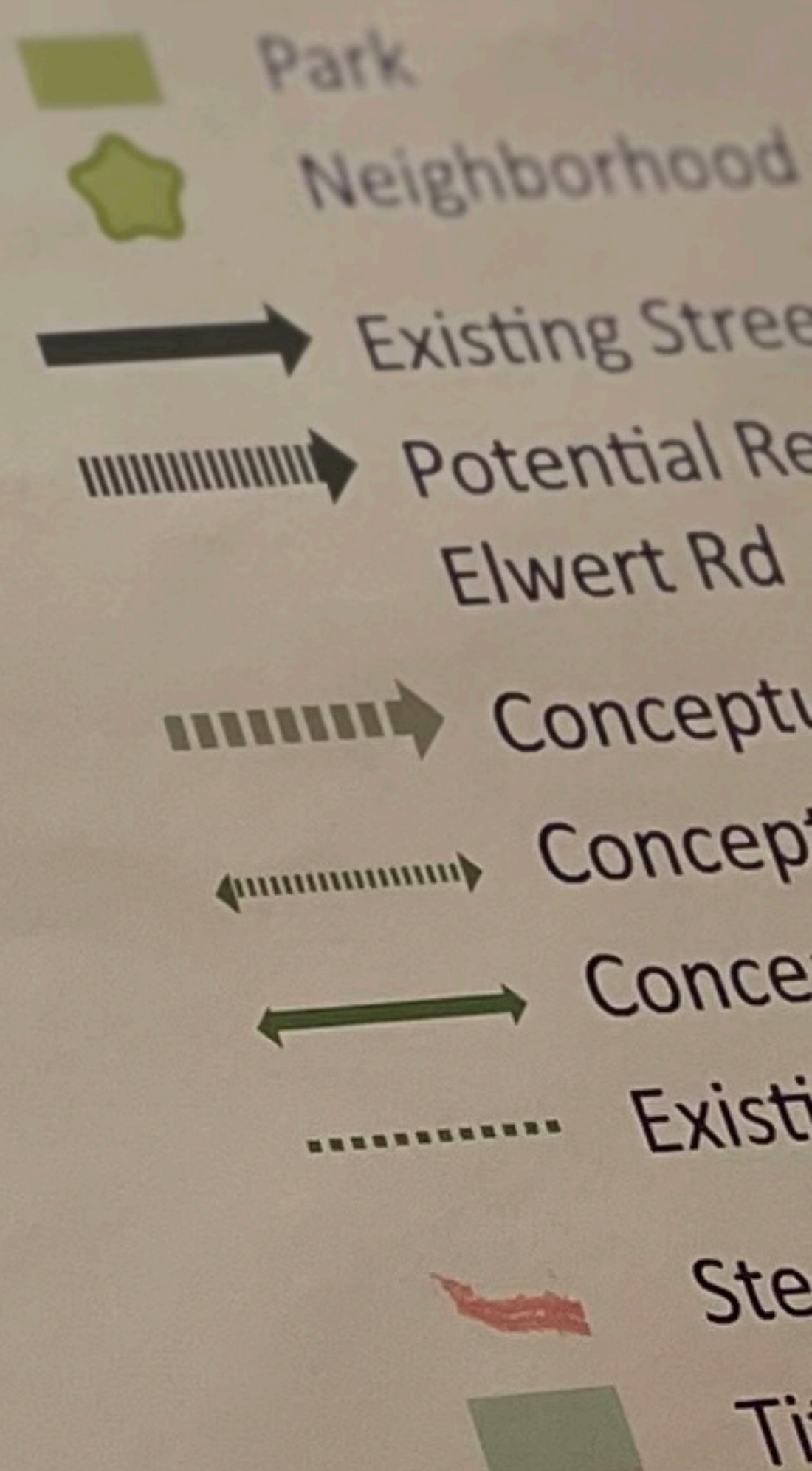
- Themes:
- Commercial, mixed-use and employment zone along Hwy 99
 - Mix of housing including west
 - Low density hilltop
 - Hospitality zone north of Chapman Rd and at western end of Kruger Rd



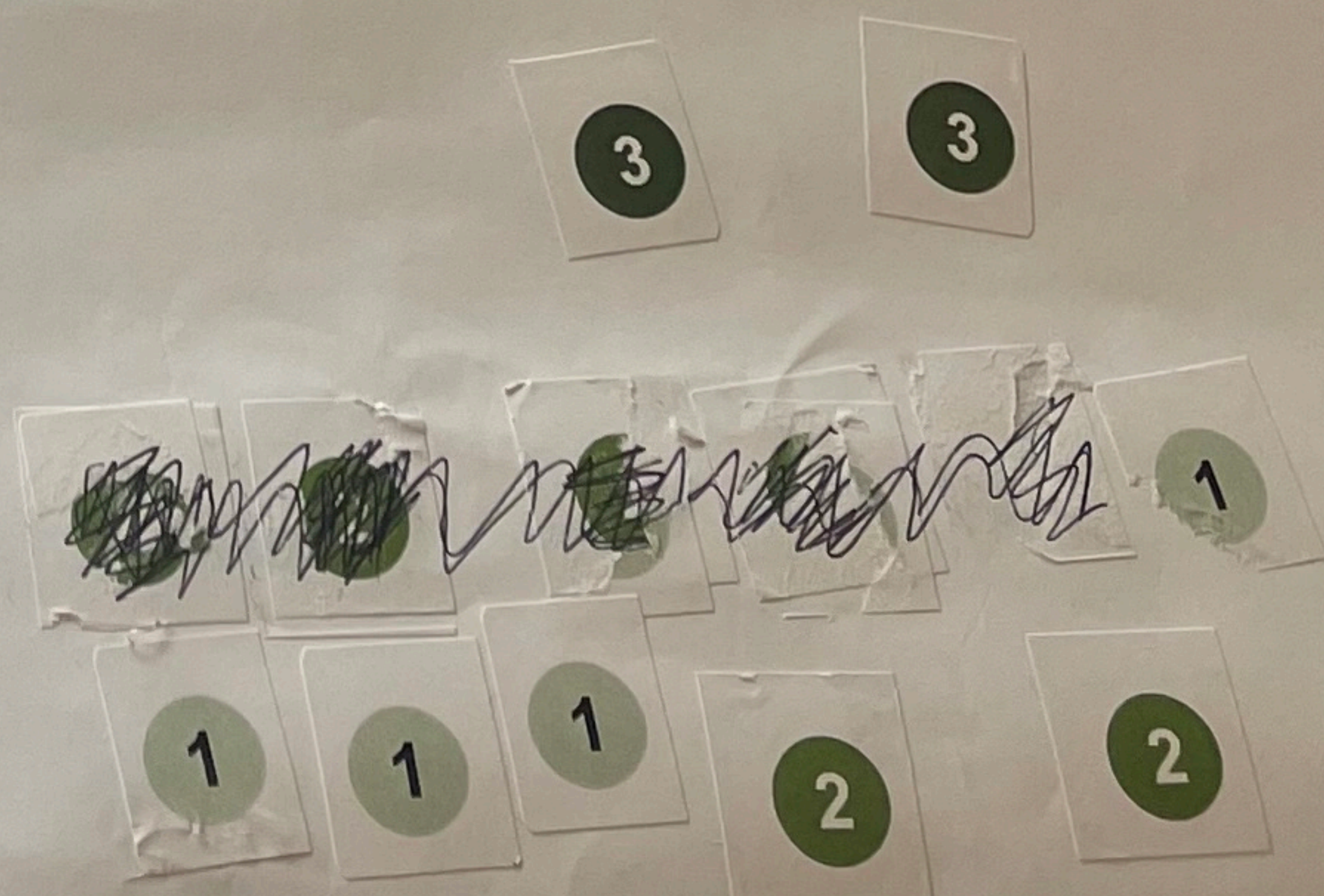
- Themes:
- Mixed-use and multifamily south of Kruger Rd
 - Community park west of Goose Creek
 - Hospitality "Gateway to Wine Country" north of Chapman Rd and at western end of Kruger Rd



- Themes:
- 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



* Schools future.



Attachment B: Scanned Questionnaires

SHERWOOD WEST
CONCEPT PLAN

OPEN HOUSE QUESTIONNAIRE

Please use this form to indicate your preferences and provide feedback on the **Land Use Alternatives** and **Transportation Concepts** that are under study for the Sherwood West Concept Plan.

Refer to the **presentation boards** at the open house for information about the alternatives and concepts.

If you prefer, you can also fill out the survey online. Scan the QR code to the right or visit this link: <https://www.surveymonkey.com/r/92F8CGR>.

More info is also available on the Online Open House page: <https://arcg.is/044vDW>.



LAND USE ALTERNATIVES

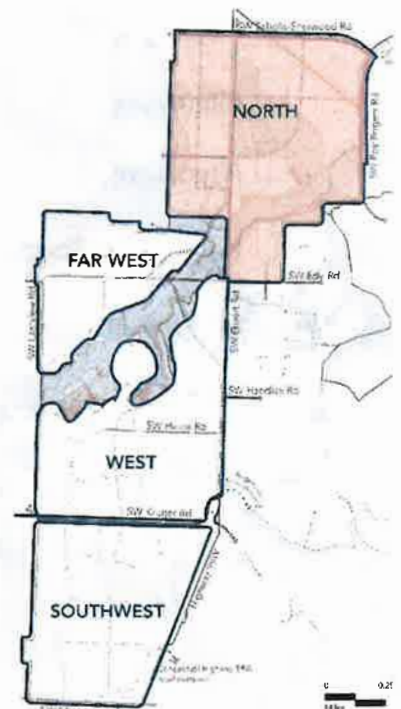
The land use alternatives identify potential locations for future land uses (residential, commercial, employment, parks, etc.), with each alternative providing different locations and configurations of the land uses.

Each land use type is represented by a different color on the map—refer to the Land Use Designations handout for more info. *Please note that all land uses, parks, trails, and new roads are conceptual and intended as guiding for future planning. The maps are generalized and not highly site-specific.*

NORTH DISTRICT

1. If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District by writing "1", "2", and "3" in the boxes: *(If you do not like any of the alternatives, rank "none of the above" as #1.)*

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above



SHERWOOD WEST CONCEPT PLAN

2. What do you like in the alternatives? _____

3. What do you not like in the alternatives, or what would you change? _____

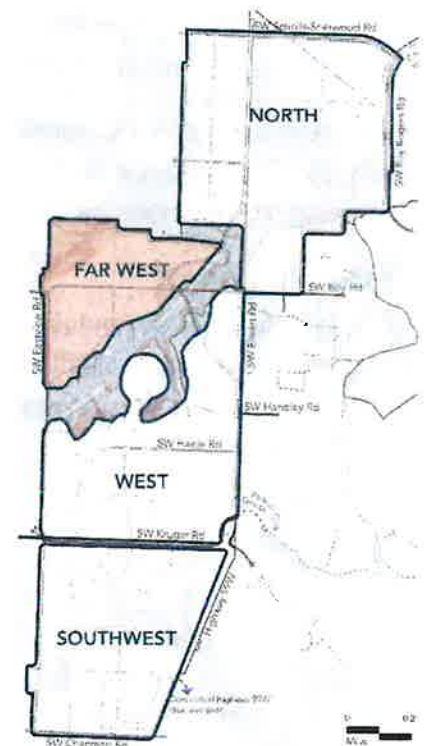
4. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

FAR WEST DISTRICT

5. If the City were to choose to grow into the Far West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Far West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

6. What do you like in the alternatives? _____



SHERWOOD WEST CONCEPT PLAN

7. What do you not like in the alternatives, or what would you change? _____

8. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

WEST DISTRICT

9. If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

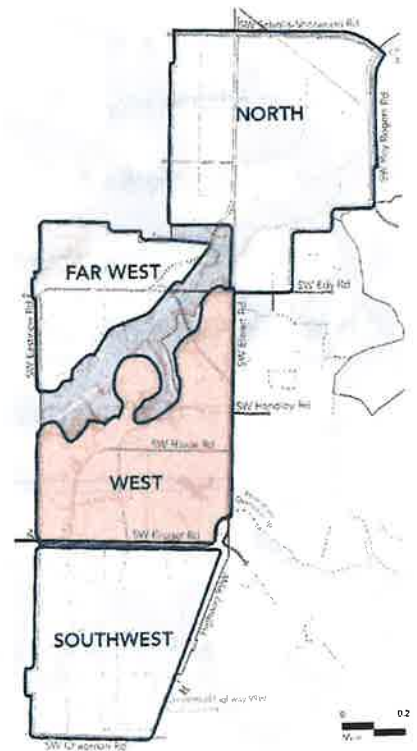
☒ Alternative 1

☐ Alternative 2

☒ Alternative 3

☐ None of the above

10. What do you like in the alternatives? NOTHING



11. What do you not like in the alternatives, or what would you change?

LOVE MULTI-FAMILY BUILDINGS BE IT ROW HOMES, DUPLEXES OR APARTMENTS (DON'T WANT)

SHERWOOD WEST CONCEPT PLAN

12. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area.

SOUTHWEST DISTRICT

13. If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

14. What do you like in the alternatives?



15. What do you not like in the alternatives, or what would you change?

16. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area.

ELWERT ROAD DESIGN CONCEPT

concept? LIKE



like

SHERWOOD WEST CONCEPT PLAN

HIGHWAY 99W PEDESTRIAN OVERCROSSING

20. Do you have any questions or comments about the planned Pedestrian Overcrossing?

CONCEPTUAL NORTH-SOUTH CONNECTOR

21. Do you have any questions or comments about the conceptual North-South Connector?

OTHER COMMENTS

Do you have any other comments about concepts and alternatives presented at the open house, or about the Sherwood West Concept Plan in general?

Thank you! We greatly appreciate your time and input.

To learn more about the Sherwood West Concept Plan, visit the project website:

<https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look>.

SHERWOOD WEST
CONCEPT PLAN

OPEN HOUSE QUESTIONNAIRE

Please use this form to indicate your preferences and provide feedback on the **Land Use Alternatives** and **Transportation Concepts** that are under study for the Sherwood West Concept Plan.

Refer to the **presentation boards** at the open house for information about the alternatives and concepts.

If you prefer, you can also fill out the survey online. Scan the QR code to the right or visit this link: <https://www.surveymonkey.com/r/92F8CGR>.

More info is also available on the Online Open House page: <https://arcg.is/044vDW>.



LAND USE ALTERNATIVES

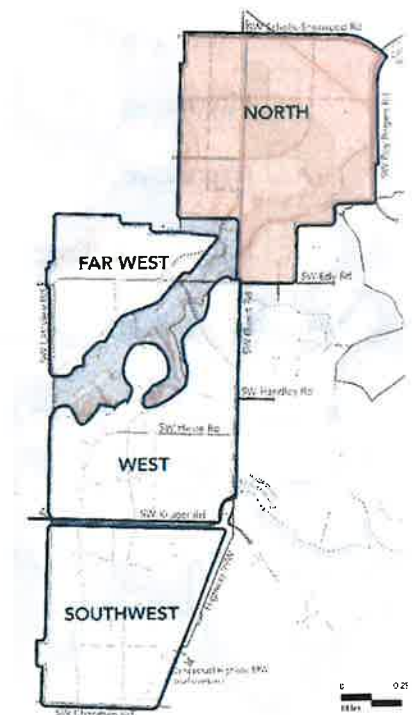
The land use alternatives identify potential locations for future land uses (residential, commercial, employment, parks, etc.), with each alternative providing different locations and configurations of the land uses.

Each land use type is represented by a different color on the map—refer to the Land Use Designations handout for more info. *Please note that all land uses, parks, trails, and new roads are conceptual and intended as guiding for future planning. The maps are generalized and not highly site-specific.*

NORTH DISTRICT

1. If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District by writing "1", "2", and "3" in the boxes. *(If you do not like any of the alternatives, rank "none of the above" as #1.)*

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above



SHERWOOD WEST CONCEPT PLAN

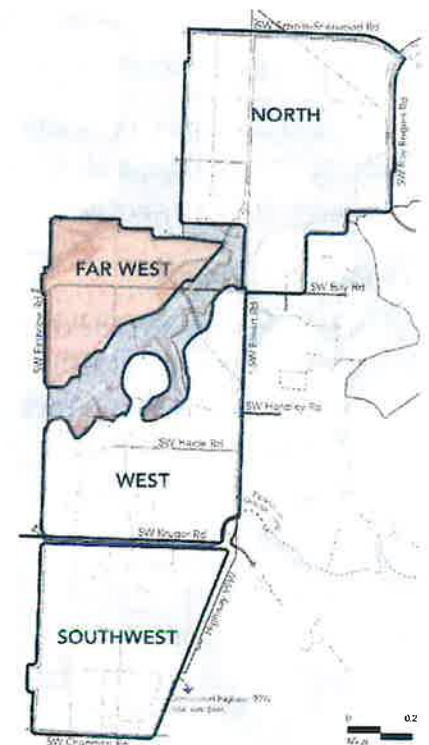
2. What do you like in the alternatives? _____
- _____
- _____
3. What do you not like in the alternatives, or what would you change? _____
- _____
- _____
4. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____
- _____
- _____

FAR WEST DISTRICT

5. If the City were to choose to grow into the Far West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Far West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

6. What do you like in the alternatives? _____
- _____
- _____
- _____



SHERWOOD WEST CONCEPT PLAN

7. What do you not like in the alternatives, or what would you change? _____

8. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

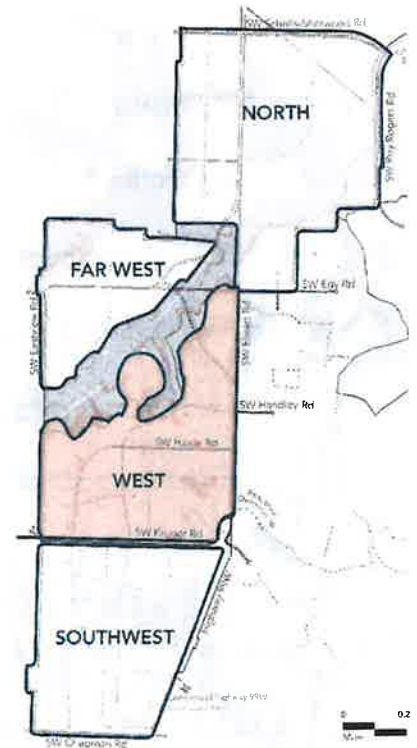
WEST DISTRICT

9. If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

10. What do you like in the alternatives? _____

11. What do you not like in the alternatives, or what would you change? _____



12. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area.

13. If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

14. What do you like in the alternatives?

Commercial use ideal
housing ideal
flexibility ideal
NO industrial use

15. What do you not like in the alternatives, or what would you change?

limit park/wetland area
Drenco station design is a good match for the area
limit/eliminate industrial degeneration - not
appropriate traffic for HS.

16. If you selected "None of the above", please tell us why and what you think the long term plan should be for this

area. Build out the community to support the high school

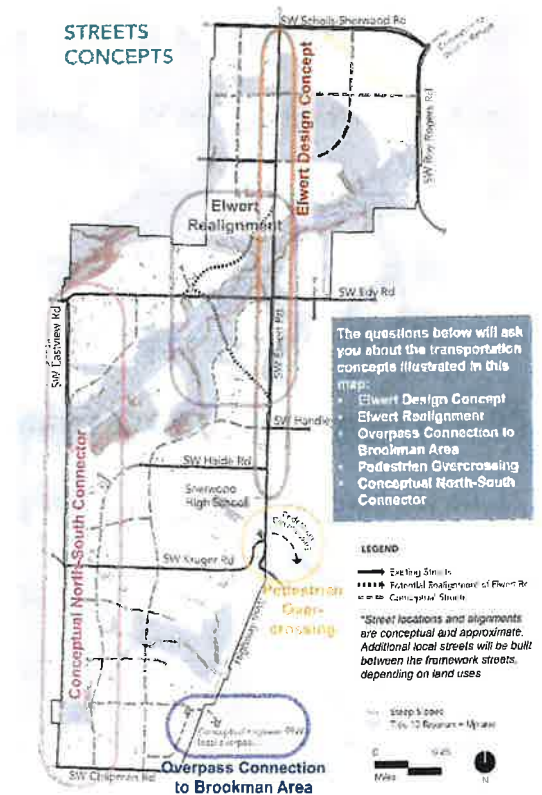


KEY TRANSPORTATION CONCEPTS UNDER STUDY

This section asks for your feedback on potential transportation improvements for Sherwood West. Refer to the Transportation Concepts boards for information about each of these potential improvements.

ELWERT ROAD DESIGN CONCEPT

17. Do you have any questions or comments about the Elwert Design concept? _____



ELWERT REALIGNMENT

18. Do you have any questions or comments about the Elwert Realignment concept? _____

OVERPASS CONNECTION TO BROOKMAN AREA

19. Do you have any questions or comments about the Overpass Connection to the Brookman Area? _____

SHERWOOD WEST CONCEPT PLAN

HIGHWAY 99W PEDESTRIAN OVERCROSSING

20. Do you have any questions or comments about the planned Pedestrian Overcrossing?

CONCEPTUAL NORTH-SOUTH CONNECTOR

21. Do you have any questions or comments about the conceptual North-South Connector?

OTHER COMMENTS

Do you have any other comments about concepts and alternatives presented at the open house, or about the Sherwood West Concept Plan in general?

Thank you! We greatly appreciate your time and input.

To learn more about the Sherwood West Concept Plan, visit the project website:

<https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look>.



Logan Dunn

SHERWOOD WEST CONCEPT PLAN

OPEN HOUSE QUESTIONNAIRE

Please use this form to indicate your preferences and provide feedback on the **Land Use Alternatives** and **Transportation Concepts** that are under study for the Sherwood West Concept Plan.

Refer to the **presentation boards** at the open house for information about the alternatives and concepts.

If you prefer, you can also fill out the survey online. Scan the QR code to the right or visit this link: <https://www.surveymonkey.com/r/92F8CGR>.

More info is also available on the Online Open House page: <https://arcg.is/044vDW>.



LAND USE ALTERNATIVES

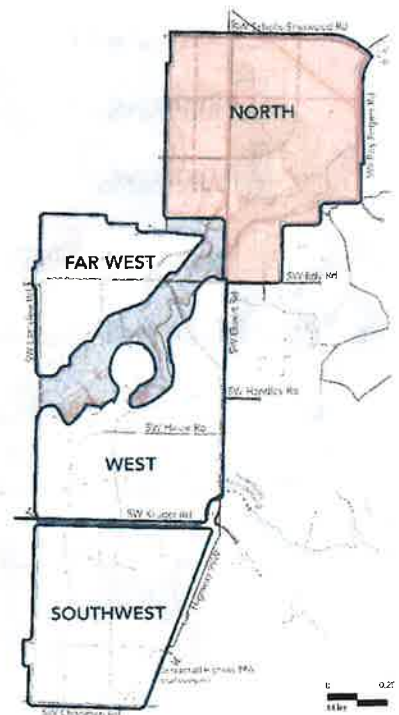
The land use alternatives identify potential locations for future land uses (residential, commercial, employment, parks, etc.), with each alternative providing different locations and configurations of the land uses.

Each land use type is represented by a different color on the map—refer to the Land Use Designations handout for more info. *Please note that all land uses, parks, trails, and new roads are conceptual and intended as guiding for future planning. The maps are generalized and not highly site-specific.*

NORTH DISTRICT

1. If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☒ Alternative 2
- ☐ Alternative 3
- ☐ None of the above



SHERWOOD WEST CONCEPT PLAN

7. What do you not like in the alternatives, or what would you change? _____

8. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

WEST DISTRICT

9. If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

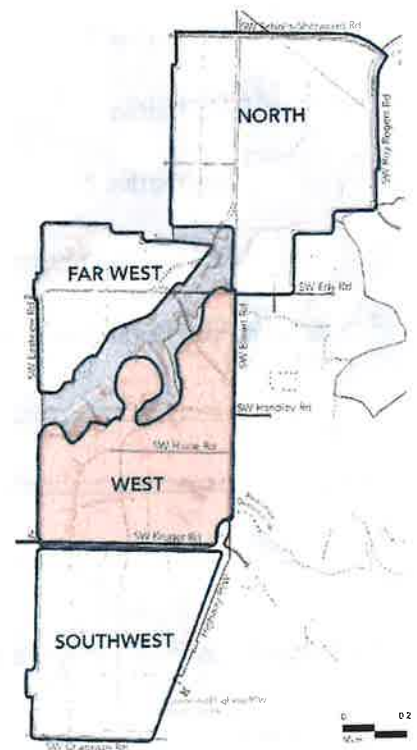
☐ Alternative 1

☐ Alternative 2

☒ Alternative 3

☐ None of the above

10. What do you like in the alternatives? _____



11. What do you not like in the alternatives, or what would you change? _____

SHERWOOD WEST CONCEPT PLAN

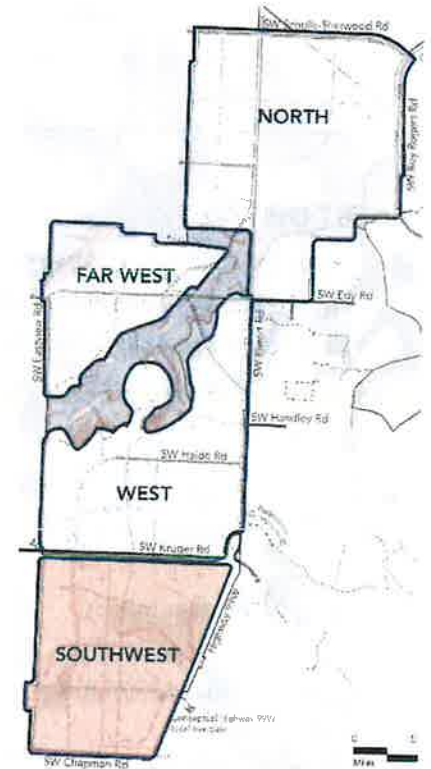
12. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

SOUTHWEST DISTRICT

13. If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☒ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

14. What do you like in the alternatives? _____



15. What do you not like in the alternatives, or what would you change?

16. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

SHERWOOD WEST CONCEPT PLAN

HIGHWAY 99W PEDESTRIAN OVERCROSSING

20. Do you have any questions or comments about the planned Pedestrian Overcrossing?

CONCEPTUAL NORTH-SOUTH CONNECTOR

21. Do you have any questions or comments about the conceptual North-South Connector?

OTHER COMMENTS

Do you have any other comments about concepts and alternatives presented at the open house, or about the Sherwood West Concept Plan in general?

I most of all would like to see accomodation
for future MAX Light rail and multiple
bus lines

I also like cottage type and multi-family
type housing

Thank you! We greatly appreciate your time and input.

To learn more about the Sherwood West Concept Plan, visit the project website:

<https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look>.

SHERWOOD WEST
CONCEPT PLAN

OPEN HOUSE QUESTIONNAIRE

Please use this form to indicate your preferences and provide feedback on the **Land Use Alternatives** and **Transportation Concepts** that are under study for the Sherwood West Concept Plan.

Refer to the **presentation boards** at the open house for information about the alternatives and concepts.

If you prefer, you can also fill out the survey online. Scan the QR code to the right or visit this link: <https://www.surveymonkey.com/r/92F8CGR>.

More info is also available on the Online Open House page: <https://arcg.is/044vDW>.



LAND USE ALTERNATIVES

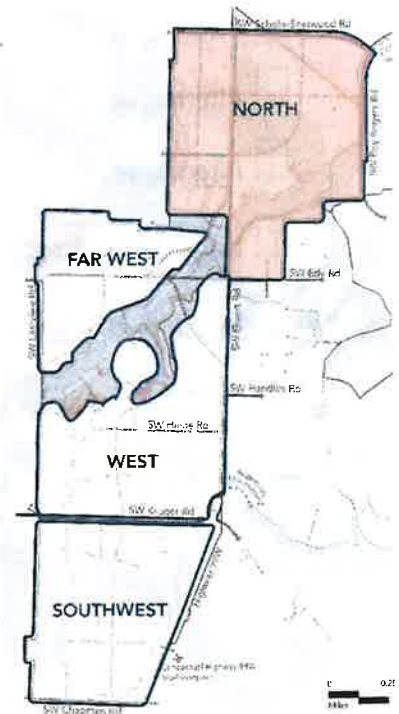
The land use alternatives identify potential locations for future land uses (residential, commercial, employment, parks, etc.), with each alternative providing different locations and configurations of the land uses.

Each land use type is represented by a different color on the map—refer to the Land Use Designations handout for more info. *Please note that all land uses, parks, trails, and new roads are conceptual and intended as guiding for future planning. The maps are generalized and not highly site-specific.*

NORTH DISTRICT

1. If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District by writing "1", "2", and "3" in the boxes. *(If you do not like any of the alternatives, rank "none of the above" as #1.)*

- ☐ Alternative 1
- ☒ Alternative 2
- ☐ Alternative 3
- ☐ None of the above



SHERWOOD WEST CONCEPT PLAN

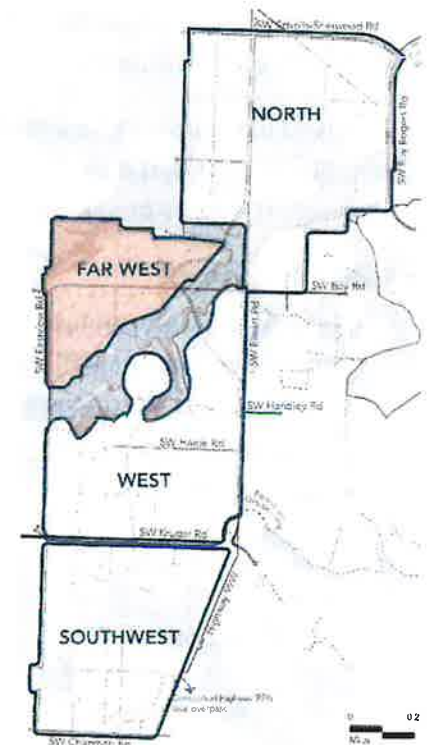
2. What do you like in the alternatives? _____
- _____
- _____
3. What do you not like in the alternatives, or what would you change? _____
- _____
- _____
4. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____
- _____
- _____

FAR WEST DISTRICT

5. If the City were to choose to grow into the Far West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Far West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

6. What do you like in the alternatives? _____
- _____
- _____
- _____



SHERWOOD WEST CONCEPT PLAN

7. What do you not like in the alternatives, or what would you change? _____

8. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

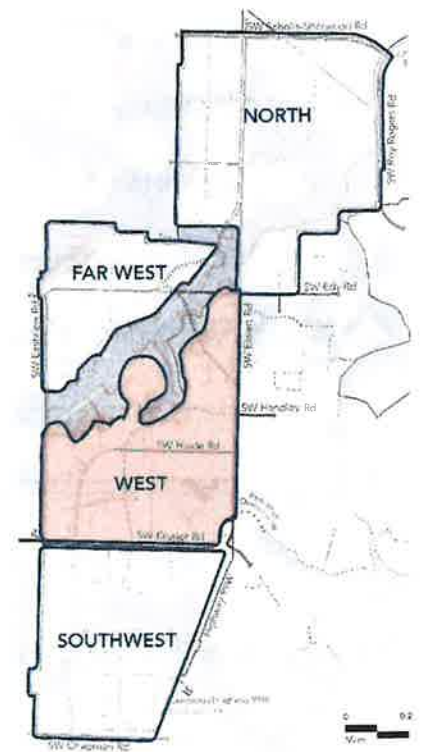
WEST DISTRICT

9. If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

10. What do you like in the alternatives? _____

11. What do you not like in the alternatives, or what would you change? _____



SHERWOOD WEST CONCEPT PLAN

12. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

SOUTHWEST DISTRICT

13. If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District by writing "1", "2", and "3" in the boxes. (If you do not like any of the alternatives, rank "none of the above" as #1.)

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ Alternative 3
- ☐ None of the above

14. What do you like in the alternatives? _____



15. What do you not like in the alternatives, or what would you change? _____

16. If you selected "None of the above", please tell us why and what you think the long term plan should be for this area. _____

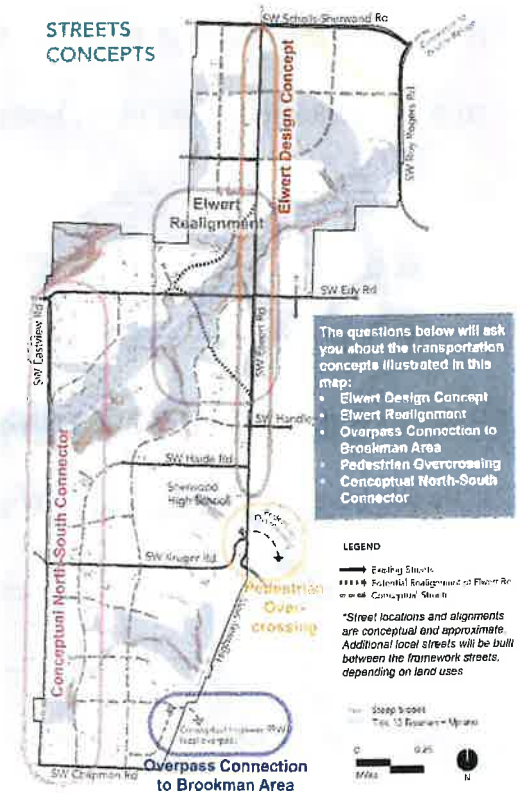
KEY TRANSPORTATION CONCEPTS UNDER STUDY

This section asks for your feedback on potential transportation improvements for Sherwood West. Refer to the Transportation Concepts boards for information about each of these potential improvements.

ELWERT ROAD DESIGN CONCEPT

17. Do you have any questions or comments about the Elwert Design concept?

It doesn't seem well-thought yet



ELWERT REALIGNMENT

18. Do you have any questions or comments about the Elwert Realignment concept?

See above

OVERPASS CONNECTION TO BROOKMAN AREA

19. Do you have any questions or comments about the Overpass Connection to the Brookman Area?

SHERWOOD WEST CONCEPT PLAN

HIGHWAY 99W PEDESTRIAN OVERCROSSING

20. Do you have any questions or comments about the planned Pedestrian Overcrossing?

CONCEPTUAL NORTH-SOUTH CONNECTOR

21. Do you have any questions or comments about the conceptual North-South Connector?

Still not enough planning

OTHER COMMENTS

Do you have any other comments about concepts and alternatives presented at the open house, or about the Sherwood West Concept Plan in general?

Thank you! We greatly appreciate your time and input.

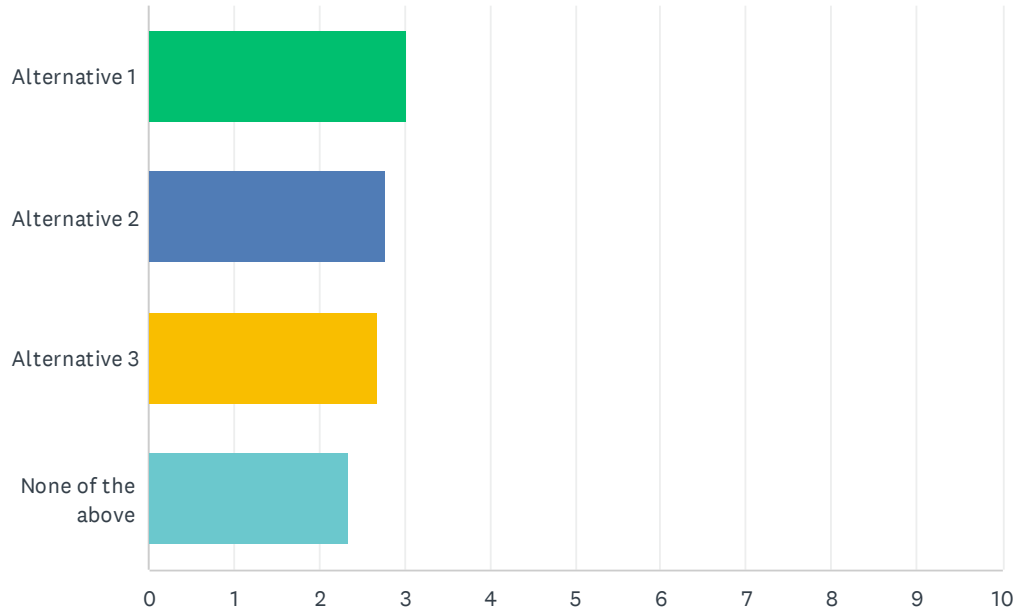
To learn more about the Sherwood West Concept Plan, visit the project website:

<https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look>.

Attachment C: Online Survey Report

Q1 If the City were to choose to grow into the North District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the North District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

Answered: 102 Skipped: 2



	1	2	3	4	TOTAL	SCORE
Alternative 1	42.55% 40	23.40% 22	27.66% 26	6.38% 6	94	3.02
Alternative 2	30.77% 28	28.57% 26	27.47% 25	13.19% 12	91	2.77
Alternative 3	17.02% 16	41.49% 39	35.11% 33	6.38% 6	94	2.69
None of the above	37.50% 18	8.33% 4	6.25% 3	47.92% 23	48	2.35

Q2 What do you like in the alternatives?

Answered: 76 Skipped: 28

#	RESPONSES	DATE
1	Not a whole lot.	11/3/2022 7:52 PM
2	I live within the boundary and would rather have houses than industrial warehouses developed near my house.	11/3/2022 7:32 PM
3	The mix of zoning. Helps break up the monotony of an area being dominated by one type of zoning.	11/3/2022 5:34 PM
4	Number 2 is the one alternative I like the most since it has the least employment focused area. If I had to choose one, I'd choose it, but I'd like to see more park area included.	11/3/2022 3:51 PM
5	I like to see the conceptual streets east of Elwert to help get traffic moving as quickly as possible to Hwy 99W. I favor more employment area vs. more housing, as Sherwood is lacking in employment opportunities (unless you want a low-wage job in retail or restaurants). I think the City should give employers incentives to hire local Sherwood residents instead of inviting in even more traffic from other areas.	11/3/2022 2:42 PM
6	employment lands	11/3/2022 2:33 PM
7	Parks	11/3/2022 12:16 PM
8	Maximized park space	11/2/2022 11:19 PM
9	Those that keep employment areas separate from living areas. Inclusion of park space in the SE section or Alt 1 is great.	11/2/2022 9:38 PM
10	Park	11/2/2022 8:24 PM
11	I like the park at Edy Road (All # 1) and brings less traffic to this intersection vs multi family	11/2/2022 6:01 PM
12	I like the park along Edy	11/2/2022 2:27 PM
13	Alternative 3 should be chosen,important to abutting property owner to have housing next to their residence instead of industrial or commercial	11/2/2022 10:10 AM
14	The medium density housing with medium sized parks and limited employment	11/1/2022 9:18 PM
15	large employment area with multifamily nearby.	11/1/2022 8:51 PM
16	The medium familyhousing	11/1/2022 5:07 PM
17	the mixture of employment/commercial and housing	11/1/2022 12:31 PM
18	Nothing, really. The focus on business use is a negative in all three plans.	11/1/2022 11:12 AM
19	I like the mix of housing and employment in option 2 the most.	11/1/2022 10:51 AM
20	It makes sense to have the commercial / business aspect more compartmentalized over there. Additionally many have said over the years it would be a great benefit to the residents and the city if a sports complex park was considered for hosting games and tournaments. These amenities are becoming over populated where we/sherwood travels for games and tournaments. This mixed with retail and food would be a positive economic draw for the community and fulfill needs of our youth and sports programs, along with needs of neighboring towns.	11/1/2022 6:40 AM
21	I like the park concept in all three alternatives.	10/31/2022 6:45 PM
22	Employment focus	10/31/2022 4:09 PM
23	Alternative 2/3 - I like the residential area along Edy inside of Elwert.	10/31/2022 2:28 PM
24	More green park space near Chicken creek. Small commerical space in the central North area	10/31/2022 2:21 PM

may be attractive.

25	A good balance of housing and commercial	10/31/2022 2:04 PM
26	alt 2 seems a more balanced mix of housing and employment. But I like the size of the park in Alt 1.	10/31/2022 12:54 PM
27	We need more jobs compatible with Sherwood so people can live and work here.	10/31/2022 12:26 PM
28	The parks, LDN and MDN	10/31/2022 11:56 AM
29	Alternative #2 has more multi-family and commercial designations, and not as large of a mix use employment area	10/31/2022 11:30 AM
30	Use of flat land is good for schools and access to Roy Rogers.	10/30/2022 7:46 PM
31	There's a good mix of all needed in a livable area.	10/30/2022 11:42 AM
32	I like that there is a large park in a great location (Edy and Elwert) for the current and future homes.	10/30/2022 11:36 AM
33	The parks closeness to the Ridges elementary.	10/29/2022 3:41 PM
34	employment focus	10/29/2022 2:57 PM
35	Large park	10/29/2022 2:55 PM
36	Middle school, large park. Mixed use	10/29/2022 1:28 PM
37	Keeping business separate from houses	10/29/2022 12:47 PM
38	The inclusion of a park and some trails	10/29/2022 11:58 AM
39	We need employment areas and this north area is prime opportunity	10/29/2022 11:02 AM
40	I'd prefer a larger park and no commercial zoning.	10/29/2022 10:49 AM
41	Nothing	10/29/2022 9:01 AM
42	# 1 has a bigger park and bigger empl area (more tax dollars!)	10/27/2022 12:46 PM
43	Plan 1 has No large towering buildings being built behind existing neighborhoods. It's respecting the current residents.	10/26/2022 9:30 PM
44	Park in the heavily forested area that includes housing around the park. Keep employment at the north section with access to Roy Rogers Road.	10/26/2022 3:33 PM
45	Use of commercial land on major road away from City proper/residential	10/26/2022 1:50 PM
46	I'm not a big fan of any of the choices as is.	10/26/2022 11:46 AM
47	variety and everything is not the same. like any extra areas of parks and greenspace.	10/25/2022 8:13 PM
48	Employment and commercial	10/25/2022 8:12 PM
49	Less high density housing	10/25/2022 7:05 PM
50	Nothing	10/25/2022 5:53 PM
51	Instead of having big chunks of designations, option 2 seemed to mix thing together. I would like to see it have more open space and parks.	10/25/2022 5:50 PM
52	The park. No more housing.	10/25/2022 3:26 PM
53	There's a park	10/25/2022 3:15 PM
54	- parks - low density housing	10/25/2022 1:02 PM
55	Less housing, large park, trails	10/25/2022 12:31 PM
56	Incorporation of parks that should be of reasonable size and not just some park picnic table with a shelter. The mix of housing and small business could be attractive.	10/25/2022 11:14 AM
57	#2 A better mix of housing as it includes Some Low Density Housing and a cottage cluster. I prefer the park size in option 1	10/25/2022 10:26 AM

58	I like that each has a park.	10/24/2022 5:08 PM
59	I don't like a lot considering what they were before. Can you guarantee there will be occupancy in the new "Comm" and other "Empl" locations. There is already high vacancy rate in business parks all over. WHY WOULD YOU MAKE MORE?? That's shitty planning. Plan larger and more park areas. People and kids need to get out more. We don't need hard surfaces, asphalt, and empty buildings. Anybody who looks around knows this. More parks, smaller and fewer commercial and business areas are the way to go. Vacancies in and around Sherwood and Tualatin are very high. Hard surfaces translate to local warming and displacement of living things already there. Governor Radcliffe was a character in Pocahontas. Plan more parks and fewer businesses. But you'll have to be okay with not making more money..... Rub your hands together and say "Money..." Where are all the animals going with the woods being cut down??	10/24/2022 12:20 PM
60	I like #2 because of the layout of land use. The combination will keep the area attractive and well accessible for the public. The employment area is also well suited to be off the 99 with a small commercial node to serve workers in the area.	10/24/2022 11:30 AM
61	employment land. Alternative 1 is the only one to consider here - unless you create a better alternative 1. 2 and 3 are horrible.	10/24/2022 11:16 AM
62	A mix of development; some housing options in the middle and south	10/24/2022 8:59 AM
63	Parks and housing	10/23/2022 6:32 PM
64	The larger sized parks - balancing out this construction with green space is incredibly important and valuable to current and new residents.	10/23/2022 3:20 PM
65	Large park, strong employment focus	10/22/2022 11:40 PM
66	Keep employment north	10/22/2022 10:02 PM
67	The large park in alternative #1 and the increase in retail stores and restaurants restaurants	10/22/2022 7:21 PM
68	I like that there is space reserved for low density housing, as not everyone wants to live in a townhouse or apartment.	10/21/2022 5:11 PM
69	I like the placement of the large park at the corner of Edy and Elwert roads. All of the other concept maps have small parks and Sherwood NEEDS more green space and places for young kids to play.	10/21/2022 4:19 PM
70	Location of park	10/21/2022 12:21 PM
71	I don't taking more parts of Sherwood away that made it a cute small town. Now it's just another Portland.	10/21/2022 11:55 AM
72	Alt 2 gives the best mix	10/21/2022 11:48 AM
73	2-proximity of parks to housing. Heavier focus on housing. 1-larger park. 3-contiguous areas.	10/21/2022 11:21 AM
74	Good mix of use, keeps the employment/commercial close to the main road and on the edges of town	10/21/2022 9:59 AM
75	Cottage Cluster along north edge of Chicken Creek - option 3. We're seniors looking for small 'nice' housing options, natural surroundings, etc.	10/20/2022 8:52 PM
76	Alt 2 place multi family near employment, may allow walking and not driving. Park beside the apartments.	10/20/2022 8:25 PM

Q3 What do you not like in the alternatives, or what would you change?

Answered: 69 Skipped: 35

#	RESPONSES	DATE
1	Alt 2 is so aggressive it is disheartening	11/4/2022 12:22 AM
2	It seems to prioritize business/commercial interests over a peaceful and beautiful place for the average person to live in.	11/3/2022 10:15 PM
3	The boundaries	11/3/2022 7:52 PM
4	I do not like the proposal of warehouses and industrial development.	11/3/2022 7:32 PM
5	I think the multi-family housing makes more sense near the high school. I'd rather not see dense housing at all; however, I understand the City's hands are tied due to the State's new housing laws.	11/3/2022 2:42 PM
6	Re-routing Elwert seems unnecessary and likely to cost considerably more than upgrading the existing Edy/Elwert intersection.	11/3/2022 2:33 PM
7	Nothing	11/3/2022 12:16 PM
8	I would add a walking trail from Lebeau along the eastern edge of the boundary.	11/3/2022 11:03 AM
9	it seems a lot of thought has been put into what kind of development but little thought on how to get the people there. Traffic in this area is already a nightmare and stuffing more people in the same area with the same roads is just short sighted.	11/3/2022 10:07 AM
10	No new arterial roads. Sherwood West has the potential to double the size of Sherwood yet the only improvement to traffic flow is the widening of Roy Rodgers? Traffic is already a detriment to the quality of life here and will reach nightmare proportions without a realistic approach to arterial roads.	11/3/2022 8:47 AM
11	Small parks that are exclusive just to surrounding housing	11/2/2022 11:19 PM
12	Zoning sections are too granular small in Alt 2.	11/2/2022 9:38 PM
13	Less business	11/2/2022 8:24 PM
14	Schools going up Edy & Elwert towards the wineries.	11/2/2022 2:27 PM
15	Don't like 1 or 2 because industrial/employment shouldn't be next to residential use adjacent to the west	11/2/2022 10:10 AM
16	I strongly disagree with turning our farmlands on Scholls Sherwood and Roy Rogers Roads into commercial, employment. This type of zoning belongs on 99W	11/1/2022 9:18 PM
17	Please do not cut down the age-old cluster of beautiful cedar trees along Elwert.	11/1/2022 6:01 PM
18	Making a sole park where Families could enjoy the chicken creek green space.	11/1/2022 5:07 PM
19	by "commercial" I'm assuming markets or restaurants. I don't like that there are fewer commercial access points forcing more traffic to our available markets/restaurants	11/1/2022 12:31 PM
20	The business emphasis is very negative. There is plenty of business/light industrial existing spaces (fully built areas with "For Lease" signs posted), and also existing ground elsewhere for future development.	11/1/2022 11:12 AM
21	Honestly, I love the rural feel of that part of Sherwood and would be sad to see it go. I understand the need for growth but love seeing the farmland and fields out that way.	11/1/2022 10:51 AM
22	Scholls (North area) seems fit the land type for both the added middle and elementary schools needs down the line. When looking at the small maps provided it would be helpful to see an illustration of how many acres are reflected in these respected areas for better consideration in planning opinions.	11/1/2022 6:40 AM

23	There seems to be a disproportionate area focused on employment.	10/31/2022 6:45 PM
24	Multifamily	10/31/2022 4:09 PM
25	I would like to see a hybrid of Alternatives 1 and 2. There should be a MDN in the area on Edy that is east of Elwert. This is in keeping with the Oregon Trail subdivision that is at the edge of the UGB. It's also in keeping with adding more homes to Sherwood in the next few years. This land is perfect for that. I think that just north of that (the property on the other side of Chicken Creek), the property should be all MF. This would keep residential uses (MDN and MF) abutting each other and not have employment between these. Further north could be Commercial/Employment. Having MDN and MF together would also keep things safer for kids who go to the elementary school. The only busy road they would have to cross is Edy and there is a good crosswalk there now at the intersection of Edy/Copper Terrace. If you're going to put a neighborhood park in the MDN, I'd put it along Edy to act as a sound barrier for the road and so kids can walk by it on the way home rather than having to go deep into the neighborhood. A three-acre park (120,000 SF) would allow for an 800' wide x 150' depth off of Edy. You'd also be able to monitor the park from Edy as opposed to having to patrol through the neighborhood.	10/31/2022 2:28 PM
26	Comercial space near Scholls Sherwood Rd seems a removed.	10/31/2022 2:21 PM
27	Concerned about the BPA powerlines limiting development	10/31/2022 2:04 PM
28	Alt 3 to employment heavy. More parks.	10/31/2022 12:54 PM
29	N/A	10/31/2022 12:26 PM
30	the amount of traffic we will see on Edy and Elwert	10/31/2022 11:56 AM
31	Alternative #1 does not have enough housing and has too much employment	10/31/2022 11:30 AM
32	No employment zoning on our tax lots, residential zoning only	10/30/2022 9:47 PM
33	The loss of farm land and addition of more traffic on Roy Rogers which has become a freeway.	10/30/2022 7:46 PM
34	No matter what traffic will always be an issue.	10/30/2022 11:42 AM
35	I still have great concerns about traffic that passes through the Edy and Elwert intersection. It is backed up in both directions and even with a bypass through Chicken Creek, they will cut right through. More homes in the space where the version #1 park location is will create a larger increase of traffic on a bad intersection.	10/30/2022 11:36 AM
36	I would put the park across from Edy rd.	10/29/2022 3:41 PM
37	Small park	10/29/2022 2:55 PM
38	I dislike the large separation between housing and employment, it doesn't seem walkable. I would like to see more green spaces integrated between the zones and as corridors for pedestrians.	10/29/2022 11:58 AM
39	I don't believe there should be much housing in this area	10/29/2022 11:02 AM
40	Everything	10/29/2022 9:01 AM
41	Not sure that I dislike this but am curious about the empl area right in the middle of #2.	10/27/2022 12:46 PM
42	Cramming in extra people in condos/townhouses/apartments not only drastically changes the landscape of the city, it also makes the city not feel quaint. Build these types of buildings away from existing housing where they can have their own area and not infringe on existing residents way of life.	10/26/2022 9:30 PM
43	Employment areas adjacent to Chicken Creek.	10/26/2022 3:33 PM
44	I'm not a big fan of any of the choices, due to the high level of employment zoned areas. Along Roy Rogers is fine, but housing should be more important than more warehouses. Also, we need to reconsider the need for a new middle school when we just shut down the new-ish middle school that was just built 10 years ago. Maybe reopen that facility instead of building a new one.	10/26/2022 11:46 AM
45	Multi family and high density housing	10/25/2022 8:12 PM

46	Too much employment	10/25/2022 6:02 PM
47	Not well thought out A planning waste of time	10/25/2022 5:53 PM
48	Option 1 was too heavy on the employment focus. I think we need a variety of options to have the growth occur at a more natural rate (rather than making it employment focused). I don't think the city is set up well now as it is so I'd like to see more thought go into future planning	10/25/2022 5:50 PM
49	Additional houses	10/25/2022 3:26 PM
50	Too much commercial useage	10/25/2022 3:15 PM
51	- mixed housing - resembles Beaverton and Hillsboro... Sherwood loses it's identity and becomes seamless to surrounding cities.	10/25/2022 1:02 PM
52	High density housing, which will greatly overrun plan and expenditures. While low cost housing is required, I understand that, some of the proposed models at the open house reflected a devaluing of the area.	10/25/2022 11:14 AM
53	Sherwood already looks like an 'industrial town' when driving through it on 99 and Tualatin Sherwood. Some attention needs to be paid to the Curb appeal of the town. More light industrial/Manufacturing is going to add to the issues of HGV's and traffic issues.	10/25/2022 10:26 AM
54	I don't like the broken up "Empl" sections in #2 - it is very awkward to have the park in the middle of it. I question why we need so much heavy industrial focus in this area - for a space that has been agricultural this seems uninvited. I think this space would make more sense to be used for a sports complex.	10/24/2022 5:08 PM
55	See above. Why would you plan for so much commercial and "mixed employment". Where is this magically coming from? They can go into all the empty buildings for commercial and mixed employment near Lake Oswego and I5. Stop lying and build parks if you're going to level the earth in this area.	10/24/2022 12:20 PM
56	without knowing the engineering perspectives for these proposed roads I cannot be sure but the park location on scenario 1 would be well placed into #2. The Edy and Elwert intersection has been a hot button topic and having a park there would keep the new Sherwood West look natural and provide more open community space in a location that has been heavily scrutinized. Therefor a park would seem like a good compromise.	10/24/2022 11:30 AM
57	We don't need any housing north of chicken creek. Zero. So I don't like housing areas north of chicken creek.	10/24/2022 11:16 AM
58	So much industrial/commercial space. Some of the alternatives are dominated by this use.	10/24/2022 8:59 AM
59	The focus on employment. It is a rather vague term. Given what is happening on Sherwood Tualatin road it probably means more warehouses. Have more restrictive zoning to prevent that. Don't have so much flat land good for multi family house eaten up by something as undefined as "employment".	10/23/2022 6:32 PM
60	I have serious concerns about Edy and Elwert being converted OR used as major roads in any and all of these plans.	10/23/2022 3:20 PM
61	Small commercial nodes	10/22/2022 10:02 PM
62	Apartments and townhomes!	10/22/2022 7:21 PM
63	I would balance the amount of medium and multifamily housing units- I do not like to see that there are going to be limited options for people that want a traditional single family residence on land.	10/21/2022 5:11 PM
64	I don't like the medium density housing on the corner of Edy and Elwert because those roads are already SO busy and there are accidents all the time. I can't imagine increasing traffic in this area.	10/21/2022 4:19 PM
65	MDN housing location on Edy Road	10/21/2022 12:21 PM
66	Actually make affordable housing for every one but so far it's always priced out of range or rent is ridiculous	10/21/2022 11:55 AM
67	Too much land allocated to employment. Parks are too small, and too few.	10/21/2022 11:21 AM

68	Can't think of anything	10/21/2022 9:59 AM
69	Build apartments somewhere else. There is no visible plan to move much traffic without 3 or 4 lane roads.	10/20/2022 8:25 PM

Q4 If you selected “None of the above”, please tell us why and what you think the long term plan should be for this area.

Answered: 29 Skipped: 75

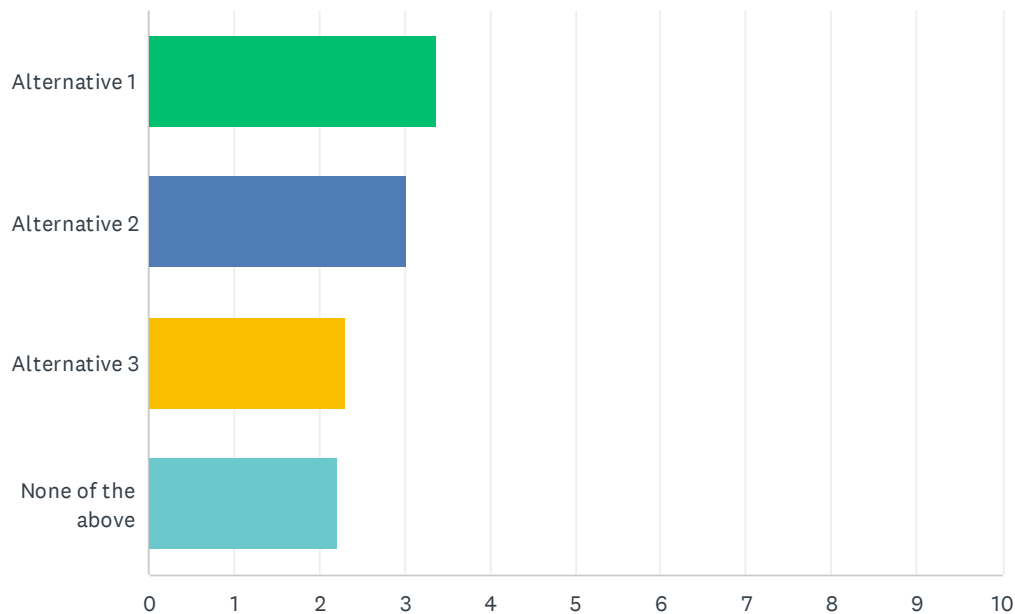
#	RESPONSES	DATE
1	Preserve the beautiful nature around us so that Sherwood is a desirable place to live--not surrounded by commercial expansion as is taking place all along Tualatin-Sherwood Road.	11/3/2022 10:15 PM
2	Agriculture	11/3/2022 7:52 PM
3	Na	11/3/2022 12:16 PM
4	We would prefer to leave it as-is. I was pretty sure there was a report that showed there is enough room within current Sherwood city limits to provide enough housing. Sherwood does not NEED to grow. Just because everything else is. In addition, the original plan had sports fields or parks where the employment areas are now.	11/3/2022 11:03 AM
5	Make Elwert Rd. an arterial capable of unimpeded flow and keep the areas west of Elwert mostly rural.	11/3/2022 8:47 AM
6	Na	11/1/2022 5:07 PM
7	Maintain existing family farms, then protected open space for wetland and wildlife preservation.	11/1/2022 11:12 AM
8	N/A	10/31/2022 12:26 PM
9	Residential zoning because we don't want to live next to warehouses.	10/30/2022 9:47 PM
10	I like choice 3.	10/30/2022 11:42 AM
11	I like locations of the parks in alternative 1 and alternative 3, and a combination of cottage and multifamily housing. I like the size of the mixed employment area in alternative 2, but I don't like the inclusion of commercial in any of them.	10/29/2022 11:58 AM
12	NA	10/29/2022 11:02 AM
13	Unnecessary expansion being pushed by the minority of the residents.	10/29/2022 9:01 AM
14	n/a	10/27/2022 12:46 PM
15	Don't make Sherwood bigger. Don't seek urban growth boundary as Sherwood voters have voted against in past.	10/25/2022 8:12 PM
16	Keep it as is	10/25/2022 6:02 PM
17	The plan is not safe for anyone	10/25/2022 5:53 PM
18	I'd like to see the city grow more organically.	10/25/2022 5:50 PM
19	Adding a park would be great, and maybe a costxo	10/25/2022 3:26 PM
20	Not chosen	10/25/2022 3:15 PM
21	Single family homes, low density, parks, bike paths, commercial area. Ensure Sherwood keeps its identity and there is a clear separation from surrounding cities.	10/25/2022 1:02 PM
22	Hard to say. Clearly there is a bit of a conundrum in maintaining the quality of life individuals here have and accommodating the growth that is required. I think any plan should make sure not to devalue the equity and ownership of existing owners, many whose properties have been handed down over generations. I feel this is being grossly ignored.	10/25/2022 11:14 AM
23	I'd like to see a sports complex go in here. Less employment focus.	10/24/2022 5:08 PM
24	More parks, smaller homes, not two stories, more humble way of living, less opulence, more parks if you insist on development. Where are the deer, coyotes, insects, trees, plants and	10/24/2022 12:20 PM

other living things going to go if the development happens? Since they don't speak English, this is the justification?

25	see note above - you need alternative with no housing north of chicken creek.	10/24/2022 11:16 AM
26	A broader mix of development if commercial/employment is desired.	10/24/2022 8:59 AM
27	More parks or trail ways. There are so many "new" businesses already and they end up going out of business in such a short time. There are way too many empty buildings waiting to be filled	10/21/2022 11:55 AM
28	N/A	10/21/2022 9:59 AM
29	NA	10/20/2022 8:25 PM

Q5 If the City were to choose to grow into the Far West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Far West District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

Answered: 98 Skipped: 6



	1	2	3	4	TOTAL	SCORE
Alternative 1	56.04% 51	24.18% 22	19.78% 18	0.00% 0	91	3.36
Alternative 2	23.53% 20	55.29% 47	21.18% 18	0.00% 0	85	3.02
Alternative 3	16.67% 14	15.48% 13	48.81% 41	19.05% 16	84	2.30
None of the above	30.95% 13	7.14% 3	14.29% 6	47.62% 20	42	2.21

Q6 What do you like in the alternatives?

Answered: 72 Skipped: 32

#	RESPONSES	DATE
1	Parks	11/3/2022 7:52 PM
2	Having a park in Sherwood West.	11/3/2022 5:34 PM
3	The only alternative I like at all is number 1 since it has the least impact. I believe the plan for this area should be to leave most, if not all of it, as is, to retain the area as a rural type of area.	11/3/2022 3:51 PM
4	Recognizing that the Chicken Creek swampy area is not suitable to build on.	11/3/2022 2:42 PM
5	low density development on hill up Edy	11/3/2022 2:33 PM
6	Cottage housing	11/3/2022 12:16 PM
7	Low density along Eastview road	11/3/2022 8:06 AM
8	Maximized park space. More Low density housing	11/2/2022 11:19 PM
9	Emphasis on LDR in Alt 1. Our community needs refuge from increasing density and Alt 1 provides for that.	11/2/2022 9:38 PM
10	Mostly low density housing	11/2/2022 8:42 PM
11	Lower density residential	11/2/2022 8:24 PM
12	This area needs to kept low density neighborhoods	11/2/2022 6:01 PM
13	Those areas should remain low density.	11/2/2022 2:27 PM
14	balance open space with housing , like the park location in 2	11/2/2022 10:10 AM
15	I encourage medium density housing to be mixed into low density housing areas. The "have's" and the "have nots" tend to be grouped in separate areas, which does not lend itself to a diversity of different economic impacted people to interact.	11/1/2022 9:18 PM
16	Good mix of housing - alt2 has a larger park. I do not like the Alt 2vPark on Edy road - move it off of a major street.	11/1/2022 8:51 PM
17	Less MHDN, more land space.	11/1/2022 6:01 PM
18	Families able to access chicken creek	11/1/2022 5:07 PM
19	I am in favor of the medium density over the low, as we clearly need more access to housing and low density will not provide that very well.	11/1/2022 12:31 PM
20	Low density housing is certainly better than high, or even medium density.	11/1/2022 11:12 AM
21	I like the addition of medium density and cottage cluster housing. I think that is important for Sherwood.	11/1/2022 10:51 AM
22	In option 1 I like the idea of nicer homes or homes on larger lots going in this area, and the amount of neighborhood parks identified on the map. We do need an upper scale housing option similar to Sherwood View Estates on the west side. Folding in an enclave over here would be desirable as well.	11/1/2022 6:40 AM
23	Low Density then cottage housing	10/31/2022 4:09 PM
24	Focus on residential nature of the area. The more density, the more affordable the homes or units.	10/31/2022 2:28 PM
25	Low density housing in this area.	10/31/2022 2:21 PM

26	Option 3 had more housing which is desperately needed	10/31/2022 2:04 PM
27	LDN for quieter neighborhoods.	10/31/2022 12:54 PM
28	Given the geography and relative position to transit options, low density should be promoted in this area.	10/31/2022 12:26 PM
29	Low density housing preferable. For higher density, I like the idea of cottage clusters compared to alternatives	10/31/2022 12:02 PM
30	Parks and use of LDN and MDN	10/31/2022 11:56 AM
31	Alternative #3 provides the most housing	10/31/2022 11:30 AM
32	.	10/30/2022 11:42 AM
33	Alternative version #3 keeps housing clear near the intersection of Edy and Elwert. That is either very smart or you forgot to place an option in that corner. That intersection is going to be horrific in the future. Minimize how busy the intersection will get by keeping it clear of housing and place parks in those locations.	10/30/2022 11:36 AM
34	I like more low density housing.	10/29/2022 3:41 PM
35	Park and housing	10/29/2022 2:55 PM
36	I like the inclusion of parks and cottage housing.	10/29/2022 11:58 AM
37	Integration of housing and protecting Chicken Creek corridor	10/29/2022 11:02 AM
38	Medium high density housing options	10/29/2022 10:49 AM
39	Nothing	10/29/2022 9:01 AM
40	I like the park in the middle of #2 and there's a little bit of everything.	10/27/2022 12:46 PM
41	Low density housing	10/26/2022 9:30 PM
42	Increased housing in the flat areas that are currently not forested. Good transportation to City Center via Edy Road.	10/26/2022 3:33 PM
43	If we are going to grow responsibly and use the land set aside for the future, then we need to be more dense than before. Alternative 3 seems the most dense so I chose it.	10/26/2022 1:50 PM
44	LDN and cottage cluster are a good fit for this area. More MDN should be moved to the north district.	10/26/2022 11:46 AM
45	Prefer low density housing	10/25/2022 8:13 PM
46	Low density housing	10/25/2022 8:12 PM
47	Low density housing	10/25/2022 7:05 PM
48	Nothing	10/25/2022 5:53 PM
49	I like the low density housing and also more parks. Sherwood needs more trees and parks!!!	10/25/2022 5:50 PM
50	Nothing.	10/25/2022 3:26 PM
51	Park on Edy. Some housing for higher density.	10/25/2022 3:15 PM
52	Low density homes	10/25/2022 1:02 PM
53	Low density housing, and parks	10/25/2022 12:31 PM
54	Not much.	10/25/2022 11:14 AM
55	I like the focus on housing and the incorporation of parks	10/24/2022 5:08 PM
56	Not much. Does "Low density" equal higher cost and less sustainable? Does anyone think about this? The alternatives are only viable if the cost is low, and the houses are small and humble. <1100 square feet. Keep it simple. Stop raping the world for people.	10/24/2022 12:20 PM
57	I like the low density on the north western corner of #1. The congestion with anything higher that low density could create the need for a larger intersection on Edy and Elwert.	10/24/2022 11:30 AM

58	This part is sort of stupid other than park locations and cottage cluster areas. The balance is all about lot size, but then builders will determine how many units per lot following middle housing law.	10/24/2022 11:16 AM
59	Medium and low density housing mix	10/24/2022 8:59 AM
60	Alternative 1 keeps closest to the existing character of this mostly built in neighborhood.	10/23/2022 6:32 PM
61	Again - green space is important to balance out these new builds. A lot of us chose where we live very intentionally so I would hope you are not making major changes that would effect current home owners. If you do make major changes - residents will leave - driving down housing prices and making it impossible to fill these homes.	10/23/2022 3:20 PM
62	Park incorporation, low density	10/22/2022 11:40 PM
63	Low density neighborhoods	10/22/2022 10:02 PM
64	The large park in #1 and shopping & restaurants	10/22/2022 7:21 PM
65	I appreciate that there is more emphasis on low density housing in this option.	10/21/2022 5:11 PM
66	Not much	10/21/2022 12:21 PM
67	I like that homes are more thought of but I know most likely they will all be price out of reach of every one	10/21/2022 11:55 AM
68	LDN neighborhoods! Definitely.	10/21/2022 11:48 AM
69	Parks embedded in neighborhoods, the more and larger, the better. We live between Murdoch and Snyder parks - two relatively large, excellent parks. Even that is not overkill. Build More Parks.	10/21/2022 11:21 AM
70	Large park spaces with trails. Increase the density gradient as you move north and south getting closer to the main roads with public transportation. Keep middle area lower density as shown in Alternative 1.	10/21/2022 9:59 AM
71	parks, cottage cluster	10/20/2022 8:52 PM
72	Option 1 is the only 1 that makes any sense at all considering topography current property.	10/20/2022 8:25 PM

Q7 What do you not like in the alternatives, or what would you change?

Answered: 66 Skipped: 38

#	RESPONSES	DATE
1	The terrain and habitat will be damaged in a regrettable way. It's not barren land; many wild animals are home here.	11/4/2022 12:22 AM
2	It would destroy the Eastview road neighborhood which is now is peaceful and well established.	11/3/2022 10:15 PM
3	Higher density	11/3/2022 7:52 PM
4	It would be inappropriate to put medium to high density housing in this area due to the steep slopes, elevated terrains, and the related engineering and transportation challenges. In addition, medium to high density housing would fundamentally alter the nature and character of the existing neighborhood, which has parcelized areas with existing homes.	11/3/2022 5:36 PM
5	I don't like the expansion of the urban growth boundary to the west of Elwert and up the base of Chehalem Mountain. That area has historically been, and is now, a rural type of area that many families have lived in and planned for it remaining a rural area with large plots of land. The current zoning has not allowed for high density housing, and many properties have housing built on them assuming that they will stay large plots of land. The area has a very rural, quiet feeling to it that would be ruined by the expansion into that area. I believe a way of life that exists in that area would be completely spoiled by this plan. I don't believe that Sherwood needs to expand into this area.	11/3/2022 3:51 PM
6	I don't like to see additional housing creeping up the hill.	11/3/2022 2:42 PM
7	The roundabout realignment of Edy is unnecessary and the use of Eastview is questionable given the topography	11/3/2022 2:33 PM
8	Nothing	11/3/2022 12:16 PM
9	you are planning this development as if you already own the land. these parcels are privately owned. you may get one or two parcels selling at certain times but to think you would get all the area to develop is short sighted. Then the development would be broken up not together and would be a mess. that is saying nothing of the extreme amount of infrastructure you would have to bring to this area (Water, sewer, internet and probably power upgrades). the area is steep and swampy in some areas and not conducive to large building development.	11/3/2022 10:07 AM
10	No new arterial roads. Sherwood West has the potential to double the size of Sherwood yet the only improvement to traffic flow is the widening of Roy Rodgers? Traffic is already a detriment to the quality of life here and will reach nightmare proportions without a realistic approach to arterial roads.	11/3/2022 8:47 AM
11	Eastview Road is all ready a vibrant neighborhood this plan would destroy already established homes	11/3/2022 8:06 AM
12	Fewer parks and higher density housing	11/2/2022 11:19 PM
13	Lack of meaningful park space in Alt 1 area the size of Alt 2.	11/2/2022 9:38 PM
14	Eastview Road should have more density since it already has a through road and public right away	11/2/2022 8:42 PM
15	I do not like bringing medium density along there	11/2/2022 2:27 PM
16	Density in 3 is a lot for this dangerous area. How would you make sure all infrastructure (not just frontage but major Elwert improvements) are done before development occurs. Would be dangerous to do it before.	11/2/2022 10:10 AM
17	I don't know that any of these alternatives address the idea of Eastview Road connecting to Haide Road. Which I strongly oppose. Leave Elwert Rd as the sole "highway from Beaverton to Newberg" blighting our beautiful country side. I find it quite difficult to understand why Elwert's	11/1/2022 9:18 PM

expansion has been deemed more difficult than the Eastview/Haide roads. Have you driven down Haide? I took that drive this summer with the Sherwood West Plan in mind, and wondered how many people choosing to develop that area with bike paths and sidewalks, have driven there as well. Though I can see a person from the developed areas of Sherwood viewing that as a viable option, this is one area that I would love to see left as "out in the country". Is there a long term plan of where Sherwood plans to end its city limits?

18	Alt 3 does not have any LDN	11/1/2022 8:51 PM
19	Add more parks, less building, leave cedar trees on Elwert.	11/1/2022 6:01 PM
20	Na	11/1/2022 5:07 PM
21	more of a mix, instead of all low density	11/1/2022 12:31 PM
22	Any development at all. I favor the City of Sherwood acting as a long-term steward of the land, and preserve it for family farms, and also wildlife habitat protection.	11/1/2022 11:12 AM
23	I think a cottage option would be great in all 3 options.	11/1/2022 10:51 AM
24	This doesn't seem like a practical area for option 3	11/1/2022 6:40 AM
25	No park	10/31/2022 4:09 PM
26	No low density housing in alternative-3	10/31/2022 2:21 PM
27	Add the park in Alt 2 to Alt 1.	10/31/2022 12:54 PM
28	High-density housing without transit options is just dumb.	10/31/2022 12:26 PM
29	medium and HD homes near existing MD and LD homes	10/31/2022 11:56 AM
30	Alternative #1 has too little housing - we don't need more giant houses on extra large lots	10/31/2022 11:30 AM
31	I don't want high density housing. Less is better for safer community.	10/30/2022 9:47 PM
32	.	10/30/2022 11:42 AM
33	The intersection of Edy and Elwert is problematic. There should be a park located. Most density of homes is going to create major traffic issues and accidents. Whatever version is chosen, they should reconsider the locations adjacent to that intersection. Drivers speed up to make the stop light and it is simply a matter of time before there is a death.	10/30/2022 11:36 AM
34	Always choose low density housing over medium.	10/29/2022 3:41 PM
35	I like the idea of cottage housing but needs to be closer to town to access by walking	10/29/2022 2:55 PM
36	I don't think lots of development make sense here, it isn't very walkable and the roads would need a lot of improvements to prevent loads of traffic.	10/29/2022 11:58 AM
37	Low density isn't really an option in my opinion	10/29/2022 11:02 AM
38	Not well thought out. Slope from Kruger to Eastview is too severe to build safely. Edy/Eastview is a very dangerous corner, why would you add more traffic and guaranteed accidents/casualties? Eastview Road is a existing neighborhood. Plan would make area unsafe.	10/29/2022 9:01 AM
39	I do not like the cottages right next to the LDN	10/27/2022 12:46 PM
40	Please don't be like every other suburb and cram people in here!!! I've been to towns back east that don't allow high density housing or and national chain stores or restaurants and they are awesome. Please keep sherwood special not just like every other Oregon suburb	10/26/2022 9:30 PM
41	Metro is sure to require additional density. LDN zones would reduce that density. Consider adding cluster zoning.	10/26/2022 3:33 PM
42	needs more density!	10/26/2022 1:50 PM
43	Too much MDN for this parcel. The edge should be focused on LDN	10/26/2022 11:46 AM
44	medium to high density housing. Don't like the idea of it.	10/25/2022 8:13 PM
45	Anything other than low density	10/25/2022 8:12 PM

46	Start over and do some planning	10/25/2022 5:53 PM
47	I don't like so much medium density housing	10/25/2022 5:50 PM
48	More homes	10/25/2022 3:26 PM
49	Traffic on Eastview road	10/25/2022 3:15 PM
50	Dislike high density housing	10/25/2022 1:02 PM
51	Lots of housing in alternative 3	10/25/2022 12:31 PM
52	Impacts to Eastview. Any amount of moderate density housing along Edy will push a significant increase in traffic onto Eastview. I see the plans acknowledge of this but there is some inherent dangers today in Edy road, starting with the chicane at Eastview, which makes the Edy to Eastview left turn blind and dangerous. Increasing this traffic along with pressure on Eastview is a no-go. Many residents along Eastview have recently built or remodeled houses and directing traffic onto Eastview as a potential bypass route is ridiculous.	10/25/2022 11:14 AM
53	I think it would be best to have a mix of low density and medium density. Land is a scarcity so it doesn't make a lot of sense to me to have such a high percentage as low density	10/24/2022 5:08 PM
54	I would leave it as-is or insist on them living in smaller homes, learning to integrate with people who realize our footprint needs to be smaller. Local government should tell commercial developers to go where they need to - jump off that high cliff over there....	10/24/2022 12:20 PM
55	How is a city (or our community) to determine housing units per acre under this stupid middle housing law? I like having some cottage clusters here. I think there is room for some commercial to be added.	10/24/2022 11:16 AM
56	Introducing middle housing on a hilly neighborhood is a bad idea. There seems to be an assumption of existing developable lands in this area. The existing neighborhood already hosts orchids, vineyards and pasture for grazing. Almost every lot that can be built on is. You won't find land opening up for more density for a long time.	10/23/2022 6:32 PM
57	There's very little clarity on the border of the map. There is color so I can make assumptions as to what that means - but it's incredibly unclear - and honestly this lack of clarity worries me as a resident.	10/23/2022 3:20 PM
58	Too much traffic and larger bypass roads	10/22/2022 10:02 PM
59	Apartments and town homes and office buildingd	10/22/2022 7:21 PM
60	I would clarify exactly what we mean by "high density." I do not like the vague nature of that verbiage- also, higher density housing should be located near Highway 99 as transportation options would be greater and it would relieve traffic on arterial roads.	10/21/2022 5:11 PM
61	Medium HIGH density housing...not okay with this	10/21/2022 12:21 PM
62	More homes means more traffic and most likely the roads will not change either	10/21/2022 11:55 AM
63	Alt 3 is too many homes in that space.	10/21/2022 11:48 AM
64	"Trails" that exist along streets are less useful and desirable than dedicated trails. If you absolutely must, please plant trees directly along streets to protect pedestrians and cyclists on "trails".	10/21/2022 11:21 AM
65	Can't think of anything	10/21/2022 9:59 AM
66	The Elwert road re-route does NOT move traffic. Straighten it and add lanes. Eastview road expansion does not as a major road considering topography...Road to nowhere that helps traffic.	10/20/2022 8:25 PM

Q8 If you selected “None of the above”, please tell us why and what you think the long term plan should be for this area.

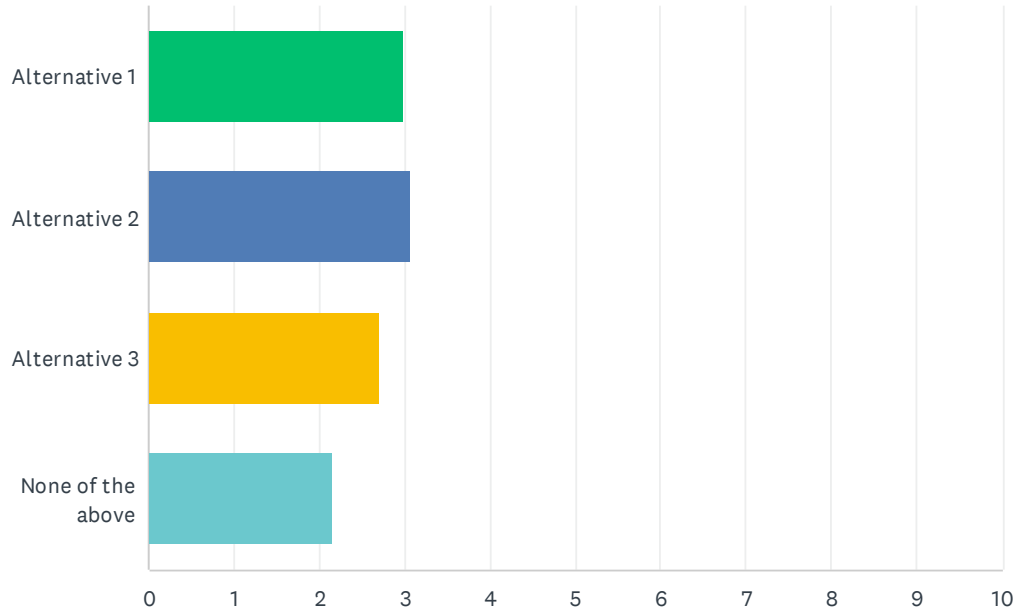
Answered: 28 Skipped: 76

#	RESPONSES	DATE
1	Continue to develop Elwert Road as the arterial road it was intended to be.	11/3/2022 10:15 PM
2	Leave it as is	11/3/2022 7:52 PM
3	This is an area of farms, homes with acreage, creeks and is a wildlife corridor. Red Tail Hawks, coyotes, deer, Bobcats, etc. make their home here, and they are already being forced out of their habitat by existing development. We need to preserve the mature trees in this area, as trees provide cooling shade, oxygen, carbon storage, wind breaks, and erosion control (this land is sloped). Tiny, newly planted trees are no replacement for mature tall fir and oak trees.	11/3/2022 2:42 PM
4	Na	11/3/2022 12:16 PM
5	We would prefer to leave it as-is. I was pretty sure there was a report that showed there is enough room within current Sherwood city limits to provide enough housing. Sherwood does not NEED to grow just because everything else is.	11/3/2022 11:03 AM
6	Make Elwert Rd. an arterial capable of unimpeded flow and keep the areas west of Elwert mostly rural.	11/3/2022 8:47 AM
7	Alt 3 is too much emphasis on density characteristic of expansion to the north. It did not provide LDR or meaningful green/park space.	11/2/2022 9:38 PM
8	Na	11/1/2022 5:07 PM
9	Preserving existing family farms and related agricultural land use, coupled with long-term preservation of wildlife habitat.	11/1/2022 11:12 AM
10	Option 3 doesn't seem like a practical plan for this area	11/1/2022 6:40 AM
11	N/A	10/31/2022 12:26 PM
12	Leave it alone. We don't want the growth.	10/30/2022 9:47 PM
13	.	10/30/2022 11:42 AM
14	NA	10/29/2022 11:02 AM
15	See above	10/29/2022 9:01 AM
16	n/a	10/27/2022 12:46 PM
17	Do the will of Sherwood voters and do not expand urban growth boundary	10/25/2022 8:12 PM
18	No plan	10/25/2022 5:53 PM
19	Leave as is. No need to be greedy. You guys can't even expand roads, why add more homes to already clogged roads	10/25/2022 3:26 PM
20	N/A	10/25/2022 3:15 PM
21	See #7 above.	10/25/2022 11:14 AM
22	It should be left as-is or lower density should be smaller homes and lower density. I'm sure oversized, high-priced homes is the plan when we lie and say "Lower Density"	10/24/2022 12:20 PM
23	I am concerned with interest to change location of Elwert/Edy intersection. Not sure folks have got real with challenge of building new road across a creek and lots of wetland.	10/24/2022 11:16 AM
24	Nothing is better than introducing density that would change the character of the neighborhood. Plus building dense neighborhoods on hilly terrain is a bad choice.	10/23/2022 6:32 PM

25	It would be nice to have a park on the corner of Edy and Elwert road. I notice that Alternative 1 has MDN and Alternative 2 has a cottage cluster, but Alternative 3 has nothing. This would be a GREAT spot for a park. Edy and Elwert roads are already too busy as it is and they are dangerous.	10/21/2022 4:19 PM
26	More parks and trail ways that are low impact (so every one regardless of health can enjoy them). The one park I have near me can be tricky to get to due to the hill which is fine but those with disabilities have an issue getting to it	10/21/2022 11:55 AM
27	N/A	10/21/2022 9:59 AM
28	NA	10/20/2022 8:25 PM

Q9 If the City were to choose to grow into the West District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the West District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

Answered: 94 Skipped: 10



	1	2	3	4	TOTAL	SCORE
Alternative 1	30.23% 26	41.86% 36	24.42% 21	3.49% 3	86	2.99
Alternative 2	32.14% 27	46.43% 39	17.86% 15	3.57% 3	84	3.07
Alternative 3	36.59% 30	6.10% 5	48.78% 40	8.54% 7	82	2.71
None of the above	29.41% 10	8.82% 3	8.82% 3	52.94% 18	34	2.15

Q10 What do you like in the alternatives?

Answered: 69 Skipped: 35

#	RESPONSES	DATE
1	only the park	11/3/2022 10:15 PM
2	Large park	11/3/2022 7:52 PM
3	If I had to choose, it would be #2 since it appears to be the least invasive to the area.	11/3/2022 3:51 PM
4	Medium and high density housing placed closer to the high school.	11/3/2022 2:42 PM
5	Housing around the HS	11/3/2022 2:33 PM
6	Parks	11/3/2022 12:16 PM
7	The mix in Alt 2 seems well considered.	11/2/2022 9:38 PM
8	mixed variety of housing	11/2/2022 8:42 PM
9	Lower density	11/2/2022 8:24 PM
10	There doesn't need to be MF housing right next to the high school on option # 3traffic is busy as it is and this brings more and floods the HS ...Option one is the best option	11/2/2022 6:01 PM
11	Keeping low density	11/2/2022 2:27 PM
12	Cottage cluster in 2	11/2/2022 10:10 AM
13	I like moving the housing away from SHS.	11/1/2022 8:51 PM
14	less MF.	11/1/2022 6:01 PM
15	Families access to Chicken Creek	11/1/2022 5:07 PM
16	I like the mixed living densities, and the commerce access	11/1/2022 12:31 PM
17	None are great; #3 is terrible.	11/1/2022 11:12 AM
18	I like the big park in all three options. I like the mix of housing type in all three.	11/1/2022 10:51 AM
19	Housing options seem appropriate for this area.	11/1/2022 6:40 AM
20	I like the park designation.	10/31/2022 6:45 PM
21	Low density on hill	10/31/2022 4:09 PM
22	A good mix of uses ranging from schools to housing and employment.	10/31/2022 2:28 PM
23	Love the Orenco station look	10/31/2022 2:04 PM
24	I like the idea of some commercial/MU around the HS.	10/31/2022 12:54 PM
25	High school should be bus surrounded by housing that reflects Sherwood and does not require walking access to jobs, transit, and amenities.	10/31/2022 12:26 PM
26	Strongly prefer cottage cluster style housing compared to alternatives for higher density.	10/31/2022 12:02 PM
27	rework of Elwert. parks and hopefully walkable restaurants	10/31/2022 11:56 AM
28	Alternative #3 has more commercial/employment area	10/31/2022 11:30 AM
29	The park	10/30/2022 9:47 PM
30	.	10/30/2022 11:42 AM
31	Alternative version #3 keeps housing clear near the intersection of Edy and Elwert. That is either very smart or you forgot to place an option in that corner. That intersection is going to be	10/30/2022 11:36 AM

horrific in the future. Minimize how busy the intersection will get by keeping it clear of housing and place parks in those locations. I do like employment options near the high school on this version as well.

32	All have the park	10/29/2022 3:41 PM
33	Mixed use with retail, cottage housing near retail	10/29/2022 2:55 PM
34	Housing near the school	10/29/2022 12:47 PM
35	I love the idea of a community park and low density hilltop. I like the idea of mixed employment near the high school so students could have easy access to jobs and places to go after school. I love the inclusion of multi-family, cottage and high density housing for low/middle income families so their kids can walk/bike to school for activities if they can't afford cars.	10/29/2022 11:58 AM
36	Mix of different uses and Orenco Station as a vision	10/29/2022 11:02 AM
37	I'd prefer more housing near the hs with some mixed use property.	10/29/2022 10:49 AM
38	Zero	10/29/2022 9:01 AM
39	I like the mixed use, empl, and com around the school. It could provide employment for kids at the school and would make it very easy for them to go to when school gets out. It could also provide places for them to go during lunch break. I do worry a little about the traffic. The school district HAS GOT to get that figured out. It's already terrible (thanks to Ken Bell). They need to open the entrance from Krueger to the upper parking lot. But I know that's not the city's fault.	10/27/2022 12:46 PM
40	Lo density! Keep sherwood nice!	10/26/2022 9:30 PM
41	Increased residential housing density around the school.	10/26/2022 3:33 PM
42	1 and 2 both show better use of the land for housing. I don't like employment (alternative 3) zone across the street from the school--already very busy roads and to add employment does not fit. I also think the lower density zoned properties should be for higher density.	10/26/2022 1:50 PM
43	Alternative 1 is the best plan. We need housing options (HDR and Multifamily) close to the highschool for equity reasons.	10/26/2022 11:46 AM
44	I think if there is any higher density housing it would make sense to be behind the high school not along haide rd. This iss why I like option2 the best. Love the park in all 3 options.	10/25/2022 8:13 PM
45	Low density preferred	10/25/2022 8:12 PM
46	Nothing A total waste of time and money	10/25/2022 5:53 PM
47	I like that option 3 is more mixed with multiuse and employment so it is not just housing. I think that will be important going forward	10/25/2022 5:50 PM
48	Nothing	10/25/2022 3:26 PM
49	Higher density closer to Elwert and Krueger	10/25/2022 3:15 PM
50	Low density and park	10/25/2022 1:02 PM
51	A little bit of commercial and less housing	10/25/2022 12:31 PM
52	I like the idea/inspiration of Orenco station type setting/business north of the high school. That could be attractive, but would have challenges for school navigation and congestion that need to be considered.	10/25/2022 11:14 AM
53	Some mixed use near to the school - very convenient, good mix of housing types. Hopefully none of any of this looks anything like the new developments near Mountainside high School	10/25/2022 10:26 AM
54	I like the mix of use types near the high school and the focus on low density housing on the hilltop as well as the park. I also think it's a good idea to have some commercial in this area.	10/24/2022 5:08 PM
55	Not much - lower density, mostly leaving the trees standing that are there should be the plan. I like the land at Kruger and the high school and hope to buy a plot just across the drive-in road to the high school, and want to build an A-Frame there. I would like to buy about 150' in the East-West direction and 200' in the North-South. I will cut down several trees that are diseased and build my A-Frame in the woods there. If anyone does research, generally making big	10/24/2022 12:20 PM

changes to the land isn't a good idea based on the direction we're going. Are there any people who have a science education in the development process, or is it mostly white people who want to claim the land for country, as if it's a God-given right?

56	#2 provides a good mix of uses without over building the reserve land to the west and therefor keeping a nice tapering down into the reserve and not butting too much against it.	10/24/2022 11:30 AM
57	highest density housing should be near high school with mixed use and some commercial. cottage cluster - far away from the school.	10/24/2022 11:16 AM
58	Housing around the highschool	10/24/2022 8:59 AM
59	I like the options that introduce multi family and mixed use. The location is close to Elwert and HWY 99. We need both more multi family and some local commercial that is not directly on HWY 99.	10/23/2022 6:32 PM
60	N/a	10/23/2022 3:20 PM
61	Businesses near high school	10/22/2022 11:40 PM
62	Mix of housing	10/22/2022 10:02 PM
63	There is mixed use and commercial opportunities near the high school, so the kids can get snacks and such without having to travel far (especially along Highway 99.)	10/21/2022 5:11 PM
64	Park location	10/21/2022 12:21 PM
65	The area is already broken down with the new high school so at least you are using up some space?	10/21/2022 11:55 AM
66	Less houses, but with reasonable affordability near the school.	10/21/2022 11:48 AM
67	I like cottage clusters, and more parks in neighborhoods. The West area could use a neighborhood "anchor", which the Orenco-like concept could provide. I'm not sure transportation on that side of town can support it without substantial increases in arterials.	10/21/2022 11:21 AM
68	Cottage cluster housing, parks	10/20/2022 8:52 PM
69	Alt 2 keeps most housing close to Elwert.	10/20/2022 8:25 PM

Q11 What do you not like in the alternatives, or what would you change?

Answered: 60 Skipped: 44

#	RESPONSES	DATE
1	again it appears that a bypass road down Eastview Road which is not viable financially or practically and ultimately will not enhance the flow of traffic from Newberg / Yamhill County.	11/3/2022 10:15 PM
2	More traffic foreseen	11/3/2022 7:52 PM
3	Please don't put anything other than extremely low density housing further up Edy Road's hill. As you get closer to Eastview Rd, the elevation increases, and this is usually where it starts snowing when it's just raining on the valley floor. Even a snow plow slid off of this road into a ditch one year!	11/3/2022 2:42 PM
4	3rd option is way too busy with its mix of uses.	11/3/2022 2:33 PM
5	Nothing	11/3/2022 12:16 PM
6	Again how are you planning on getting all the residents to and from their homes? The roads are narrow and not designed for this amount of traffic. Make a plan for the roads first and finish the roads then develop the area. NOT develop then say "oh we have a traffic problem". Widen Elwert, do NOT take the road up the hill and install those roundabouts. To get anywhere in Sherwood west you have to travel East (99 and I-5 are both east of sherwood west) it seems thought has gone into moving traffic North and south via Elwert but nothing is addressing the east west traffic. In fact the plans I have seen makes east west traffic worse.	11/3/2022 10:07 AM
7	No new arterial roads. Sherwood West has the potential to double the size of Sherwood yet the only improvement to traffic flow is the widening of Roy Rodgers? Traffic is already a detriment to the quality of life here and will reach nightmare proportions without a realistic approach to arterial roads.	11/3/2022 8:47 AM
8	LDR directly adjacent to multifamily is a bit abrupt in Alt 3. Alt 1 could use a carve out for mixed use or light commercial to provide neighborhood venues.	11/2/2022 9:38 PM
9	option 3 would bring way too much traffic	11/2/2022 8:42 PM
10	I do not like bringing the commercial/medium density there	11/2/2022 2:27 PM
11	All the low density NW will be filled with big expensive homes. Would be good to make that all cottage cluster or middle housing.	11/2/2022 10:10 AM
12	Do not put lower density housing on the "hilltop". Medium density and apartments also deserve to have a hill top view.	11/1/2022 9:18 PM
13	It would be nice to have a buffer between the urban area and the rural - possibly all lots along the western boundary are a minimum of 0.5 to 1 acres. Also no two story homes along the western boundary.	11/1/2022 8:51 PM
14	More Open space, less building	11/1/2022 6:01 PM
15	Na	11/1/2022 5:07 PM
16	Option #3 has business/industrial immediately adjacent to the high school, and this is a very bad concept. Options #1 & #2 are tolerable, but fail on the score of adding more housing, and especially more traffic, to an area that cannot handle the current traffic.	11/1/2022 11:12 AM
17	The idea of employment and what that means in option 3, along with the example of Orenco Station, makes me a little nervous directly around a school. It's a safety flag not only for youth being mixed into more passerby's, but also the added traffic impact that would come with that area if it had a mix of commercial type use. Even though an walking overpass will be put in. It's already bad and like it or not, with the HS and more neighborhoods, not everyone will use it. It will get even more complex having business / employment use over there and the overall vibe would change.	11/1/2022 6:40 AM

18	Multifamily next to high school.	10/31/2022 4:09 PM
19	For areas that are going to be residential, I would raise the density along Edy and Elwert. I would probably go MHDN and MF. You could get a lot of homes/units there. This would make it easy for kids to get to school safely. For HS kids, there's no roads to cross. For ES kids, they'd only have to cross Elwert and they'd already be on the south side of Edy to get to Copper Terrace/Ridges. I would put a fairly large park straddling Chicken Creek.	10/31/2022 2:28 PM
20	Alt 3 has a lot of MF. I'd prefer to see more MDN	10/31/2022 12:54 PM
21	N/A	10/31/2022 12:26 PM
22	Dislike the orenco-style options. Prefer no commercial surrounding a school.	10/31/2022 12:02 PM
23	cottages across from existing MDN- there is a walking bridge that the HOA has to pay to maintain. the cottages would need to pay for maint. given that it's the only safe way to get to ridges. this is a big overlooked issued that will result in a lawsuit. the footbridge was designed for small neighborhood use- not heavy multi-neighborhood use. sincerely your neighborhood attorney and HOA board member	10/31/2022 11:56 AM
24	Too much development is going to ruin our small town feel and safety.	10/30/2022 9:47 PM
25	.	10/30/2022 11:42 AM
26	The intersection of Edy and Elwert is problematic. There should be a park located. More density of homes is going to create major traffic issues and accidents. Whatever version is chosen, they should reconsider the locations adjacent to that intersection. Drivers speed up to make the stop light and it is simply a matter of time before there is a death.	10/30/2022 11:36 AM
27	Less multi family homes is better	10/29/2022 3:41 PM
28	Cottage housing with retail close by	10/29/2022 2:55 PM
29	No business around schools please	10/29/2022 12:47 PM
30	I don't like alternative 1. It seems too similar to how the old high school was set up. As a lower income student, it would have been really nice to be able to walk to a coffee shop during lunch or walk to after-school activities instead of being stuck in a sea of suburbia and relying on carpools.	10/29/2022 11:58 AM
31	Just don't do housing in this area	10/29/2022 11:02 AM
32	Too many house/apartments/etc	10/29/2022 9:01 AM
33	I do not like all the cottages around the high school. Those will likely not be families with kids who will be attending the school. I think there should be more housing for families with kids.	10/27/2022 12:46 PM
34	Wayyy to many high density options, where do u think all if these people are going to go to school?	10/26/2022 9:30 PM
35	Cluster housing around the school (cluster housing less likely to have school age children). In all three alternatives, do not like the relocation of Elwert Road.	10/26/2022 3:33 PM
36	Remove employment zone, make denser and capitalized (be more efficient) using the existing roads/access, and on the sanitary line coming from across Hwy 99.	10/26/2022 1:50 PM
37	There should be little to no commercial use near the HS.	10/26/2022 11:46 AM
38	Alt 3 - do not like the employment areas so close to high school	10/25/2022 8:13 PM
39	No multifamily	10/25/2022 8:12 PM
40	No multi family housing on Kruger!	10/25/2022 7:05 PM
41	I'm sure there will be an increased need for multi family housing going forward, but I have not had positive experiences with it and so I do not like it. I would not want it in my neighborhood.	10/25/2022 5:50 PM
42	No more Homes	10/25/2022 3:26 PM
43	Less commercial application	10/25/2022 3:15 PM
44	High density and cottages ... too much like what is happened by Moutainside high school in	10/25/2022 1:02 PM

Beaverton.

45	Traffic around the high school would need to be redesigned. The recently redone road as a result of the school completion would have be redesigned again as traffic coming off 99 would significantly increase with new businesses north of the school.	10/25/2022 11:14 AM
46	I don't like the Employment section near the high school - it would make more sense to me to make that small business commercial with cute shops and eateries. It would be nice for there to be some hang out places nearby the high school for kids to be while waiting for practice/games/siblings/whatnot.	10/24/2022 5:08 PM
47	That it's being developed at all, I don't like it.	10/24/2022 12:20 PM
48	The extension of east view road would be impossible. I live close by and know the slopes of that area and believe any attempt to run the proposed extension would cost the city too much and would create unnecessary issues around that area including more cut off driving for people commuting through Sherwood from the northwest looking to skirt around high school traffic during heavy flow hours. There are too many reasons to list why that extension would not work from both a cost and structural engineering perspective which I have been explained to by structural engineers visiting my property to the south.	10/24/2022 11:30 AM
49	I really really don't like how you have big overlaps with your maps of each district. cottage cluster has no purpose to be near the high school	10/24/2022 11:16 AM
50	Option 3 mixed use and employment to the north of the HS.	10/24/2022 8:59 AM
51	I do not like the wide swaths of middle housing. With the close in location of this area it would be better to have more diversity of use and to accommodate denser housing.	10/23/2022 6:32 PM
52	Not a lot of green space. Lots of additional businesses and multi-family housing that will make traffic and parking difficult for those of us who already live here.	10/23/2022 3:20 PM
53	Employment and commercial causing heavy traffic	10/22/2022 10:02 PM
54	Just as with my other comments, too much density can be a bad thing if congestion is not well managed.	10/21/2022 5:11 PM
55	multi family housing and medium high density housing	10/21/2022 12:21 PM
56	More unaffordable housing I'm guessing also near a school	10/21/2022 11:55 AM
57	mixed use. Having commercial buildings there is not ideal.	10/21/2022 11:48 AM
58	3-too much traffic in an already burdened section of town. 1/2-over emphasis on multi-family housing.	10/21/2022 11:21 AM
59	Orenco Station is a good model as it is, but not sure multi-family, high density housing would be a good idea adjacent to the high school.	10/20/2022 8:52 PM
60	Elwert Road not big enough. This area would likely not drive up to the proposed Eastview Road to go North. Eastview is not practical as a significant N-S road due to terrain.	10/20/2022 8:25 PM

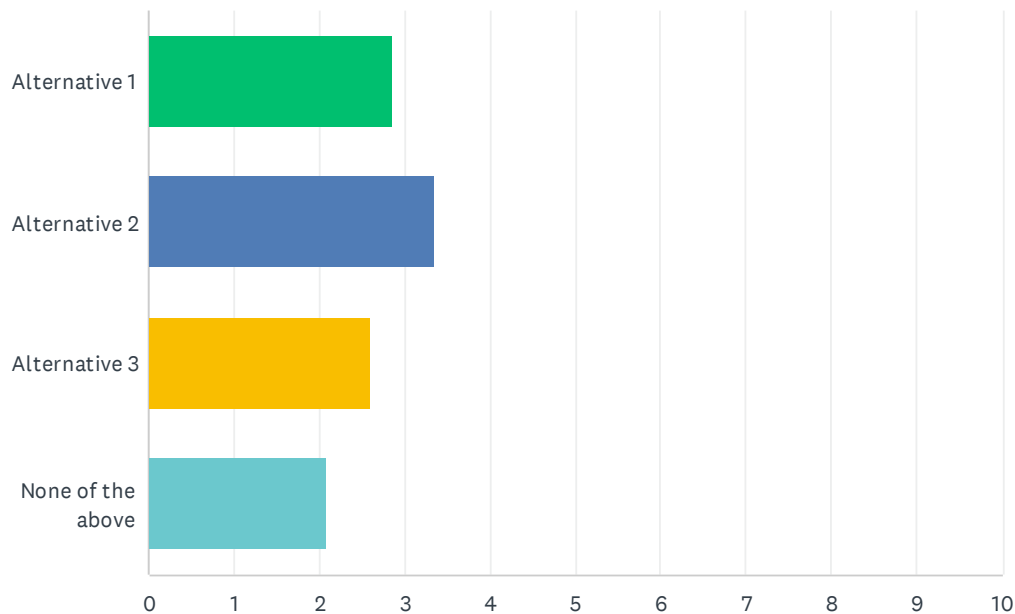
Q12 If you selected "None of the above", please tell us why and what you think the long term plan should be for this area.

Answered: 23 Skipped: 81

#	RESPONSES	DATE
1	Please be truthful to all the families along Edy and Eastview about how our homes will be devalued or nonexistent.	11/4/2022 12:22 AM
2	develop Elwert Road as an arterial	11/3/2022 10:15 PM
3	Na	11/3/2022 7:52 PM
4	Na	11/3/2022 12:16 PM
5	We would prefer to leave it as-is. I was pretty sure there was a report that showed there is enough room within current Sherwood city limits to provide enough housing. Sherwood does not NEED to grow. Just because everything else is.	11/3/2022 11:03 AM
6	Make Elwert Rd. an arterial capable of unimpeded flow and keep the areas west of Elwert mostly rural.	11/3/2022 8:47 AM
7	mixed density for a diverse population crossing all economic levels.	11/1/2022 9:18 PM
8	Na	11/1/2022 5:07 PM
9	N/A	10/31/2022 12:26 PM
10	.	10/30/2022 11:42 AM
11	NA	10/29/2022 11:02 AM
12	See above	10/29/2022 9:01 AM
13	n/a	10/27/2022 12:46 PM
14	No plan needed	10/25/2022 5:53 PM
15	A park. No more homes	10/25/2022 3:26 PM
16	N/A	10/25/2022 3:15 PM
17	See #11 above.	10/25/2022 11:14 AM
18	Why should we have "A long term plan" for this area? Who's right it is it to decide this? The white developer? The bully who thinks we have a right to make money, no matter the cost? You people need to think, if that is possible.	10/24/2022 12:20 PM
19	None of the above is better than options 1 huge swath of middle housing.	10/23/2022 6:32 PM
20	Please be mindful of current residents. These proposed changes would have huge impacts on traffic, air pollution, and safety for our families. There have already been MANY traffic fatalities on these streets. Increasing traffic this much would have huge implications.	10/23/2022 3:20 PM
21	It would be nice to have a park on the corner of Edy and Elwert road. Again, I notice that Alternative 1 has MDN and Alternative 2 has a cottage cluster, but Alternative 3 has nothing. This would be a GREAT spot for a park. Edy and Elwert roads are already too busy as it is and they are dangerous.	10/21/2022 4:19 PM
22	There have already been so many accidents at the new high school. How many more accidents are going to happen with shoving in more stuff without really thinking of the rest of the road layout? Why not have more low impact parks that are nearby so people can walk or bicycle to them rather than drive.	10/21/2022 11:55 AM
23	NA	10/20/2022 8:25 PM

Q13 If the City were to choose to grow into the Southwest District in the future, how should the Concept Plan guide that growth? Rank your preferences among the three land use alternatives for the Southwest District. (If you do not like any of the alternatives, rank "none of the above" as #1.)

Answered: 91 Skipped: 13



	1	2	3	4	TOTAL	SCORE
Alternative 1	24.05% 19	40.51% 32	31.65% 25	3.80% 3	79	2.85
Alternative 2	54.32% 44	27.16% 22	17.28% 14	1.23% 1	81	3.35
Alternative 3	19.48% 15	29.87% 23	41.56% 32	9.09% 7	77	2.60
None of the above	28.57% 10	5.71% 2	11.43% 4	54.29% 19	35	2.09

Q14 What do you like in the alternatives?

Answered: 64 Skipped: 40

#	RESPONSES	DATE
1	Park	11/3/2022 7:52 PM
2	Mixed housing types on one neighborhood.	11/3/2022 5:36 PM
3	I like that there are areas of low density housing, and the concept of the hospitality zone and entrance to wine country.	11/3/2022 3:51 PM
4	Keeping the higher density housing close to the school, and keeping the businesses (hospitality and employers) closer to Hwy 99W.	11/3/2022 2:42 PM
5	Housing around the HS	11/3/2022 2:33 PM
6	Location of hospitality	11/3/2022 12:16 PM
7	Room for hospitality.	11/2/2022 9:38 PM
8	Nothing.	11/2/2022 8:45 PM
9	hospitality and commercial needs to stay near hwy 99	11/2/2022 8:42 PM
10	Park	11/2/2022 8:24 PM
11	This area on option #2 can have all mixed uses and is isolated on the other side of HS and I like the Hospital idea	11/2/2022 6:01 PM
12	I like the hospitality and commercial along 99	11/2/2022 2:27 PM
13	commercial mixed use by the hwy and mixed housing in other areas	11/1/2022 9:18 PM
14	Chapman road is the entry to Chehalem Mtn area. To maintain the rural feel there should not be housing fronting or backing up to Chapman Rd.	11/1/2022 8:51 PM
15	Less MH	11/1/2022 6:01 PM
16	Na	11/1/2022 5:07 PM
17	I like the mixes, especially close to hwy99	11/1/2022 12:31 PM
18	Not much to really like, but they are at least not awful.	11/1/2022 11:12 AM
19	Love the mix of housing and the hospitality area.	11/1/2022 10:51 AM
20	The city park and mixed use of retail and housing. It's more inclusive having community type amenities to enjoy the gateway to the wine country vs just filling it with hoisting. There are types of parks we need in this town, a sports park as noted in the North project and a family park with a planned out and significant splash pad area. This mixed with some housing, restaurant, shops, retail, etc would be a great draw for recreation and urban living.	11/1/2022 6:40 AM
21	Large hospitality gateway	10/31/2022 4:09 PM
22	Good mixed uses with a decent amount of housing. The bulk of the people live north and east of the hospital in any of these alternatives, but Alternative 1 keeps the hospital closer in to them.	10/31/2022 2:28 PM
23	Hospital near Chapman, away from the High School. Mixed use and multifamily South of Kruger Rd.	10/31/2022 2:21 PM
24	Like concept 1 best because of good hospitality business as well as housing	10/31/2022 2:04 PM
25	The Park in Alt 2	10/31/2022 12:54 PM
26	Gateway to Wine Country! We need more hotels and restaurants to highlight the wine industry	10/31/2022 12:26 PM

and Sherwood as a destination city for vacations, conferences, etc...

27	hospitality + Park	10/31/2022 11:56 AM
28	Alternative #1 has a good mix and distribution of land uses	10/31/2022 11:30 AM
29	The park	10/30/2022 9:47 PM
30	.	10/30/2022 11:42 AM
31	They have lower density housing	10/29/2022 3:41 PM
32	We like the medium density housing with potentially views of Mt. Hood.	10/29/2022 2:57 PM
33	Lg hospitality near Chapman and park, mu or com near high school	10/29/2022 2:55 PM
34	I like the idea of capitalizing on Sherwood's location to wine country and making it a destination. I like more multifamily, cottage, and higher density housing in the north near the high school.	10/29/2022 11:58 AM
35	Again mix of uses - opportunity for hospitality and gateway to wine country	10/29/2022 11:02 AM
36	I like the larger hospitality area and park.	10/29/2022 10:49 AM
37	All allow for way too much building. These plans make us select the lesser evil.	10/29/2022 9:01 AM
38	I love the idea of the hosp area! How fun! And opportunity for additional tax \$. Plus a nice park in the middle. You guys hit a homerun with this design. Good job Erika and staff!	10/27/2022 12:46 PM
39	Parks and lowest density. All are Hideous plans . Are we trying to look like the housing around mountainside? Ugh get a little more creative sherwood. Don't just follow everyone else.	10/26/2022 9:30 PM
40	Like the options and variety of zones allowing multiple housing types. Park in Alt 2 unnecessary when so much open space to east. Like zoning that allows Hospitality mixed with higher density and commercial rather than large hospitality block. Flexibility is key to attracting the right buyers/end user.	10/26/2022 1:50 PM
41	option 2 has a park and like the big hospitality area furthest away from high school.	10/25/2022 8:13 PM
42	Nothing	10/25/2022 5:53 PM
43	I picked option 2 as my favorite only because it was the only one with a large park. I think we are going to need to move shopping centers away from hwy 99 in the future and set the city up so that you can get what you need in the part of town where you live rather than having to drive across 99 (which is already a nightmare)	10/25/2022 5:50 PM
44	Maybe another store or restaurant	10/25/2022 3:26 PM
45	Some business designation	10/25/2022 3:15 PM
46	I like the park in the center	10/25/2022 1:02 PM
47	I like the use of park space in alternative 2	10/25/2022 11:14 AM
48	Hospitality area	10/25/2022 10:26 AM
49	I like the idea of this "Hospitality Gateway to Wine Country" idea, especially how it can protect/buffer Red Berry Barn to try to maintain the agricultural area there. I like the Low density on the hilltop and the commercial/employment on 99W, as well as the large park	10/24/2022 5:08 PM
50	Not much	10/24/2022 12:20 PM
51	#1 is the best plan for highlighting potential in Sherwood West. The hospitality zones are well placed in areas that will offer Sherwood residents and visitors a better quality of life than we have now. The western edge bordering the reserve have great views and are some of the most accessible and valuable properties in my opinion. Granting land use that allows residents a wide range of living amenities as shown in #1 will make Sherwood a more desirable and equitable place to live without taxing other areas of our town as this expansion place brings new residents in.	10/24/2022 11:30 AM
52	1/2 have large employment areas - very good. I like hospitality zoning areas in 1/2. I like the park in 2.	10/24/2022 11:16 AM

53	Medium and low density housing along the west/ridge	10/24/2022 8:59 AM
54	I like the idea of focussing the hospitality zones near HWY 99. I like the large park in alternative 2.	10/23/2022 6:32 PM
55	n/a	10/23/2022 3:20 PM
56	Business along 99	10/22/2022 11:40 PM
57	There is a good variety in business types, including hospitality (which Sherwood is severely lacking.) Also, the overpass is a GREAT idea since this intersection is super dangerous.	10/21/2022 5:11 PM
58	I think all of the employment should be clustered together and the housing clustered together as it is in Alternative 3. I'd love to see a healthy grocery store placed in this area like a Whole Foods. Also, wine related industry and nice restaurants with outdoor seating. It is the "Gateway to Wine Country" after-all. Vacationers could stop and get groceries at Whole Foods and visit some other stores in the area on their way to wine country. Plus, the high school kids could eat lunch at a Whole Foods in the deli area.	10/21/2022 4:19 PM
59	Variety of housing	10/21/2022 12:21 PM
60	Nothing, why are the parks getting smaller?	10/21/2022 11:55 AM
61	Mix of housing & the hospitality	10/21/2022 11:48 AM
62	Proximity of dense housing to employment.	10/21/2022 11:21 AM
63	hospitality zoning	10/20/2022 8:52 PM
64	Alt 3 is the best layout. Provides hospitality in the best areas, and housing is "layered" in a way that leads you to the countryside.	10/20/2022 8:25 PM

Q15 What do you not like in the alternatives, or what would you change?

Answered: 55 Skipped: 49

#	RESPONSES	DATE
1	Alt 1 would be avoided by anyone that has chosen to live here historically.	11/4/2022 12:22 AM
2	Na	11/3/2022 7:52 PM
3	The need and reason for a "hospitality" designation is unclear. What does this mean? Who will benefit? Is it in the best interest of the community? Alternative no. 2 especially appears to dedicate a disproportionate amount of land to "hospitality." The community would be better served by the addition of park space, additional housing, and a small commercial node.	11/3/2022 5:36 PM
4	It's hard to conceptualize in my mind how that whole area would work out. In general I would like to see lower density which I believe makes for better liveability.	11/3/2022 3:51 PM
5	That rural land will disappear.	11/3/2022 2:42 PM
6	Employment along 99W where there should be housing	11/3/2022 2:33 PM
7	Nothing	11/3/2022 12:16 PM
8	I hate to see this bedroom community being attempted to move into a business center	11/3/2022 10:07 AM
9	No new arterial roads. Sherwood West has the potential to double the size of Sherwood yet the only improvement to traffic flow is the widening of Roy Rodgers? Traffic is already a detriment to the quality of life here and will reach nightmare proportions without a realistic approach to arterial roads.	11/3/2022 8:47 AM
10	This layout is by far the worse of all the districts. This area should be strictly low density housing with parks and an hospitality area for the wine industry.	11/2/2022 8:45 PM
11	this area should only be low density housing	11/2/2022 8:42 PM
12	I don't like bringing commercial up the hill	11/2/2022 2:27 PM
13	"lower density housing" on the hilltop Hilltop views are healthy for everyone, not just the people who can afford low density housing.	11/1/2022 9:18 PM
14	The intersection of Chapman and Brookman are not clearly defined for improvements. An earlier slide indicated to be in separate study. Something must be done before any more growth on Brookman or Chapman takes place. The "improvements" at Brookman and 99 have made safety worse.	11/1/2022 8:51 PM
15	More open space needed.	11/1/2022 6:01 PM
16	Na	11/1/2022 5:07 PM
17	"hospitality" are hotels, right? While I love the large park in Alt 2, I do not love the idea of many large hotels in Sherwood. I liked the smaller hospitality pockets better.	11/1/2022 12:31 PM
18	The overall development really is not needed.	11/1/2022 11:12 AM
19	I don't think we need another hotel, my comment above lends to hospitality, providing area residents and people in the surrounding area a really nice tournament park or family aquatic park would be hospitality that is family friendly and accommodating to the number of kids our area has and needs to keep entertained. The cottage cluster type homes will likely lend to some Airbnb's and those will fill in the gaps through housing in the countryside. We already have a hotel in Sherwood.	11/1/2022 6:40 AM
20	I like having the hospital closer to town.	10/31/2022 2:28 PM
21	Concept 2 had too much hospitality and not enough housing	10/31/2022 2:04 PM
22	too much employment not enough hosp and parks,	10/31/2022 11:56 AM

23	More employment by the highway.	10/30/2022 9:47 PM
24	.	10/30/2022 11:42 AM
25	The medium density housing	10/29/2022 3:41 PM
26	high density housing with easy access to 99 instead of commercial and employment areas.	10/29/2022 2:57 PM
27	No park, hospitality near high school	10/29/2022 2:55 PM
28	I dislike the idea of hospitality being close to the high school and I think there should be more parks/trails/green spaces surrounding the hospitality area to showcase our local landscape, people can feel relaxed and not need to rely on a car to experience everything this area has to offer.	10/29/2022 11:58 AM
29	NA	10/29/2022 11:02 AM
30	See above	10/29/2022 9:01 AM
31	I don't like the hosp area back from 99.	10/27/2022 12:46 PM
32	With the open space taking up A LOT of the south area, a park seems a poor choice of use/tax payer funding. High school is so close and provides ball fields and track.	10/26/2022 1:50 PM
33	Do not like the idea of having any commercial/warehouse stuff along 99. So this would be option 3 I don't like as much. Don't want it to look like Tualatin Sherwood Road along 99	10/25/2022 8:13 PM
34	As little multi family or high density as possible.	10/25/2022 8:12 PM
35	Keep hospitality on the East end of Kruger please	10/25/2022 7:05 PM
36	A change in city government is in order	10/25/2022 5:53 PM
37	I'd like to see more parks and natural areas. Sherwood has been cutting down too many trees!	10/25/2022 5:50 PM
38	Everything else	10/25/2022 3:26 PM
39	Bypass creating too much traffic	10/25/2022 3:15 PM
40	Not a fan of the high density housing	10/25/2022 1:02 PM
41	I don't like the idea of moderate or high density housing. I think cottage housing could work and would retain some of the existing environment better.	10/25/2022 11:14 AM
42	I think careful consideration needs to be given to the crossing of 99. (Overpass/underpass etc). Apart from the area of Commercial (next to 99 crossing) option 2 looks excellent.	10/25/2022 10:26 AM
43	The only one that makes sense to me is #2 because the others don't have a park and feel more choppy. Let's go for cohesiveness and fewer transitions	10/24/2022 5:08 PM
44	Not much, time is limited now.	10/24/2022 12:20 PM
45	I think the proposed roads are a little overboard and the employment area in #3 would be better added in equal measure to the south eastern hospitality zone in #1. #1's hospitality zone is too large for what could be placed there unless a luxury hotel is under consideration.	10/24/2022 11:30 AM
46	3 is stupid to have hospitality next to new high school. Not sure how Metro will ever agree to low density zoning.	10/24/2022 11:16 AM
47	The area of the riparian/upland has grown since last version; why? Making most of the land unused. Commercial to the south of the HS makes no sense; this should be residential and some retail; not hospitality.	10/24/2022 8:59 AM
48	The giant emphasis on hospitality worries me greatly. Again - you are greatly changing this neighborhood in a way that would negatively impact current residents. We need to see more intention behind what this entails and at what scale.	10/23/2022 3:20 PM
49	I don't see a lot that I do not like in these alternatives.	10/21/2022 5:11 PM
50	I don't like that the hospital takes up 2 spots in the other Alternatives; it should be located in 1 spot.	10/21/2022 4:19 PM
51	Larger area of Medium high density housing	10/21/2022 12:21 PM

52	Why is all the green space disappearing? We need to be having more trees not less	10/21/2022 11:55 AM
53	putting MF homes in the middle of commercial / hospitality area.	10/21/2022 11:48 AM
54	Need more walking trails. Building over riparian areas.	10/21/2022 11:21 AM
55	high density housing along Kruger will feed extra traffic into the 99W/Elwert/Sunset intersection - hospitality may have more favorable traffic profile (volumes/timing - less concentration at rush-hour, etc.)	10/20/2022 8:52 PM

Q16 If you selected "None of the above", please tell us why and what you think the long term plan should be for this area.

Answered: 19 Skipped: 85

#	RESPONSES	DATE
1	Na	11/3/2022 7:52 PM
2	Na	11/3/2022 12:16 PM
3	Make Elwert Rd. an arterial capable of unimpeded flow and keep the areas west of Elwert mostly rural.	11/3/2022 8:47 AM
4	The southwest district should not have ANY type of high density housing as it is the most rural part of the annexed land for sherwood west. Not only will this be adjacent to a large farm but the next parcel over is a equestrian center and numerous rural properties and farms. The other 3 districts should be the ones that have higher density housing as it is closer to downtown sherwood, sherwood high school and middle school. Not only will this high density housing look absolutely horrendous that far out of town but will clash with natural farmland that surrounds that area. This looks to be designed by someone who is familiar with rural sherwood and the surrounding eco system in that area. I strongly urge the designer of this to reconsider this layout and redesign it to be more considerate of the surrounding beauty of this area.	11/2/2022 8:45 PM
5	Na	11/1/2022 5:07 PM
6	.	10/30/2022 11:42 AM
7	Alternative 1 is too busy and I dislike the strictly commercial areas in general.	10/29/2022 11:58 AM
8	NA	10/29/2022 11:02 AM
9	See above	10/29/2022 9:01 AM
10	n/a	10/27/2022 12:46 PM
11	No plan	10/25/2022 5:53 PM
12	Leave as is. Or add a costco	10/25/2022 3:26 PM
13	N/A	10/25/2022 3:15 PM
14	No additional comments.	10/25/2022 11:14 AM
15	Why should there be a "long term plan" who decided this? The long term plan should be sustainable humble living. Small homes, limited land clearing is the way to go.	10/24/2022 12:20 PM
16	more land for jobs, parks and schools. cottage cluster should be near edge, near hospitality and away from schools.	10/24/2022 11:16 AM
17	The emphasis on Hospitality worries me greatly, and as just stated above, greatly changes this community. Most of us have families - and don't want to live next to hotel chains. We chose Sherwood for it's focus on safety and family. None of these proposed changes seem to reflect those values.	10/23/2022 3:20 PM
18	Again if you aren't going to make affordable housing for every one you need to be putting in parks that every one including those with disabilities can enjoy	10/21/2022 11:55 AM
19	NA	10/20/2022 8:25 PM

Q17 Do you have any questions or comments about the Elwert Design concept?

Answered: 49 Skipped: 55

#	RESPONSES	DATE
1	It is imperative to maintain Elwert as a well-functioning, efficient N/S arterial connector - unencumbered by barriers to the increased flow of traffic that growth will create. This need requires maintaining Elwert's current alignment and improving it. Contrary to the City's representations, there is no viable, feasible alternative to Elwert as a N/S connector. The current plan ignores this reality, fails to provide for necessary improvements to Elwert to accommodate growth, and falsely represents the existence of another option for a N/S connector. The planning in this regard has been negligent at best and intentionally misleading at worst.	11/3/2022 10:07 PM
2	No	11/3/2022 7:56 PM
3	I think in general the concept has some good ideas to make Elwert a better, safer road.	11/3/2022 4:16 PM
4	The planted center median is nice theoretically; however, it takes up valuable real estate that could be better used to get traffic moving more efficiently on Elwert. Elwert Road needs to be widened with additional lanes. So many additional homes have been built in this area (with more to come) and additional cars travel that road (with more to come), yet the road's capacity hasn't grown at all. If developers get the green light to build a bunch of houses/apartments in this area, the roads cannot stay at their current capacity or we will have gridlock.	11/3/2022 3:47 PM
5	It should be two lanes in each direction with turn lanes at appropriate locations	11/3/2022 2:42 PM
6	No	11/3/2022 12:20 PM
7	Elwert is currently a cut through, and will likely remain that way. The roundabout will help slow traffic, but there should be enough room included for future expansion. Look at Roy Rogers coming into town. There was barely enough, and now we will not have our nice entrance to town, instead there will be soundwalls.	11/3/2022 11:10 AM
8	I think the Elwert realignment is the worse idea I have ever seen. Bring people up the hill just to drop them back onto the exact same road they just came from? you will be taking peoples land from them, condemning their homes just to put in a road? just widen Elwert!! it is an existing road.	11/3/2022 10:18 AM
9	Elwert road is already designated as an arterial and should be expanded to provide more safety for north/south travelers.	11/3/2022 8:17 AM
10	This is the best option,..... improving the road to move traffic more directly to Hwy 99	11/2/2022 6:07 PM
11	No	11/2/2022 2:33 PM
12	I like this plan and it doesn't affect any landowners or farmers and it seems to me keeping a straight road would be safer for all travel.	11/2/2022 9:21 AM
13	The concept seems logical, not unlike how wonderful the idea was to realign Villa Rd in Newberg, the plan was to prevent the speeding that consistently occurred. It hasn't changed the habits of drivers. I've been stuck in traffic many a time on Sunset Blvd, waiting to turn south on 99W. 3 times a week, in fact, when I get to pick up our grand kiddos from school. Sherwood's traffic backs up at so many points now. For some time I wondered if it was planned this way to encourage voters to authorize funds for a bypass freeway linking I5 to 99W. 99W from the Six Corners lights (Sherwood Blvd/Edy Rd intersection) is stop and go from before 3 pm and through the 6 pm or so going home traffic. Many drivers, like myself, will often choose to drive over the hills to avoid sitting through 2 to 4 left turn signal lights to get onto 99W, and then creeping through 99W until it gets up to hwy speed by Chapman Road. Looking at the map above, I am not seeing an option that alleviates the traffic problems that exist now and will be worse when all this new housing brings in so many new cars on the road. I very strongly oppose linking Eastview Road to Haide Road.	11/1/2022 11:04 PM

14	As a cyclist I do not think that bike lane is wide enough. There are also drainage inlets in the narrow path - where ever possible. I like the trees and center divide - keep plants low at intersections for line of sight.	11/1/2022 9:06 PM
15	No	11/1/2022 5:11 PM
16	Changing the road shape and adding rotaries will not reduce the traffic congestion, and they risk making it even worse.	11/1/2022 11:17 AM
17	It's always been used as a busy backroad. Changing it's used to be more pedestrian friendly with less cars is my total concern. With more walkability and bike crossings, consider a lower traffic speed, speed bumps, highly lit pedestrian crossing areas, and traffic lights for crossing like we have in front of the school on Sherwood BLVD	11/1/2022 6:50 AM
18	No	10/31/2022 7:06 PM
19	It would be nice to be able to maintain a decent speed limit on the newly designed road.	10/31/2022 2:30 PM
20	No.	10/31/2022 2:29 PM
21	No	10/31/2022 2:10 PM
22	Elwert is turning into a west-side bypass for traffic leaving Yamhill county headed to Hillsboro and Beaverton. We need to route traffic around Sherwood not through it and in front of our schools.	10/31/2022 12:30 PM
23	Must be safe for pedestrians and provide enough space for the increased traffic	10/31/2022 11:48 AM
24	How do you plan to keep drivers from going straight through on the current Elwert road? It is a pass through for people heading to Newberg etc. Getting people to go through the new proposed road will be difficult. What is your plan? The current Edy/Elwert intersection is already terrible and will get significantly worse.	10/30/2022 11:54 AM
25	.	10/30/2022 11:45 AM
26	No	10/29/2022 3:50 PM
27	I like the buffered sidewalks and median plantings with canopy trees, like how Roy Rogers used to be. I would like to see protected bike lanes and public transportation.	10/29/2022 12:05 PM
28	Will it remain a county road? If yes, is county in alignment with city leadership?	10/29/2022 11:07 AM
29	Danger lies in the use of Elwert as a cut through and bypass of traffic on 99W. Traffic control devices are needed, including multiple stop lights / signs to reduce cut through.	10/26/2022 3:46 PM
30	Elwert realign seems very expensive when already have an established ROW. Also, why the north/south connector? Seems very expensive and largely unnecessary.	10/26/2022 2:05 PM
31	Would love that the beautiful pine forest be kept on the left side when going on Elwert between the stop at Edy and the stop at Sherwood Scholls. It's on the left side and is stunning with the large conical trees:)	10/25/2022 8:32 PM
32	A very amateurish plan	10/25/2022 6:04 PM
33	I like the idea of buffered sidewalks and trees like Sunset has	10/25/2022 6:00 PM
34	You guys need to make Elbert This way for the growth that has already occurred. Stop thinking about adding more houses until you can figure out better roadways.	10/25/2022 3:31 PM
35	No	10/25/2022 3:25 PM
36	No	10/25/2022 1:07 PM
37	No, not at the moment.	10/25/2022 11:19 AM
38	Please, avoid making exits like the one at the YMCA. It is virtually impossible to turn left onto Sunset during rush hour and the placement of the crossing creates a distraction for drivers trying to navigate the turn. Consider lights or an alternative exit for left turns	10/25/2022 10:52 AM
39	Can it survive as a 2-lane road?	10/24/2022 5:10 PM
40	With the realignment, would an overpass at Edy and Elwert save some congestion?	10/24/2022 11:35 AM

41	it is a good design concept.	10/24/2022 11:20 AM
42	The idea of eliminating Elwert's role as a regional transportation corridor is unrealistic. If Elwert does not serve that role the existing traffic will cause more congestion on all the other local roads.	10/23/2022 6:50 PM
43	Yes. I have already emailed my comments - but I have great concerns about turning Elwert into a major roadway and bringing more traffic through. It would have huge implications for current residents in terms of safety and pollution. At this point I have serious concerns that we as residents are not being heard.	10/23/2022 3:28 PM
44	Connectors/bypass should not be proposed in areas you plan to add more housing. Going to be dangerous for people living off Edy road.	10/22/2022 10:10 PM
45	Love this idea as long as the improvement does not go past where the realignment starts and you leave the rest of Elwert alone and reduce the speed to 25 mph and make it a neighborhood street to encourage people to take the realignment route and not continue to race down Elwert.	10/21/2022 4:26 PM
46	You need to have blinking lights at cross walks not just a sign. The amount of times I've been nearly hit in old town is ridiculous I don't bother walking there anymore. Don't repeat old mistakes.	10/21/2022 11:59 AM
47	No	10/21/2022 11:50 AM
48	plenty of 'lessons learned' from Woodhaven around street trees, parking strips, etc. Good to have trail system extending into Sherwood West from high school area, with overpass/underpass options to reduce traffic/pedestrian conflict.	10/20/2022 9:03 PM
49	While the concept is "pretty", you have to face reality that you will need to move much more traffic. Elwert needs to be wider, flatter, and have more lanes. You need another way to keep that neighborhood feel. This will be trouble.	10/20/2022 8:38 PM

Q18 Do you have any questions or comments about the Elwert Realignment concept?

Answered: 49 Skipped: 55

#	RESPONSES	DATE
1	It is imperative to maintain Elwert as a well-functioning, efficient N/S arterial connector - unencumbered by barriers to the increased flow of traffic that growth will create. This need requires maintaining Elwert's current alignment and improving it. Contrary to the City's representations, there is no viable, feasible alternative to Elwert as a N/S connector. The current plan ignores this reality, fails to provide for necessary improvements to Elwert to accommodate growth, and falsely represents the existence of another option for a N/S connector. The planning in this regard has been negligent at best and intentionally misleading at worst. There are a number of other reasons why the proposed Elwert realignment is not in the best interest of the community: - It has a negative environmental impact, requiring two new crossings of Chicken Creek, whereas maintaining the current alignment would improve an existing Chicken Creek crossing - The addition of numerous roundabouts will impede the flow of traffic, including farm to market vehicles, creating traffic congestion and hazardous conditions; - it cuts off direct access to HWY to residents who live West of Elwert, increasing the length of commutes, and enhancing a sense of separation from the rest of the City; - it takes up land for new roads and related infrastructure that could otherwise be used for housing and other beneficial community resources. Finally, as a threshold matter, the City has not presented any data about the viability, feasibility, cost, or benefits of the proposed realignment. Similarly, it has not presented an analysis of any alternatives. Due diligence and trustworthiness requires obtaining and divulging this information to the public before asking them to vote on the proposal.	11/3/2022 10:07 PM
2	No	11/3/2022 7:56 PM
3	When I attended the recent open house (and in all of the conversations I have seen on NextDoor.com), everyone unanimously doesn't like the idea of changing Elwert's path and adding two roundabouts. Have you polled the opinions of people who actually live in this area? In this concept, you are not just changing Elwert Road but also Edy Road too. This is the road I take to access Hwy 99W. It's a straight shot now, but I will have to meander and zig zag in order to reach a main thoroughfare with this proposed design. It would make it difficult - if not impossible - for others with horse trailers and larger vehicles coming down the hill to continue onto Hwy 99W. Please keep Elwert straight, as it is now, and expand it with more lanes to efficiently move traffic through.	11/3/2022 3:47 PM
4	This option will be way more expensive and is an unnecessary additional expense above what it would cost to upgrade the existing intersection.	11/3/2022 2:42 PM
5	Greatly support the realignment concept. It is need and should make the intersections safer.	11/3/2022 12:20 PM
6	Elwert NEEDS to be realigned. This will help limit traffic as a cut-through, and also Chicken creek MUST be preserved as best as possible with minimal impact to our waterways.	11/3/2022 11:10 AM
7	Worse Idea ever. The area is steep, swampy and owned by private people who don't want their land taken from them. Taking people off a road to wind them though the countryside just to drop them back onto the same road is stupid. How do the east west travelers get to Sherwood where you want them to go shopping? Realignment of Elwert is a bad Idea, taking peoples land and homes from them is wrong. How would you feel if you bought your pieces of land you saved your entire life for just to have the city come and put a road right through the middle of it? Just widen Elwert, it is already an existing road and could be widened easier than bulding a new road through steep terrain and swampy areas.	11/3/2022 10:18 AM
8	Make Elwert Rd. an arterial capable of unimpeded flow and keep the areas west of Elwert mostly rural.	11/3/2022 9:01 AM
9	Main concern is traffic flow. Good concept as long as traffic patterns make sense.	11/2/2022 9:44 PM
10	Traffic circles in the area slow down traffic and increase traffic jams....just like in from of HS	11/2/2022 6:07 PM

currently....Don't make that mistake again

11	No	11/2/2022 2:33 PM
12	This makes no sense to me putting in two circles and would make more traffic jams like the one in front of Sherwood HS	11/2/2022 9:21 AM
13	The current neighborhoods and traffic flow would be much better served by widening Elwert Road to 4 lanes. Parks and neighborhoods would have access roads. The road by the high school was poorly planned to move the existing traffic from Elwert and is worse with the high school traffic. The northbound lane of Elwert flow would be greatly improved with one lane for through traffic on the right, in addition to the existing left turn lane onto Haide. It's actually the way traffic flows when the roads are very crowded with the morning commute. Drivers organically flow to the right for through traffic, even though it's technically a lane that's marked to merge to the left for the through traffic. The southbound traffic would be greatly served by an on ramp to 99W, apart from the mess the round about has on a daily basis.	11/1/2022 11:04 PM
14	No	11/1/2022 5:11 PM
15	See my response to #17 above.	11/1/2022 11:17 AM
16	No, I support this option.	11/1/2022 11:17 AM
17	Realignment sounds like it would help with the traffic pattern but I'd still add some measures in place to ensure that road gets slowed down, like speed limits, well lit crossings, etc.	11/1/2022 6:50 AM
18	It's very interesting	10/31/2022 7:06 PM
19	This is a neat idea, but is it going to be expensive and cause slow down on Elwert.	10/31/2022 2:30 PM
20	No.	10/31/2022 2:29 PM
21	I love the realignment. There is way too much traffic pressure on Elwert road.	10/31/2022 2:10 PM
22	Great, slow it down, make it unuseable for people traveling through town.	10/31/2022 12:30 PM
23	Redesigning the Elwert and Edy intersection entirely, as outlined in Option #1, is the best choice for safety and flow	10/31/2022 11:48 AM
24	.	10/30/2022 11:45 AM
25	No	10/29/2022 3:50 PM
26	I live on Elwert Rd and feel realignment is the only way to address the traffic and make Elwert safe for walkers and bicyclists	10/29/2022 3:02 PM
27	Have always liked this concept - it will be expensive though	10/29/2022 11:07 AM
28	Looks like you are destroying the Eastview neighborhood by adding dangerous traffic	10/29/2022 9:04 AM
29	I dislike the realignment proposal, would rather keep Elwert as currently aligned and look to provide local transportation options west of Chicken Creek connecting to Elwert.	10/26/2022 3:46 PM
30	No, this is a very good idea and should proceed.	10/26/2022 11:50 AM
31	I like option 1 with the new location for the intersection of Edy and Elwert. I like the idea of the roundabouts instead of the light.	10/25/2022 8:32 PM
32	I do not like the realignment	10/25/2022 6:05 PM
33	Not safe,efficient or a smart use of badly needed funding	10/25/2022 6:04 PM
34	No	10/25/2022 3:25 PM
35	No	10/25/2022 1:07 PM
36	I think the use of traffic circles are ridiculous. You believe these will be effective but as the traffic increases from planned businesses and housing developments, this becomes a navigation area drivers will ignore, increasing pressure on other surface rural roads or ignore yield requirements in the belief of getting across town more quickly. I think effective stop lights would be a better design. The idea that GHG emissions would be reduced as a measurement of traffic circle approval is a blind and lazy assumption. Go measure GHG at any heavy traffic	10/25/2022 11:19 AM

circle, which would be the case for these, and you'll find there is as much waiting/queuing of cars as there would be at an effective stop light. Put in the work and do the right study before presenting something from a 2015 high school research paper with no established control group.

37	Yes - Please make sure that there is an overpass (preferably) or underpass or pedestrian crossing with lights to allow easier crossing.	10/25/2022 10:52 AM
38	Why would we take a high-traveled straight road and make it curvy up a hill?	10/24/2022 5:10 PM
39	I see this as a very expensive and difficult project to do. Dealing with wetland and stream corridor. Just asking the state to take advantage of Sherwood - if it is even possible to get built.	10/24/2022 11:20 AM
40	Yes, why divert for short period and return onto same lane; what will the Edy/Elwert intersection look like? Is this an effective use of dollars and interruption to the neighborhood?	10/24/2022 9:52 AM
41	I don't like it. If you make Elwert slower and more circuitous you just end up with more congestion.	10/23/2022 6:50 PM
42	This re-alignment is definitely preferred. You should allow those moving in to choose how much traffic they want to be around, rather than forcing current residents to endure more traffic.	10/23/2022 3:28 PM
43	Expensive to go over the wetlands. Should just widen elwert.	10/22/2022 10:10 PM
44	I wholeheartedly agree that this is the best option! Elwert is SO dangerous as it is right now. People use it as a race track all day long. The steep hill really gives people the momentum they need to race down the road. It's SO scary. Please lower the speed on Elwert to 25 mph to discourage people from racing down it.	10/21/2022 4:26 PM
45	no	10/21/2022 11:59 AM
46	no	10/21/2022 11:50 AM
47	How soon can this happen? Having this key infrastructure complete before any development seeks important. Plus Edy/Elwert intersection is over crowded and dangerous in its current state.	10/21/2022 10:11 AM
48	Existing Elwert/Edy intersection is hazardous - poor sightlines (hills), no turn lanes... have had several near-misses... would be much happier with option1 with traffic circles vs. lights	10/20/2022 9:03 PM
49	Makes no sense. Face the painful reality that you need to move many more vehicles, and re-routing Elwert does not do that. Widen, straighten, and flatten Elwert. Not pretty, but find a way to move cars and keep neighborhood feel.	10/20/2022 8:38 PM

Q19 Do you have any questions or comments about the Overpass Connection to the Brookman Area?

Answered: 48 Skipped: 56

#	RESPONSES	DATE
1	This is an ABSOLUTE NECESSITY, we must have a way of crossing 99 somewhere without stopping traffic. Should have been done at Sunset years ago, now this is the only chance to make it right. It needs done ASAP!	11/3/2022 10:59 PM
2	An overpass option is a reasonable solution to allow traffic to flow from Brookman to Champan across Hwy 99, provided the ability to connect to the existing N/S arterial connector – Elwert is supported. It will be essential to maintain convenient access to HWY 99 from both directions as well with the addition of a bypass. Any plan to connect traffic from Brookman to a new Eastview RD N/S connector is not viable or feasible due to unsafe grades, steep hills, environmental impacts, and safety hazards. In addition to omitting any planning regarding the viability and feasibility of a new N/S connector, there has been no analysis regarding need, cost, or likely usage. Consequently, the suggestion of a possible connection to a new Eastview RD N/S connector should be regarded as unsound and misleading. See the extensive record of public comments in opposition to the City's proposed Eastview RD N/S connector. Public comments in opposition to the proposal commenced after the City proposed this new regional "Bypass" during the December 2021 PAC and TAC meetings. During these meetings, we learned that the City's engineer developed the Bypass proposal without evaluating the topography, conducting any viability or feasibility assessment, or even visiting the proposed site. Also, based on the City engineer's representations, we learned that the City's goal was to create the beginning of a new regional "Bypass" to accommodate traffic from Brookman and connecting regions. It was explained that Washington County was remiss in not addressing the region's traffic needs, so the City of Sherwood would initiate the creation of a new Bypass for the entire region. This distasteful display of underhanded politics explains the ill-conceived foundation for the proposed N/S connector. What's even more troubling is that the City continues to double down on and advance the "Bypass" fiction with the addition of the Brookman Overpass proposal.	11/3/2022 10:07 PM
3	No	11/3/2022 7:56 PM
4	Where exactly would the Sherwood West Collector go? It looks like it's north of Chapman - would this run through or near the site of Sleighbells? If this overpass requires Eastview Road to become a north-south bypass road, then I am 100% against it.	11/3/2022 3:47 PM
5	An overpass is a huge expense that will only serve a very small segment of the furthest southwest corner of the city - with intersections at Kruger/Sunset & Chapman/Brookman, this will load Sherwood West up with unreasonable and wasteful expenses for those residents to pay for in the pricing of their homes...why would the City do that?	11/3/2022 2:42 PM
6	I support this	11/3/2022 12:20 PM
7	I think there should be either an over or underpass connection for pedestrian traffic. It should be designed and built for future road expansion.	11/3/2022 11:10 AM
8	This doesn't work...all traffic needs to feed to Hwy 99....the north south connector is unnecessary goes nowhere	11/2/2022 6:07 PM
9	the overpass there sounds like a great idea	11/2/2022 3:07 PM
10	No	11/2/2022 2:33 PM
11	I don't like this plan	11/2/2022 9:21 AM
12	no.	11/1/2022 11:04 PM
13	A roundabout at Chapman, Brookman and 99 seems problematic. The commute traffic coming from Newberg in the morning generates consistent flow, the signal at Sunset generates slugs of cars. Cyclists use the intersection - a round about would not be possible for them. The City	11/1/2022 9:06 PM

Council should seek input from Chechalem Mountain residents prior to any final decision. The overpass does not help with going north from Chapman Rd

14	No	11/1/2022 5:11 PM
15	No.	11/1/2022 11:17 AM
16	Not everyone does roundabouts well, while they are meant to keep traffic flowing, traffic is a risk. Spending extra on pedestrian use, crossing lights, wider streets and sidewalks, the better	11/1/2022 6:50 AM
17	Good idea	10/31/2022 7:06 PM
18	No.	10/31/2022 2:29 PM
19	No	10/31/2022 2:10 PM
20	Great idea, lets connect east and west	10/31/2022 12:30 PM
21	It doesn't seem like an overpass would be necessary if Brookman was widened and a light was put in on 99.	10/31/2022 11:48 AM
22	.	10/30/2022 11:45 AM
23	No	10/29/2022 3:50 PM
24	In an effort to keep Sherwood beautiful, livable, and an extension of current Sherwood, an overpass would greatly impact the overall views and values of new neighborhoods and communities. An improvement of intersections with new signals and slower speed zones, would help create safer communities along busy Hwy 99. At 55 mph, Pacific Hwy/99W is often driven as a freeway and not a highway. With so much development along the highway, an effort to slow down traffic is preferred to creating some kind of overpass that would potentially negatively impact the overall feel of our small town Sherwood.	10/29/2022 3:09 PM
25	Maybe before everything else we do this since the houses have already started going in making 99 and brookman/Chapman extremely dangerous	10/29/2022 12:53 PM
26	I love this idea, as long as it is accessible to all users.	10/29/2022 12:05 PM
27	Another great long term vision that will be expensive	10/29/2022 11:07 AM
28	No	10/29/2022 9:04 AM
29	There is going to be a serious problem with traffic from Sherwood West is going to connect to 99W north. Traffic will either proceed south to Brookman Road or north on Old 99W to Sunset. A direct connection to 99W north needs to be found.	10/26/2022 3:46 PM
30	Seems very expensive--why not just have a light like the rest of Sherwood and Newberg. Not a big deal and far less expensive. Again, already have the ROW.	10/26/2022 2:05 PM
31	We need to work with ODOT and reclassify 99w in Sherwood. Echo what Tigard did many years ago and drop the speed and convince ODOT that 99w in Sherwood is no longer a highway, but a local road. 35MPH on 99w within sherwood city limits among other changes such as SPaT priority of other steets.	10/26/2022 11:50 AM
32	Like the idea of the overpass as long as it is attractive but wondering why it is not connecting chapman to brookman...	10/25/2022 8:32 PM
33	No	10/25/2022 6:05 PM
34	More waste	10/25/2022 6:04 PM
35	Seriously. This should've been considered before development started. This is backwards.	10/25/2022 3:31 PM
36	No	10/25/2022 3:25 PM
37	What would be done to improve Brookman road? This would create more traffic on Brookman which is already a dangerous road (curves, hills, width).	10/25/2022 1:07 PM
38	No.	10/25/2022 11:19 AM
39	no	10/25/2022 10:52 AM
40	I don't think an overpass is worth the money. A traffic light would solve the same problem and	10/24/2022 5:10 PM

be much more cost effective.

41	Love it. I love it.	10/24/2022 11:20 AM
42	Yes, this seems very expensive and not the best use of funds. Why not improve the intersection and allow the signalization be there to have traffic slow down in this area of Sherwood (i.e. hospitality, commercial, etc. being planned)?	10/24/2022 9:52 AM
43	Connecting neighborhoods with overpasses across busy roads is a good idea. You should include that as an alternative to your Elwert realignment. We need the high volume roads but there is no good reason to not link neighborhoods on either side with options that help you avoid the high volume roads.	10/23/2022 6:50 PM
44	None other than something similar was constructed where I grew up for use along PCH and it doesn't seem to have helped pedestrians much.	10/23/2022 3:28 PM
45	no	10/21/2022 11:59 AM
46	no. But i like it!!	10/21/2022 11:50 AM
47	Nope	10/21/2022 10:11 AM
48	if we have funding for an overpass, why didn't we do this for the Sunset/99W intersection near the high school? Not opposed, but hard to see this as a funding priority vs. other areas.	10/20/2022 9:03 PM

Q20 Do you have any questions or comments about the planned Pedestrian Overcrossing?

Answered: 46 Skipped: 58

#	RESPONSES	DATE
1	Similar, this needs done ASAP. Absolute necessity before a student is killed.	11/3/2022 10:59 PM
2	A similar overpass should be planned for the intersection of Edy, crossing Hwy 99 to the east side of Sherwood.	11/3/2022 10:07 PM
3	No	11/3/2022 7:56 PM
4	Is it really needed given the fact that students are doing fine now getting back and forth - \$15Million spent to solve what problem?	11/3/2022 2:42 PM
5	Very much needed to keep kids safe when going to school. This should be a priority.	11/3/2022 12:20 PM
6	I think there should be either an over or underpass connection for pedestrian traffic. It should be designed and built for future road expansion.	11/3/2022 11:10 AM
7	seems like a lot of money to be spent on something 10 people a day will use.	11/3/2022 10:18 AM
8	No	11/2/2022 2:33 PM
9	If this plan eliminated all crosswalks on HWY 99 so it would eliminate foot traffic now in place so the pedestrian bridge would replace the foot traffic, I believe it would speed up vehicle traffic at the circle and HWY 99	11/2/2022 9:21 AM
10	sounds like a great idea	11/1/2022 11:04 PM
11	No	11/1/2022 5:11 PM
12	No.	11/1/2022 11:17 AM
13	I think this is great!! The YMCA will be a beacon with this addition so with that it would be nice to fold in possible planning and grant options for a much needed massive update there so it's desirability is in alignment with this overpass and community use.	11/1/2022 6:50 AM
14	Good idea	10/31/2022 7:06 PM
15	Sounds like a really good idea	10/31/2022 2:30 PM
16	No.	10/31/2022 2:29 PM
17	The need for a pedestrian bridge perplexes me.	10/31/2022 2:10 PM
18	Great design, great idea. Major thanks to our leaders for making this happen!	10/31/2022 12:30 PM
19	This needs to be priority so that kids can safely get to and from school	10/31/2022 11:48 AM
20	.	10/30/2022 11:45 AM
21	No	10/29/2022 3:50 PM
22	Good since we already have a school. This should've been done first. Safety should be #1	10/29/2022 12:53 PM
23	I love this idea, as long as it is accessible to all users.	10/29/2022 12:05 PM
24	Let's get this built! I know it is coming	10/29/2022 11:07 AM
25	No	10/29/2022 9:04 AM
26	Good Idea.	10/26/2022 3:46 PM
27	School district should pay for this. Wrong to ask the taxpayers for more \$ when massive bond already in place.	10/26/2022 2:05 PM

28	Love it!!	10/25/2022 8:32 PM
29	No	10/25/2022 6:05 PM
30	No	10/25/2022 6:04 PM
31	It seems necessary and should have been part of the construction of building the high school.	10/25/2022 6:00 PM
32	A waste of resources and money. Get to the root of the problem and why people have a perceived fear of crossing the street. People cross the street all the time at sw scholls ferry road where Mountain View high school is- can Sherwood residents not figure it out?	10/25/2022 3:31 PM
33	No	10/25/2022 3:25 PM
34	No	10/25/2022 1:07 PM
35	I think this is actually the right improvement. Glad to see this included.	10/25/2022 11:19 AM
36	My child was struck by a vehicle recently whilst correctly using the pedestrian crossing at SW Elwert and 99. This overpass cannot come soon enough and frankly should have been built at the same time as the school.	10/25/2022 10:52 AM
37	I agree a pedestrian overpass makes a lot of sense for the high school.	10/24/2022 5:10 PM
38	Great conceptual plan here.	10/24/2022 11:35 AM
39	I can't be built fast enough. Great job Sherwood!	10/24/2022 11:20 AM
40	A pedestrian overcrossing would be a positive thing for the community.	10/23/2022 6:50 PM
41	no	10/23/2022 3:28 PM
42	Why don't we have more of these?	10/21/2022 11:59 AM
43	no. Other than when will it be done - or even get started?? This is SO necessary!	10/21/2022 11:50 AM
44	No	10/21/2022 10:11 AM
45	Just need to get going - student/pedestrian impact on 99W/Sunset traffic needs improvement!	10/20/2022 9:03 PM
46	No issues, good idea.	10/20/2022 8:38 PM

Q21 Do you have any questions or comments about the conceptual North-South Connector?

Answered: 57 Skipped: 47

#	RESPONSES	DATE
1	We are an Eastview Neighborhood Association family. A connector is illogical from an engineering and cost perspective. The actual environmental and wildlife damage would have to be quantified to the state by the city as well. In addition, the safety of travel on this already very hazardous low travelled road would have to be analyzed given that the city is proposing it as a high volume roadway.	11/4/2022 12:47 AM
2	The new Eastview RD N/S connector is not viable or feasible due to unsafe grades, steep hills, environmental impacts, and safety hazards. In addition to omitting any planning regarding the viability and feasibility of a new N/S connector, there has been no analysis regarding need, cost, or likely usage. Moreover, it is unconscionable for the city to advance this plan with no safety improvements (sidewalks, bike paths, etc.) on the west side of the proposed connector. The city has espoused safety as a key planning goal for current and future city residents who live near Elwert RD. Note that Elwert can be readily and safely improved to include sidewalks and bike paths on both sides. What is the city's justification for making an exception to the goal of safety for the current and future Eastview RD neighborhood residents? The current Eastview RD Neighborhood consists of approximately 27 households, many of which are close to Eastview RD. The neighborhood is comprised of a diverse group of people, including children, the elderly people, and farmers. The entire community relies on the safety of Eastview RD for accessing their homes, walking to the school bus, and recreation. In addition, Eastview RD provides safe ingress and egress for farming and agricultural activity in the rural reserve west side of the road, including tractors and other large, slow-moving agricultural equipment. The city's callous disregard for the safety of current and future Eastview RD neighborhood residents is especially troubling given that there is a viable, safe alternative available – the existing Elwert arterial. See also the extensive record of public comments in opposition to the City's proposed Eastview RD N/S connector. Public comments in opposition to the proposal commenced after the City proposed this new regional "Bypass" during the December 2021 PAC and TAC meetings. During these meetings, we learned that the City's engineer developed the Bypass proposal without evaluating the topography, conducting any viability or feasibility assessment, or even visiting the proposed site. Also, based on the City engineer's representations, we learned that the City's goal was to create the beginning of a new regional "Bypass" to accommodate traffic from Brookman and connecting regions. It was explained that Washington County was remiss in not addressing the region's traffic needs, so the City of Sherwood would initiate the creation of a new Bypass for the entire region. This distasteful display of underhanded politics explains the ill-conceived foundation for the proposed N/S connector, which the City has admitted publicly is unsafe for people who live in the community. Despite this knowledge, the city continues to double down on and advance the plan, including proposing it as a viable connector to the newly proposed Brookman overpass. For the above reasons, the proposed N/S connector/Bypass should be rejected and removed from the West Concept Plan. Planning to address regional traffic needs should occur in collaboration with Washington County, informed by data regarding viability, feasibility, safety, cost, and needs. Moreover, the safety of any proposed plan for all residents and users should be a primary guiding principle – not one that is invoked arbitrarily for political expedience, short-sighted, and self-serving purposes.	11/3/2022 10:07 PM
3	No	11/3/2022 7:56 PM
4	It's a good idea to have an alternative to Elwert.	11/3/2022 5:37 PM
5	I have a lot of concern about this connector being needed and the feasibility of it being built. I believe the option two alignment is the better one, impacting less homes, but would still not be in favor of this connector being built.	11/3/2022 4:16 PM
6	This is a terrible idea - please don't pursue it. Elwert Road needs to be widened with lanes added. Why run drivers up the hill to cross through what is currently countryside and homes	11/3/2022 3:47 PM

just to run them back down the hill to reconnect with Elwert again? Refer to my earlier comments about the elevation, snow, and terrain. This is essentially taking a portion of Elwert's problem and turning it into Edy's problem, as a bunch of traffic will be dumped onto it. It too has only one lane in each direction. Elwert Road will still have a problem when traffic rejoins it down the hill off of Edy Road. Now, two roads have traffic problems instead of one. I am already extremely concerned about all of the traffic that will be added to Edy Road (thanks to new development), and a north-south connector would just exacerbate that. Whether it's rural Edy Road to the west up the hill or more suburban Edy Road to the east of Elwert, how will people pull out of their driveways or neighborhood side streets with so many additional cars traveling east to Hwy 99W?

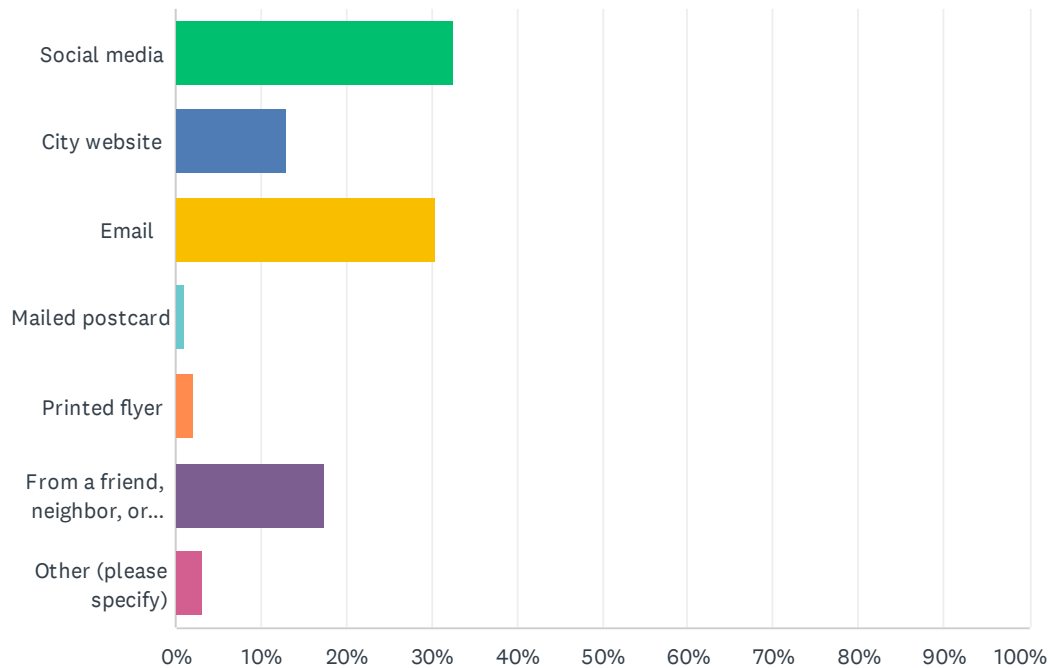
7	Topography of Eastview Rd extending south makes this option a ridiculous suggestion. No one will want to travel west a mile just to travel north/south for a couple miles, only to again travel east back to Elwert/99W. Seems like a waste of considerable money improving a road on the very West edge that will serve very few users.	11/3/2022 2:42 PM
8	No	11/3/2022 12:20 PM
9	I think we should minimize the opportunity for people cutting through here rather than using Hwy 99 as is intended. Hwy 99 should be expanded first.	11/3/2022 11:10 AM
10	Have you traveled on Eastview?? this road is extremely steep in areas and not conducive to anything but residential access.	11/3/2022 10:18 AM
11	Really? For people to actually use a bypass it has to be convenient. This design has so many twists, turns, hills, stops and roundabouts it borders on ridiculous. Make Elwert Rd. an arterial capable of unimpeded flow.	11/3/2022 9:01 AM
12	The terrain is not favorable for the North-South connection to follow Eastview Road. The road is too steep (around 12% grade) according to county rules for city roads. The connection across Chicken Creek is even steeper and would probably involve switch backs which would decrease its desirability as a bypass road. People would simply continue to use Elwert Road increasing congestion.	11/3/2022 8:17 AM
13	This is going to be too costly and bring traffic into rural areas where there are livestock, trailers, tractors etc on the roads. Leave the chicken creek area natural and not next to a road. The creek should be preserved as a natural area, not the pollution and traffic caused by a road.	11/2/2022 8:48 PM
14	This is a bad idea....why take traffic from Edward or Hwy 99 to run through neighborhoods and bring it back down to hwy 99 again. This would be dangerous to these neighborhoods...Fix Elwert and it could handle it	11/2/2022 6:07 PM
15	Thank you for mentioning the concerns from the Eastview Rd neighborhood. Option 2 would have least impact on the existing residents along Eastview Rd and may avoid some of the complications related to inability to develop the west side of that road. Sometimes I hear connector and by-pass terminology used. My understanding is connector (as described above) is not a bypass. Is there any long term plan for it to potentially also become a bypass? Thank you	11/2/2022 3:07 PM
16	Yes I believe that we will not need a connector along here as long as Elwert is completed correctly. You'll also struggle to make a connector with the steep grade along Eastview Rd. You're going through a neighborhood of very nice homes.	11/2/2022 2:33 PM
17	This makes no sense moving highway traffic thru a neighborhood(s). This would be unsafe and vehicle speeds would increase because people would, be in a hurry to just drive back down to HWY 99 eventually. Fix the traffic problem where it exists now....once Roy Rogers/ Tualatin Sherwood Road gets fixed and the Elwert Design Concept gets put in place this will handle the thru traffic. Only landowners and neighbors should be using the Edy road. This isn't a connector that makes sense....you're driving to know where. HWY 99 should be the access going up into these future houses and services should be on hwy 99 where it's most accessible and cost effective.	11/2/2022 9:21 AM
18	I strongly disagree with linking Haide Road and Eastview Rd to create a north south connector	11/1/2022 11:04 PM
19	No	11/1/2022 5:11 PM
20	My concern is that this new road will negatively impact the Chicken Creek drainage area, with a corresponding negative impact on wildlife. Is this new road really necessary?	11/1/2022 11:17 AM

21	My comment is that multiple routes are needed to carry traffic to and from Sherwood High, given the heavy volume of traffic throughout the day and especially at school start and end times.	11/1/2022 11:17 AM
22	No	10/31/2022 7:06 PM
23	This would be great if it'd work out for neighbors	10/31/2022 3:45 PM
24	No.	10/31/2022 2:29 PM
25	North - south connector is a great idea. Elwert road is a mess during high travel times.	10/31/2022 2:10 PM
26	We need to take the traffic off elwert and put it around our town. This has to happen moving forward.	10/31/2022 12:30 PM
27	Eastview Rd should not be considered for a North-South connector. There are several farms along that road and we need to place priority on maintaining as much productive agricultural land as possible during the Sherwood West expansion	10/31/2022 11:48 AM
28	.	10/30/2022 11:45 AM
29	No	10/29/2022 3:50 PM
30	I think that the development does not merit this creation of a North South connector. It will negatively impact those residents living in these new communities. I believe that Chapman Road would need to be expanded to accommodate the new traffic, as well as maybe Kruger and Elwert, and of course those intersections with 99. It would be best to keep any new large roads out of the newer communities and neighborhoods.	10/29/2022 3:09 PM
31	Good	10/29/2022 12:53 PM
32	Traffic is a concern, but if its decided that this is necessary, seems like a great place to have public transportation.	10/29/2022 12:05 PM
33	Keep studying this as a long term option since eventually the city will develop out to here	10/29/2022 11:07 AM
34	I agree with the concerns of those in the Eastview neighborhood. Dangerous and irresponsible to try and leverage Eastview rd for a cut through.	10/29/2022 9:04 AM
35	The danger lies in traffic cutting through Sherwood West to avoid problems on 99W. Improvements need to be considered for 99W and traffic controls for the cut through.	10/26/2022 3:46 PM
36	Seems unnecessary and costly, especially from Chapman north.	10/26/2022 2:05 PM
37	I feel that this is just a push by WashCo land use to complete a westside connector in Sherwood. They have already done that with the "improvements" to Roy Rogers.	10/26/2022 11:50 AM
38	No	10/25/2022 6:05 PM
39	???	10/25/2022 6:04 PM
40	I don't want anything that further destroys the natural features of sherwood. We need more forests as it is!	10/25/2022 6:00 PM
41	I'm sure this would piss land owners off so I'm not for it.	10/25/2022 3:31 PM
42	I live on Eastview and option 2 would be a safer alternative. My preference would be to have the option running parallel to chicken creek.	10/25/2022 3:25 PM
43	I agree with commenters	10/25/2022 1:07 PM
44	No.	10/25/2022 11:19 AM
45	I don't have enough knowledge of the impact on local residents to comment - but I do think it is important to prevent local residential neighborhoods being used as a 'cut through' to main roads as currently happens on Handley st to Elwert.	10/25/2022 10:52 AM
46	I haven't traveled this road much but think it's somewhat hilly? If so, it doesn't sound like it would solve the problem well.	10/24/2022 5:10 PM
47	What studies have been done regarding the slope of the area towards Chicken creek and how much impact disturbing those slopes would have on Chicken creek?	10/24/2022 11:35 AM

48	It would be great - if it can be done. Sections of this area has the land cut up and developed already. This could be a very expensive idea.	10/24/2022 11:20 AM
49	How does the elevation change impact cost and safety here?	10/24/2022 9:52 AM
50	Don't build new roads that will destroy neighborhoods. The geography of this area would require a slow and meandering route. So it would not be an effective connector from Highway 99 to the north. Because of steep grades in the area it would be hugely expensive. The cost to build such a connector would be better spent on fixing the existing road's (Elwert), flaws and impacts on existing and future neighborhoods while maintaining an existing north south connector.	10/23/2022 6:50 PM
51	Elwert Road is already a medium density housing area with an Elementary school nearby. Using it as a major roadway would have huge traffic implications as well as safety implications for young children. As mentioned before there are already a lot of accidents on Elwert and Edy - increasing traffic would only make this much more dangerous for children.	10/23/2022 3:28 PM
52	No connector. Too expensive to cross those grades and will have a negative effect for those living in area. Focus on elwert road.	10/22/2022 10:10 PM
53	no	10/21/2022 11:59 AM
54	no	10/21/2022 11:50 AM
55	Prefer option 1, if parks and trails are planned along chicken creek then option 2 brings heavy traffic too close to our nature escape on the trails and parks	10/21/2022 10:11 AM
56	Need to extend further to provide regional connection between Sherwood area and Beaverton/Hillsboro - if people are going to commute, it should be more convenient/safer	10/20/2022 9:03 PM
57	This idea makes no sense. I can't understand what someone is trying to accomplish. What points are you trying to connect with this road. What traffic would use it? The topography does not lend itself to safety.	10/20/2022 8:38 PM

Q22 How did you find out about this survey?

Answered: 92 Skipped: 12

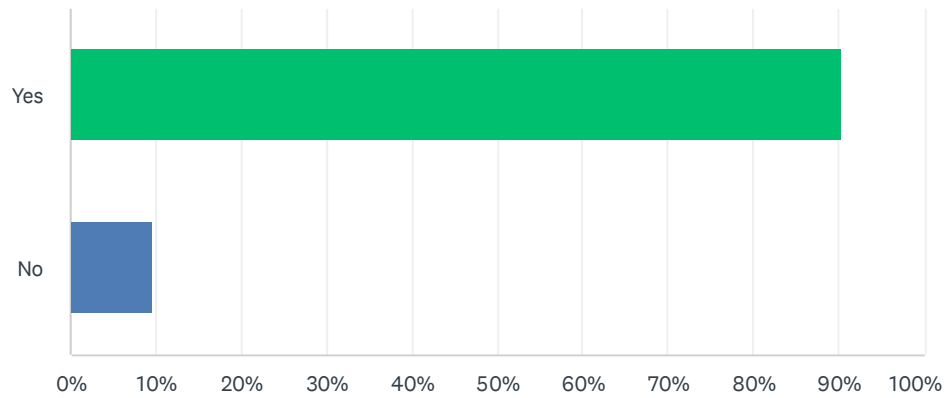


ANSWER CHOICES	RESPONSES	
Social media	32.61%	30
City website	13.04%	12
Email	30.43%	28
Mailed postcard	1.09%	1
Printed flyer	2.17%	2
From a friend, neighbor, or family member	17.39%	16
Other (please specify)	3.26%	3
TOTAL		92

#	OTHER (PLEASE SPECIFY)	DATE
1	City staff	11/2/2022 9:45 PM
2	My family has property on Elwert Road, and I am on the email list for Sherwood West information.	11/1/2022 11:06 PM
3	Open house October 20, 2022	10/20/2022 8:40 PM

Q23 Are you a resident of Sherwood?

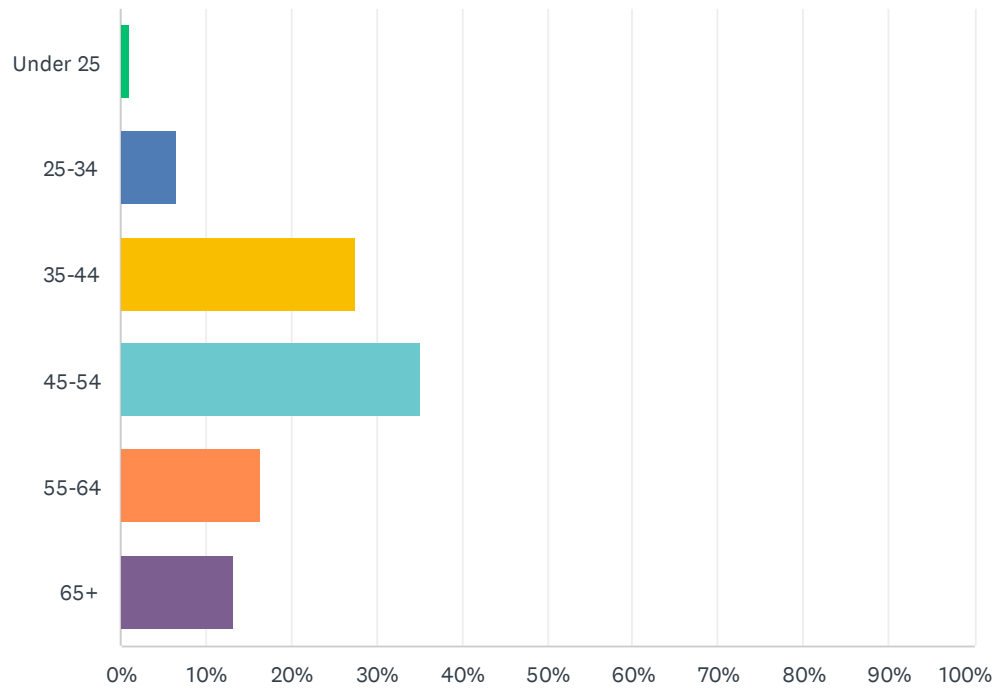
Answered: 93 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	90.32%	84
No	9.68%	9
TOTAL		93

Q24 What is your age?

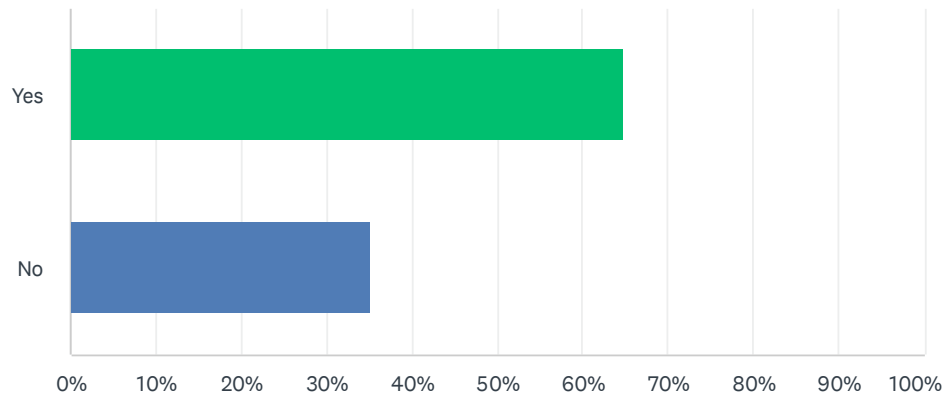
Answered: 91 Skipped: 13



ANSWER CHOICES	RESPONSES	
Under 25	1.10%	1
25-34	6.59%	6
35-44	27.47%	25
45-54	35.16%	32
55-64	16.48%	15
65+	13.19%	12
TOTAL		91

Q25 Are there children in your household?

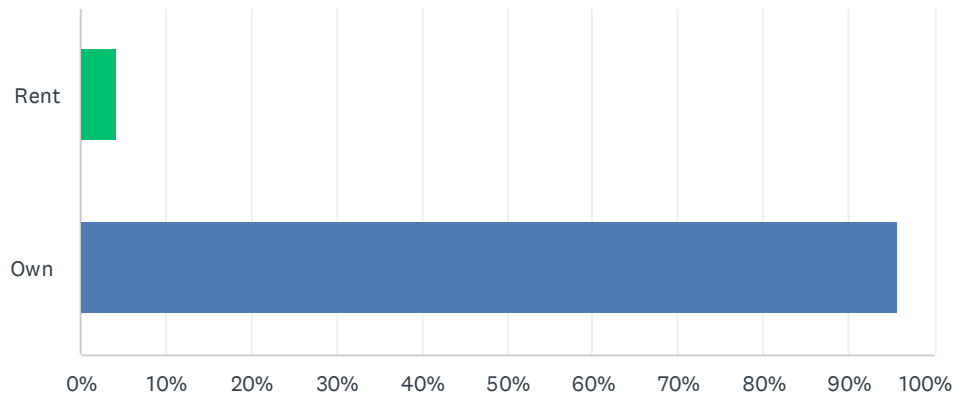
Answered: 94 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	64.89%	61
No	35.11%	33
TOTAL		94

Q26 Do you rent or own your home?

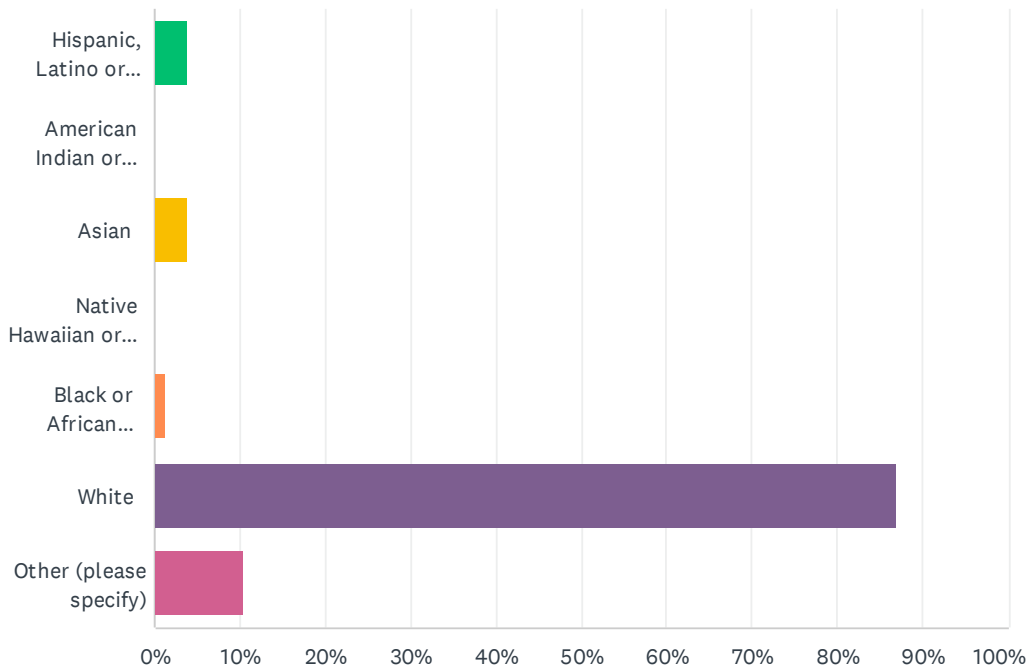
Answered: 93 Skipped: 11



ANSWER CHOICES	RESPONSES	
Rent	4.30%	4
Own	95.70%	89
TOTAL		93

Q27 How do you identify your race or ethnicity? (select all that apply)

Answered: 77 Skipped: 27

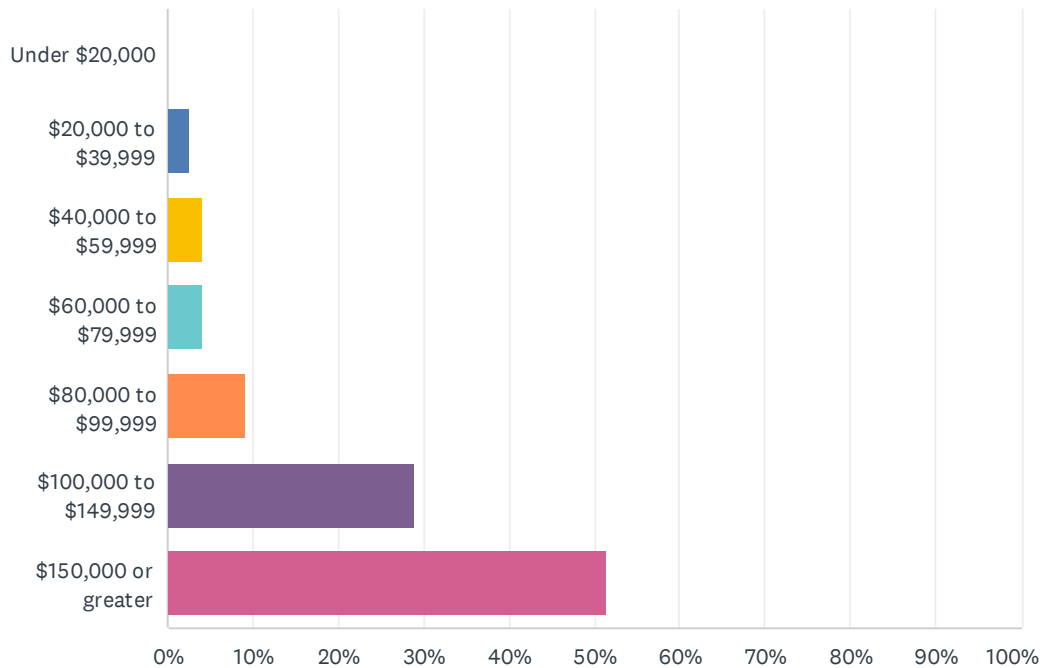


ANSWER CHOICES	RESPONSES	
Hispanic, Latino or Latinx	3.90%	3
American Indian or Alaskan Native	0.00%	0
Asian	3.90%	3
Native Hawaiian or Other Pacific Islander	0.00%	0
Black or African American	1.30%	1
White	87.01%	67
Other (please specify)	10.39%	8
Total Respondents: 77		

#	OTHER (PLEASE SPECIFY)	DATE
1	Mixed race household	11/3/2022 11:00 PM
2	Multiracial	11/3/2022 10:09 PM
3	prefer not to answer	11/1/2022 11:06 PM
4	Prefer not to say should have been an option for this.	10/31/2022 12:32 PM
5	Iranian-American	10/31/2022 12:00 PM
6	not important to survey	10/26/2022 2:06 PM
7	I don't care	10/24/2022 11:21 AM

Q28 What is your annual household income?

Answered: 76 Skipped: 28



ANSWER CHOICES	RESPONSES	
Under \$20,000	0.00%	0
\$20,000 to \$39,999	2.63%	2
\$40,000 to \$59,999	3.95%	3
\$60,000 to \$79,999	3.95%	3
\$80,000 to \$99,999	9.21%	7
\$100,000 to \$149,999	28.95%	22
\$150,000 or greater	51.32%	39
TOTAL		76