



## SHERWOOD WEST CONCEPT PLAN

# AGENDA

### Community Advisory Committee Meeting #5

**DATE:** November 3, 2021  
**TIME:** 5:30 – 7:30 PM  
**LOCATION:** Virtual. For a ZOOM meeting audio link, please send an email to Erika Palmer, Planning Manager at [palmere@sherwoodoregon.gov](mailto:palmere@sherwoodoregon.gov). The meeting will be recorded and posted to the City's YouTube page on November 4, 2021. City of Sherwood's YouTube Channel: <https://www.youtube.com/user/CityofSherwood>

### Meeting Purpose

- Share results from the online open house and survey
- Discuss and provide feedback on scenario framework and assumptions

### Agenda

5:30 PM	<b>1. Welcome and Introductions</b> <i>Approve meeting summary from CAC #4</i>	Erika Palmer, City of Sherwood Joe Dills, APG
5:40 PM	<b>2. Public Comment</b>	Erika Palmer
5:45 PM	<b>3. Informational Trails Update</b>	Joe Dills
5:55 PM	<b>4. Online Open House Summary</b> <i>Review feedback received from the community</i>	Erika Palmer Kyra Haggart, APG
6:10 PM	<b>5. Scenario Planning Framework &amp; Assumptions</b> <i>This agenda item is the first of two discussions about plan scenarios (aka alternatives) for the Sherwood West Concept Plan. The team will present information about the assumptions needed to create the scenarios.</i>  <i>The committee's feedback on the scenario assumptions will shape the creation of three scenarios, which will be shared at the next meeting in December 2021.</i>	Erika Palmer Joe Dills Kyra Haggart
7:30 PM	<b>6. Next Steps and Adjourn</b>	Joe Dills

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



## SHERWOOD WEST CONCEPT PLAN

# MEETING MINUTES

Community Advisory Committee (CAC)

**DATE:** September 8, 2021 – Meeting #4

**TIME:** 5:30 PM to 7:30 PM

**LOCATION:** Virtual Online, YouTube Link: <https://www.youtube.com/watch?v=c8Kwu0WI2fl>

CAC Members Present: Jim Rose, Emily Campbell, Kennedy Hawkins, Mara Furst, Emily Campbell, Tim Rosener, Jean Simson, Doug Scott, and Brian Fairbanks.

Consultants and Sherwood Staff Present: Joe Dills, Angelo Planning Group, Sam Brookham, Lealand Consulting, Carl Springer, DKS, Erika Palmer, Planning Manager, Joy Chang, Senior Planner, Julia Hajduk, Community Development Director, Bruce Coleman, Economic Development Manager, and Bob Galati, City Engineer.

## Agenda Item

### 1. Welcome and Introductions

Members of the CAC introduced themselves.

### 2. Updated Vision, Goals, and Evaluations Criteria

Joe Dills with Angelo Planning Group commented on the updated vision, goals, and evaluation criteria and asked the committee if there are any other refinements needed. Jean Simson suggested adding view corridors and separation from neighboring cities to help make Sherwood's identity unique under evaluation criteria. The committee supports moving this forward.

### 3. Draft Plan Concepts: Livable and Connected Streets, Elwert Road Design Concept, and Great Neighborhoods

#### Livable and Connected Streets

Mr. Dills discussed the proposed Street Plan for Sherwood West and discussed one of two options to integrate the street network. The option implements the realignment of SW Elwert and SW Edy Road that was studied in the Preliminary Concept Plan. North of Chicken Creek the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert so that local trips can move freely and turning movements on SW Elwert are minimized. The intersection of Elwert-Edy Road is in need of realignment which will be difficult to implement. A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas. A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency and other

services. Mr. Dills noted that TAC member Chief Groth supports this potential addition. Tim Rosener discussed a potential county feeder road to take cut through traffic away from neighborhoods and suggested adding this to the Concept Plan. Brian Fairbanks also commented on the Hillsboro/Yamhill traffic and agrees with Tim Rosener. Doug Scott said City Council has been urging the City to work with the County on this issue and asked if this is the right vehicle to push that conversation. He supports this alternative. Emily Campbell agreed that option 1 with the realignment of Elwert is ideal. She commented on the intersection at Handley and Elwert and asked if they are proposing roundabouts. Mr. Dills said yes and Carl Springer agreed. Kennedy Hawkins asked about cost effectiveness of these alternatives. Mr. Dills said this is less costly than option 2. Mara Furst suggested a roundabout at Scholls-Sherwood and Lebeau. The Committee preferred option 1 which is safer, aesthetically pleasing, and less expensive.

### **Elwert Road Design Concept**

Mr. Dills said SW Elwert Road is an important opportunity for Sherwood West and asked how can it be designed to be a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side. He stated we can learn from Sunset Blvd with its buffered sidewalks, safe crossings, bike lanes, planted median, path connections, public uses, and consistent fencelines. Is Sunset a successful model? The committee agreed and also supported the proposed Elwert Road Design Concept.

### **Great Neighborhoods**

Mr. Dills asked what will make great neighborhoods in Sherwood West and said the vision statement provides guidance in its citation of “families... well-connected streets... walkable... variety of well-designed housing... natural extension of Sherwood’s neighborhoods... natural landscape... network of natural areas, parks and trails.” He discussed walkable neighborhoods, connected parks, schools, and greenspaces. Discussion followed with suggestions of a large park on the west side, dining along the creek area, a possible need for a new school, and adequate parking.

Mr. Dills discussed housing types and said Sherwood West’s zoning will allow for a wide range of housing types and provided examples. He said options for mixing types will be introduced at the next meeting. Discussion followed regarding Metro density requirements, Sherwood’s current density, and housing needs.

### **4. Public Comment**

- Bill Galaway provided an email on August 6, 2021 with comments pertaining to the vision, the goals, the employment areas, Mark Farra’s comments, and when in person meeting will start again. Ms. Palmer said staff has addressed these comments with Bill Galaway (see record, Exhibit A).
- Brian Belet provided an email on September 3, 2021 stating opposition to development in Sherwood West (see record, Exhibit B). He commented that there are industrial and business development areas currently in the City. He also commented that Edy Road needs to be resurfaced and the intersection of Edy and Elwert is dangerous and needs immediate attention.

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- Maddie Gavel-Briggs provided an email on September 7, 2021 stating opposition to development in Sherwood West and states that Sherwood needs to take care of it's senior populations and existing community before expanding into this area (see record, Exhibit C).

Chair Simson asked where citizens are getting information about Sherwood West Relook and the meetings. She suggested providing links with the information.

## **5. Next Steps and Adjourn**

Mr. Dills said the next step is an online open house and the next meeting is November 3, 2021.

Meeting adjourned at 6:43 pm.

**From:** [Colleen Resch](#)  
**To:** [Erika Palmer](#)  
**Subject:** FW: Citizen Comment for Sherwood West Community Advisory Committee Meeting #4, September 8, 2021, 5:30 – 7:30 PM  
**Date:** Tuesday, September 7, 2021 10:46:06 AM

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FYI

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**From:** John D. Vandenberg <[john.vandenberg@klarquist.com](mailto:john.vandenberg@klarquist.com)>  
**Sent:** Saturday, September 4, 2021 3:06 PM  
**To:** Colleen Resch <[ReschC@SherwoodOregon.gov](mailto:ReschC@SherwoodOregon.gov)>  
**Subject:** Citizen Comment for Sherwood West Community Advisory Committee Meeting #4, September 8, 2021, 5:30 – 7:30 PM

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

Citizen Comment for Sherwood West Community Advisory Committee Meeting #4, September 8, 2021, 5:30 – 7:30 PM

To: Erika Palmer, Planning Manager ([Planning@Sherwoodoregon.gov](mailto:Planning@Sherwoodoregon.gov))

Our below comment is intended as a citizen comment for the above-identified meeting. Please acknowledge receipt. Thank you.

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We live on Baker Road in the Sherwood School district.

Watching the hour-long City Council work session on August 27 regarding Sherwood West was troubling. From the comments of both Council members and Staff it is clear that the speakers believe the following.

Expansion of Sherwood is Inevitable: All speakers assumed that expansion of Sherwood was a given. The Mayor commented that “Sherwood won’t stop there” and the Sherwood West expansion was just the beginning.

Expansion of Sherwood is Desirable: All speakers assumed that expansion of Sherwood is desirable. With one exception there was no mention of any possible downside to expansion. The lone exception was a Council member mentioning that his Facebook poll results showed Sherwood residents concerned about added traffic caused by expanding into Sherwood West. But neither he nor anyone else commented on that concern.

No Effort Needs to be Made to Avoid Expanding Sherwood: No one suggested making any effort to avoid expanding Sherwood’s encroachment on nature. Mention was made of a Metro requirement that a City requesting a mid-cycle expansion of the UGB have taken certain steps to satisfy housing needs within its current boundaries. When it was noted that Sherwood had not taken these steps the discussion moved on, with no one suggesting that Sherwood should earnestly take steps to satisfy future housing needs within its current footprint.

Climate Change, Wildlife, Loss of Habitat is Not Relevant: No one mentioned climate change, wildlife, loss of habitat. The closest anyone came, in the hour-long discussion, to discussing the environment was a repeated comment that the trees along Sunset are beautiful to see. No one said anything to suggest that turning pastures, trees, open spaces into roads, parking lots, buildings requiring air conditioning, etc. would cause the slightest harm to anything of value.

Metro’s Criteria for Expansion are a Mere Obstacle to be Overcome: Several Metro criteria for seeking an expansion of the UGB were mentioned. No one endorsed those criteria or said anything

to suggest that Sherwood shared the concerns behind those criteria. On the contrary, a Staff representative said she “could make some arguments there” and in effect that she could manage to write up something to comply with some of those criteria.

We write to ask that someone on the CAC speak up at the September 8, 2021, meeting and thereafter, to urge the Committee and the City to take a step back in the face of climate change, loss of pollinators, drought, etc., re-think its priorities, and table any and all talk of expansion and instead focus on planning inside the City’s current footprint. At the very least, please insist that all Sherwood West proposals include now—without delaying until momentum toward expansion cannot be stopped—a sincere assessment—not lip service—of trees lost, impact on pollinators, increased traffic (and emissions), light pollution, noise pollution, GHG emissions, increased energy usage for air conditioning, etc., higher surface temperatures from heat-absorbing pavement replacing cooling trees, etc., impact on owls, other birds, wildlife, etc.

Before dismissing our concerns, please ask yourself how widely shared in the Sherwood community they likely are, and consider the results of the Facebook poll we mentioned above:

The Sherwood West Expansion (57-76% increase in population) would have a positive effect on our community.

**603 answers**



<https://rosener.com/sherwood-west-poll>

We no longer have the luxury of business (and growth) as usual.

Thank you.

John D. Vandenberg  
Jane F. Bicquette  
29040 S.W. Baker Road  
Sherwood



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# CHANGES TO PLAN CONCEPTS FROM ADVISORY COMMITTEE INPUT

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee  
 FROM: Sherwood West Concept Plan Project Team  
 DATE: October 27, 2021

## Introduction

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Six Plan Concepts were prepared for Sherwood West and shared with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) at their third and fourth meetings on August 4, 2021 and September 8, 2021 respectively. The six plan concepts included:

- Great Neighborhoods
- Mixed Employment Areas
- Chicken Creek Greenway
- Livable & Connected Streets
- Elwert Road Design Concept
- Active Transportation

Plan concepts were updated following the third and fourth meetings based on the feedback received and changes requested by both of the committees, and then shared with the community as part of the community-wide online open house, which was available from October 6 through October 22, 2021. The changes made following the committee meetings are listed below, organized by plan concept.

Minor clerical edits were also made, such as fixing minor grammatical errors and updating dates. Those clerical changes are not listed below.

## Plan Concept Changes

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### GREAT NEIGHBORHOODS

- “Provide adequate parking” added as a principle
- Potential multi-use path/trail extended from Chicken Creek Greenway south into Sherwood High School property
- “Park and School Questions Under Review” box removed
- Definitions and minimum sizes for neighborhood and community parks (from Sherwood Parks & Recreation Master Plan) added
- Example photo of a community park added to Parks, Schools, and Greenspaces map



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- Chicken Creek Greenway label added to map

## MIXED EMPLOYMENT AREAS

- Northern mixed employment area extended to include additional 20-acre property south of Conzelmann Road per property owner request; acres adjusted accordingly
- CAC commentary about each of the mixed employment study areas added

## CHICKEN CREEK GREENWAY

- Concept name changed to “Chicken Creek Greenway” to reflect focus on Chicken Creek, and that neighborhood and community parks are addressed in the Great Neighborhoods concept
- “Neighborhood and community parks are addressed as part of the Great Neighborhoods plan concept” added
- Wildlife corridors added as a greenway element

## LIVABLE & CONNECTED STREETS

- Note added to options maps: “All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.”
- The following note was added *to the online open house only*: “Two options for much-needed major improvements to SW Elwert Road and SW Edy Road have been studied to-date. Both options are intended to address traffic needs, raising of the roads out of the floodplain, and natural resource considerations. Option 1, the realignment, is favored by the project Community Advisory Committee because it will cost slightly less, is more feasible to construct, and it will slow traffic through the area to be more neighborhood-friendly. To read more about the analysis of both options, including cost estimates, see Appendix 8 of the Preliminary Concept Plan Appendices (page 49).”

## ELWERT ROAD DESIGN CONCEPT

- “Tame the traffic” revised to say “Design to minimize impact in ecologically-sensitive areas”
- Pedestrian overcrossing across from Sherwood High School added to Design Ideas map

## ACTIVE TRANSPORTATION

- Trails and transit maps updated with neighborhood and mixed employment area basemap for consistency with other plan concepts
- Potential multi-use path/trail extended from Chicken Creek Greenway south into Sherwood High School property

## Trail Updates

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During review of the plan concepts, committee members noted the presence of a natural gas transmission line located within Sherwood West. The project team has reviewed the alignment of this gas line, and has recommended several adjustments to the trails map as a result. These adjustments will be presented at the committee’s fifth meeting on November 3.



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# OPEN HOUSE #1 SUMMARY

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee  
FROM: Kyra Haggart and Joe Dills, Angelo Planning Group  
DATE: October 27, 2021

## Introduction

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This memorandum provides a summary of the results from the Sherwood West Concept Plan [Online Open House #1](#). The Online Open House survey questions were available from Wednesday, October 6 through Sunday, October 24, 2021. A link to the Online Open House was posted to the project website and the City's social media accounts (Facebook, Twitter, and Nextdoor), sent to the project's interested parties email list and all City boards and commissions email lists, included on flyers posted in five downtown sign monuments, and at Sherwood High School for student engagement. Open house participants were invited to enter into a drawing for one of five \$10 gift cards to local businesses as a thank you for their participation. The Online Open House received 135 responses to the survey questions.

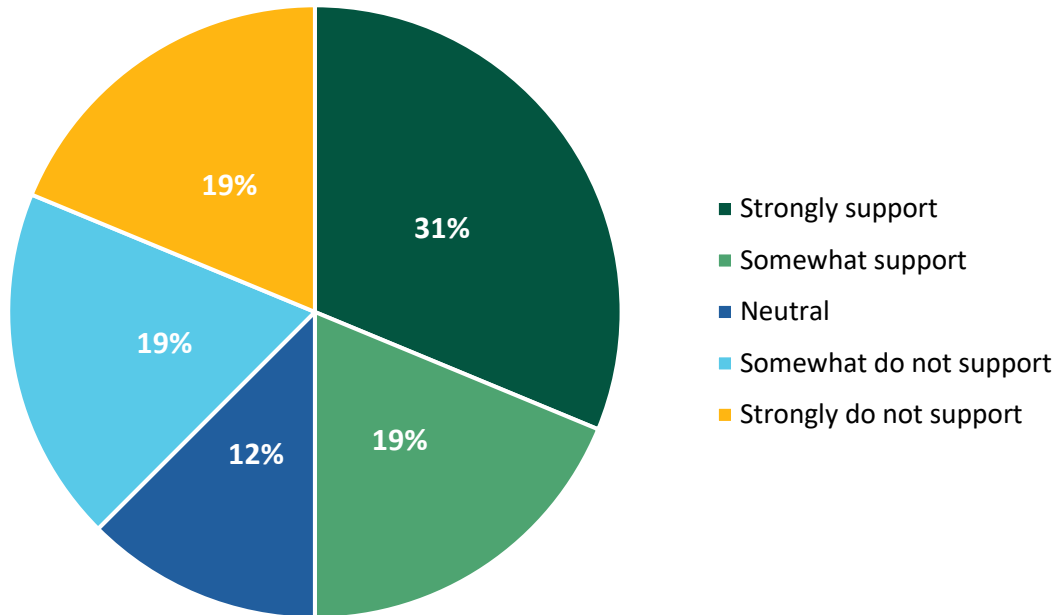
The Online Open House provided some background about Sherwood West; presented the project vision, goals, and evaluation criteria; and shared a summary of each of the six Plan Concepts. Because of the breadth of information covered in the open house, participants were invited to select explore any topics that interested them from a menu of pages.

## Survey Results

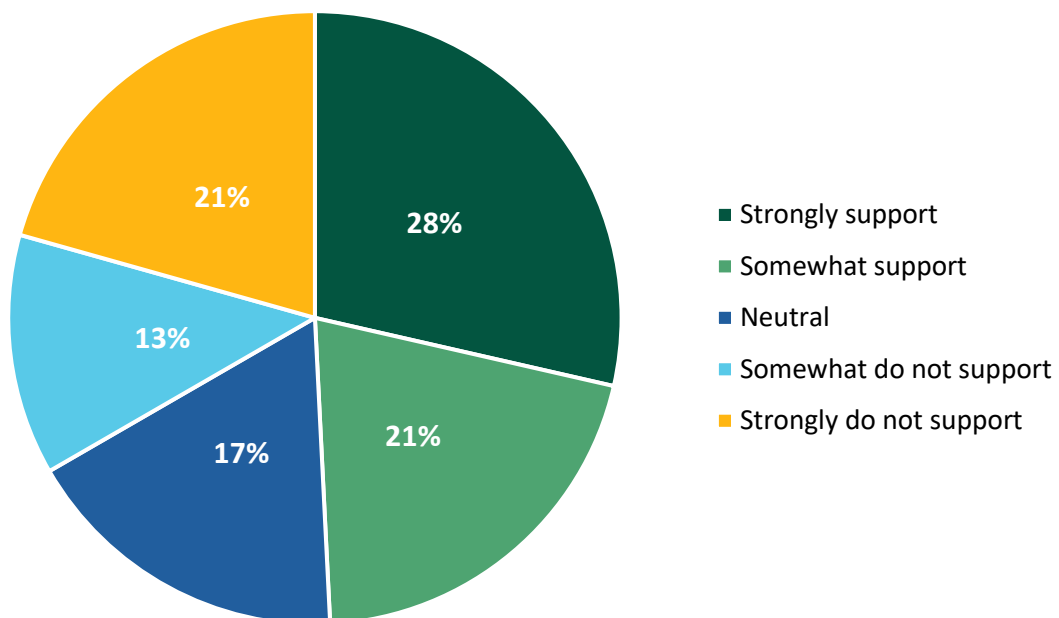
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### VISION, GOALS, AND EVALUATION CRITERIA

What is your level of support for the vision statement?



What is your level of support for the goals and evaluation criteria?



### Do you think that the vision and goals represent the values of the greater Sherwood community? Why or why not?

- Yes, the vision and goals reflect the values of the greater Sherwood Community. Please make certain that in the aggregate considering all new development in Sherwood West will provide a well-balanced and fully functioning community that continues to be attractive and well serve all current and future residents and businesses.
- There is no need for added business/industrial development in this area. Actually, even residential should be put on hold until all current land within the Sherwood boundaries are fully explored and subsequently developed.
- Not the values of keeping Sherwood a small town with neighborly feel. These designed areas with added business and industry just turn Sherwood into more and more of a cookie cutter suburb with more traffic and more hustle and bustle.
- Sherwood West is a pipe dream. The infrastructure in Sherwood is a joke. There is a strong need to drive from pt A to pt B, but it takes soooo long to traverse those points. The increase in tax base only seems to drive an increase in taxes, I don't understand how that works. Sherwood has lost it's identity and the reason people decided to move here in the first place. It's no longer affordable and now we're only adding to the issue. Are we going to become the next Hillsboro? Growth is inevitable, but do it smartly; this is just outright a simple money grab and politicians trying to make a name for themselves.
- Yes, great job!
- I don't think there should be industrial or office development on this side of town. Everything else looks great.
- The vision and goals represent Sherwood which is essentially to continue what was created with the development of the Woodhaven neighborhood. A neighborhood that is connected and can be walked.
- Expanding Sherwood's borders will only bring increased traffic and property taxes. The new development will not pay for itself, so please don't tell me that my already high taxes won't go up. Bringing MAX to Sherwood would give homelessness, drugs and increased crime to the area. Hillsboro is an excellent example of this. This proposal will only benefit a handful of people, namely the landowners and developers. The citizenry of Sherwood will see a decreased quality of life
- I appreciate the focus on preserving existing greenways and habitat. On the topic of walkable communities, it would be great to see Sherwood utilize more multi-use building developments (retail space, office space, and apartments) to improve density.
- As long as it doesn't turn into what is on Roy Rogers and Scholls Ferry, I support the vision and goals. High density/medium density housing doesn't fit with Sherwood's look and feel. Sherwood has a small town atmosphere and it should stay that way. It is one of the many reasons people move to Sherwood.
- yes.... bring more commerce to sherwood - while keeping the small town feel - and quality of life.

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- I do not believe now is the time to look at a project with such a huge impact on the city. We are dealing with very uncertain times and adding to an already strained infrastructure. As a 25 year plus resident I see allot of industrial add especially along Tualatin/Sherwood Rd that has made traffic along that route ineffective to say the least. As these projects are submitted and approved who bears the burden of the roadway strain, the traffic increase, the environmental impact? I don't see anything the vision or goals that places that responsibility directly on those who stand to make the most profit from the project.
- Seems like a fair representation.
- Continuing the small town feel (I live in Old Town), keeping natural environments clean, and "ignoring" the dividing 99 highway
- Yes. Sherwood is a friendly, welcoming town. These goals and vision would promote growth that is aligned with that lifestyle.
- No. No neighborhood values. Trees, walkable streets. Schools.
- In some ways yes and in some ways no. In my mind, goal #2 of attracting large employers and developers stands in stark contrast to the maintaining the heritage and small town feel of Sherwood, as described in goal #1. Furthermore, I'm very alarmed with warehouse after warehouse that's consuming every commercial lot coming down Tualatin Sherwood Rd. Those buildings destroy sense of community, design esthetic and/or of a master plan. Business parks should look more like the Nike campus or like those in North Hillsboro, of which many are leased by Nike as satellite offices. High berms, nice landscaping, variety of sizes, different assistance, limited entry, etc. I'd love to see more stringent/cohesive criteria for all new commercial building construction such as architecture, area improvements, landscaping requirements, etc. to make sure Sherwood continues to feel and look like Sherwood, even though it'll be "bigger."
- Many businesses are looking to escape the violent climate of downtown Portland. This helps attract small businesses to leave Portland for a better and safer community.
- Yes, the vision and goals seek to grow our community while maintaining a connection to our beautiful natural Oregon resources, preserving our small town feel, and creating opportunities to diversify our community.
- Although many of the goals and considerations are on target and thoughtful, and could be used as models in planning for communities across our country, the underlying concept that Sherwood needs to increase is population is disturbing. More residents, more traffic, more congestion should not be goals. Improving the lives of existing residents should be the focus. We moved here to escape the rampant growth of population and traffic and congestion of our previous community. We really do not want to face that condition yet again. Keep our growth at a maximum of 1 1/2 percent per year, not an iota more.
- While the vision and goals may represent the values of the Sherwood community, I don't believe it. This area, like previous expansion of Sherwood will just turn into a bedroom community while developers cash out and fails to benefit Sherwood as a whole. Increase the strength of statements for large employers and reduce the dependence on residential.

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- Housing (both affordable and other) continues to be a challenge for the area. Designing a neighborhood around the new high school makes sense to anchor the community.
- No I think its a tax grab and doesnt serve the community. One of the things that makes Sherwood unique (and why people live here) is the small town feel with the rural surroundings. Youre taking that away just to create more suburbia. I think your goals would be FAR FAR better served by investing that money into upgrading transportation, upgrading the employment near and around highway 99 and by investing more into parks and schools. This is a bedroom community not a big employment hotspot. Youre going to devalue peoples property, lower values of home and ruin a sense of community if you keep going. This isnt Tigard. If we wanted sprawling excess growth we would live there instead.
- Yes, I think the vision and goals are well written and make sense. I feel that protection of our natural resources and areas should be one of the highest priorities. As cities expand and developers move in to lobby for that expansion, the natural areas and transportation are the first things that become "too expensive" to make the investment. Sherwood should make sure that these portions of the plan are well protected to avoid future government from bypassing them in haste for more tax money. also, transportation of people will likely be much different in the future, maybe everyone won't own a car, but limited parking is also an eyesore and issue because developers cant sell parking spots. So the streets that were meant for transportation turn into parking lots. They also cant sell bike paths, or sidewalks so those also get removed. These should all be thoroughly protected.
- yes, somewhat
- Yes: neighborhoods, walkability, and greenspace mixed with local jobs.
- We want to keep Sherwood the existing size that if currently is
- NO, Let the rest of metro become a traffic mess, the current Tualitan Sherwood Road plan is joke and will be at capacity the moment it is opened...
- We are witnessing the poor traffic planning that was done with the new high school as we have School Administration on top the building in the early fall trying to figure out how to alleviate the massive morning and afternoon congestion.
- Sherwood West of course will Not have enough parking and the streets will be filled with cars. Initially it looks fine but as the area ages the families grow older the kids need cars and the quantity of cars increases. The developer is long gone and the city streets are his parking plan. (See Villebois, Wilsonville, Langer Parkway Sherwood, Woodhaven Sherwood) If you can limit on street parking and make the a realistic assessment of the parking issues and mandate a real world number of spaces then I would be more supportive. (See Wilsonville Charbonneau area) somewhat. not sure the longtime residents are being heard that live outside the current city limits.no
- Concerned that long time residents that live outside the current city limits are being heard.
- "The greater Sherwood community lives here, because we are not in favor of housing density and instead appreciate the country and generous lot sizes. We want to be able to move freely about. Traffic is already a huge problem, and packing more people in here, whether it's to live or work here,

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will further reduce our quality of life. Instead of chasing after more and more property tax revenue, why don't you prioritize existing Sherwood residents who are your voting constituents? You heard the outcry from Sherwood residents a few years ago - what makes you think we've changed our minds?

- This plan of growth will put further strain on Sherwood's water supply. Residents have already been urged to limit their water usage, so what's going to happen when thousands more users are added?"
- No not at all, what makes Sherwood Sherwood is it being and staying small... the size that it is period.
- NO. We have development & building background. Okay with thoughtful housing but not crowded subdivisions, and most certainly, NOT THE BLIGHT THAT IS SOUTH HILLSBORO AND THAT UNSIGHTLY RIVER TERRACE SUBDIVISIONS.
- The size of Sherwood is great the way it is, the majority of residents are here for the smaller town that it is, it's already gotten way bigger, we're done with the growth. End of story
- Yes, enjoy the goal to support the small town feel. Walkability is something that is a challenge for some of the outlying areas of Sherwood so it is nice to see that as a focus to improve and have as a goal for this expansion plan.
- No! You are planning on taking valuable farm land and wet lands and turn it into high density housing. The wet lands at the intersection on Elwert and Edy are not conducive to building and would ruin the habitat for many native animals and plants. I don't think the current community wants high density housing ruining our beautiful natural and farm areas. If your looking for tax revenue take back land bought by Metro (baker creek area) and get that back on the tax base.
- No one is asking for Sherwood to grow except for the money hungry developers and builders and if it's the Mayor too we'll get him replaced... a group of us are going to organize and fight this just as much and more..as you are pushing this on our community
- No, I believe it supports money hungry politicians who are trying to make a name for themselves. Please why not leave the land alone and let the farmers make a living and have places of natural habitat rather than constantly and continually destroying the lands. Sherwood is big enough as it is and all you are doing is taking away the livelihoods of many generational farmers who provide product for the rest of us. It is time to stop the expansions and start putting your monies into remodeling and redesigning existing areas, especially those where we have closed buildings or empty houses that are run down and eye sores!
- Is it being developed too quick then any road development? How about improve/build more ""roads"" first before start to do any more development? Currently 99 and Sunset traffics were bad enough, not even talk about Edy road and Elmer.
- What you have here sounds just like the horror of building that has happened along Scholls Ferry and Roy Rodgers. You say transportation and neighborhoods will be connected, fine, but what about actually getting to this area? The traffic density all around the area will increase and it's already awful during many parts of the day. You need to look at the bigger picture of quality of life for everyone in Sherwood, not just your new project. This is not a good idea.

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- Being 'complementary' to other expansion is your problem. You should strive to be better, much better. What's been happening nearby is awful. It sucks the life out of people. It's depressing.

### Is there anything else you'd like to tell us about the vision, goals, or evaluation criteria?

- We are particularly interested in the economic development and employment center aspects of the Vision and Goals which will need to be carefully integrated and connected with the residential and commercial aspects centered on multi-modal transportation goals. Then, Sherwood will become great destination for living and working into the future.
- Sherwood West is mostly agricultural land at present, as well as wild undeveloped land. It would be great if this were to remain untouched by major development.
- "preserve the community's heritage and small-town feel" mentioned in goal #1 is not possible when we keep cramming in high-density housing, increasing the town population by leaps and bounds. Sherwood used to be a small town, but now feels like it is just another suburb.
- We need a 55and up single level home neighborhood, smaller homes, 1800-2200.
- To create this vision the whole Sherwood West Area will most likely need to be brought into the UGB at the same time in order for land developers to work together with the city to build out the plan. Bringing in portions of the area into the UGB over different periods of time would threaten the ability to fulfill the plan.
- you have no mention of maintaining housing values of the boarding homes. How you develop Edy Road will make or break family's livelihoods.
- I currently live in the Woodhaven neighborhood and absolutely love the abundance of nature trails. This feels like a unique characteristic of Sherwood and love to see this tradition continue with newer developments.
- I'm not really in favor of large employers or industrial/technology parks in Sherwood West. I would rather see smaller businesses, retailers, etc, and keep the larger employers in the existing Sherwood/Tualatin/Tigard industrial areas. I am strongly in favor of preserving our natural spaces and would love to see a network of walking trails, paths, and parks included in the Sherwood West plan.
- With the changes we are facing as a greater region, Sherwood has a chance to be a leader in developing criteria based off more that the short term tax base gain. As far as employment opportunities, currently our local businesses are hard pressed to have enough staff to keep their doors open! If the city is not looking at the immediate and long term impact any project has on power consumption, projected water use, impact on traffic patterns, and long term environmental impact, then I can only assume we are a for profit managed city and if so need to look at my ongoing residency of Sherwood, a city I have loved to be part of for over 25 years and as a lifetime Oregonian and resident of the greater Portland metro all my life I have seen managed growth and for profit growth in many areas, the difference is easy to see with time. I want to know there is enough water to put out a house fire and generate electricity for many generations to come.



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- Transportation vision within Sherwood West is great. But with the potential for thousands of new jobs and residents within the area how do those that don't live in Sherwood get to those jobs and those that live in the area but work elsewhere reliably get to those places of work. Existing infrastructure, even with widening of Tualatin-Sherwood Road will certainly not meet the growing demand. Southern arterial plan should instead be Southern Expressway with dedicated transit lanes/express lanes in order to adequately connect Sherwood West and the rest of Sherwood to I-5.
- Greater emphasis should be placed on safe biking and walking routes since there is already a major highway bisecting the town that is unsafe to cross at times.
- I will say that if we can incorporate an area as well thought out and designed as Wilsonville's Villebois area, people would come in droves. The area is beautifully landscaped, has lots of elevation changes (roads, buildings, etc.), different building plans (so they don't look cookie cutter), common/recreational areas, etc. They have a great mix of high, medium, and low density design plans to attract buyers of all incomes and budgets.
- Traffic management and road surface quality must be a top priority. Tualatin-Sherwood Rd must be improved and accommodate the businesses newly placed on SW Olds Place/ SW Arrow.
- A few goals I would like to see are:
  - Multiple public charging stations for electric vehicles
  - A noise abatement program to get the noisy vehicles refitted with appropriate sound muffling equipment. Traffic cameras cannot detect and remedy ""glass pack syndrome"" We need regulations with specific maximums on db level, and then enforcement of same.
  - The more development continues, the smaller our wonderful downtown area becomes in proportion. I think this is lost in the above planning. If we choose not to grow, we will not need to do all this expensive planning. \*However, we could be spending the energy developing plans and programs to improve and upgrade many of the residential and retail structures that are in disrepair or just need updating. Also putting in place and enforcing minimum landscaping requirements, especially on rental units. "
- I just want to ask everyone involved in this Sherwood West Concept Plan to completely think through what we want Sherwood to look like in the future. Let me just reference one current project. This is the home building project on Brookman Rd. I don't live on Brookman Road, but I drive on it occasionally. There will be a lot of homes that will be built and I fear that the traffic could be hazardous. The road somehow needs to be widened and the S-curve on the east end of Brookman Road needs to be straightened. What I don't understand was why Sherwood was forced to incorporate that parcel of land into the city limits. As I remember it, the citizens of Sherwood voted three times to reject adding that land to the city. When I contacted Kim Thatcher, she said that state law required us to incorporate the land. Let me be clear and say I am not against growth. That will come. What we need to do, and hopefully you agree, is the growth needs to be planned and managed. Good Luck
- While I recognize the vision statement is mostly an aspirational statement, I feel the wording of "High Paying Jobs" will cause problems. How will that be measured? Does that mean that restaurants will be excluded? Certainly some of those jobs are not high paying. I think using "Well

## SHERWOOD WEST CONCEPT PLAN

Paying Jobs" is more ambiguous and allows more wiggle room as we measure success against the vision.

- I am concerned about the special interest groups pushing industrial and commercial near that high school. I do not think that is in the best interest of the Sherwood community. The Tualatin Sherwood Road area is already an established and growing industrial and commercial zone. There is no reason to plant industrial and commercial zoning around or near the high school.
- Instead of worrying about ""complementing"" the growth on Urban Boundary's western edge, why not protect the rural feel we have and instead build better roads, expand them and help revitalize downtown? I think if you asked the citizens you would find most have no desire for Sherwood to get bigger. That abomination of homes on Roy Rogers and Scholls Ferry drives taxes I am sure but not a single person I have talked to thinks it improves Tigard in any meaningful way. Its one of the reason I left that city. All money, no heart. Sounds like Sherwood is headed that way too. The vision is misguided. Goals are better served investing in the community at hand.
- Include a focus on wine and food oriented hospitality.
- It would be nice to see more hospitality industry along the 99 corridor to accommodate wine tourism - hotel, restaurant, etc.
- It's bad enough seeing all the development and farm land taken away at the end of Roy Roger's and Scholls ferry... we don't want it continued down to us in Sherwood.
- Without a West Side bypass this plan is a Mess. With the massive development to the North, South Beaverton, the massive King City project and lack of long term transportation network this is going to be a mess. No major manufacturing or distribution company is going be land locked from a major highway system i.e. I-5,217,26. The idea that we crowd the roads to the point of misery to get people out of their cars is not and will not be a effective plan, just wishful thinking and piss poor planning.
- There is already an epidemic of clear cutting trees on rural lots, and I don't want to see it get any worse. Your statement: "Existing mature trees and areas of dense tree canopy are preserved WHERE FEASIBLE" means that developers like Metropolitan Land Group and Randy Sebastian of Renaissance Homes don't have to bother - it's cheaper for them to destroy all of the trees so their heavy equipment can roll through faster and their profits add up faster too (to them, it's not feasible to save any trees). Frankly, I don't care about their profits - I care about my community. It happens over and over again. The little tiny trees they commit to planting in their developments are not equivalent to the 100-year-old fir trees that provide shade & oxygen, and rid CO2 from our environment. These monstrous developments, like Metropolitan Land Group's River Terrace 1 & 2, are speeding up global warming. I urge you to stop this plan.
- Reverse the sale...give the developer/ builder all who is involved money wise... give them their money back!
- PLEASE DON'T LET IT HAPPEN
- It is a very delicate balance to keep small town feel and walkability with transportation growth and integration of nearby urbanizing areas. The inevitable compromises that come with these projects

## SHERWOOD WEST CONCEPT PLAN

will need to be anchored by this vision to maintain the proper balance, no easy feat! The map so far in this presentation has not shown the proposed boundaries for business/residential/recreation, but I'm sure that will come later in the presentation. That is where the balance will be key.

- Think about what this area looks like now and what you would be leaving for future generations by putting in high density housing. the steepness of the terrain would create nothing but water run off and erosion issues into Chicken creek thus destroying even more habitat for native species.
- It is a shame that our elected officials find it necessary to destroy our lands, our farms, and our history all for the sake of making money and using funds which need to be directed to protect the lands and current farms. We are tired of the takeover and the fact that you do not allow people to vote on these projects before you begin the work. People should have a say as to what they want done with the land prior to your posting documentation such as above. A simple vote as to asking the people do you want the land developed or left as is, that is all you need to do. If the people say leave as is, then go find something else to do and stop the moving forward. YOU NEED TO ASK THE PEOPLE WHAT THEY WANT..IT IS NOT UP TO A FEW OF YOU TO MAKE THESE DECISIONS FOR THE MASSES.
- I bought a house here because I loved the privacy and view of my back yard. But it is no more. All trees were gone now. I will see my ""neighbors"" after a year or two. I ""disapprove/hate"" it but I could not do anything about it. As people said money did talk. I bet no city leaders even live in here or they may have big properties and not care about regular residents.
- You paint a rosy picture of this perfect community you want to create. The reality is that you will create more congestion, more ordinary ugly houses and another area demonstrating that the dollar is really the driving force of development and not innovative vision and imagination. It will cater to the lowest common denominator and be another development blight on our landscape.
- Wake up and try to be really innovative and different. Don't cater to the bare minimum. Have the courage to really be imaginative and do something different and exciting. Yet another cookie cutter neighborhood isn't needed or wanted.

## MIXED EMPLOYMENT AREAS

**Think about the map of potential mixed employment areas. Do these areas look about right to you? Do you have any comments or suggestions?**

- No, no, no! There are many "For Lease" signs all around Sherwood in industrial sites and strip malls. This means that there is a great deal of unused business real estate at present, and so there is no need to develop more business land/properties. Use the current vacant properties first, and only once we have 100% occupancy should we consider more development. We should not carry on with the assumption that development is good in and of itself. We are a small town - let's keep it that way!
- Yes, transportation infrastructure including multi-modal is most important for the success of each area. Yes, about right as long as the re-looked "concept" can have a level of flexibility that allows creative and attractive mixed uses on the fringes of each transitioning to multi-family and single family residential uses.

## SHERWOOD WEST CONCEPT PLAN

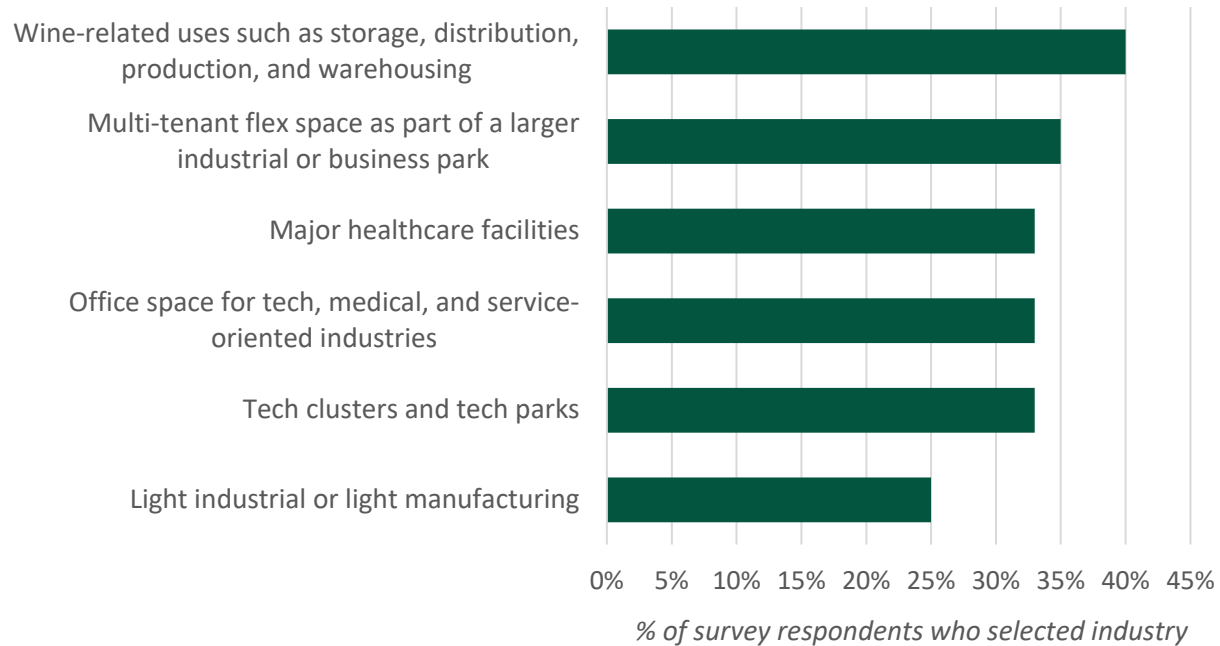
- Area #2 seems poor for transportation flow to High School. So many of these small commercial corners are difficult for businesses to stay afloat.
- We have too many giant, industrial buildings arising between Sherwood and Tualatin. Do we really need more on the west side of town as well???
- Area 3 really needs to have at least one grocery store.
- i don't think putting commercial or industrial next to the high school makes any sense at all. Why wouldnt we want nice residential neighborhoods right next to the school/ i cant think of another recently built school that has anything but residential next to it .
- Yay! More traffic for our already over burdened roads.
- They generally look right to me. I think the emphasis on mixed employment is good. I think retail locations need to be minimized along 99W. I don't want 99W in Sherwood to look like 99W in Tigard which is a visual and traffic abomination.
- Don't do it. Period.
- I agree with areas 3 and 4 because of their proximity to Hwy 99 and visibility. There would also be less impact to existing residential areas
- Area one is too big and appears to completely disregard the creeks through the middle of it. Looks like no consideration for green space.
- With the extreme growth already existing and in progress by off Scholls and Roy Rogers, near the Mountainside High School, I fear the level of traffic and congestion is already past the threshold of livability. More development in this area is a bad idea. When the plan sites a need for more employment, it does not specify how many sherwood residents are currently employed, nor does it state a specific goal for how many residents should be employed. Nor does it give any specific target for existing average pay nor goals for such. This all seems like good intentions, but how do we gauge success? Is it providing jobs for one percent more of our residents, is it raising the mean average wages by two percent? Of the new jobs created in Sherwood, what percentage will be Sherwood residents, and what percentage will be new commuters, clogging our existing infrastructure. I don't see anything in place to measure the success of these plans.
- "One of the goals is for ""Neighborhood retail nodes provide residents with walkable
- access to goods and services"". Given the map, the only way to accomplish this is to have mixed commercial/residential development, similar to what has transpired in Orenco and Villebois. The committee should review the success of these ventures prior to finalizing the document.
- It looks good. I am fine with this.
- Area 1 is problematic, depending on Roy Rogers for transportation will be a disaster, it already is a problem. There are also significant woodland resources in this area that would be destroyed by industrial parks.
- As someone who lives off of Lebeau Rd. I am disappointed but not surprised to see Area #1 as priority development land. This was slated as sports fields and potentially a school in the 2016 plan. I hate to say I imagine large box buildings like what is along Tualatin Sherwood road placed here,

## SHERWOOD WEST CONCEPT PLAN

rather than something more like a more open Langer's Farm development but with a business park (similar to Mohawk or Kruse Way).

- Would area 3 be a possible location for hospitality, food and wine oriented development?
- All except 2. I'm not sure I'd want to see commercial space there
- Looks ok.
- Area #2. Traffic at Elwert and Haide is a mess at the start of the school day. Putting businesses in that area would add to the congestion.
- "Traffic! Elwert Road cannot handle any more traffic, as there has already been a noticeable increase in traffic and accidents, including rollover crashes, since new housing developments and the high school have gone in. It was never intended for semi-truck traffic, and that is exactly what industrial and manufacturing businesses will bring. Please don't expand this country road to a 4-lane highway – these are ecologically sensitive areas with creeks and wildlife. Let's not put more wear and tear on the roads and diesel exhaust in the air.
- 99W also has problematic traffic congestion, and ODOT and Metro have listed it as a ""Tier 2"" priority level, not Tier 1. Apparently, they don't think there is a problem. With more development, it will only get worse.
- Area #2 is certain NOT ""mostly flat"". Have you traveled up Edy Road?
- No none of it looks right, we have empty retail space that has been empty for years... and the existing business have reduced hours now because they can't hire workers... no one wants to work. Sherwood is great the way it is...
- Agree with these areas being along the busy main roads and seems to be the best areas for the required business tax base to sustain the city's growth. As a resident near Edy/Elwert I have concern over the North/South traffic plan, but assume that will be addressed later in the presentation. I would hope there will be some architectural standards in these areas to emphasize the inviting and higher class the images of existing business represent and that these areas do not just become large flat front buildings with no character or charm. Sherwood's shopping centers and standalone offices have done a fairly good job with this, but I worry about the more industrial setting of zone 1.
- On Area 3 you say "some slopes" it is steep!!! Take a walk and look at it. what isn't steep is a wet land area. Get out of the office and take a look at the areas! Not the place for Mixed employment areas. There are High Voltage lines that run thru the area too and building is not permitted under those anyway.
- I don't understand why the creek space/green space in area 1 is not protected??

### Which of the target industries would you like to see developed in Sherwood West?



### Are there any other employment uses that you think would be a good fit for Sherwood West?

- Clean industry Corporate Headquarters uses which is somewhat inherent in the "tech park" but without being limited to "tech" uses. Need more definition. Will read the above reports.
- small, locally owned businesses
- I dont support employment uses for Sherwood West. That should all be on the eastern side of town where there is tons of new industrial lands being developed.
- restaurants
- Absolutely not
- Restaurant space and grocery
- We need more local businesses, and a locally operated grocery store. If I see one more big box chain store in Sherwood I will cry into my Symposium coffee. This town is incredibly family friendly-what about a decent space for more childcare centers or a children's museum? You mention centers for high-paying jobs, but we won't be a filling those jobs if people don't have childcare.
- For area four, I could see wine related business development, but what would make this a big win for Sherwood, is if we had a significant ""Sherwood, Gateway to WV Wine Country "" statement piece [sculpture or ???] similar to what we see entering Napa Valley Wine Country in California. It is an iconic landmark. Sherwood could really benefit from this. And this area 4 could be successful with upscale wine themed restaurants, as Napa put in place as their wine region was developing early on.
- Could use another grocery store on the south end of Sherwood.

## SHERWOOD WEST CONCEPT PLAN

- A Wine Country hotel and restaurant would be great. The view of Mt Hood and the valley would be a draw for visitors. Don't waste the green hillside and creeks on industrial uses.
- Maybe more recreation.
- Consider options for a more integrated design of civic uses. housing, employment, food and beverage, retail etc., not strictly segregated into separate zones. Encourage enough density to create the body heat needed to give the location a sense of identity and community.
- Farms!
- No none
- The list created seems to be thought-out and comprehensive. With carbon initiatives set out by state and regions it may be worth pulling renewable energy out of "tech & light manufacturing" to be its own category.
- None. Put it on the East where the infrastructure is already there.
- I think there should be a library on this side of 99 and that a focus should be making the area walkable like the other side of the highway all connects to downtown. This side of the highway feels excluded from what Sherwood has to offer. Repeat what you did on the other side.

### Is there anything else you would like to tell us about mixed employment in Sherwood West?

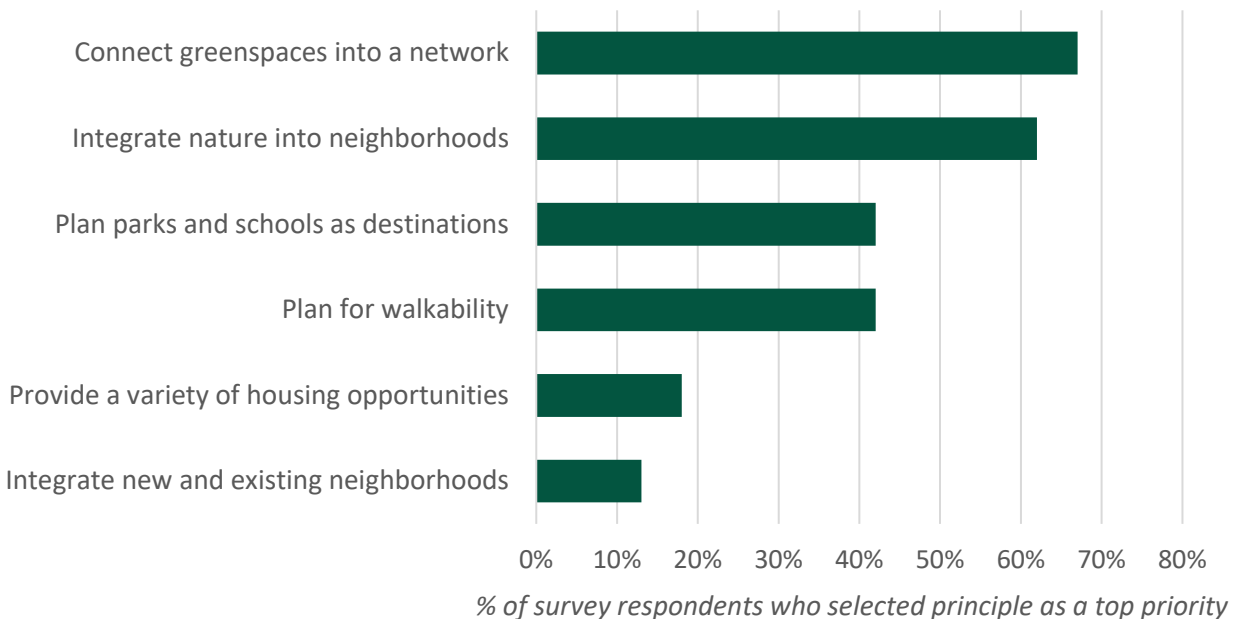
- See my Comment #1 above.
- The City needs to ultimately establish the right balance between local jobs and housing (and commercial) with the focus on limiting the length and number of daily trips now that many of us are working out of homes which appears to be the trend for the foreseeable future.
- Sherwood was a nice place to live as a "bedroom" community. Let's not bring a bunch of large industrial buildings to town. Support local business owners, even if they are smaller.
- it doesnt make sense at all
- Terrible idea
- Please build the trails that benefit existing residents FIRST.
- I can see the Kruger rd / Elwert rd circle traffic overload with area 3.
- Please stop building the 'strip mall' style mixed use business parks. They are soulless, and do not add to the beauty of our town.
- Maybe instead of looking for new mixed employment structures, the city would be better served working with consultants and developers to improve the existing business areas, be they strip malls, mini business parks that look tired and run down. Funny how reimagining what we already have can be so much more productive, And in the process, if the goal is to employ more city residents, get a commitment from these businesses that we help update their locations and in exchange they give preference to hiring locally.
- Not enough.

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- Keep it green and visually appealing. We need clean air and solar powered buildings. No tall buildings or unsightly manufacturing, please. Low to moderate traffic is better.
- I feel like the big industrial parks are covered with all that are going in on Tualatin Sherwood rd.
- Please don't do it.
- Understand that most residential folks don't want business in their backyard, but without the business tax base their community suffers. The balance of easy to access businesses with keeping traffic low in neighborhoods is one of those key balance points that will be hard to maintain here. It looks like this plan may have a path to success here once we get further into transportation to see how roads are directed north/south.

## GREAT NEIGHBORHOODS

Which great neighborhood principles are the most important to you?



Are there any other principles that you think are important to consider when planning new neighborhoods?

- Traffic congestion is a major concern. This development will create a terrible mess on the existing roads, which are already crowded. I live off of Edy Road near to the intersection with Elwert. There are already too many cars, driving way too fast, and more neighborhoods will mean a tremendous increase in road traffic. This is not good.
- Put the houses further apart. As close as they put the new ones together, they might as well be apartments or townhouses.
- Cul de sacs, wide streets, minimal street parking
- Affordability is vitally important and because developers always have to pass their costs onto the consumer, one important aspect of affordability is infrastructure costs. We do not want Sherwood



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West to create spaces that are so upscale as to be unattainable financially. Affordability will drive diversity will enhance the lives of all who desire to make Sherwood West their home and work destinations.

- Yes, I would select Integrate nature into neighborhoods as well.
- On site parking for any apartments or townhouses, with guest parking too. Creekview Crossing residents use Handley for their parking. Cannery Row apartments use surrounding streets as their free parking. Sunfield Lakes residents use Century Blvd as their parking lot. At least one car garages and driveways big enough to park a car / SUV with out blocking sidewalks
- Impact on school crowding
- BIKING!
- NO HIGH DENSITY HOUSING. Focus primarily on single family dwelling. The traffic impact is terrible otherwise.
- plenty of travel lanes to get in and out of the neighborhoods to 99W and Tualatin Sherwood Rd
- The travel lanes that support the neighborhoods needs to be efficient and in good condition.
- Plan for them to be in other cities, not Sherwood. We have more than enough residents. The photos examples shown here are pretty much all tasteful and could be used for cities that need go grow. However how about we use these principles in reimagining and refreshing our existing dwellings? More is not necessarily better.
- Stick to single family residence as much as possible.
- Dont ruin the current property value, dont ruin the look and feel of neighborhoods, don't ruin the sense of connectedness with nature. That said, all of these do that. Every single one.
- A variety of housing opportunities, but the existing parts of Sherwood should be prioritized for conversion especially closer to facilities and transportation along Hwy 99.
- Maximize housing being close to schools so to minimize traffic issues. Be respectful of existing homesites.
- Stop new developments! We don't need them or want them. Once the country is erased, you can never get it back.
- Parking for anywhere that has multi family living. That it will not spill over into surrounding living which is a problem in other parts of Sherwood.
- No new neighborhoods!!!
- Traffic patterns
- Think about what the high density house will do to the countryside.
- There needs to be better, safer pedestrian crossings at multiple places on Edy and Elwert.
- Single story homes primarily for elderly would be welcome.

### Think about the map of walkable neighborhood areas. Do these neighborhood areas look about right to you? Do you have any comments or suggestions?

- Let's fully occupy, or even build up, existing land within Sherwood before expanding into this western area. Looking at item #4 below: Why does Sherwood need to grow? ""If you build it, they will come."" This will prove true. The opposite also holds: Don't build and the town remains small - which I view as a good thing.
- Give kids more space to play in larger yards with houses further apart!
- Yes, related to the above statements, we notice that the above referenced maps are still showing the very expensive reconfiguration of the Elwert/Edy Road intersection and related configurations, which now appear to conceptually show a minimum of two bridges across Chicken Creek and one of its tributaries as well as an apparent east-west overpass (?) of Edy over Elwert. More to study and discuss and to comment on when we address transportation infrastructure in more detail. Improving the existing intersection with its existing natural resource crossings with the addition of ped/bike crossings will be less expensive and impactful on Chicken Creek and on affordability and neighborhoods and parks in that area. Please provide several alternative development scenarios for multi-modal transportation with real costs and impact analyses to each of the several alternatives and let the Sherwood community comment and decide which works best.
- they look pretty good
- Don't do it
- I am not familiar enough to offer specific insights.
- Need a plan for walking to commercial/retail, or revise the goals.
- I like this look alot.
- I have a hard time understanding what the goal is. I really want to be constructive but these are all just awful and short sighted and illogical.
- There should be a trail from Lebeau down the west side of the North Development Area. You could probably get BPA to move their transmission line to make that land more contiguous.
- Mixed feelings but overall concept looks reasonable.
- Don't do it. Leave the farms and nature and the existing large country residential plots.
- Good network of multiuse trails. Like the connection to schools and existing trails
- At the Intersection of Elwert and Edy the road (Edy) goes up steeply. there would be nobody walking that hill anyway. So it would be wasted to put anything there.
- I like the concept, but concerned about the reality of even more kids needing to cross or walk on roads that don't have sidewalks or safe crossing areas.
- Looks good.

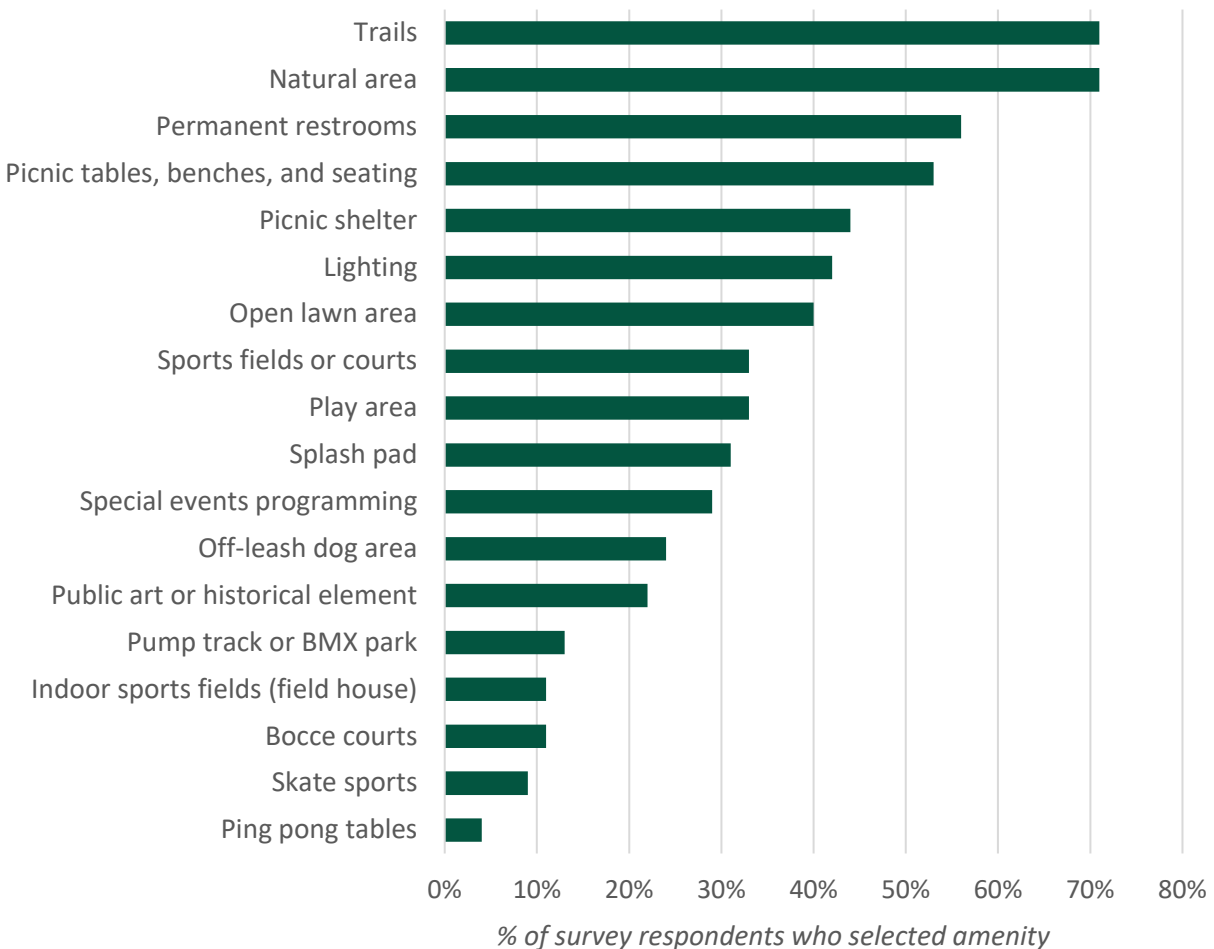
### What housing types do you think will be most important to build in Sherwood West's neighborhoods to help meet the City's goals related to housing?

*Order below represents results of survey participants ranking types from most to least important*

## SHERWOOD WEST CONCEPT PLAN

1. Small Single-Family Detached
2. Standard Single-Family Detached
3. Cottage Cluster
4. Townhouse
5. Duplex
6. Live-Work Unit
7. Triplex
8. Accessory Dwelling Unit (ADU)
9. Courtyard Apartments
10. Mixed Use Building
11. Fourplex
12. Apartments

**What types of activities and resources would you like to see at a future community park in Sherwood West?**

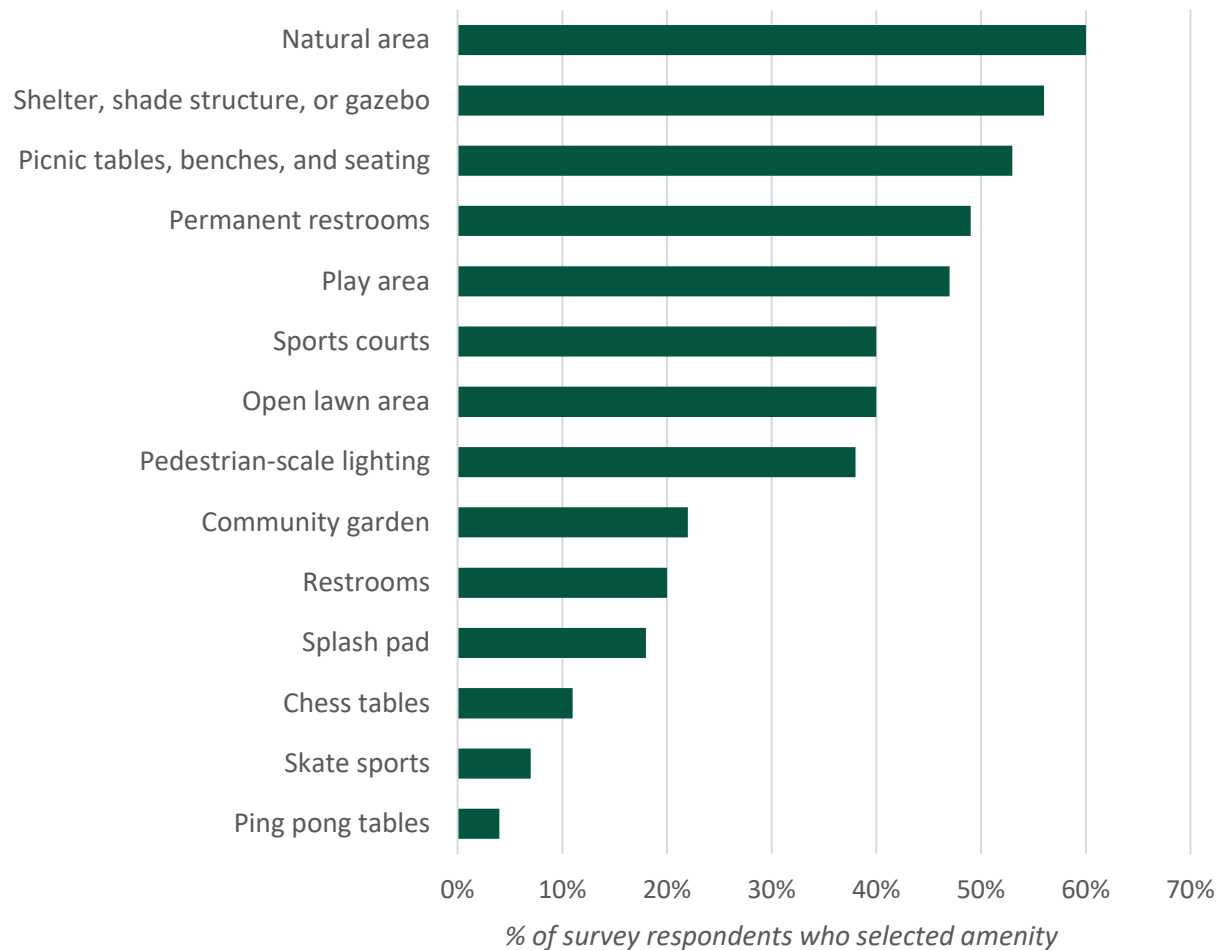


## SHERWOOD WEST CONCEPT PLAN

Other:

- Pickle Ball, Par Course, Practice putting greens
- I would like to see nothing done on the west side. wrong place for it.

### What types of resources would you like to see at future neighborhood parks in Sherwood West?



Other:

- Par Course, practice putting greens, pickle ball courts
- None. Parks invite the homeless to "camp"

### Is there anything else you'd like to tell us about creating great neighborhoods in Sherwood West?

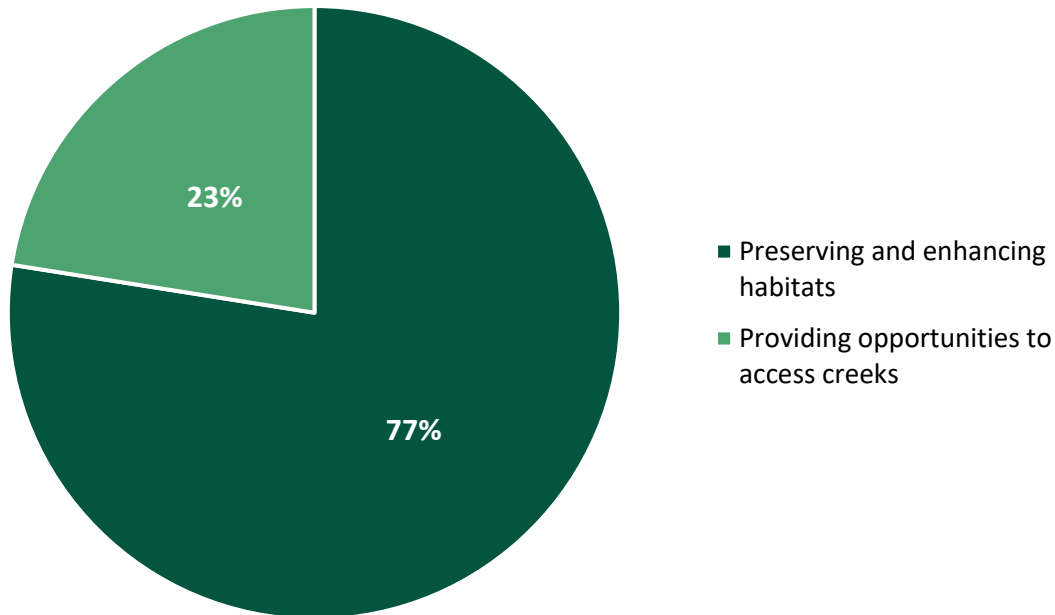
- Please do not expand into the Sherwood West area at all!
- Please please please help muffle the sound of Roy Roger's and even Elwert and Edy.

## SHERWOOD WEST CONCEPT PLAN

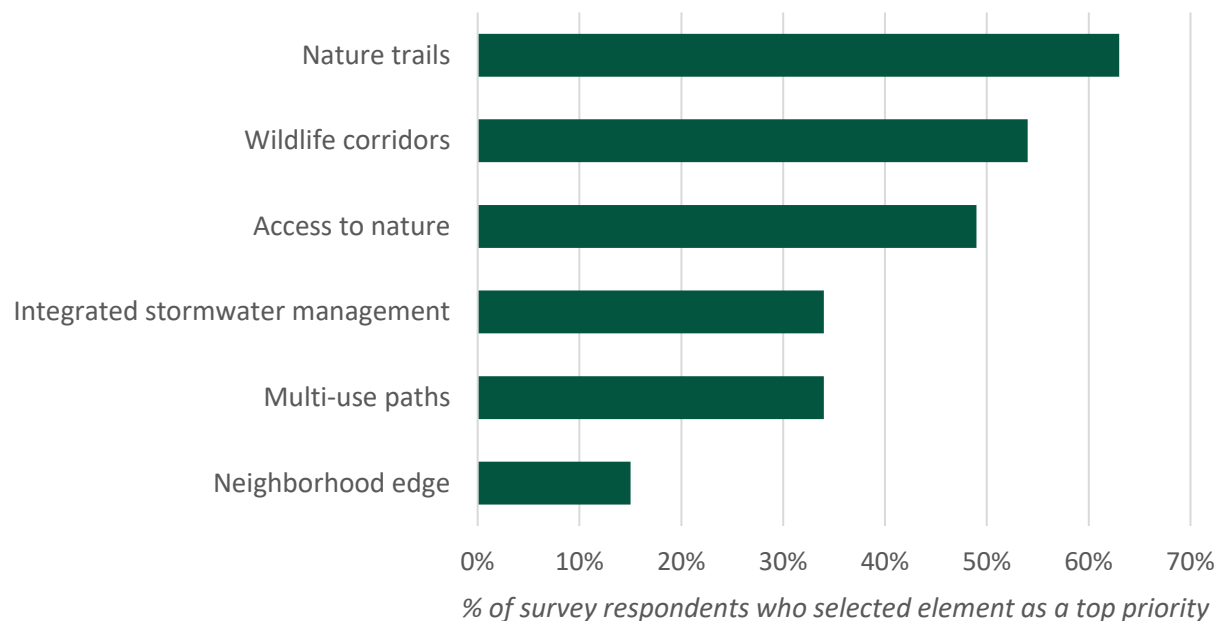
- Middle housing and attainable housing is a must. Better opportunities to purchase, Mixed neighborhoods are needed.
- Walkability and natural areas Sherwood and Joe Dills and his team have got down, but multi-modal connections between neighborhoods and all other uses in Sherwood West need to be carefully planned and safe for all.
- A variety of housing includes a variety of lot sizes. Setbacks need to be increased - house footprint to lot size is too small in Sherwood!
- Create areas for parks BEFORE planning for housing.
- Dont build them there. Sherwood West is a bad idea.
- I thought the plan showed there was enough land within existing Sherwood. I'll have to go look at it again.
- I wouldn't like to see any increased housing or parks in Sherwood West. Please don't do it.
- You said it here... the city does not have enough land to accommodate... so the question has been answered. No land! no building anything!
- Understand the housing report showing not enough land. I am tired of small lots with houses on top of each other. So if there is opportunity to have high density housing near the business sectors, but keep some larger (1/4, 1/3, 1/2 acre) lots on the edges to help blend from high density city centers to more open feel near the edges that blend with surrounding farmland
- Keep it on the east side where there is infrastructure.
- Many people who purchased homes on this side of 99 did so because of the open space. Please maintain open and green space.
- The type of housing ranking in this Survey DID NOT WORK! Apartments always showed up second and could not be changed.

## CHICKEN CREEK GREENWAY

What do you think is most important: providing more opportunities to access the creek corridors, or preserving and enhancing creek corridor habitats?



## Which greenway elements are most important to you?



**In addition to Chicken Creek, are there any other natural areas in Sherwood West that you think should be protected as part of a greenspace network?**

- As much of the forest as possible.
- No, great job!
- cedar creek
- No
- Sherwood is just a very sad story. Our family is looking to move out towards McMinnville. All you see everywhere in Sherwood is destruction. Tualatin Sherwood, every little piece of land going to development. And this shooting range... My god, this is ridiculous. It's just a little piece of red America. Oh well, I guess we had good memories while it lasted.
- Cedar creek
- This sounds good: "The Sherwood West Concept Plan offers an opportunity to preserve and enhance these natural corridors, provide wildlife crossings, incorporate stormwater management practices, and provide access to nature through a network of connected walking trails." But better would be to leave the land as is. The pictures provided above as models show how much "development" has replaced nature.
- All that are not yet developed
- Cedar and Goose Creeks
- Cedar and Goose Creeks
- the entire thing
- Existing habitat areas should not be fragmented. The continuity and contiguousness of the existing areas should be preserved and this aspect should be noted and be made a priority for preservation. It doesn't matter if you have 100 acres of green space if they are all 1/4 acre parcels that are not interconnected. The greenway is not just for humans it is also a path for wildlife.
- No.
- I think all of the existing natural areas should remain untouched by your plan.
- Yes all of it should be protected... don't touch anything!
- North of the Chicken Creek and Cedar Creek intersection, inside of the proposed business zone. I'm not proposing full protection here, but some element of drainage retention within the business park where an element of nature makes a good gathering place for lunchtime walks and having your lunch outdoors by a nature pond that helps filter drainage from the industrial area before flowing into Chicken/Cedar creeks. Similar comment at Goose Creek - not full protection but some element of nature in the business park
- the whole west side around Chicken creek
- Cedar Creek pathway constructed from Stella Olson Park to chicken creek with bike and pedestrian access

### Is there anything else you would like to tell us about Chicken Creek Greenway or other greenspaces in Sherwood West?

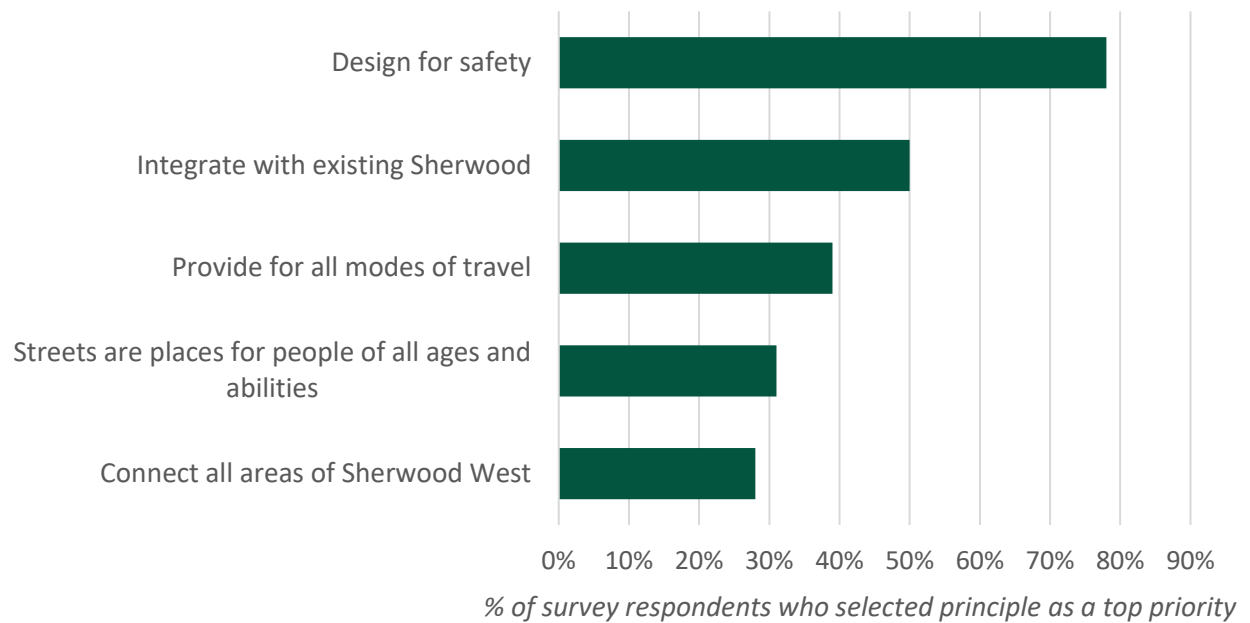
- This is where my house is. Keep the area as it is; keep it safe for existing homes and existing wildlife.
- As we move into the Community Planning Stage for Sherwood West, the less impactful balance will be required between the affordable and efficient provision of the gravity sanitary and storm sewer systems and the natural resources areas, which typically recover quickly with careful regrading and replanting of indigenous native plant species. These public systems along with water and transportation too should be carefully planned and developed to keep costs down and development affordable which results in enhancing the general overarching goal of affordability for all residents and businesses. If what we build is too expensive, then the goal of diversity of development and opportunity for all will suffer.
- this is a very important part of the livability of Sherwood and i support this part of the plan
- I live in the Sherwood school district, on Baker Road outside of the city limits. The sprawl north of Sherwood is discouraging and it is discouraging that Sherwood's elected leaders want more of the same here.
- I like all of the photo examples that appear here. The more we can do to provide for this, the better
- Don't build near it.
- Good job with the keeping the road plan from 2016 that minimized impacts to the creek and slows traffic on Elwert.
- Please don't mess up a good thing. It is great as it is, please leave it be.
- Sherwood does not want to be Beaverton or like any other town..
- Have you looked or walked on the Fanno creek trail? it is filled with homeless camps. it's not even safe to walk this trail anymore. is that what you want for Sherwood?
- Connect Cedar Creek trail



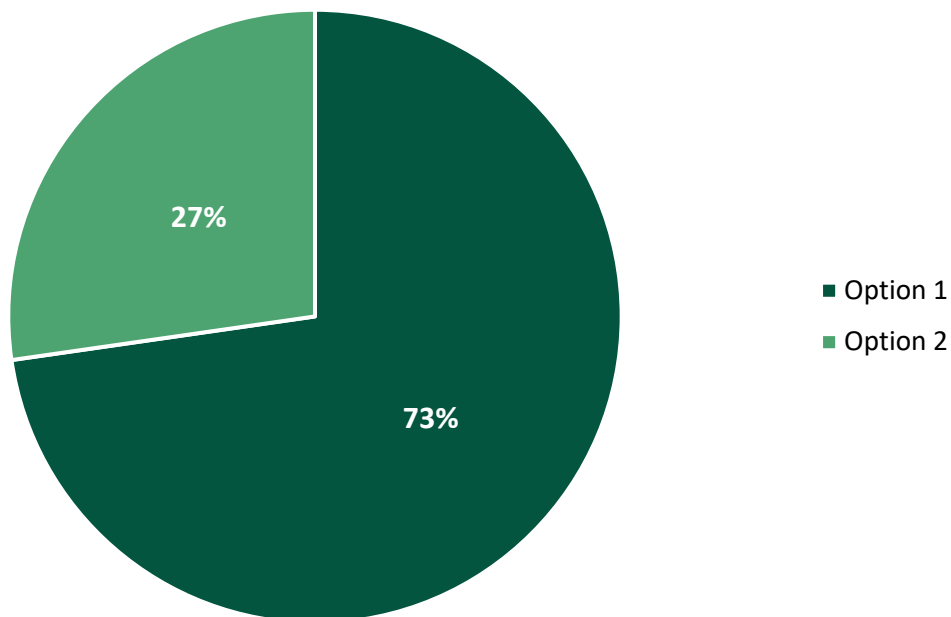
## SHERWOOD WEST CONCEPT PLAN

## LIVABLE AND CONNECTED STREETS

Which livable & connected streets principles are the most important to you?



Which of the two street options do you think will best serve Sherwood West?



### Looking at the rest of the street plan, are there any specific roads or intersections you would like to comment on?

- Edy & Elwert intersection, in its current form, is extremely dangerous. Option 1 is far better than Option 2. Also, Edy Road should be repaved. The current asphalt is rough and creates very loud road noise. A smoother surface is needed for this road.
- We like the idea of developing as many of the new minor collector roads as shown linking the neighborhoods serving the north side of Area 3, the west sides of Areas 3 and 4, and the south side of Area 5 as Sunset Blvd type street section (treed with planter strip and adequate left turn refuges. With the expectation that significant traffic will continue to be a problem for all existing major collectors (Elwert and Edy as well as Kruger and Chapman), they should all be developed as generous ROW width boulevards with center planter strips and two travel lanes both directions with generous left and right turn refuges, maybe including Haide to the rear of the HS and the final approach to 99W on Chapman. Obviously, Sherwood working with the County will be generous on the arterials of Roy Rogers and Scholls Sherwood Roads. We want to avoid the problems associated with Tualatin Sherwood Road when originally planned and developed.
- There needs to be a light at Chapman and 99
- Edy and Elwert intersection. Needs to be rerouted for safety.
- Elwert Road needs to be upgraded so that it is no longer seen as a Sherwood bypass
- No, as I have not spent any significant amount of time in the area at question.
- If this plan is developed, the current Edy Road will become the primary East/West traffic path. Edy Road is not anywhere near capable of handling the load that will transpire. It should get a similar makeover as anticipated for Elwert, namely 3 lanes including a turn lane, sidewalks and bike paths on both sides, and the same level of amenities as exist on Sunset Blvd.
- Option 2 destroys my home/property. It would be devastating for me and my family to be forced to move from our home because you would build a road right through it. I am at 16365 SW Sherwood road. McConnell family.
- Brookman - Chapman Road will be required to have a stop light controlled intersection.
- Elwert is going to at least quadruple in usage if you build sherwood west. Go ahead and make it at least as busy as Tualatin Sherwood/Roy Rogers. If you go ahead with this plan, itll need to be 4 lanes.
- I'd have to spend a lot more time to study this. Trusting that the people on the CAC did that.
- Does Option 2 keep Elwert two lanes and no turning lanes?
- What are you planning to do with all of the existing homeowners in that space? People have farms, vineyards, stables, and homes that have been around for years. It is unconscionable to displace these residents.
- Leave them all alone. Enough is enough
- There should be a roundabout at the Scholls-Sherwood, Lebeau, Elwert Intersection.

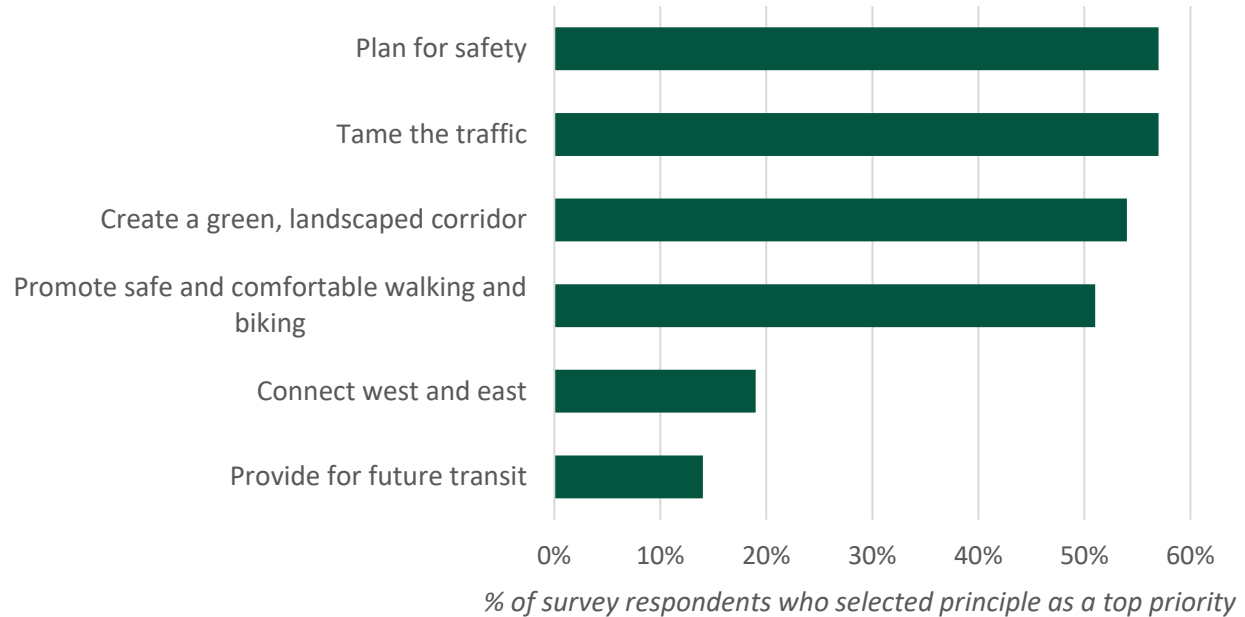
## Is there anything else you would like to tell us about livable and connected streets in Sherwood West?

- the need to be wide enough for traffic and parking
- I worry about the increased traffic in general. None of the existing roads are designed to handle increased traffic. Edy and Elwert are already over used today. I cannot imagine the quality of life (I live off of Edy road in the Oregon Trail HOA neighborhood) if this Sherwood West development goes forward. I will probably sell (at a nice profit!) and move away - far away.
- Yes, but only as it relates to site specific development which can be addressed at the Community Planning level of analysis, which we expect will occur soon after this Re-Look process.
- i dont think industrial buildings as those that seem to be contemplated here and 'livable neighborhoods' can be in the same concept. It doesn't make sense
- more bike and pedestrian friendly
- Will Elwert rd become bogged down with stops, or continue thru ?
- Not just "mitigating impacts of regional through-traffic" but mitigating the mentality that we can continue to add local traffic onto our streets without it having a negative effect on the quality of life for our existing residents. To think otherwise is to deny reality.
- Please go with option 1. My wife and I want to retire in our current home and option 2 would force us out.
- Roy Rogers is going to become a disaster.
- None of these are really viable unless there is massive street expansion
- Provide access from HWY 99 to Wine Country Gateway development with hospitality, food and beverage, retail, etc.
- Please consider cars. We aren't giving them up, so please accommodate for them
- Plan 1 eliminates access to several properties.
- Provide pedestrian and bike paths.
- Scrap the Sherwood West plan. It will mess up a beautiful area that people don't want changed.
- Very strong preference for #1
- the intersection of Elwert and Edy is a wet land. In the last year a traffic light has been installed and I have personally had two close calls where people run the red light on Elwert. There will be a fatality here at this intersection and putting more housing is only going to make it worse.

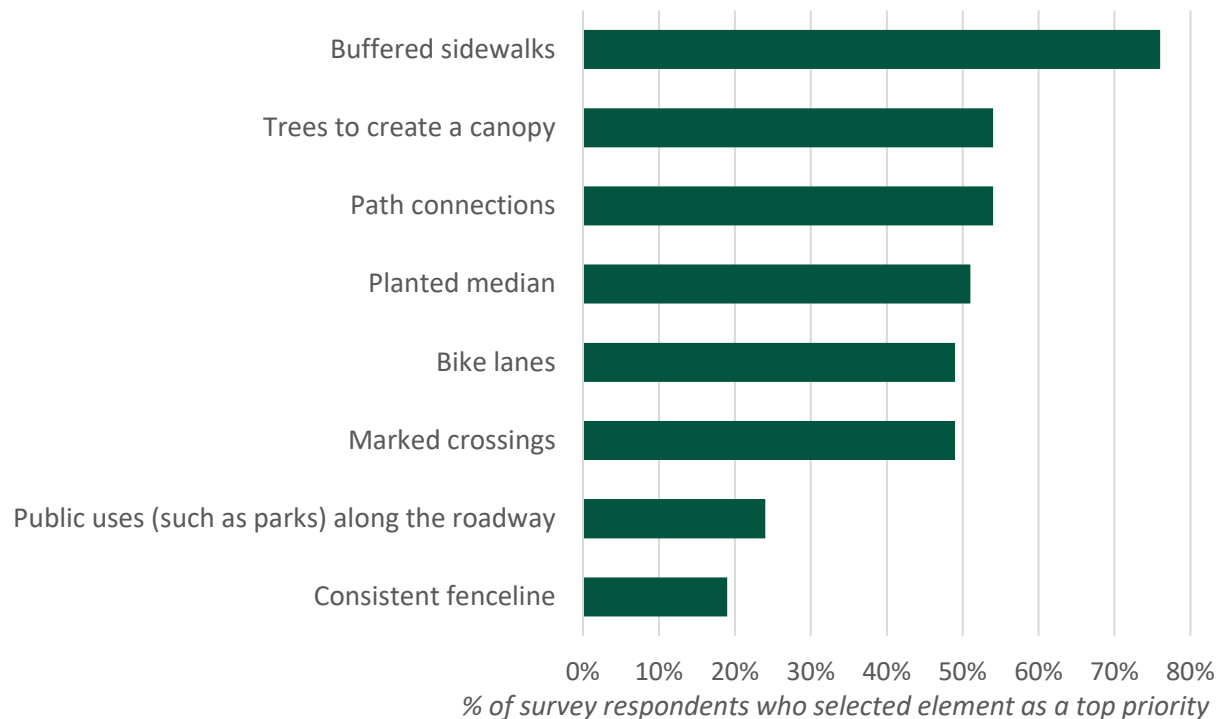
## SHERWOOD WEST CONCEPT PLAN

## ELWERT ROAD DESIGN CONCEPT

Which of the following principles are the most important to you regarding the future design of SW Elwert Road?



Which of the design elements would you most want to see on SW Elwert Road?



## SHERWOOD WEST CONCEPT PLAN

Other:

- you have trees to create a canopy. we have that now before you destroy it.
- Fewer cars than we already have. The impact we see today as a result of the new high school is already a mess.

### Is there anything else you would like to tell us about the design of SW Elwert Road?

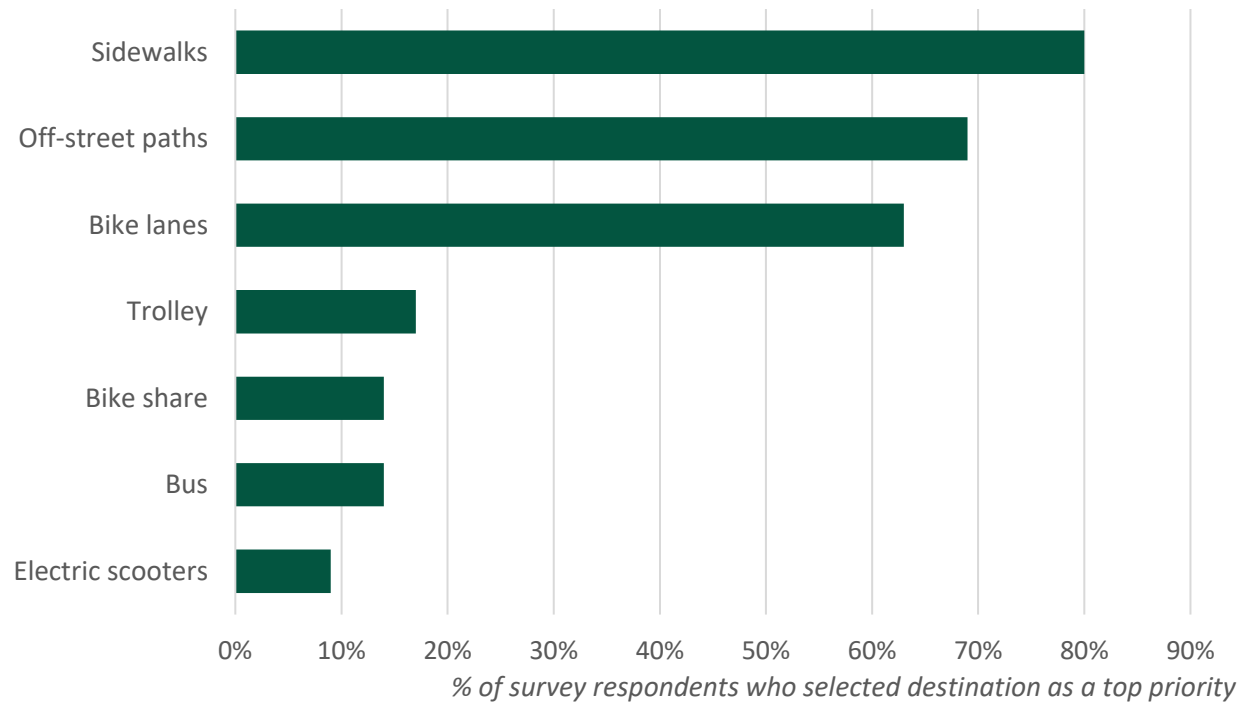
- Elwert is a rural road at present. It would be nice to keep it that way.
- As above, Option 2 should be the new preferred alternative based on affordability issues and less impact on the existing Chicken Creek natural resource areas. Redeveloping the existing Elwert and Edy intersection can be done in a manner that could even provide for a larger roundabout located in the NE and/or SW quadrant which appears to be partially developed and farmed upland areas to protect the existing riparian and natural habitat areas along the Creek. Enhanced wildlife crossings will have to be developed in those areas to which wildlife has already been displaced by the existing traffic problems. Developing wildlife crossings and mitigating the impacts of Option 2 should be significantly more affordable than the substantial realignment and infrastructure improvements planned for Option 1. Given the current state of affairs in our City, State and Country, we owe it to our citizens to plan for efficient and cost effective development at every level.
- Edy and Elwert's intersection needs to be moved west.
- need to connect pedestrian/bike the rest of the way to Edy SOON. it is used and is so much more dangerous now with increased HS traffic.
- it carries about 9,000 average daily trips today and is forecast to carry 14,000 average daily trips in 2035". In traffic analysis, the effect of moving from 9 to 14 K trips will be more like tripling the congestion. I think only a minority of people looking at these options realize that the congestion grows exponentially, not linearly. And the more lanes we build, the more cars will be attracted to use those lanes. It is a vicious cycle, and if we do not realize that upfront, we will continue to spend more and more on street widening projects and just get more and more frustrated with the results. The same treatment needs to be applied to Edy Road.
- Its going to have to expand massively. The traffic is so bad on 99 and Roy Rogers, if you build Sherwood West youre going to have at least 14,000 visitors right away (not 2035) becuae you create a faster way to get through. right now its more difficult for people to access because its single lane but when you make it the ONLY choice for more people, its going to be a mess.
- Does it remain only two lanes with mini minimal turning lanes?
- Connect into regional bike pats
- There are high-voltage towers and lines that run in that area. It is not suitable to place homes near them. Please don't built in Sherwood West - I'm begging you.
- With no further growth is fine the way it is so nothing needs to be done.
- Why do you have pictures here that are over a year old? The intersection has a traffic signal light at it now. Again get out of the office and look at what is existing.
- Traffic circles work

## SHERWOOD WEST CONCEPT PLAN

- Better foot paths to the High School - over passes potentially so traffic is not impaired and can accommodate the high influx and exodus of traffic to and from the High School.

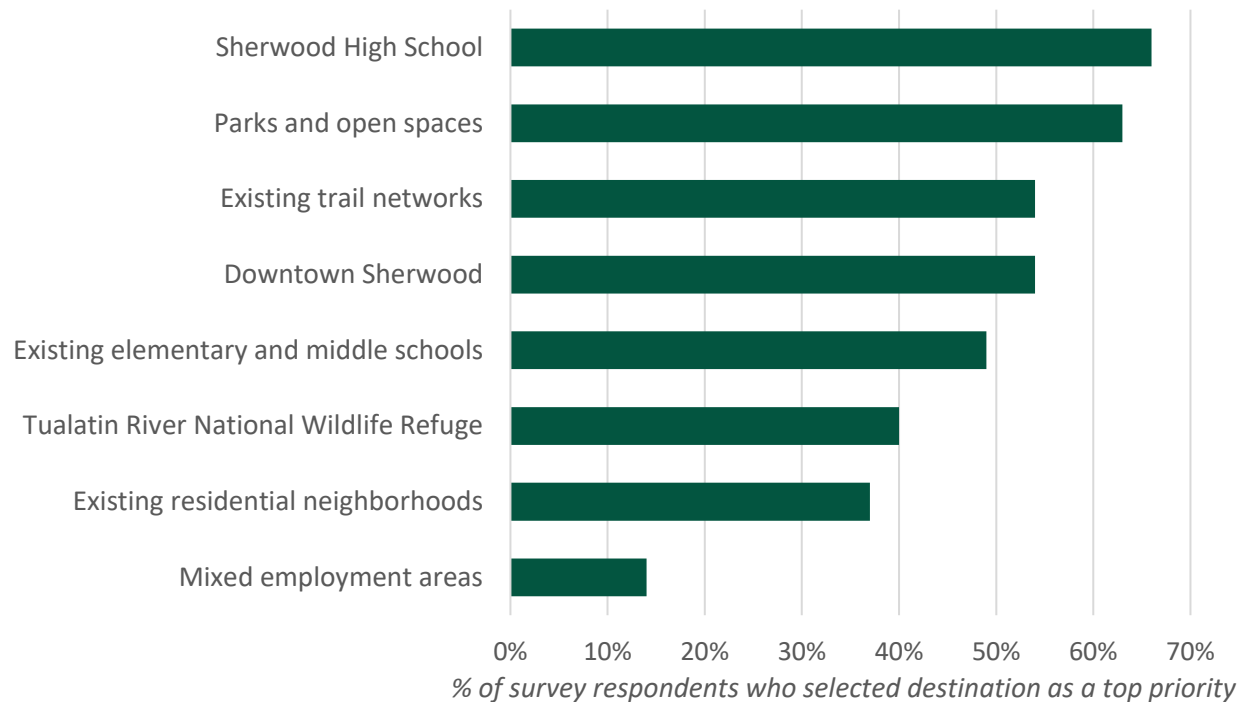
**ACTIVE TRANSPORTATION**

**What destinations do you think are the most important to connect Sherwood West's future neighborhoods to by walking and biking?**



## SHERWOOD WEST CONCEPT PLAN

## What types of active transportation infrastructure or programs would you like to see in Sherwood West?



Other:

- There are no bike lanes all the way up Edy and it is heavily travelled by bikes. someone is going to get hit here eventually.

## Is there anything else you would like to tell us about active transportation in Sherwood West?

- We like the idea of the Chicken Creek Greenway and active transportation and trail system as conceptually planned. We like the idea of affordable bus service through Sherwood West and believe that the Elwert/Edy Option 2 plan with roundabout in upland areas in the SW and/or NE of that intersection would provide the best and most direct transit service between the new employment areas and neighborhoods, connecting to 99W and Downtown and existing neighborhoods.
- Transportation here has to be about safety, families and kids
- Address the 99w traffic that cuts thru Elwert to Roy Rodgers rd. Also traffic that uses Sunset as a bypass around the 'six corners' intersection.
- I'm absolutely against bus, shared bikes and scooters. Especially a bus on sunset or going through Woodhaven. It will ruin the quality of life for all that live off of it. Scooters have been a disaster in Portland. It's asking for trouble. I don't want bikes and scooters tossed and left sitting wherever. I'd

## SHERWOOD WEST CONCEPT PLAN

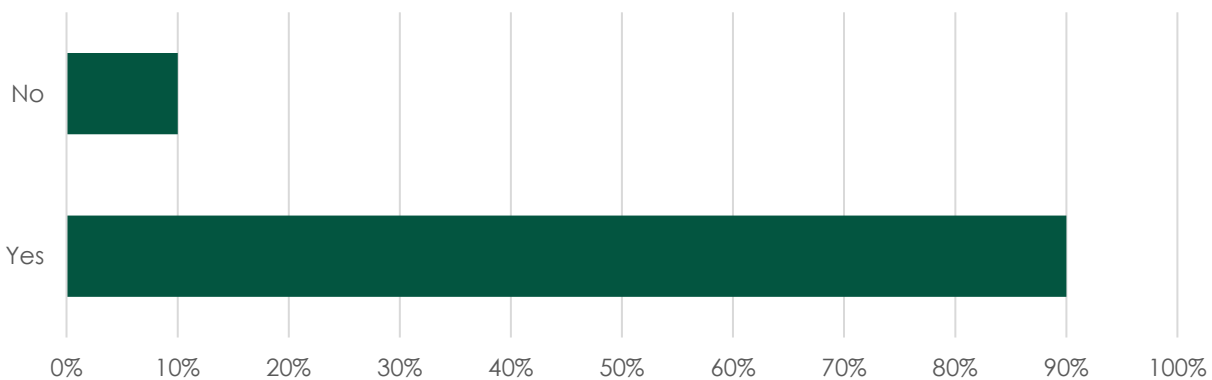
like to keep a more urban/suburban feel. Please don't open us up to being crowded like Beaverton and Portland.

- Connect Sherwood to regional bike paths. I would like to safely bike across Sherwood but being able to safely connect to other communities is important too.
- There are better places to bike and walk. I don't want the environment changed to accommodate bikers, pedestrians, more homes, and businesses. There are plenty of other options, and we don't need any more residential construction in Sherwood. Period.
- No one is asking for Sherwood to grow except for the money hungry developers and builders and if it's the Mayor too. We'll
- Are off-street Paths (multiuse- pedestrian & bike), if so I like that more than bike lanes on the roads. Sherwood has many young families and having the ability for small children to ride away from the road with parents and older siblings is important for supporting the family friendly draw of Sherwood.
- with all the upgrades to the roads that are needed who is going to pay for it? Not fair to make the existing community pay for these upgrades to the roads that are just fine for our use now. if they develop a ton of houses make the developer pay for the infrastructure upgrades.
- Please do not put electric scooters in. They have not legitimate purpose and we will just have scooters strewn about this side of town.
- There should be a trail that connects further up Lebeau at the northwest corner.

## Survey Respondent Demographics

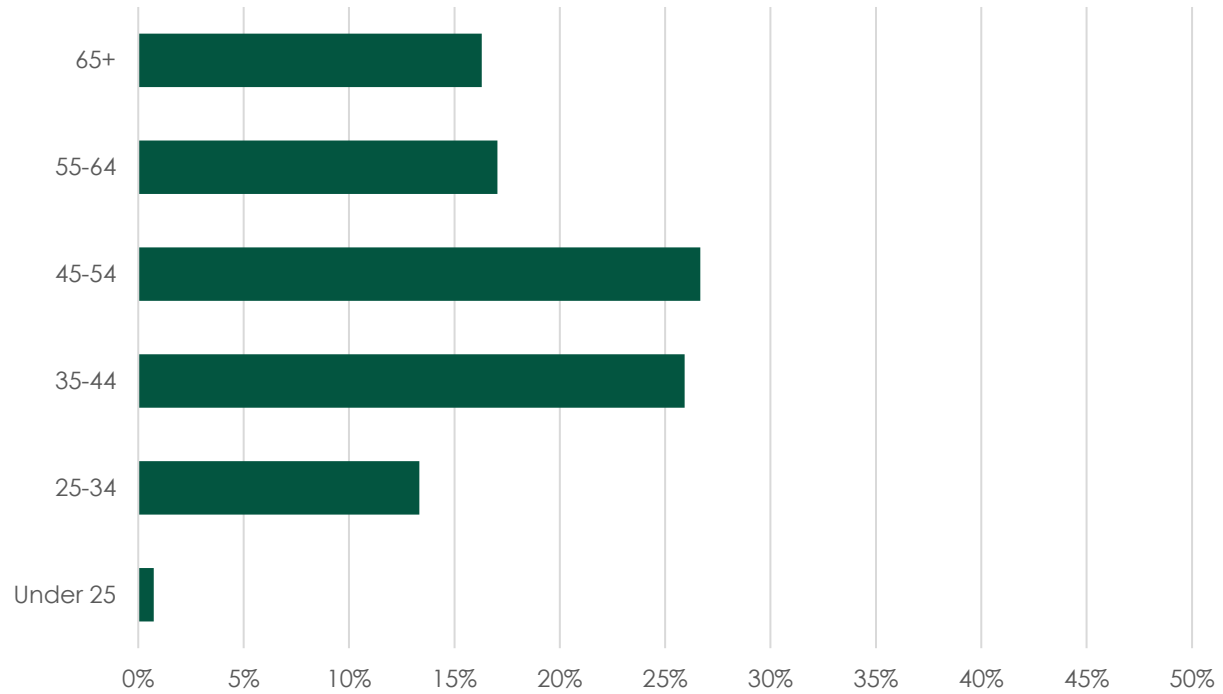
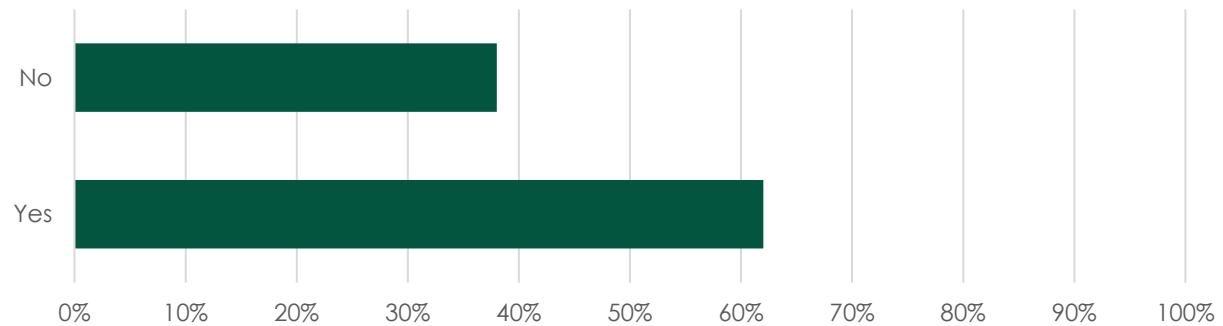
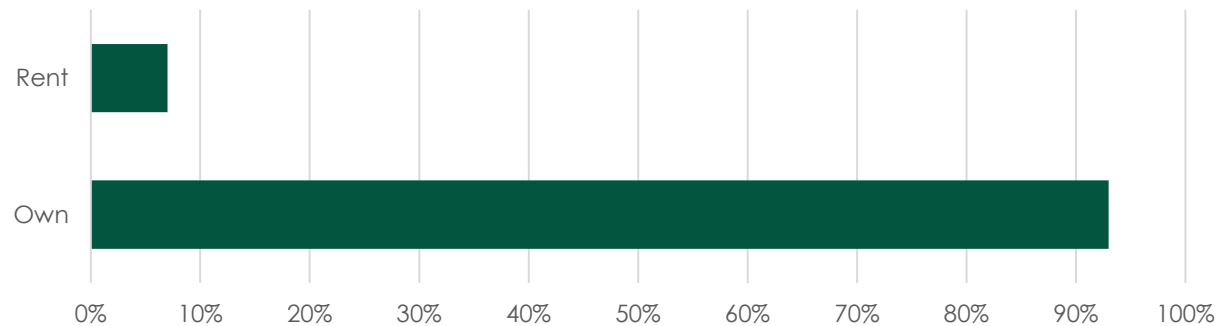
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### Are you a resident of Sherwood?

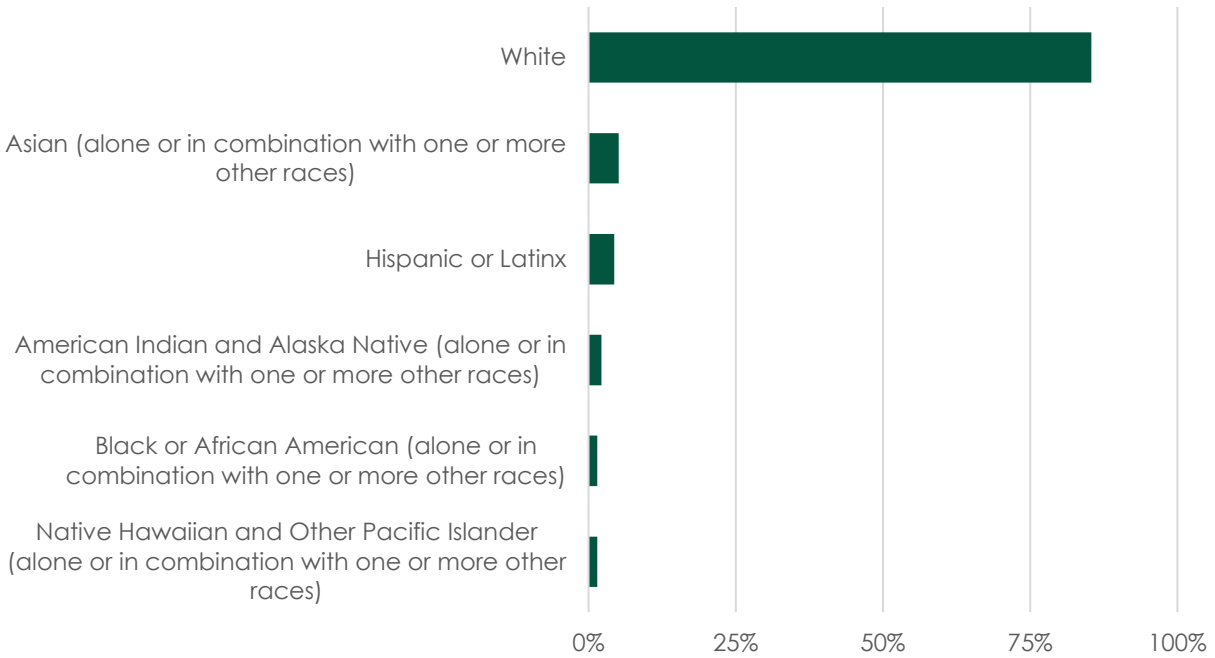
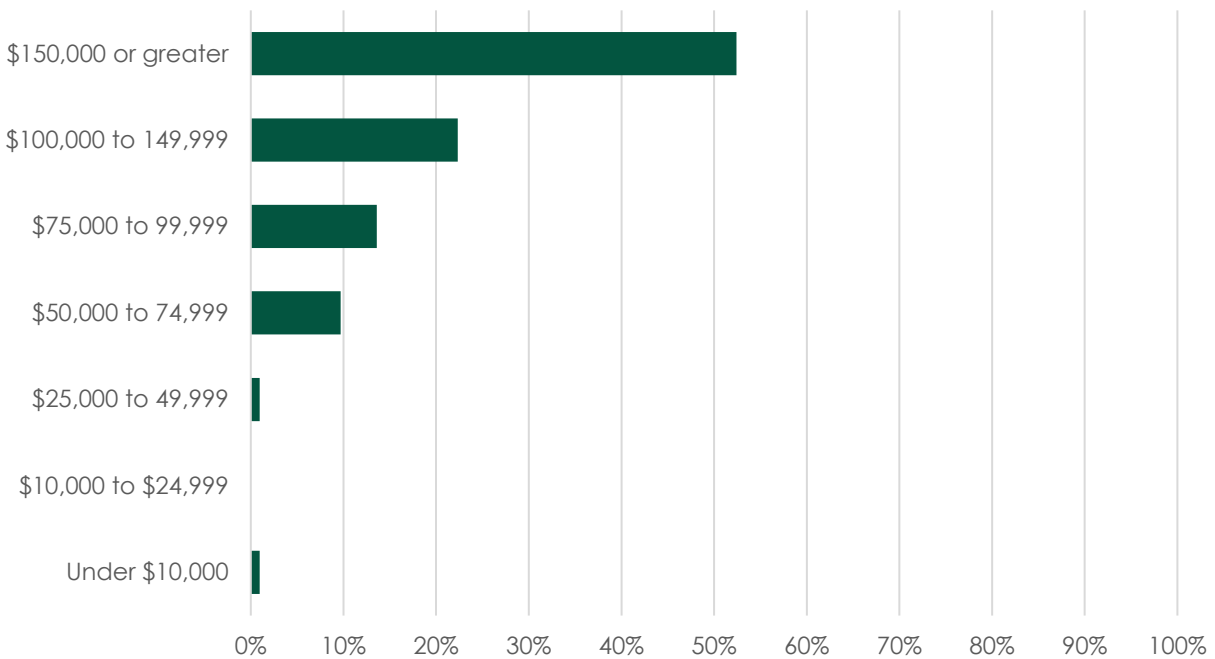




## SHERWOOD WEST CONCEPT PLAN

**What is your age?****Are there children in your household?****Do you rent or own your home?**

## SHERWOOD WEST CONCEPT PLAN

**How do you identify your race or ethnicity?****What is your annual household income?**



## SHERWOOD WEST CONCEPT PLAN

# GREAT NEIGHBORHOODS

## A Look at Housing in Sherwood West

TO: TAC and CAC  
FROM: Erika Palmer, Planning Manager  
CC: Sherwood West Concept Plan Project Team  
DATE: October 27, 2021

### Introduction

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This memo provides background information on Sherwood's housing needs based on city's Housing Needs Analysis (HNA) that is required per State Land Use Goal 10, Housing. This background will be used to inform the development of land use scenarios for Sherwood West. The expectation is that each of the scenarios will vary in the amount, mix, and density of housing in order to measure the impacts that these variables have on meeting City goals related to providing a range of housing choices for a diversity of ages and income levels. At the Advisory Committee meeting on November 3, the project team will be asking for committee feedback on housing assumptions to guide scenario development.

### Sherwood Housing Needs Background and Analysis

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The City of Sherwood is growing along with the rest of the Portland region. Since 1990, we have added hundreds of people every year, with annual growth rates between 3-8%.

Sherwood has a shortage of land available for housing. If we don't add more land for new housing, people will still move here, but housing prices will start to rise and our community will experience more pressure for infill development at higher densities. This could result in three things: rising housing costs may price many people out of the market, including young families, single people, and older people on fixed incomes; pressure on the City to rezone for residential uses; and infill development pressures could result in higher density housing which could change the character of existing neighborhoods. Increasing the land supply for residential development in a thoughtful manner is one way to help relieve this upward price pressure and make sure our community remains vibrant and affordable.

Sherwood's adopted HNA 2019-2039 (Ord 2020-10) provides Sherwood with a factual basis to support future housing planning efforts related to housing, including Concept Planning for Sherwood West and has informed housing policies within the updated 2040 Comprehensive Plan. The HNA provides a housing growth forecast over the 2019-2039 planning period and an evaluation of land sufficiency to accommodate the expected housing demand. The HNA provides a household growth rate (1.1%).

## SHERWOOD WEST CONCEPT PLAN

*Table 1. Extrapolated Metro forecast for household growth, Sherwood planning area, 2019 to 2039*

Year	Households			Sherwood West (50-Year Forecast)
	Sherwood City Limits	Brookman Area	Sherwood Planning Area	
2019	6,916	304	7,220	293
2039	7,616	1,333	8,949	4,630
Change 2019 to 2039				
Households	700	1,029	1,729	4,337
Percent	10%	338%	24%	1480%
AAGR	0.5%	7.7%	1.1%	14.8%

Source: Metro 2040 TAZ Forecast by Households, January 2016

Extrapolation from the 2015 forecast (the base year in the Metro forecast) to 2019 (not shown in Metro's forecast) by ECONorthwest

The housing forecast in the HNA shows that Sherwood will add 1,729 new households over the 20-year planning period (the forecast only includes the existing city boundary and the Brookman Area within the city's Urban Growth Boundary) and uses an 1.1% annual growth rate. This growth rate is considerably lower than the city's historical population growth rate over the last two decades (8% annual growth rate).

The state of Oregon (Metropolitan Housing Rule, Oregon Administrative Rule 660-007) requires cities provide for the *opportunity* for at least 50% of new residential units to be attached single-family housing and multi-family housing.

Table 2 shows the forecast of needed housing units in Sherwood based on the total estimate of housing need shown in Table 1. The forecast in Table 2 assumes that the forecast for new housing will be: 50% single-family detached, 25% single-family attached, and 25% multifamily. This forecast is consistent with the requirements of OAR 660-007-0035.

*Table 2. Forecast of needed housing units by mix, Sherwood planning area, 2019-2039*

Housing Type	New Dwelling Units (DU)	Percent
Single-family detached	865	50%
Single-family attached	432	25%
Multifamily	432	25%
<b>Total</b>	<b>1,729</b>	

## SHERWOOD WEST CONCEPT PLAN

Sherwood has a deficit of land for housing. The HNA shows a deficit of land for 608 dwelling units. The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High Density Residential (145 dwelling units)

The limited supply of land in moderate and higher densities is a barrier to the development of attached housing, townhomes, and multi-family housing which is needed to meet housing demand for young families, growth of people over the age of 65, and moderate-income households. As we grow, we're going to need to provide a variety of housing choices for people who want to live here, including large and small single-family housing, townhouses, duplexes and multifamily units. Providing housing choices makes it possible for people who have lived here a long time to stay in Sherwood as they age, while creating new opportunities for families and keeping housing in our city affordable.

If Sherwood grows faster rates, the city will need to continue to annex the Brookman area and will need Sherwood West to accommodate housing needs. A number of factors will affect the timing of development in Sherwood West, such as when the area is brought into the Metro UGB, provisions of services, etc. Sherwood West may not be fully built out until 2065 or more. The Sherwood West Housing Alternatives below, will begin to identify housing types and development scenarios that fit with the community's vision for Sherwood West.

*Housing need* in Sherwood West is not considered part of Sherwood's overall housing need for the purpose of the HNA – this is because this area is currently outside of the regional Urban Growth Boundary. However, the information in the HNA can inform the ongoing Concept Planning for Sherwood West. Understanding growth in terms of population, demographic, and development trend shifts is crucial for determining future housing needs.

Major findings of the HNA include the following:

- Sherwood's housing stock is predominantly single-family detached. About 75% of Sherwood's housing stock is single-family detached, 8% is single-family attached (such as townhomes), and 18% is multi-family (such as duplexes or apartments). Sixty-nine percent of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.
- Almost three-quarters of Sherwood's residents own their homes. Homeownership rates in Sherwood are above Washington County (54%), the Portland Region (60%), and Oregon (62%) averages.
- Homeownership costs increased in Sherwood, consistent with national trends and housing sales prices are higher in Sherwood than the regional averages.
- Sherwood's population is aging but still is attracting younger people and more households with children. The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. The growth of younger households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing. If

Sherwood continues to attract young residents, then it will continue to have demand for housing for families, especially housing affordable to younger families with moderate incomes.

To review Sherwood's 2019-2039 Housing Needs Analysis, please visit:

<https://www.sherwoodoregon.gov/ordinances/adopt-housing-needs-analysis-lu-2020-018>

## Sherwood West Housing Alternatives

For the purpose of scenario planning and analysis conducted as part of this Sherwood West concept planning process, staff is using the following breakdown of average densities and housing mix to define general types of residential areas. The net densities for each of these residential place types are representative of the maximum densities currently allowed by Sherwood's residential zones.

These residential categories *are based on current Comprehensive Plan land use designations and policies*. For more information on Sherwood's Comprehensive Plan policies related to residential land, see the Attractive and Attainable Housing chapter of the draft Plan.<sup>1</sup>

For the purposes of scenario planning and analysis, each place type will be made up of a mix of generalized housing types: Single Family Detached, Single Family Attached (also referred to as "middle housing"), and Multi-Family. The assumed net densities for these housing types are:

- **Single Dwelling Detached:** 7 units per net acre (average 6,200 square foot lot)
- **Single Dwelling Attached:** 20 units per net acre (average 2,200 square foot lot, typical of large townhomes)
- **Multi-Dwelling:** 24 units per net acre

The assumed densities for each of these housing types are based on current market trends, densities allowed by current regulations, and recent comparable developments from the region.

Place Type	Overall Net Density	Housing Mix (% of total units)
<b>Low Density Residential</b>	8 units per net acre	Single Dwelling Detached: 95% Single Dwelling Attached: 5% Multi-Dwelling: 0%
<b>Medium Density Residential</b>	11 units per net acre	Single Dwelling Detached: 52% Single Dwelling Attached: 48% Multi-Dwelling: 0%
<b>High Density Residential</b>	24 units per net acre	Single Dwelling Detached: 0% Single Dwelling Attached: 56% Multi-Dwelling: 44%

<sup>1</sup>[https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/sherwood2040comp\\_plan\\_document4draft\\_sera.pdf](https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/sherwood2040comp_plan_document4draft_sera.pdf)

SHERWOOD WEST CONCEPT PLAN

Actual built densities in Low and Medium Density Residential areas may ultimately be higher because of House Bill 2001, which will allow for plexes up to 4 units on lot, and cottage cluster housing.



## SHERWOOD WEST CONCEPT PLAN

# SCENARIO PLANNING FRAMEWORK & ASSUMPTIONS

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee  
FROM: Sherwood West Concept Plan Project Team  
DATE: October 27, 2021

## Introduction

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The purposes of this memorandum are to:

1. Introduce the concept of “scenarios” for the Sherwood West Concept Plan;
2. Describe draft assumptions to be considered for preparing scenarios; and
3. Share an outline and initial ideas about scenario alternatives.

After receiving feedback from the Advisory Committees, the team will prepare draft scenario maps for review.

## Scenario Planning Overview

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“Scenario planning” is a process used by many types of organizations to aid in their decision making. In the concept planning context, scenario planning is about visualizing different representations of an area’s future based on assumptions about existing conditions, local policies and regulations, market trends, and future needs.

For the Sherwood West Concept Plan, scenarios represent alternatives for the way Sherwood West might grow and develop in the future. It is a useful way to bundle the many attributes and layers of the Plan into choices for evaluation and informed community dialogue. Scenarios for Sherwood West will include choices and information about:

- The size and locations of employment and commercial areas;
- The amount, types, and location of housing;
- Parks and greenspaces;
- Streets, sidewalks, bike lanes, and trails;
- Natural resource areas; and
- Infrastructure systems and funding.

Some of the above-listed items may be held constant across all scenarios and others may be variables. This memo makes some suggestions about those choices and seeks feedback from the Committees.



Sherwood West’s scenarios will ultimately take the form of maps showing the different ways land uses can be organized within the project area. These maps will be supported by narrative descriptions, assumptions, and data to inform their evaluation and ultimately identify a hybrid “preferred” scenario.

## Draft Scenario Assumptions

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Each section below describes a draft assumption to be considered for Sherwood West’s scenarios.

### BUILD ON PREVIOUS WORK

The development of scenarios for Sherwood West are not starting from scratch; they will be based on a strong foundation of previous work completed by the City and the project team. This body of work includes:

- Sherwood 2040 Comprehensive Plan
- Sherwood Housing Needs Analysis (HNA) 2019 to 2039
- Sherwood West Buildable Lands Analysis
- Sherwood West Development Trends and Economic Opportunities reports
- The Plan Concepts reviewed to date, which include:
  - Mixed Employment Areas
  - Chicken Creek Greenway
  - Active Transportation
  - Livable and Connected Streets
  - SW Elwert Design Concept
  - Great Neighborhoods
- 2016 Sherwood West Preliminary Concept Plan
- Community feedback received through the recent online open house

### USE THE BUILDABLE LAND INVENTORY

An analysis of buildable land was conducted for Sherwood West in July 2021. Key findings (updated for the natural gas line easement) are:

<b>Total Gross Acres</b>	1,231
<b>Constrained Acres</b>	382
<b>Vacant Unconstrained Acres</b>	745
<b>Natural Gas Easement Acres*</b>	16
<b>Net Buildable Acres**</b>	591

*\*Excluding area where easement crosses existing constraints*

*\*\* Buildable land calculation includes removal of constrained land, deduction of 0.25-acre from lots greater than 0.5-acre with a dwelling unit, and a percent deduction for future streets*

For the purposes of this analysis, net buildable land is defined as land that is vacant and not constrained by slopes, natural resources, or major utility corridors. It includes a deduction of land to account for future street right-of-way.

## SHOULD THE MIXED EMPLOYMENT AREAS BE HELD CONSTANT IN THE SCENARIOS IN ORDER TO CALCULATE THE LAND SUPPLY FOR HOUSING, PARKS, AND SCHOOLS?

The Community Advisory Committee (CAC) expressed very strong support for employment lands in Sherwood West. In the online survey, community feedback was more mixed with both support and concerns regarding employment uses.

The team would like to verify: *should the amount of employment land supported by the CAC be held as a constant in the scenarios or should it be a variable?* If a constant, 198 net buildable acres would be designated for employment uses as identified in the Mixed Employment Areas Plan Concept. There may be some locational options identified for employment lands near the High School, but the basic question is whether to “hold” this land supply as a constant in all scenarios.

If 198 net acres of employment land are held, there are 393 remaining net buildable acres for parks, schools, and residential uses, as described below.

### Parks

The Great Neighborhoods Plan Concept identifies nine new neighborhood parks. Using an estimate of 2 acres per neighborhood park (as advised by City staff), 18 acres are needed for future neighborhood parks. The City has also identified a need for a new Community Park to be located in Sherwood West. This park is assumed to be approximately 20 acres, per City staff.

### Schools

Consultation with the Sherwood School District is ongoing. Interest has been shown in a potential new elementary school to serve Sherwood West. Ten acres are assumed for this school.

### Net Residential Land

Using the above assumptions, the summary of net buildable land for residential uses is:

<b>TOTAL NET BUILDABLE ACRES IN SHERWOOD WEST</b>	<b>591</b>
<i>Less Net Buildable Employment Acres</i>	<i>198</i>
<i>Less Future Neighborhood Park Acres</i>	<i>18</i>
<i>Less Future Community Park Acres</i>	<i>20</i>
<i>Less Future New Elementary School Acres</i>	<i>10</i>
<b>Net Buildable Residential Land Supply (Acres)</b>	<b>345</b>

## IMPLEMENT SHERWOOD'S HOUSING NEEDS ANALYSIS AND COMPREHENSIVE PLAN POLICES FOR HOUSING

Sherwood's Housing Needs Analysis (HNA) is a technical background supporting document to the City's Comprehensive Plan. It provides a factual basis to support planning efforts related to housing, including the creation of scenarios for the Sherwood West Concept Plan. The amount, types, and density of housing is an important assumption to consider when crafting scenarios for Sherwood West; this topic is discussed in more detail in the memo titled "Great Neighborhoods: A Look at Housing in Sherwood West."

The key housing assumptions to discuss and establish for the Sherwood West scenarios are:

- **Housing will be planned to support walkable neighborhoods and result in quality development.** See Sherwood's Residential Design Project for more information about how the City regulates the design of residential development.<sup>1</sup>
- **Land will be planned for a full range of housing types because the HNA and Comprehensive Plan policies establish that need.** Sherwood West is anticipated to provide a mix of Single Dwelling Detached, Single Dwelling Attached, and Multi-Dwelling housing types. These three housing types are generally defined below. For more information about housing types in Sherwood, please see the Housing Type Cut Sheets included as Appendix A to the Attractive and Attainable Housing Background Report for the Sherwood 2040 Comprehensive Plan.<sup>2</sup>
  - **Single Dwelling Detached:** Commonly known as "single family"; a detached, stand-alone house on its own lot. Single Dwelling Detached homes can vary greatly both in building and lot size.
  - **Single Dwelling Attached:** Includes a range of "middle housing" types that may include duplexes, triplexes, quadplexes, and townhomes.
  - **Multi-Dwelling:** Multiple dwellings in one or more buildings, often multi-story, and can be grouped around a shared courtyard or green space.
- **For the Sherwood West scenarios, the existing Comprehensive Plan land use designations will be generalized into three residential "place types" for use in modeling land use scenarios.** These place types provide general assumptions about housing mix and density based on existing City policy. Although they correspond generally to Sherwood's existing residential zones, zoning districts will not be applied to properties in Sherwood West until they are annexed into City limits. More detailed zoning for Sherwood West will be identified in future planning. The three residential place types, also described in the above-referenced Great Neighborhoods memo, are:

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<sup>1</sup> <https://www.sherwoodoregon.gov/planning/page/residential-design-standards-code-update-and-implementation-house-bill-2001-housing>

<sup>2</sup> [https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/12\\_attractive\\_and\\_attainable\\_housing\\_background\\_report\\_final.pdf](https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/12_attractive_and_attainable_housing_background_report_final.pdf)

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- **Low Density Residential Areas:** 8 units per net acre, comprised mostly of Single Dwelling Detached homes, with a small percentage of Single-Dwelling Attached housing (such as townhomes)
- **Medium Density Residential Areas:** 11 units per net acre, with a mix of Single Dwelling Detached and Single Dwelling Attached homes
- **High Density Residential Areas:** 24 units per net acre, with a mix of Single Dwelling Attached and Multi-Dwelling homes

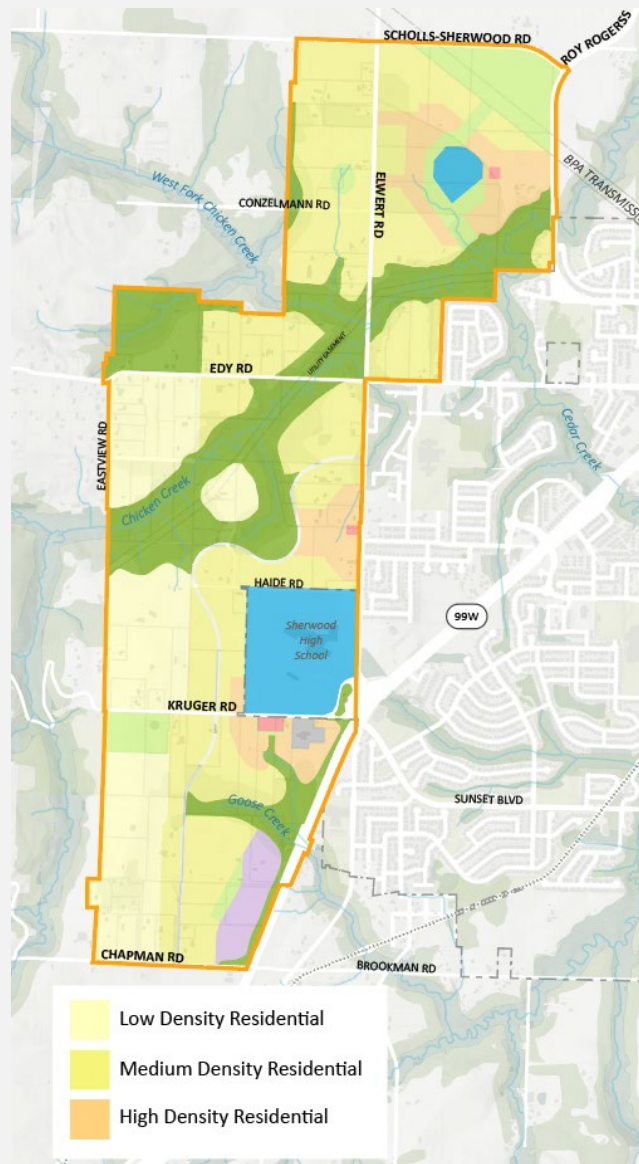
The above-described Comprehensive Plan categories (referred to as “place types” in the scenario model) will be “the colors on the map” for residential uses in the Sherwood West scenarios.

- **How much of each residential place type will be evaluated by studying the potential housing mix in each scenario.** The housing types that comprise “housing mix” are listed below with their density assumptions. Housing mix is important because: (1) it is a component of residential planning directed by Sherwood’s Comprehensive Plan; (2) state law includes requirements for housing mix; and (3) it is an important indicator of potential housing cost and affordability. The three components of housing mix, and their density assumptions, are:
  - Single Dwelling Detached: 7 units per net acre
  - Single Dwelling Attached: 20 units per net acre
  - Multi-Dwelling: 24 units per net acre

## 2016 Preliminary Concept Plan

### Residential Place Types

Land uses in the 2016 Preliminary Concept Plan included three types of residential areas, with the lowest-density residential generally located in the west part of the area, transitioning to higher densities in the east closer to existing infrastructure, services, and major transportation facilities.



Note that the “Single Dwelling Attached” type is intended to capture a range of “middle” housing types. Townhouse is the representative type because studies have shown it is by far the mostly likely middle housing type to be built based on current market trends. For the Attached and Multi-Dwelling categories, there are few local precedents, so recent development in the expansion areas of Wilsonville, Tigard, and Beaverton has been reviewed.

### Townhome Density Case Study

Type: Single Dwelling Attached – Townhome

Location: SW Devonshire Way, Sherwood, OR

Year Built: 2016

Home Size: 1,558 sq ft / 3 bed, 2.5 bath

Lot Size: 2,178 sq ft

Development Density: approximately 20 units per net acre



Photo credit: Redfin

Per Sherwood’s HNA, the planned mix of housing types is:<sup>3</sup>

- **Single Dwelling Detached:** 50% of new housing units
- **Single Dwelling Attached:** 25% of new housing units
- **Multi-Dwelling:** 25% of new housing units

The housing mix numbers cited above are *percentages of the total number of new dwellings*. That is not the same as the *percentages of the total land area*, because each housing type has a different number of dwellings per acre. For example, based on the assumptions used in Sherwood West’s scenarios, one acre of land developed with single dwelling detached will yield seven new dwellings. The same acre of land developed as apartments will yield 24 or more new dwellings. Based on Sherwood’s HNA, we know that the City currently has a deficit of land for 608 dwelling units. The amount of land required to satisfy this need will depend on the *mix of housing types* that can be developed.

### HOW MUCH MIDDLE HOUSING SHOULD BE ASSUMED?

For the purposes of the Concept Plan, the team recommends that the assumption for middle housing be set by estimating the percentage of Single Dwelling Attached dwelling units. This would be an estimate

<sup>3</sup> Ordinance 2020-010 adopting the Sherwood 2019-2039 Housing Needs Analysis as a Sub-Element of the Comprehensive Plan, Page 39, Table 2

[https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/ordinance\\_2020-010\\_adapt\\_housing\\_needs\\_analysis\\_lu\\_2020-018\\_12.01.2020.pdf](https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/12201/ordinance_2020-010_adapt_housing_needs_analysis_lu_2020-018_12.01.2020.pdf)

of the *expected* amount of development. As discussed in previous meetings and in Sherwood’s middle housing code project, state law requires that the full range of middle housing types (duplexes, tri- and quad- plexes, townhomes, and cottage clusters) be allowed on any lot that also allows single dwelling homes. Therefore, the theoretical housing capacity and percentage of middle housing types in Sherwood West could be far higher than the assumptions above. However, the middle housing allowances are zoned opportunities, not mandates. The project team recommends that the scenario planning evaluate a reasonable range of expected housing densities and mix, not theoretical ones. The City should, however, evaluate the “what-if” infrastructure implications of development at higher levels than assumed in the scenarios.

## Scenario Framework

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Scenarios can be thought of as describing a range of potential changes for Sherwood West over time – both physical changes, and changes from current policy and practice. As a reminder, the team’s expectation is that the Preferred Scenario will mix-and-match ideas to create a hybrid plan from the various scenarios.

### DRAFT SCENARIO VARIABLES

Some elements of the scenarios are variables that can be changed to measure how they impact outcomes. In Sherwood West, the suggested variables include:

- The amount, types, and location of housing (see the Great Neighborhoods: A Look at Housing in Sherwood West memo for more information on this component)
- The location of a neighborhood commercial node north of Sherwood High School
- The number and locations of neighborhood and community parks
- The location of a future elementary school

### DRAFT SCENARIO CONSTANTS

Not all of aspects of the scenarios are options—there are some logical constants that have emerged from discussions to date. These elements in Sherwood West include:

- **The alignment of the Elwert-Edy intersection.** Feedback received from the Community and Technical Advisory Committees and the community-wide online open house have shown a clear preference for Option 1, which implements the realignment of SW Elwert Rd and SW Edy Rd that was studied in the Preliminary Plan. The project team will proceed with this street alignment as the preferred option for the Concept Plan.
- **The Chicken Creek Greenway**, which is the 1.6-mile stretch of Chicken Creek between SW Eastview Road and SW Roy Rogers Road. It will include protection of the riparian corridor, trails, wildlife passages, and integration of stormwater facilities.
- **Planned transportation improvements and studies**, including County-planned improvements to SW Roy Rogers Road and a new study of the SW Chapman Road/SW Brookman Road intersection with Highway 99W.



- **All housing mix options include at least 50% of new housing units as Single Dwelling Attached and Multi-Dwelling housing types, per State rules related to middle housing.** The Metropolitan Housing Rule (ORS 660-007) requires Sherwood to plan land uses so that 50% of future housing has “the opportunity to be developed as single-family attached or multifamily housing types.” During the adoption of the HNA, the Planning Commission recommended use of a 50% (single dwelling detached), 25% (single dwelling attached), and 25% (multi-family) housing mix to comply with the rule. That mix will be used in one or more of the scenarios.
- **Parks and Trails as shown in the Great Neighborhoods Plan Concept.**

## DRAFT SCENARIO FRAMEWORK

The draft scenario framework is:

<b>Scenario A</b>	<b>Comprehensive Plan:</b> Scenario A is guided by the 2016 Preliminary Concept Plan; the new 2040 Comprehensive Plan; new City Council goals related to employment; and new state rules related to housing mix.
<b>Scenario B</b>	<b>Comprehensive Plan with a modest amount of additional middle housing:</b> Scenario B assumes that some developers will implement the code’s allowance for middle housing in single dwelling zones. On the ground this results in more townhomes and duplexes than Scenario A.
<b>Scenario C</b>	<p><b>Scenario C would explore one of two “what-if” scenarios:</b></p> <p><u>Option 1:</u> An aspirational level of planning and implementation that includes a greater variety of middle and multifamily housing choices, and new ideas related to mixed use in employment and commercial areas.</p> <p><u>Option 2:</u> A “study scenario” that would measure “what-if” middle housing is implemented, as allowed by the code, in relatively high proportions over time.</p>

## Next Steps for Scenarios

Using feedback received from the Advisory Committees, the project team will develop draft scenario maps and narratives, which will be brought back to the committees at their next meeting in December 2021 for review prior to evaluation.

The scenarios will be evaluated using the project goals and evaluation criteria, which were reviewed, revised, and approved by the Sherwood West Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). At a high level, the evaluation methodology will include:

- A mix of qualitative and quantitative evaluation factors and analysis;
- A “relative rating system” where options for the plan are compared to the objectives to determine how well they fulfill them; and

## SHERWOOD WEST CONCEPT PLAN

- Generalized ratings and comparisons. There will not be a detailed weighting or point system. Rather, ratings will be generalized (e.g., little or no fulfilment of objective; good fulfillment of objective; excellent fulfillment of objective).

The evaluation will be supported by a scenario modelling tool called Urban Footprint. This tool is designed to quickly test alternative land uses and assumptions about future development. It will help the City understand the implications of zoning and policy decisions in the Concept Plan. More information on this tool is available at [www.urbanfootprint.com](http://www.urbanfootprint.com).

Overall, the evaluation is intended to support informed decision making about what attributes of the plan are preferred and how they might be implemented. The project team expects that the resulting “Preferred Scenario” will be a blend of the best ideas from all three scenarios, combined to create a cohesive and implementable plan. All the layers of the plan—land use, transportation, natural resources, utilities, funding etc.—must work in a mutually supportive way.