



# AGENDA

## Technical Advisory Committee Meeting #3

**DATE:** August 4, 2021  
**TIME:** 2 – 4 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 August 5, 2021. City of Sherwood's YouTube Channel: <https://www.youtube.com/user/CityofSherwood>

### Meeting Purpose

- Review the updated project vision, goals, and evaluation criteria
- Learn about preliminary plan concepts: Mixed Employment Areas, Greenspaces, and Active Transportation

### Agenda

2:00 PM	<b>1. Welcome and Introductions</b> <ul style="list-style-type: none"><li>• <i>Approve meeting summary from TAC #2</i></li></ul>	Erika Palmer, City of Sherwood Joe Dills, APG
2:10 PM	<b>2. Updated Vision, Goals, and Evaluation Criteria</b> <ul style="list-style-type: none"><li>• <i>Review draft updated vision, goals, and evaluation criteria</i></li><li>• <i>Committee discussion and approval</i></li></ul>	Joe Dills, APG
2:30 PM	<b>3. Draft Plan Concepts: Mixed Employment Areas, Greenspaces, and Active Transportation</b> <p><i>This agenda item will include a brief presentation about each plan concept by project team staff, followed by committee discussion and feedback. Discussion questions for each plan concept are included below:</i></p> <b>Mixed Employment Areas</b> <ul style="list-style-type: none"><li>• What are the pros and cons of each study area on the map?</li><li>• Are there any of the identified target uses that you do or don't want to see in Sherwood West?</li></ul>	Joe Dills, APG Kyra Haggart, APG

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**Greenspaces**

- What are the issues and opportunities associated with the Chicken Creek Greenway concept?
- In addition to the Chicken Creek Greenway, what other areas do you want to see protected as part of the greenspace network?

**Active Transportation**

- Think of a trail or a network of trails that you like. What are the features that makes it great?
- What are the issues and opportunities associated with future transit service and micro-mobility?

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3:55 PM

**4. Public Comment**

Erika Palmer

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4:00 PM

**5. Next Steps and Adjourn**

Joe Dills

**Note:** Pursuant to House Bill 4212 (2020), public comments for this meeting must be submitted in writing to the Sherwood Planning Department, Attn: Erika Palmer, Planning Manager 22560 SW Pine Street, Sherwood, OR 97140 or emailed to [Planning@Sherwoodoregon.gov](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

## Technical Advisory Committee (TAC) Meeting #2

**DATE:** June 23, 2021

**TIME:** 2:00 PM to 4:00 PM

**LOCATION:** Virtual Online, YouTube Link: <https://www.youtube.com/watch?v=ah9FeXyfJf0>

TAC Members Present: Bob Galati, Craig Sheldon, Kristen Switzer, Chris Faulkner, Jeff Groth, Glen Bolen, Tom Moony, Ryan Makinster, Gabriela Frask, Mike Weston, Matt Craigie, Rebecca Small, Erika Palmer, Julia Hajduk, Joy Chang, Bruce Coleman

Consultant Team: Kyra Haggart, Angelo Planning Group (APG), Joe Dills, APG, Sam Brookham, Leland Consulting, Carl Spring, DKS Associates

### Agenda Item

#### 1. Welcome and Introductions

Members of the TAC introduced themselves

#### 2. Public Engagement Plan

Joe Dills, and Kyra Haggart, Angelo Planning Group, outlined the public engagement goals, outreach tools, and key messages, for this project.

Goals:

- Communicate complete, accurate, understandable, and timely information to the greater Sherwood community throughout the course of the project.
- Help participants in the process understand the benefits and challenges of planning issues and alternatives for Sherwood West.
- Actively seek input from individuals, businesses, and organizations who are most likely to be impacted by the outcomes of the planning process.
- Intentionally engage culturally-diverse community members and those whose voices have been historically under-represented in previous planning processes.
- Provide meaningful opportunities for all community members to provide input into the plan, and clearly demonstrate how that input has influenced the process.

Outreach Tools:

- Committee meetings (open to the general public for streaming on YouTube)
- Community-wide open houses (online/in-person)
- Online surveys
- Stakeholder interviews
- Project website

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- Interested parties email list
- Local newsletter articles
- Social media
- Pop-up events/tabling
- Mailings
- Posters & other printed materials

The consulting team asked who else should we be talking to during this process? TAC member Makinster asked about the extended deadline of the Metro mid-cycle ask and TAC member Palmer explained where the city is at in the process. The Sherwood City Council will have a work session on this topic in August. TAC member Frask asked if anyone from the Westside Economic Alliance is on the TAC or will the consulting team be keeping them engaged as the project moves along? Joe Dills, APG stated that they are not represented on the TAC but are a group that the team will provide information. One suggestion was to provide QR Codes on information for people to visit the project webpage. TAC member Frask asked about future mailings and if the City will be targeting existing industrial employers. Dills, APG responded that we want to reach people citywide. TAC member Palmer stated that the city uses the utility billing email list to send notifications of upcoming events. It has been an excellent tool for distributing information. Haggart, APG said that one mailing to all property owners in the Sherwood West boundary area was sent a few weeks ago. TAC member Bolen, asked about tools engaging renters in the area. TAC member Sheldon said that the utility billing email would go to the renter identified on the account, but the notification will be sent to the property owner if they do not pay.

### 3. Vision, Goals and Evaluation Criteria

The TAC reviewed the 2016 Preliminary Concept Plan Vision, Goals, and Evaluation Criteria.

#### Goals:

- Growth is well-planned
- The design includes complete community attributes
- Development respects and recognizes Sherwood pattern, heritage and small town feel
- Concepts promote health
- Development protects and provides access to nature
- Implementation is pragmatic

#### Evaluation Criteria:

- Neighborhoods are phased adjacent to existing development
- Well phased extension of services
- Connectivity
- Incorporates nature
- Neighborhood retail
- Walkable
- Integrates with existing Sherwood
- View corridors, natural features retained
- Easy to walk, bike and access other recreational activities
- View corridor, other assets protected
- Walking trails along heritage resources

## SHERWOOD WEST CONCEPT PLAN

- Options minimize cost of infrastructure
- Balance of benefits and burdens of development

The consultant team led the group into a visioning exercise.

#### 4. Economic Opportunities and Strategies

The consulting team led the discussion with key findings, recommended development types, location considerations for the development types, and overall strategies for economic development in this area.

##### Key Findings:

- Strong regional demand for industrial sites
- Land needs range from 20 to 100+ acres
- Prospective tenants are varied and broad
- Constraints include property ownership, topography, and lack of existing jobs/rooftops
- The office market is weakened, and prospects are uncertain, though shifting preferences benefit Sherwood West
- Residential growth will drive demand for grocery, restaurants, and specialty stores (Neighborhood Nodes/Convenience Commercial)
- Developers want transparency and certainty for land, zoning, and infrastructure.

##### Recommended Development Types:

- Multitenant flex/mixed employment space
- Campus developments
- Build-to-suit single-user buildings
- Convenience/community-serving retail centers
- Mixed-use buildings (horizontal)/Main Street commercial
- Mid-scale/independent hotel

##### Location Considerations:

- North Sherwood West has large, contiguous flat sites appropriate for industrial development (100+ acres).
- Highway 99W frontage (0.8 miles) between Kruger Road and Chapman Road is appropriate for industrial and convenience-based retail.
- Near the High School may support office-using tenants and community-serving retail.

##### Strategies/Recommendations:

- Be flexible
- Plan for Mixed Employment & Multitenant Space
- Be Proactive and Patient
- Focus on Infrastructure Implementation
- Invest in Talent and Quality of Place
- Consider Land Acquisitions
- Compile a Toolkit of incentives and tools
- Target 99W and North Sherwood West for employment

## SHERWOOD WEST CONCEPT PLAN

TAC member Coleman asked about opportunities surrounding the new high school with industries or employment opportunities or satellite schools with colleges. Brookham, Leeland Consulting said that there could be opportunities for this but needs exploration. A potential link could be the wine country. TAC member Craigie noted there are opportunities with workforce development, but these training/apprenticeships happen onsite at high schools and colleges. TAC member Bolen provided an example near the Scappoose Airport. TAC member Frask asked about building a technical training center in Washington County. TAC member Makinster asked about housing affordability because large site selectors will ask about housing affordability for their employees. Brookham, Leeland Consulting said an opportunity for housing is the new developments to the north (Tigard/King City).

Dills, APG, asked the TAC about the northern area in the boundary area and what tools could be used to provide infrastructure. Brookham, Leeland Consulting suggested that urban renewal areas have worked well in places and is a good tool that the city can explore. Dills, APG asked the TAC about the southern area identified as a Gateway area. TAC member Bolen stated that ODOT owns the access rights to these parcels – no access from Highway 99W. Dills, APG said access would be focused from Chapman. Brookham, Leeland noted that being flexible with uses will be important over the next 20 years. TAC member Frask asked if the City has a specific number to achieve a more balanced tax-base? If there is a number of acres or a percentage, what is it? Brookham, Leeland Consulting said there are calculations to get to a number, but over time it becomes a bit nuanced with land consumption. TAC member Coleman asked about the hospitality/hotel industry in the areas with views. Brookham, Leeland Consulting indicated there could be possibilities for this, but this industry looks for employment/office for room nights. Zahas, Brookham stated that the current downtown area provides a good locational opportunity for a boutique hotel to draw on the proximity of the wine country, restaurants, and the area's walkability.

## 5. Public Comment

No public comments

## 6. Next Steps

Meeting #3 – Wednesday, August 4<sup>th</sup>

- Vision, goals, criteria
- Plan Concepts



## SHERWOOD WEST CONCEPT PLAN

# UPDATED VISION, GOALS, & EVALUATION CRITERIA

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee  
FROM: Sherwood West Concept Plan Project Team  
DATE: July 28, 2021

## Introduction

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This memorandum proposes a draft vision statement, goals, and evaluation criteria for the Sherwood West Concept Plan. The vision statement and goals were drafted based on feedback received from Sherwood West Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) members at their second meetings on June 23, 2021 (included as Attachment A to this memo). The draft language included in this memo will update and replace the vision, goals, and evaluation criteria identified in the 2016 Preliminary Plan to reflect the community's current priorities and desires for the future of Sherwood West.

## Vision Statement

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

## Goals and Evaluation Criteria

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



GOAL	EVALUATION CRITERIA
<b>active transportation options.</b>	<ul style="list-style-type: none"><li>• Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations</li><li>• Students have safe options to walk or bike to school</li></ul>
<b>Growth and development are well-planned and implementation of the area is pragmatic.</b>	<ul style="list-style-type: none"><li>• The extension of public facilities and services are phased and coordinated with development</li><li>• Land uses serve Sherwood’s needs and are complementary to other expansion areas along the western Urban Growth Boundary</li></ul>

# ATTACHMENT A

## Results from Visioning Exercise at CAC/TAC Meeting #2

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

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

### RESPONSES RECEIVED:

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

## SHERWOOD WEST CONCEPT PLAN

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

## SHERWOOD WEST CONCEPT PLAN

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

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

# ATTACHMENT B

## 2016 Preliminary Concept Plan Vision, Goals, & Evaluation Criteria

### 2016 VISION STATEMENT

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

### 2016 GOALS AND EVALUATION CRITERIA

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

## DRAFT PLAN CONCEPTS

# MIXED EMPLOYMENT AREAS

## SHERWOOD WEST CONCEPT PLAN



Sherwood wants and needs more jobs. Expanding existing businesses and attracting new employment to Sherwood—particularly the right kind of jobs in the right places—will: provide opportunities for industrial and commercial development with higher wage jobs; help diversify and balance the City’s tax base; and build a self-sustaining and vibrant local economy.

A **thriving and diversified economy** is one of the six core areas of the Sherwood 2040 Comprehensive Plan. Over the past few years, the City has engaged hundreds of community members in conversations about what makes Sherwood special, and what Sherwood will look like in the future. Their voices helped to craft the following vision statement:

*“In 2040, the Sherwood economy has grown to include a variety of businesses big and small that offer stable employment opportunities, higher-wage jobs, and expand the tax base to protect and maintain Sherwood’s quality of life. Sherwood provides great destinations and experiences for both residents and visitors.”*

### WHAT IS MIXED EMPLOYMENT?

Mixed Employment is where there is a mix of office, light industrial, and flex space<sup>1</sup> uses in the same development or area of the city. This type of development typically requires large sites (at least 40-50 acres), flat topography, and larger ownerships.



<sup>1</sup> Flex space is generally defined as a building that provides for a combination of uses, typically including a mix of warehouse, light industrial, office, and/or retail space.



## MIXED EMPLOYMENT: A RECIPE FOR SUCCESS

As part of the Sherwood West Concept Plan process, the project team studied regional development trends; evaluated Sherwood West's unique assets and constraints; and provided insights on the economic future of Sherwood West as a part of a growing Sherwood. The following components will be essential to the success of mixed employment in Sherwood West:

### A MIX OF EMPLOYMENT USES

Candidate industries and employment uses for Sherwood West include:

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

### SITING REQUIREMENTS

There is a limited regional supply of high-quality buildable employment land. Ideal sites for this type of development will be:

- At least 40-50 acres for employment-park-style development; larger campus-style developments may require more than 100 acres
- Contiguous flat areas with less than 3-5% slopes
- Single ownerships are preferred to avoid delays associated with assembling land with multiple property owners

### TRANSPORTATION ACCESS

Transportation considerations for Sherwood West include:

- Many employment uses—including warehousing, distribution, and major healthcare facilities—will require quick and easy access to Highway 99W
- Retail and commercial will require locations with higher visibility from major transportation routes
- Large employers tend to require robust auto, transit, bicycle, and pedestrian transportation infrastructure for their employees



## MIXED EMPLOYMENT IN SHERWOOD WEST: AREAS FOR FUTURE STUDY

These following generalized areas have characteristics that meet the basic requirements for successful mixed use development. They are intended for future study and refinement as part of the concept planning process.

### Approximate Acres: 263

**Characteristics:** large area, mostly flat, large parcels, good transportation access to Roy Rogers

**Opportunities:** large employment or business park; multi-tenant flex space; tech park

### Approximate Acres: 6

**Characteristics:** high visibility along Highway 99, mostly flat, proximity to High School and existing

**Opportunities:** mixed-use node with retail

### Approximate Acres: 55

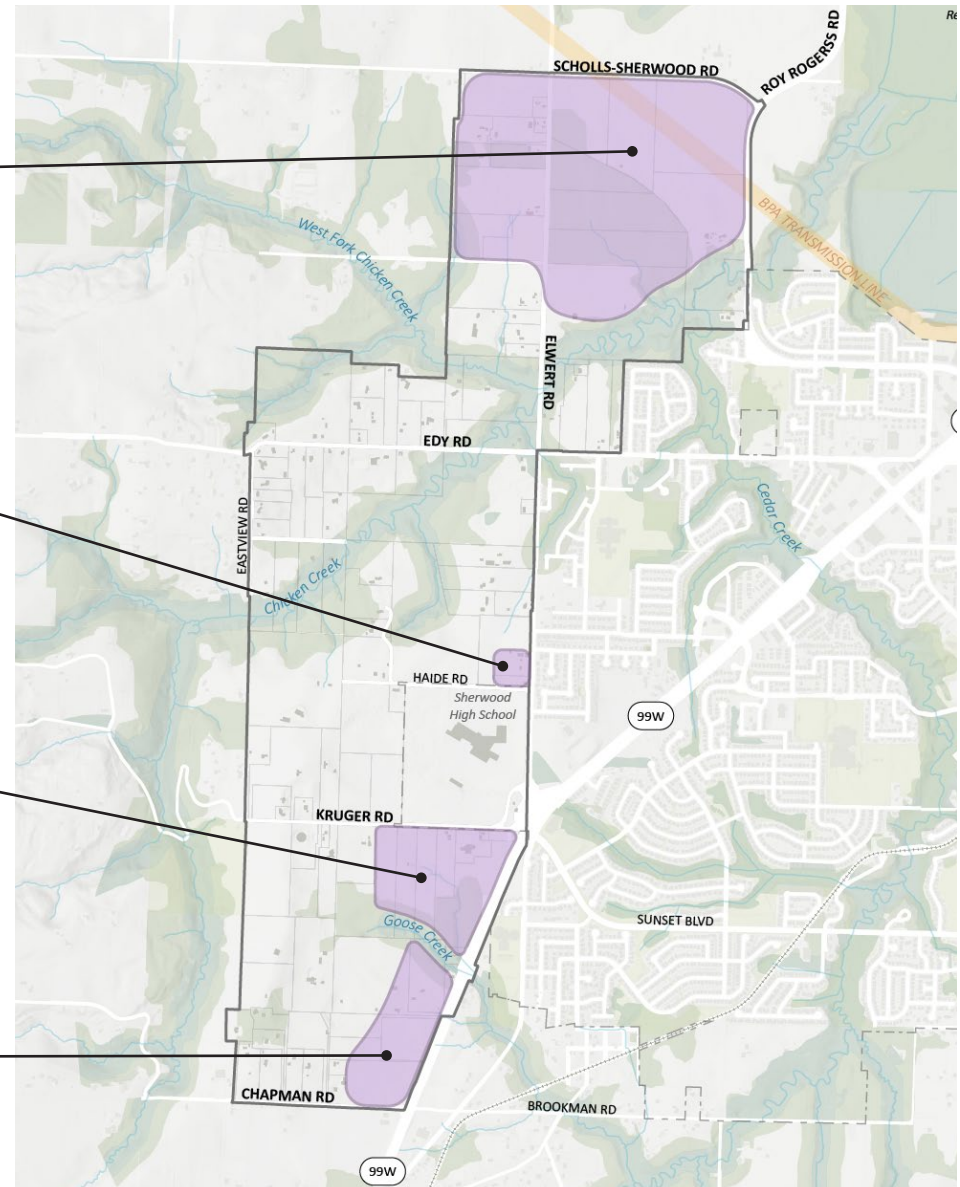
**Characteristics:** high visibility, good transportation access to Highway 99 at Kruger, some slopes and natural resource areas

**Opportunities:** multi-tenant flex space; healthcare or clinic; some retail or commercial; light industrial or manufacturing

### Approximate Acres: 43

**Characteristics:** high visibility, good transportation access to Highway 99 at Chapman, mostly flat

**Opportunities:** multi-tenant flex space; possible warehousing or distribution, particularly for wine-related uses





# DRAFT PLAN CONCEPTS

## GREENSPACES FOR SHERWOOD WEST

### SHERWOOD WEST CONCEPT PLAN

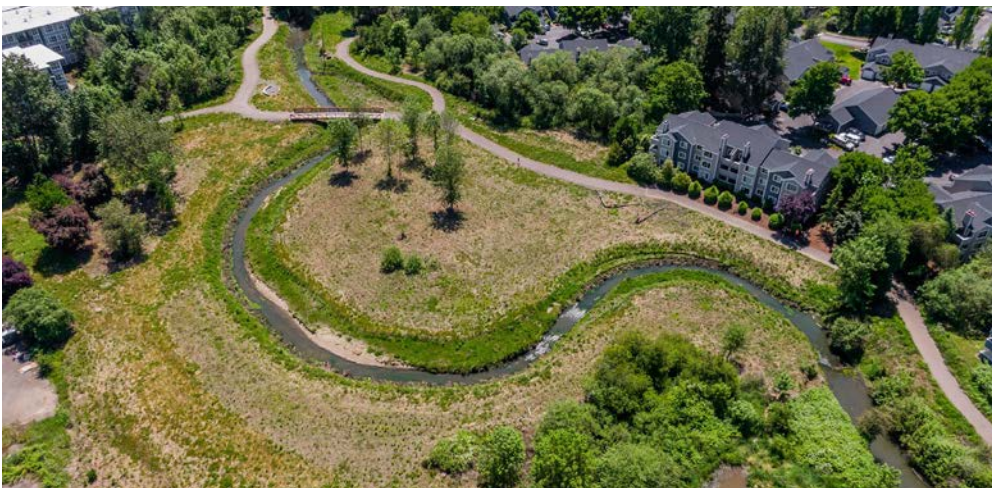


A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge.

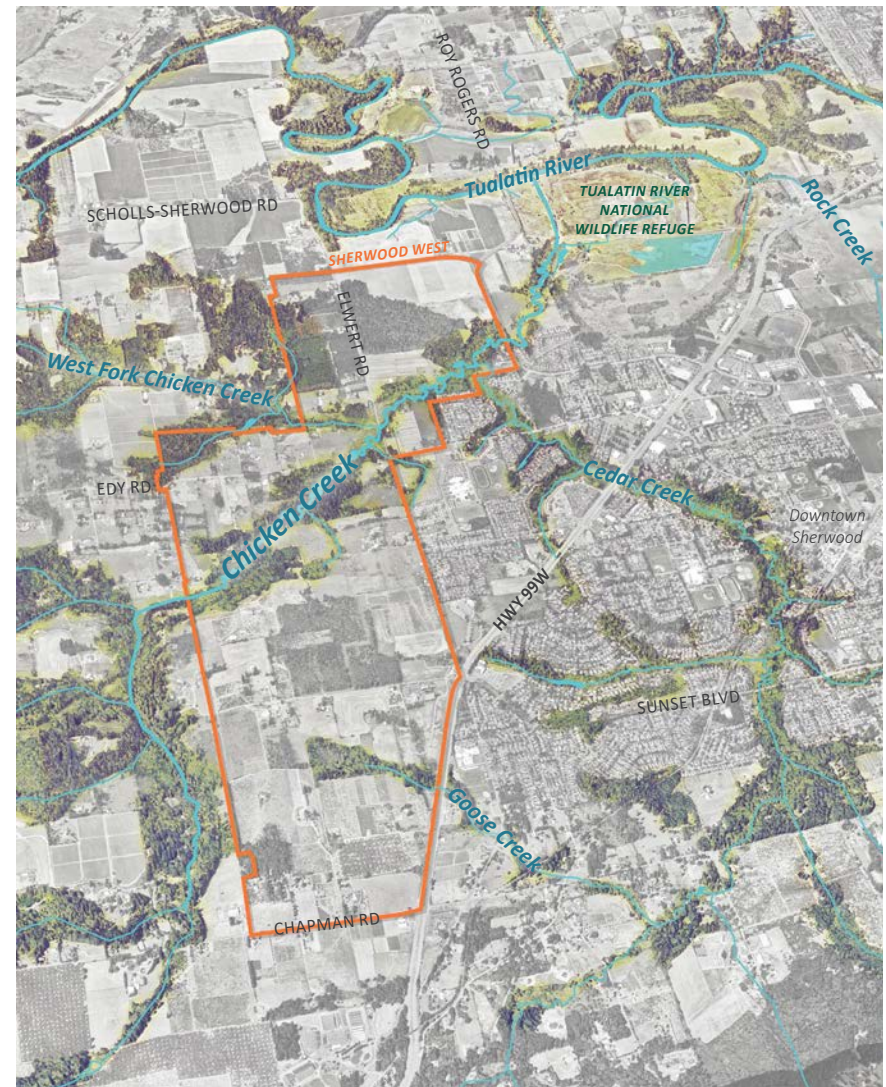
In Sherwood West, Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. The Cedar Creek greenway, which passes through Sherwood just west of

downtown, feeds into Chicken Creek in the northeast part of the study area. Several smaller channels—Goose Creek and West Fork Chicken Creek—also feed into Chicken Creek in the southeast and central portions of Sherwood West, respectively.

The Sherwood West Concept Plan offers an opportunity to preserve and enhance these natural corridors, incorporate stormwater management practices, and provide access to nature through a network of connected walking trails.



Fanno Creek / Photo Credit: Tree for All



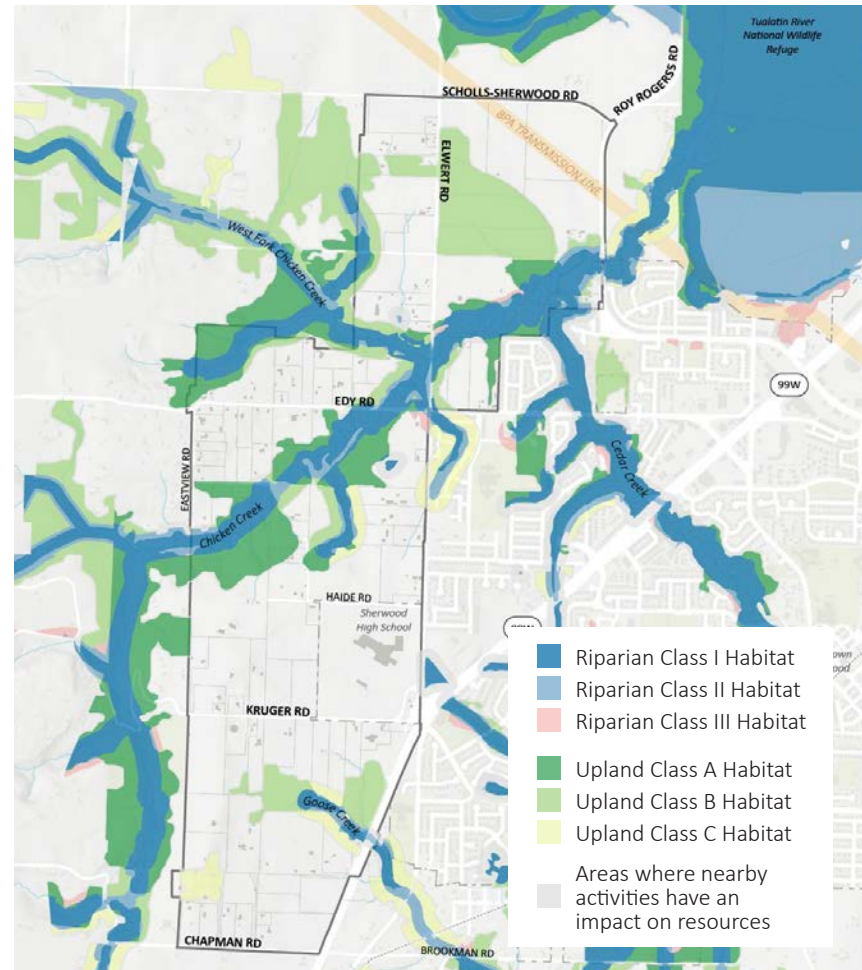
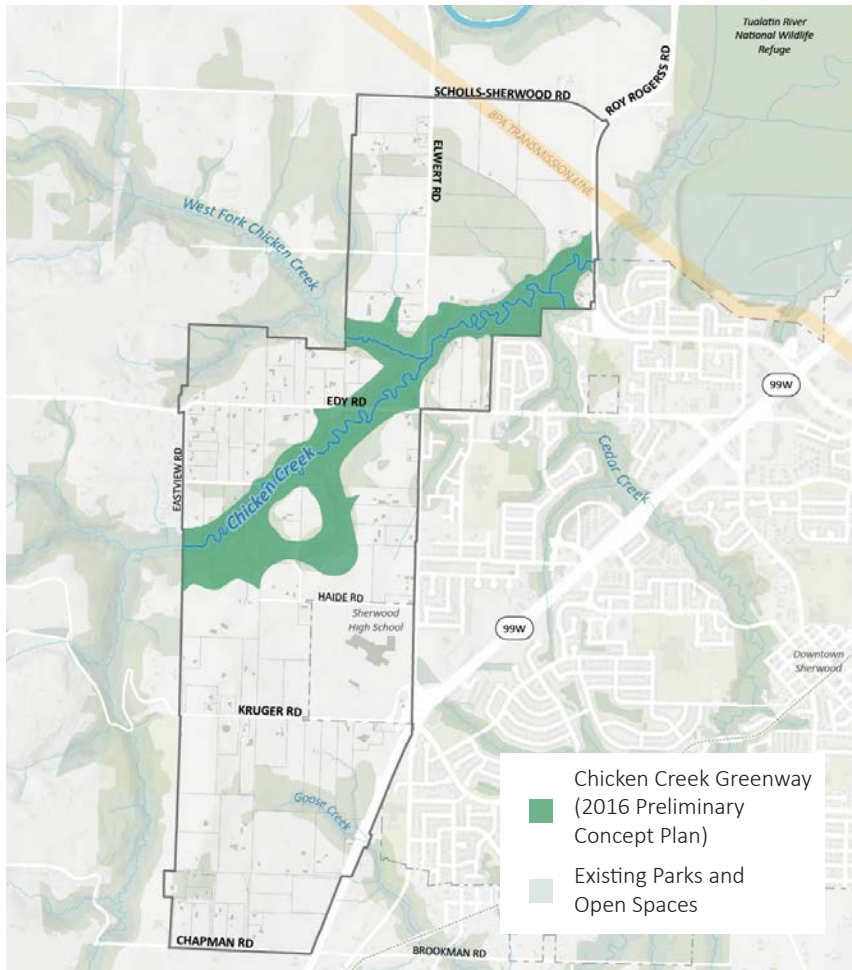


## CHICKEN CREEK GREENWAY

The 2016 Preliminary Concept Plan identified the Chicken Creek corridor as a key green space element of the plan. This concept planning process offers the opportunity to refine the 2016 vision for this area as the **Chicken Creek Greenway**. A greenway is a collection of natural areas, parks, and

trails connected by a linear green corridor, often surrounding a creek. The Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas shown below. The Chicken Creek Greenway would be one part of Sherwood West's greenspaces.

Other examples of greenspaces include: tree and tree canopy protected by Sherwood's code; West Fork Chicken Creek, Goose Creek, Cedar Creek, and their habitat areas; stormwater facilities; neighborhood parks and school fields; and trail corridors.



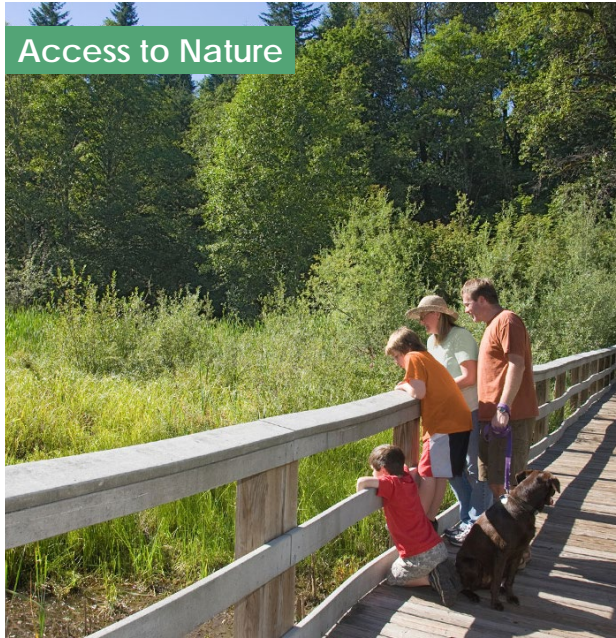


## ELEMENTS OF A GREENWAY

Creek Corridor



Access to Nature



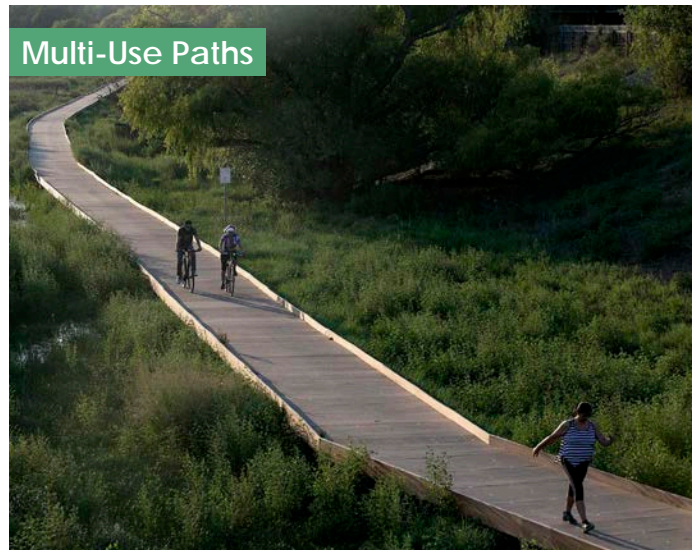
Stormwater Management



Nature Trails



Multi-Use Paths

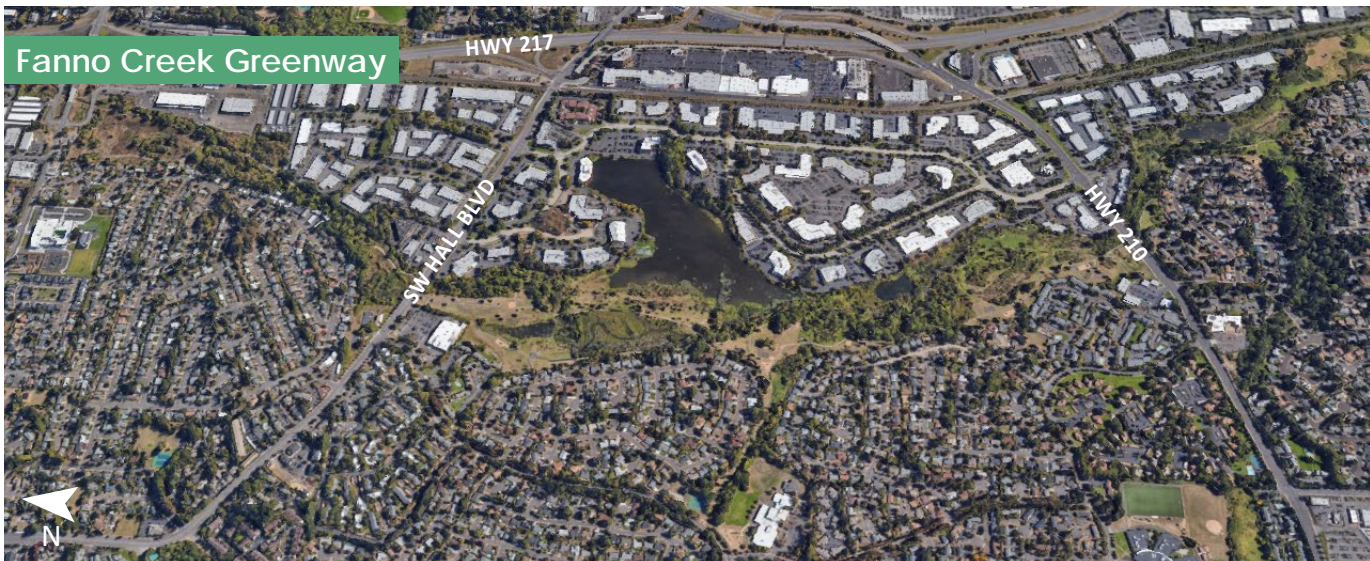


Neighborhood Edge





## GREENWAY PRECEDENTS





## DRAFT PLAN CONCEPTS

## ACTIVE TRANSPORTATION

SHERWOOD WEST  
CONCEPT PLAN

Trails, cycling routes, transit, “micromobility”, and other ways of getting around without a car can be designed into Sherwood West. These active transportation facilities will help to meet the Sherwood 2040 Comprehensive Plan goal of **coordinated and connected infrastructure**:

*“In 2040, the city’s transportation system is efficient, safe and provides transportation options. The town has an active and connected transportation network where residents enjoy walking and bicycle paths between neighborhoods, parks, schools, the Tualatin National Wildlife Refuge and Old Town.”*

Sherwood West’s streets will be an important part of providing active transportation options, along with off-street trails and the location of parks, schools, and community gathering spaces.

## WHAT COULD ACTIVE TRANSPORTATION LOOK LIKE IN SHERWOOD WEST?

Within the Sherwood West area, trails that connect between local parks, green spaces, schools, neighborhoods and employment areas will help to encourage walking, rolling, and biking. There is an opportunity to pre-plan key connections between new growth in Sherwood West and existing areas of Sherwood. There is also an opportunity to ensure future transit can be as successful as possible.

Chicken Creek is an important natural feature in Sherwood West, and offers the opportunity to develop a greenway trail along the edge of multiple neighborhoods and employment areas. The Chicken Creek Greenway could serve as the backbone for a robust trail network that connects Sherwood West to surrounding destinations such as Old Town (via the Cedar Creek trail), Sherwood High School, and the Tualatin River National Wildlife Refuge.



## INTERCONNECTING FUTURE TRAILS - INITIAL CONCEPTS

This map shows initial ideas for trails in Sherwood West, ranging from larger regional trails to smaller community trails. Future trails in the Sherwood West area should prioritize connections to existing and planned trail networks. The land uses shown on the map are from the Preliminary Concept Plan – they will be revised and updated as part of this concept plan process. The local trails noted on this map are conceptual ideas for community feedback. A local trail network will be prepared in concert with the land use plan, following these concepts.

**Parks, schools, employment areas, and other local destinations** should be well connected by trails or wide sidewalks and bike lanes through neighborhoods in order to create a healthy and walkable environment for all ages.

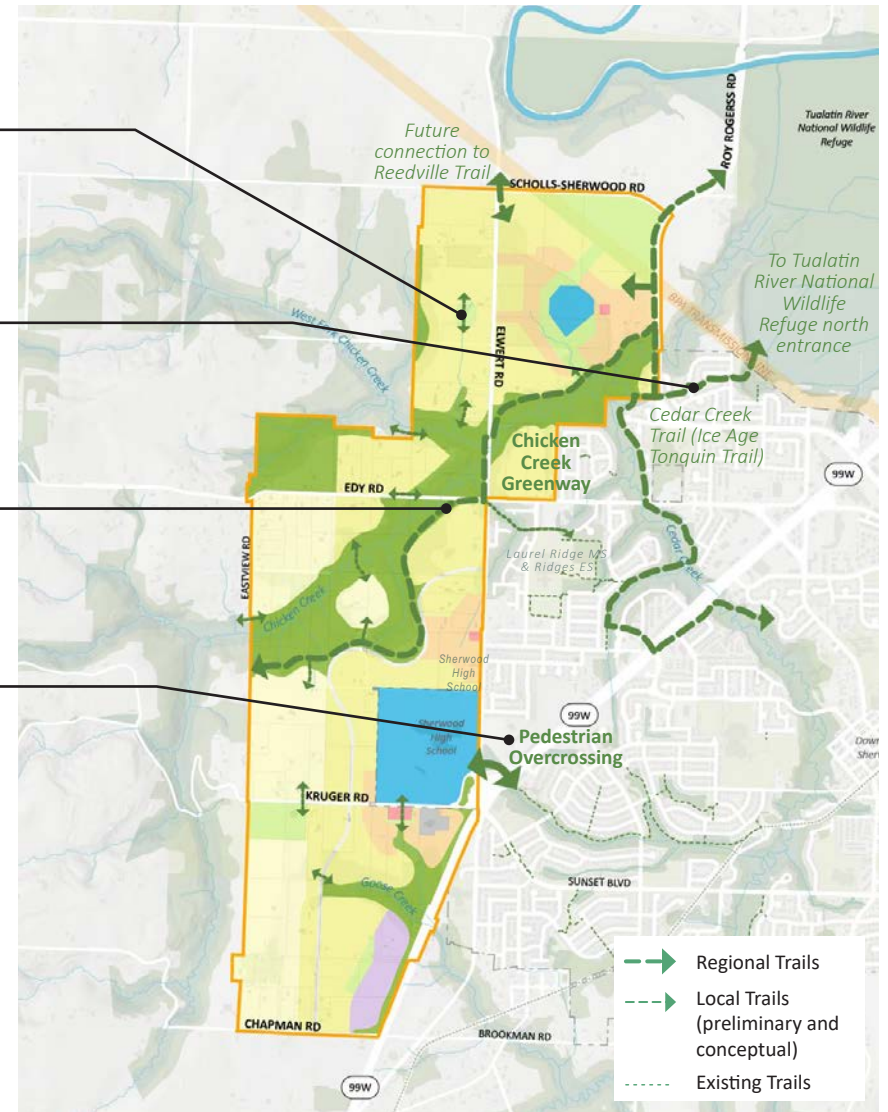
**Key connections to existing or planned trails** should be prioritized, such as future connections to the Reedville Trail, the Tualatin River National Wildlife Refuge trails, Ice Age Tonquin Trail/Cedar Creek Trail, and the future Highway 99 pedestrian overcrossing.

**A new Chicken Creek Greenway** could take advantage of the existing natural creek corridor to connect to the Cedar Creek Trail and other regional trail networks.

**A new Highway 99 pedestrian overcrossing** is planned in the vicinity of the new Sherwood High School. The new overcrossing will address the major barrier that the highway presents for pedestrians today. It would also help connect the high school, the YMCA, and the greater Sherwood West area with existing trails and destinations on the east side of the highway.



Local trails can connect to schools, parks, employment areas and other destinations, with viewpoints along the way.



Note: Land uses shown on this map are from the 2016 Preliminary Plan and will be updated and replaced by the Sherwood West Concept Plan map.

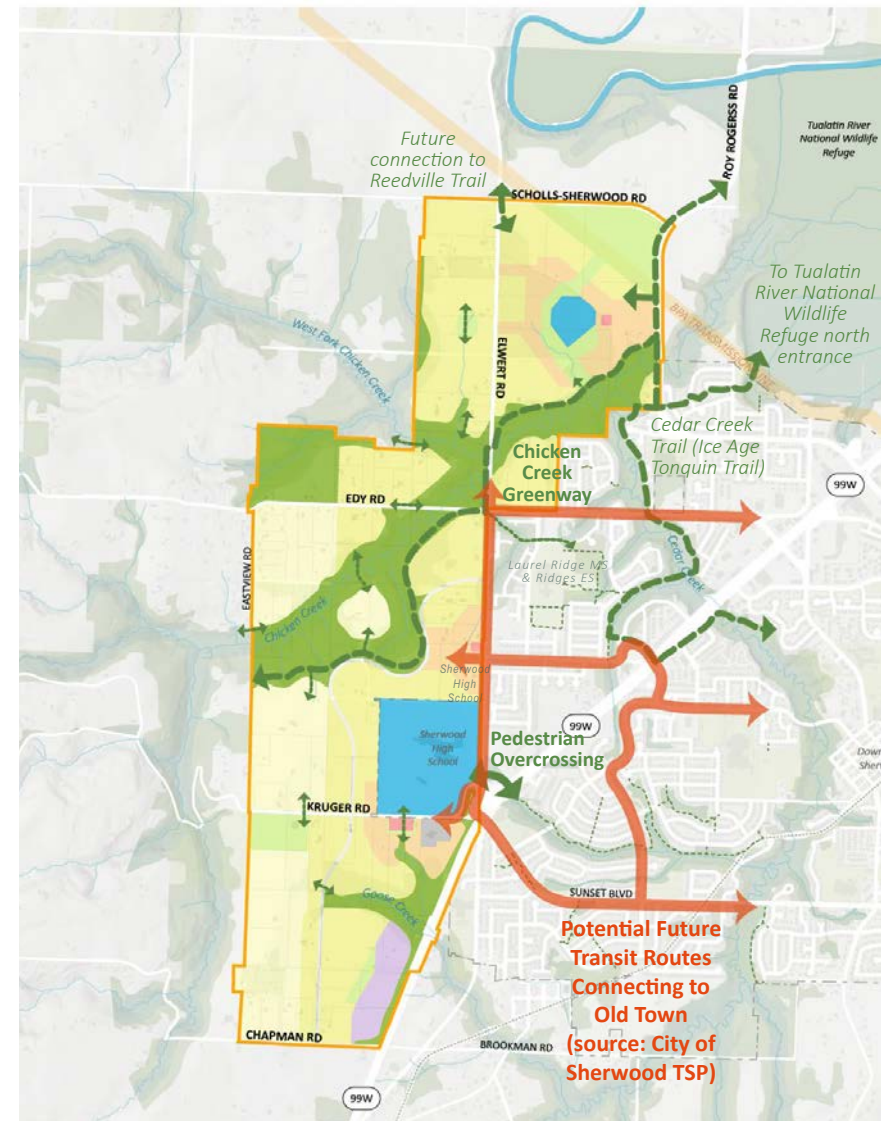




## FUTURE TRANSIT, MICROMOBILITY, AND THE “FIRST AND LAST MILE”

Trimet does not currently provide transit service to the Sherwood West area, but it is directly adjacent to Trimet’s current service boundary. The closest bus stops are about a mile away in Old Town (served by lines 93 and 94). Sherwood West’s opportunity is to be “transit-ready” by planning land uses, key streets, and trails to accommodate and support future transit service. The diagram at right shows potential future transit routes in orange as conceptually noted in the City of Sherwood Transportation System Plan (TSP).

In addition, the inclusion of “micromobility” services, like bike-sharing and scooters, can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops to help fill gaps in transit access (the “first and last mile” of a trip) and to provide options for getting to and from school, work, and leisure activities.



Note: Land uses shown on this map are from the 2016 Preliminary Plan and will be updated and replaced by the Sherwood West Concept Plan map.

