

# Sherwood West Concept Plan

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TECHNICAL ADVISORY COMMITTEE MEETING #11 | November 17, 2022

# Agenda

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

# Public Comment

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# Open House and Survey Results

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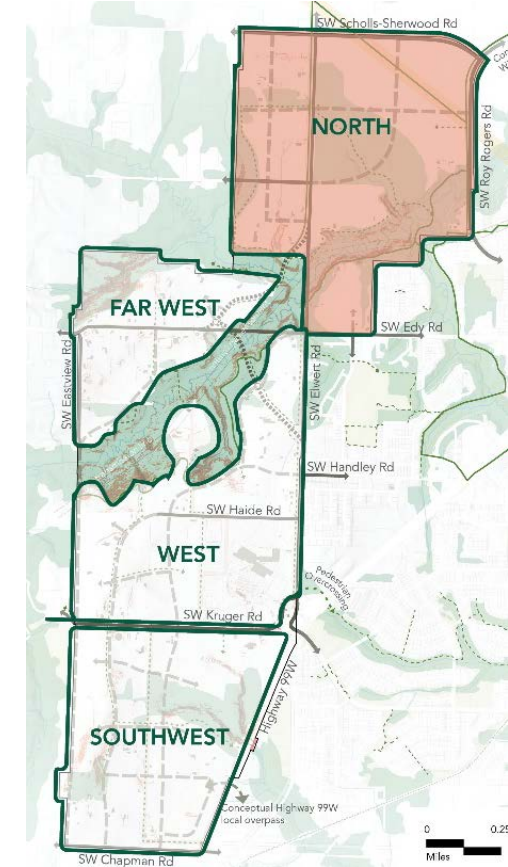
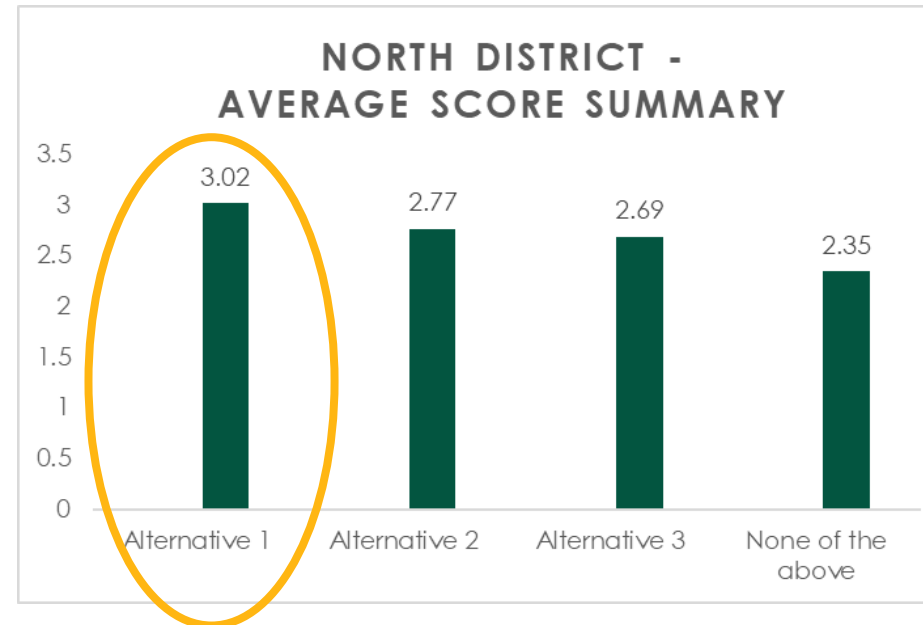
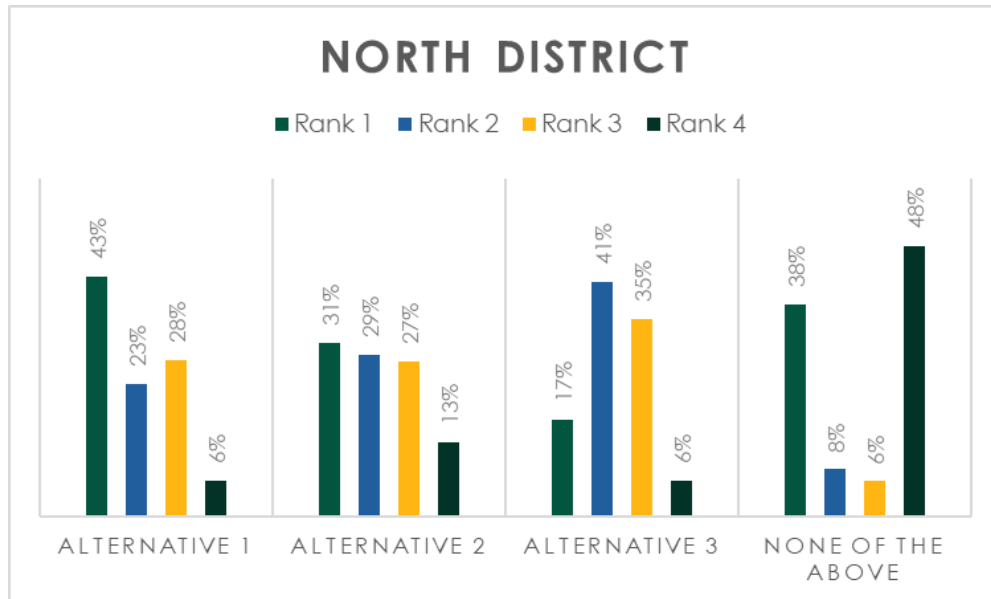
# Open House

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



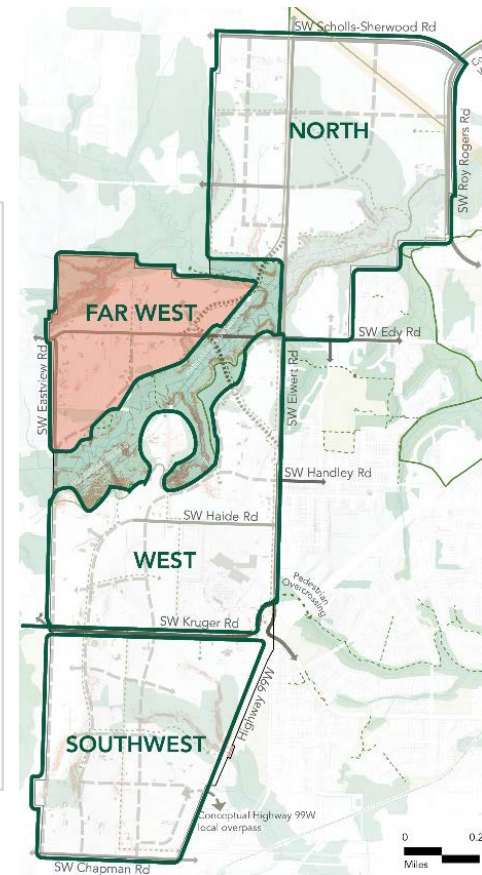
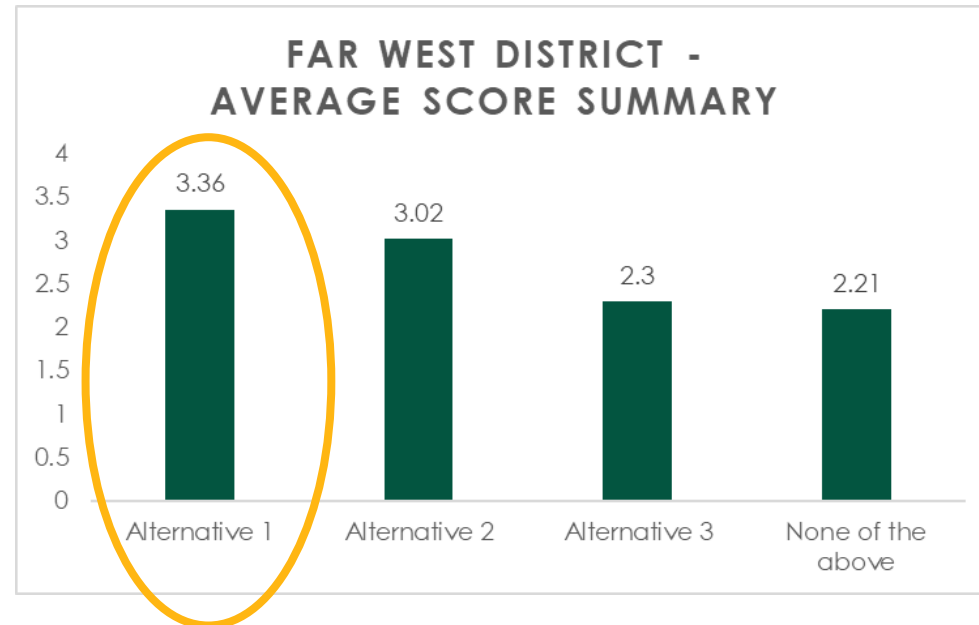
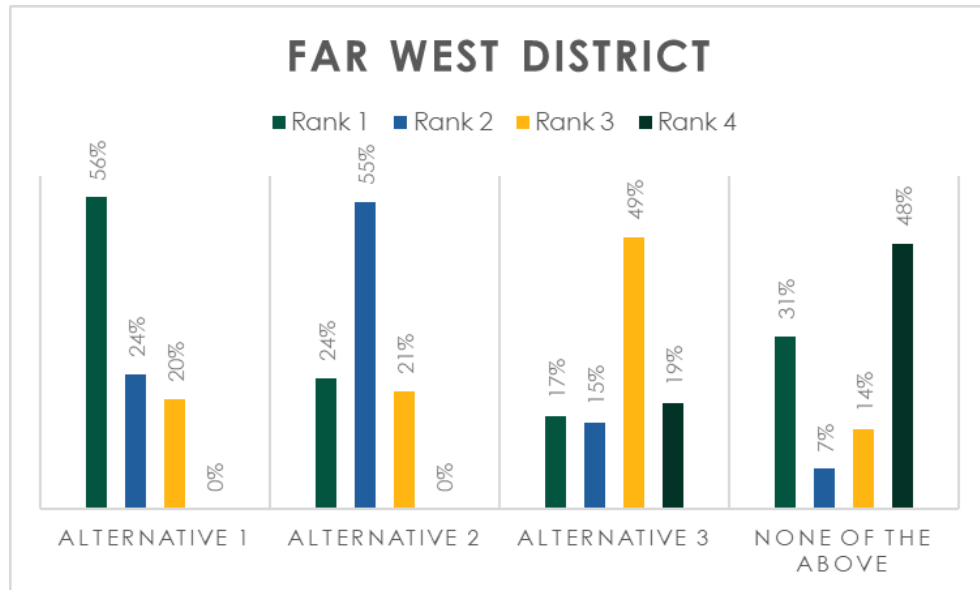
# Online Survey Results

## North District



# Online Survey Results

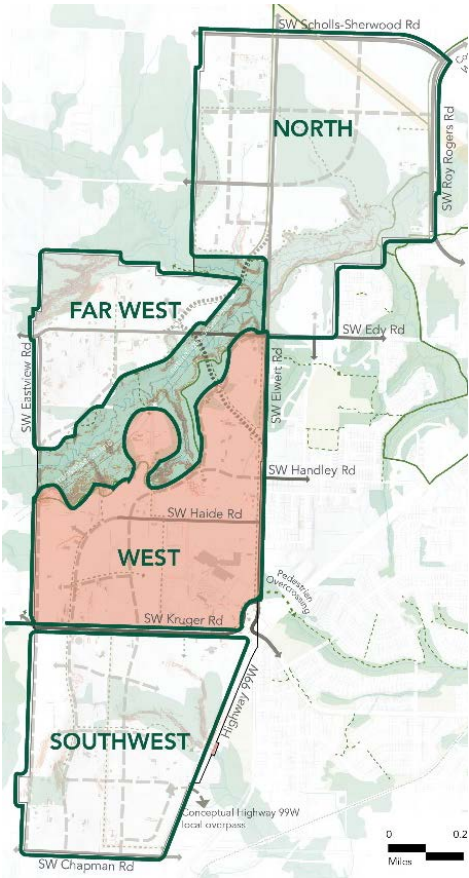
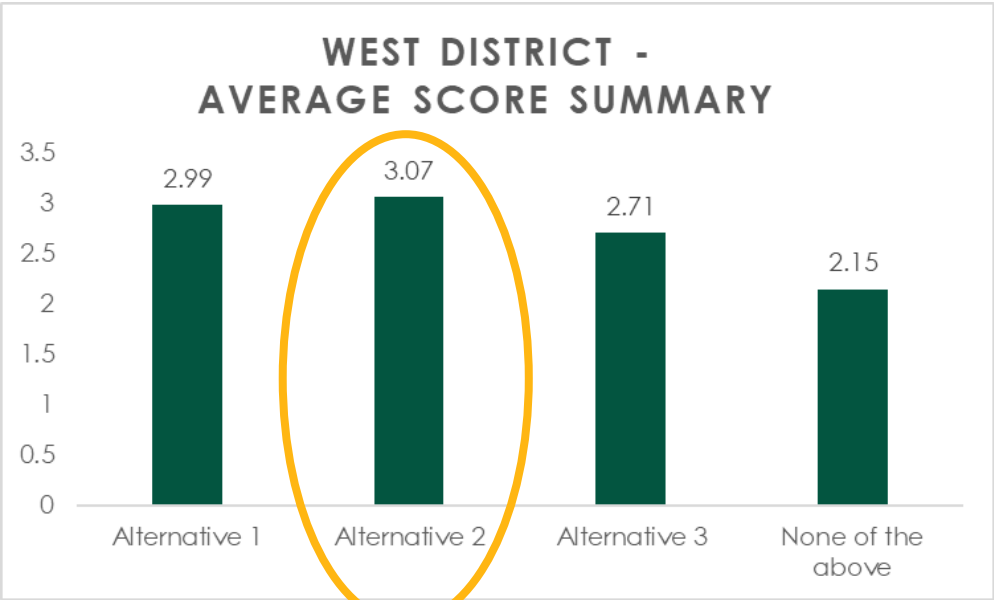
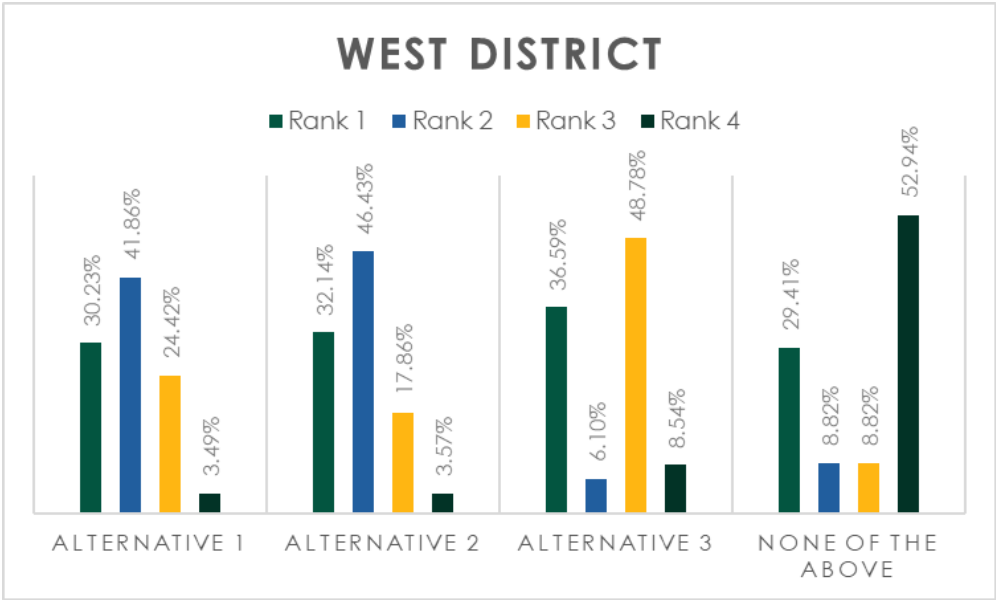
## Far West District



# Online Survey Results



## West District

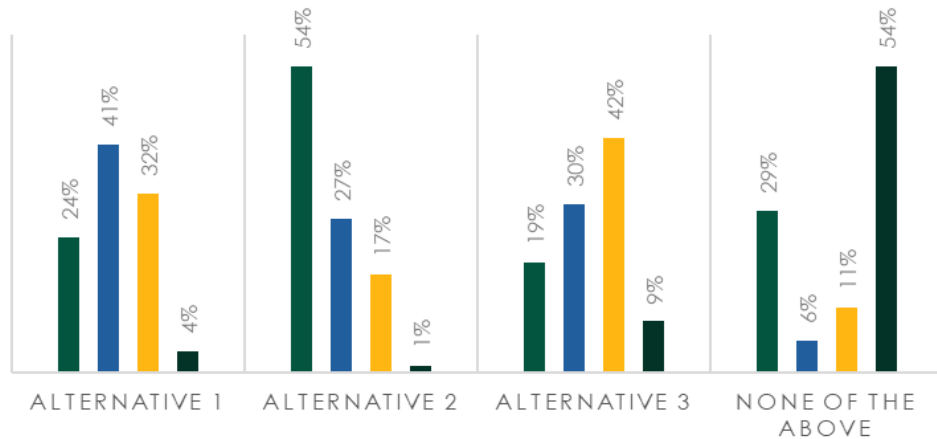


# Online Survey Results

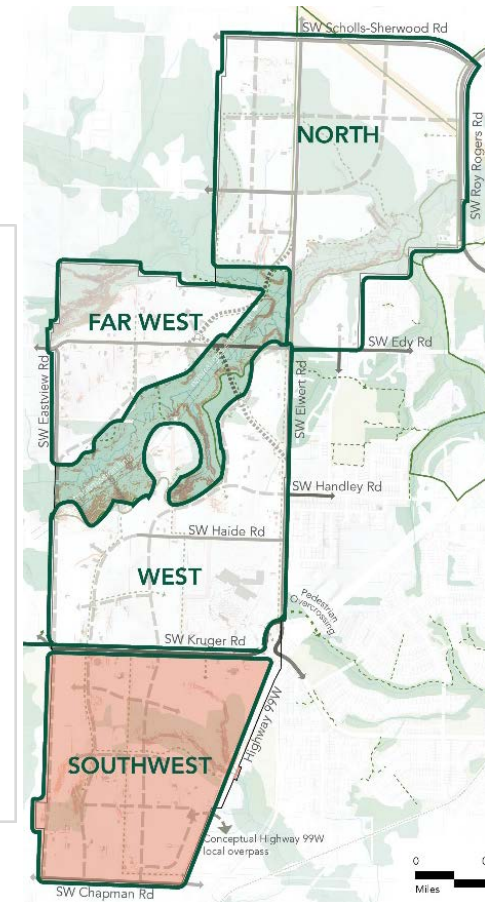
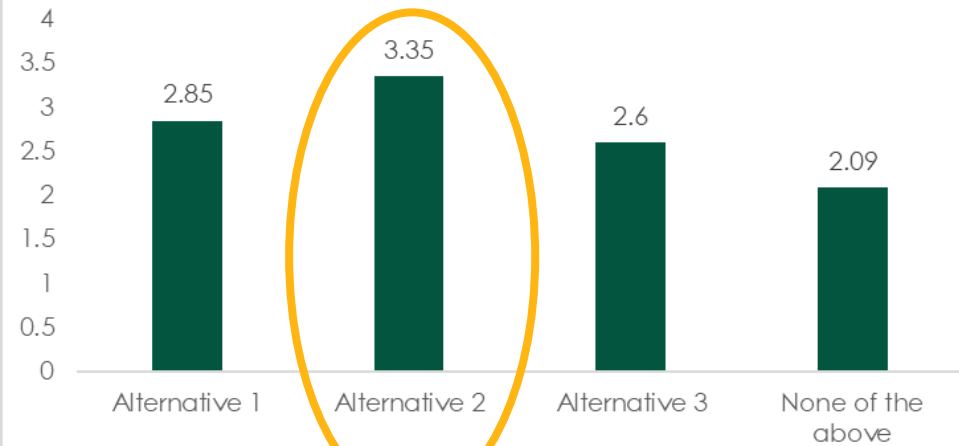
## Southeast District

### SOUTHWEST DISTRICT

■ Rank 1 ■ Rank 2 ■ Rank 3 ■ Rank 4



### SOUTHWEST DISTRICT - AVERAGE SCORE SUMMARY



# Developer Tour Summary

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# Developer Tour

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

# Developer Tour – Takeaways

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## Industrial

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

## Hospitality Zone

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

# Developer Tour – Takeaways

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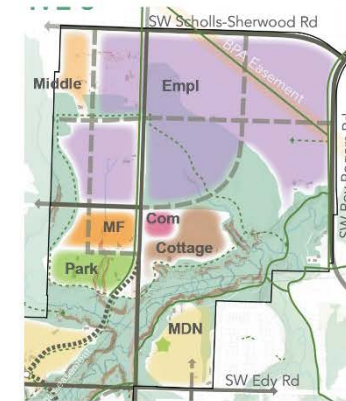
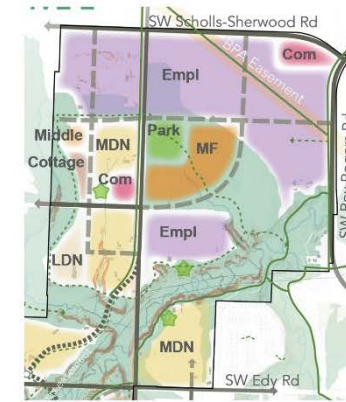
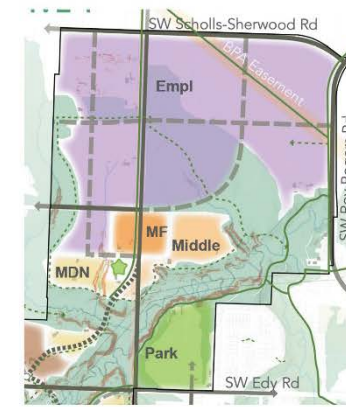
## Infrastructure

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

## Implementation

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

# Alternatives Evaluation



# Alternative 1

## CONCEPT PLAN ALTERNATIVE 1 THEMES

### NORTH

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

### FAR WEST

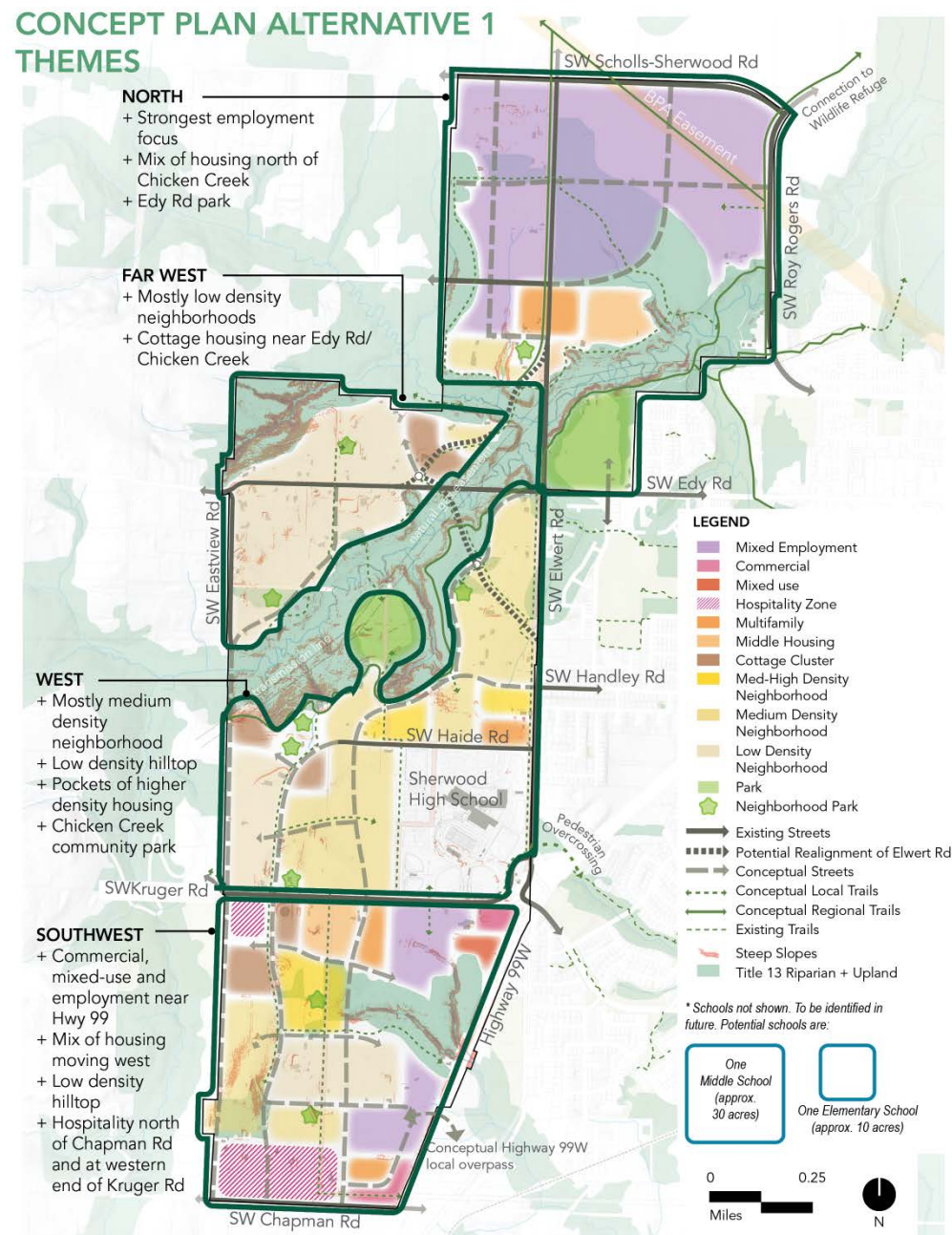
- + Mostly low density neighborhoods
- + Cottage housing near Edy Rd/Chicken Creek

### WEST

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

### SOUTHWEST

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



# Alternative 2

## CONCEPT PLAN ALTERNATIVE 2 THEMES

### NORTH

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

### FAR WEST

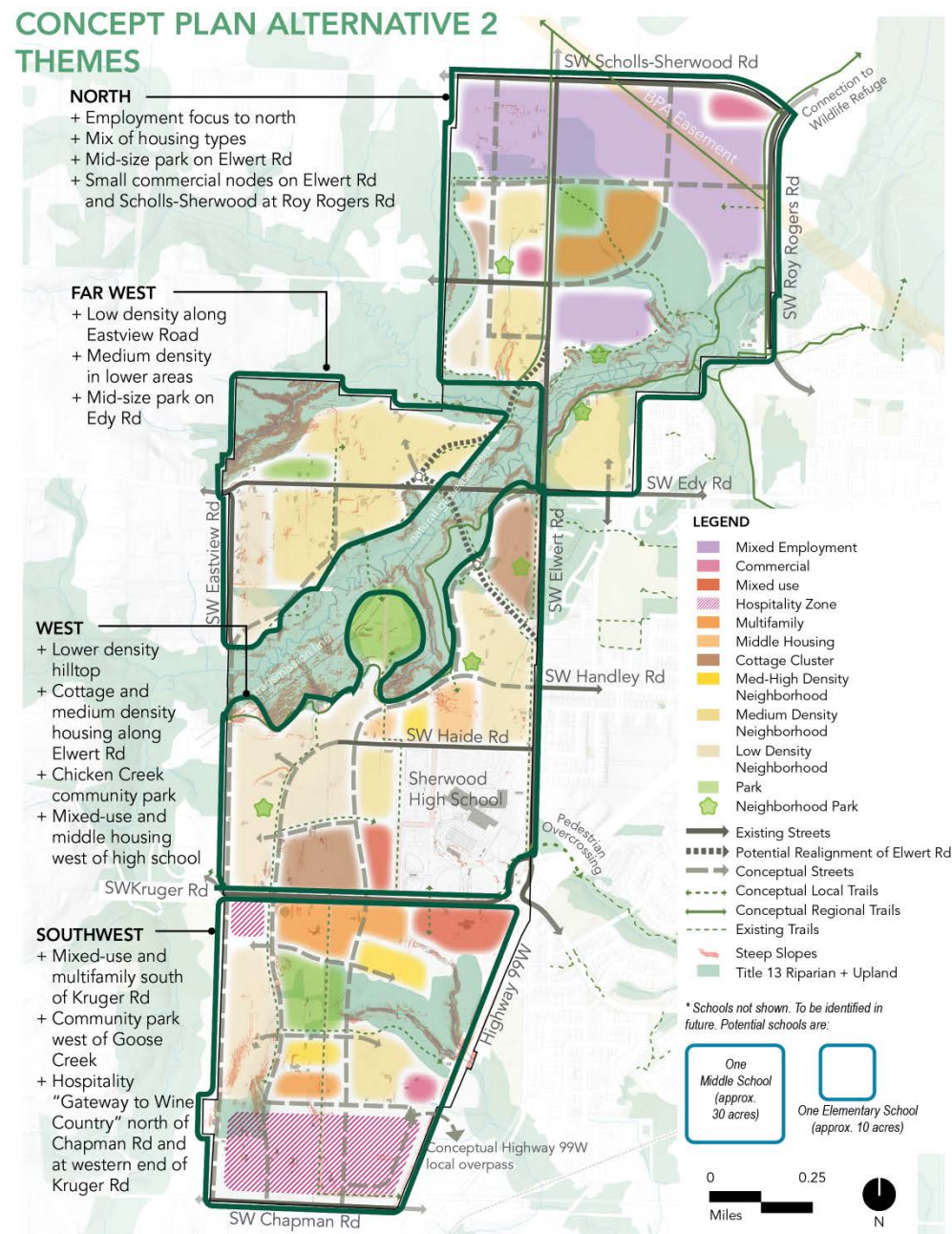
- + Low density along Eastview Road
- + Medium density in lower areas
- + Mid-size park on Edy Rd

### WEST

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

### SOUTHWEST

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



# Alternative 3

## CONCEPT PLAN ALTERNATIVE 3 THEMES

### NORTH

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

### FAR WEST

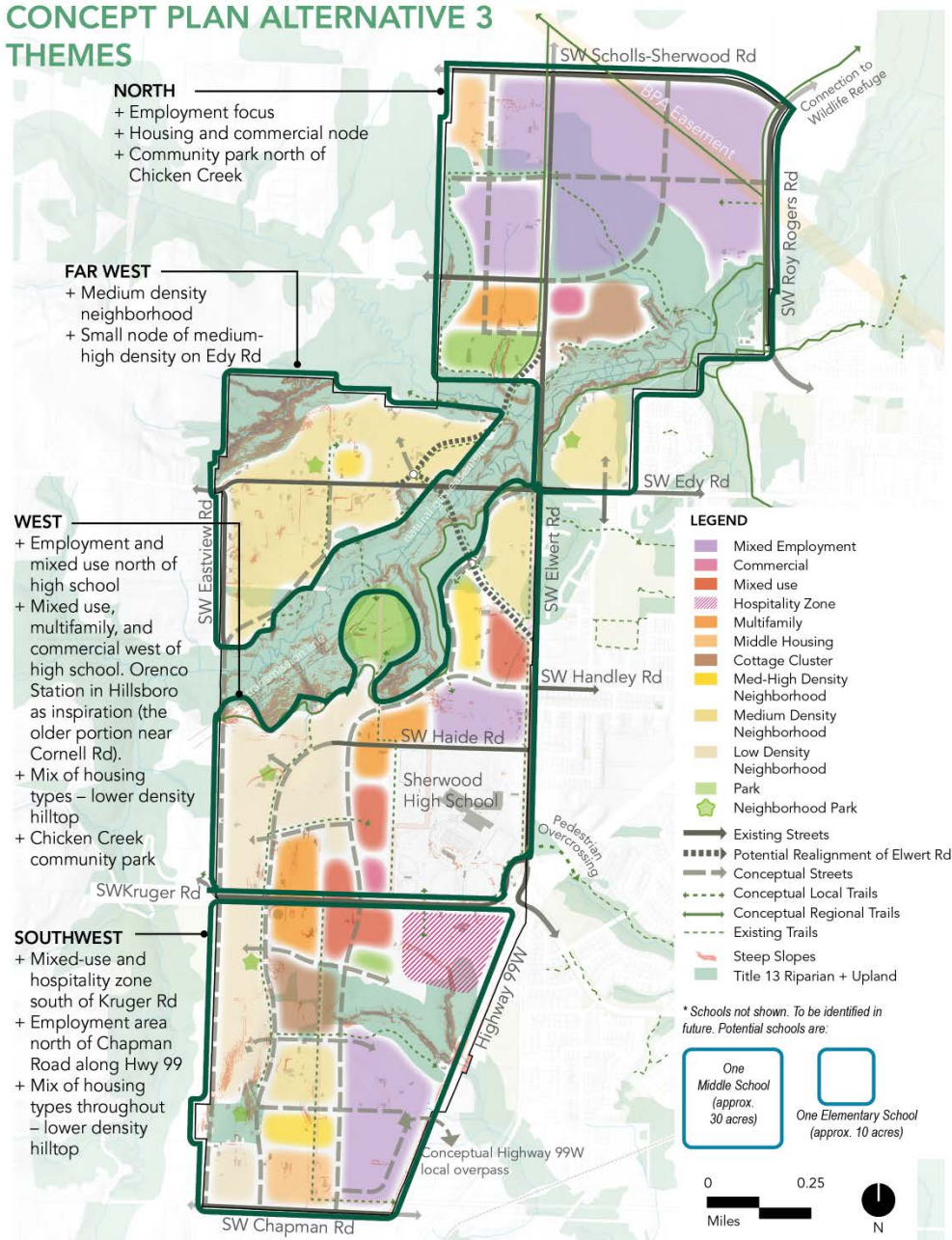
- + Medium density neighborhood
- + Small node of medium-high density on Edy Rd

### WEST

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

### SOUTHWEST

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



# Housing Metrics Summary

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

“difference makers”

# Employment Metrics Summary

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

“difference makers”

# Qualitative Evaluation

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

# Traffic Impact Analysis

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## Initial Findings

# Issues that were considered

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## **TIA Evaluation addressed the following issues:**

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

# Current Land Use Alternatives

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

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

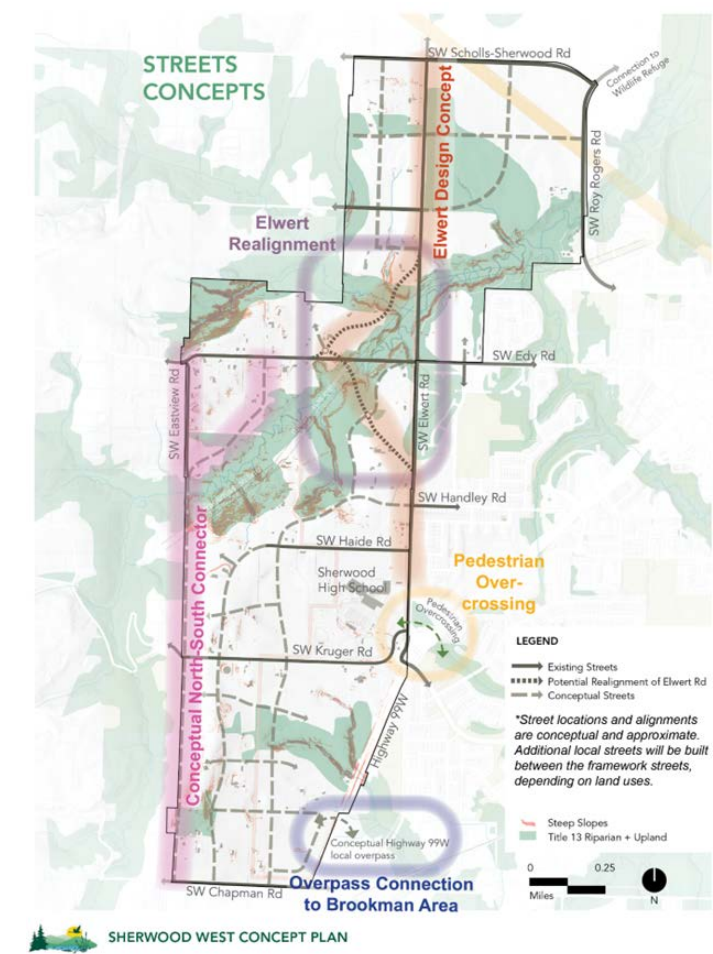
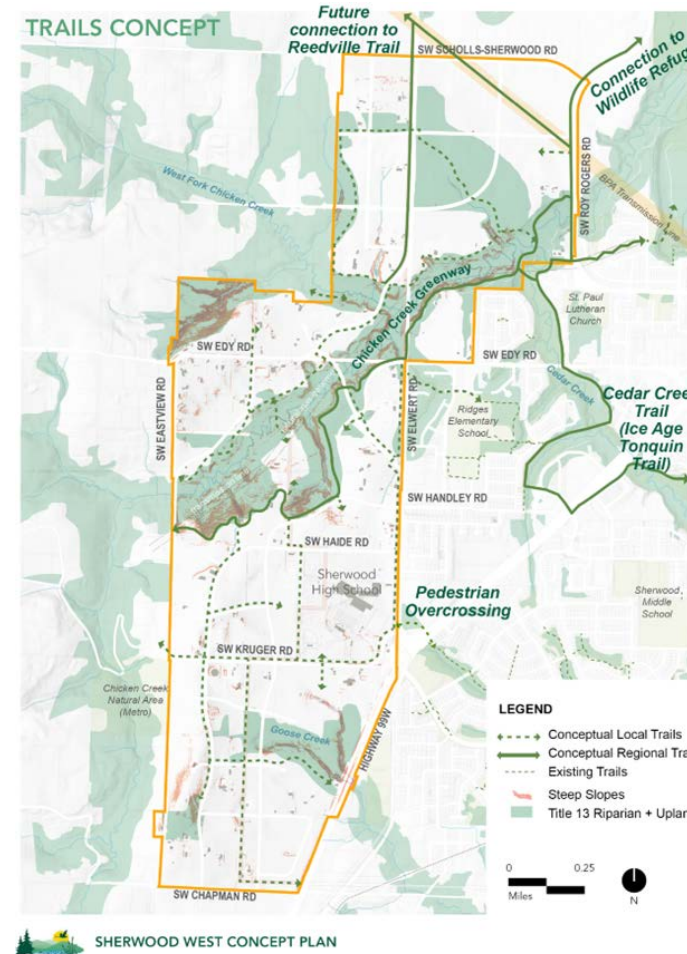
# Current Land Use Alternatives vs. URTS

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

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

# Plan Area Street and Trails Networks

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





# Future Travel Conditions within Study Area

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

# North-South Connector Road

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

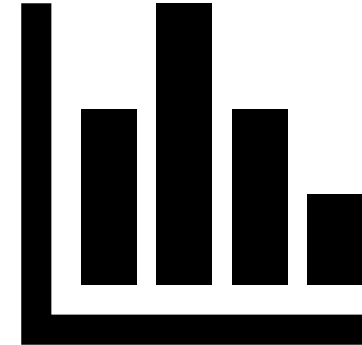


# Mentimeter Activity

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Go to [www.menti.com](https://www.menti.com)

Use the code **1255 0804**  
(no space)



# Discussion – Selecting a Preferred Alternative

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

# Next Steps

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