



Open House for Residential Design Standards

July 29 and July 31, 2021

Residential Design Standards

Board #1

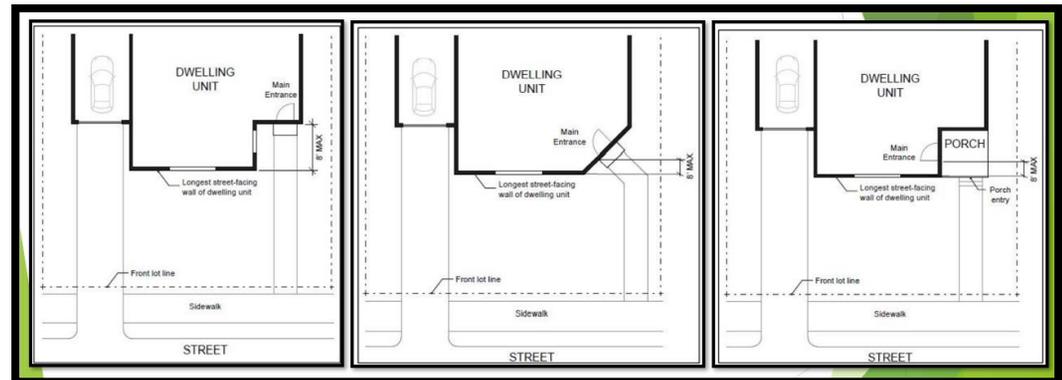
► Windows

A minimum of 15 percent of the area of all street-facing or common courtyard elevations must include windows or entrance doors. Elevations separated from the street property line by a dwelling are exempt from meeting this standard. For townhomes, this standard applies on each individual unit.



► **Entry Location and Orientation** - At least one main entrance for each residential structure, or each townhome unit, must meet the following standards.

1. The entrance must be within 8 feet of the longest street-facing wall of the dwelling unit.
2. The entrance must either:
 - a. Face the street; or
 - b. Be at an angle of up to 45 degrees from the street; or
 - c. Face a common open space that is adjacent to the street and is abutted by dwellings on at least two sides; or
 - d. Open onto a porch. If the entrance opens onto a porch, the porch must:
 - 1) Be at least 25 square feet in area with a minimum four-foot depth;
 - 2) Have at least one porch entry facing the street;
 - 3) Have a roof that is no more than 12 feet above the floor of the porch; and
 - 4) Have a roof that covers at least 30% of the porch area.



Residential Design Standards

Board #2

- **Garages and Off-Street Parking Areas** - Where one or more garages face a street, all of the following standards apply:
1. The front elevation of the garage(s) may not extend in front of the longest, street-facing elevation of the primary dwelling structure.
 2. The width of all garages on the street-facing elevation shall not exceed 60 percent of the total width of that elevation. The width of the garage shall be measured from the edges of the finished exterior garage wall.
 3. Garages that face a street shall contain at least one of the following design features:
 - a. Garage trellis or pergola extending at least 12 inches from the building face
 - b. Windows on 15 percent of the garage door
 - c. Natural wood finish
 - d. A recess of at least three (3) feet behind the primary dwelling
 - e. Use of multiple materials finish or colors

► At least one element from each subsection below:

a. Window elements:

- i. Window trim around all windows at least three (3) inches wide and five-eighths (5/8) inches deep.
- ii. Window recesses, in all windows, of at least three (3) inches as measured horizontally from the face of the building façade.
- iii. Bay window at least one (1) foot deep and three (3) feet wide.
- iv. Shutters on the exterior of ground floor windows.

b. Porches, entries and other offsets:

- i. Covered porch at least 36 square feet with a depth not less than six (6) feet as measured perpendicular from the face of the main building façade to the edge of the porch.
- ii. Recessed entry area at least two (2) feet deep, as measured horizontally from the face of the main building façade, and at least five feet wide.
- iii. Offset on the building face of at least 16 inches from one exterior wall surface to the other.
- iv. Balcony that is at least three (3) feet deep, five (5) feet wide, and accessible from an interior room.

c. Roof elements:

- i. Roof eaves with a minimum projection of 12 inches from the intersection of the roof and the exterior walls.
- ii. Roof line offsets of at least two (2) feet from the top surface of one roof to the top surface of the other.
- iii. Tile shingle roofs.
- iv. Gable roof, hip roof, shed roof, or gambrel roof design.
- v. Dormer that is at least four (4) feet wide.

- ▶ At least **two additional elements** from the following:
 - a. **Window elements***
 - b. **Porches, entries, and other offsets***
 - c. **Roof Elements***
 - d. **Building materials:**
 - i. Horizontal lap siding between three (3) to eight (8) inches wide (the visible portion once installed).
 - ii. Brick, cedar shingles, stucco, or other similar decorative materials covering at least 40 percent of the street-facing façade.
 - e. **Other elements:**
 - i. Attached garage width, as measured between the edges of the exterior finished garage wall, of 30 percent or less of the total width of that elevation.

*Details reflected on Board #2

Additional Provisions

- ▶ House Plan Variety
- ▶ Building Materials
- ▶ Limitation on Parking



Residential Design Standards - Examples



← **House 1** +

Does **MEET**
Design Standards

- + • Window Coverage
- + • Front Entrance Standards
- + • Garage Design Standards
- + • Detailed Design



← **House 2**

✘ Does **NOT** meet
Design Standards

- ✘ • Window Coverage
- ✘ • Front Entrance Standards
- ✘ • Garage Design Standards
- + • Detailed Design



← **House 3**



Does **MEET**
Design Standards

- + • Window Coverage
- + • Front Entrance Standards
- + • Garage Design Standards
- + • Detailed Design

Residential Design Standards - Examples



← **House 4** ✖ Does **NOT** meet Design Standards

- ✖ • Window Coverage
- ✖ • Front Entrance Standards
- ✖ • Garage Design Standards
- ✖ • Detailed Design

House 5 →



✚ **BOTH House 5 and 6**
✚ **MEET** the Design Standards

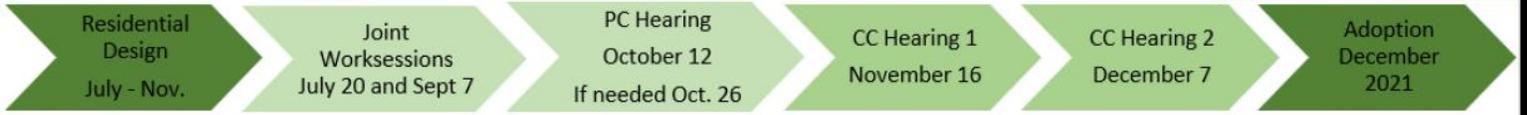
- ✚ • Window Coverage
- ✚ • Front Entrance Standards
- ✚ • Garage Design Standards
- ✚ • Detailed Design



← **House 6**

Time Line and Next Steps

Phase 1 - Residential Design



Phase 2 - Middle Housing Tentative Dates



Happening Now ▶ Public Engagement – Open Houses July 29th and July 31st

Residential Design – Phase I

- ▶ **Planning Commission Hearing(s)** –October 12th and October 26th (if needed)
- ▶ **City Council Hearings** – November 16th and December 7th

Phase II, New Housing Choices

▶ Types of Middle Housing

- ▶ Duplexes
- ▶ Attached Housing / townhomes
- ▶ Multi-family / Apartments
- ▶ Triplex (**new**)
- ▶ Quadplex (**new**)
- ▶ Cottage Cluster (**new**)





Memorandum

To: Joy Chang, Project Manager, and Erika Palmer, Planning Manager, City of Sherwood
From: Li Alligood, AICP, Project Manager
Copies: Serah Breakstone, AICP, Lead Code Analyst
Robin Scholetzky, AICP, Lead Implementation Reviewer
Date: May 13, 2021
Subject: Sherwood HB2001 Implementation – Virtual Open House Response Summary
Project No.: 19785.A00

Overview

During this task of the project, the Otak team is preparing a second draft of development code amendments to incorporate the requirements of HB2001. Per direction from the Planning Commission, these amendments will include new development and design standards for single-family dwellings as well as middle housing types (duplex, triplex, quadplex, townhomes, and cottage clusters). The current draft of development code amendments reflected input received during the Visual Preference Survey completed in February 2021.

The goal of the virtual Open House was to share the status of the project and the proposed approach to the development code amendments with the community and request input on the general direction of the amendments.

Survey Development & Format

The Otak team prepared a virtual open house using the ArcGIS Web Experience format. The draft open house outline was reviewed and revised by City staff, Planning Commission members, and City Council members prior to finalization. The virtual open house is available at <http://bit.ly/sherwoodresidentialopenhouse>.

Ultimately, the open house consisted seven “stations” providing an overview of the project, and six questions and a comment field for optional input. The open house was available online from April 23 to May 7, 2021. There were 477 views of the open house and 43 visitors (9 percent) responded to the questions in Station 6.¹ The full survey results are available in Attachment A.

Who Took the Survey?

Respondents were asked to respond to questions regarding the project and open house. The responses provided by visitors indicate that:

- 62 percent (26) of the respondents had heard of the project before.
- 29 percent (12) of the respondents had not heard of the project before.
- 40 percent (17) of the respondents learned of the open house through email.
- 12 percent (5) of the respondents learned of the open house online.
- 26 percent (11) of the respondents did not answer this question.

¹ 42 responses were submitted through the online comment form; 1 response was submitted via email to City staff. The percentages used in this memo are based on the 42 responses received as the email did not respond to these specific questions.

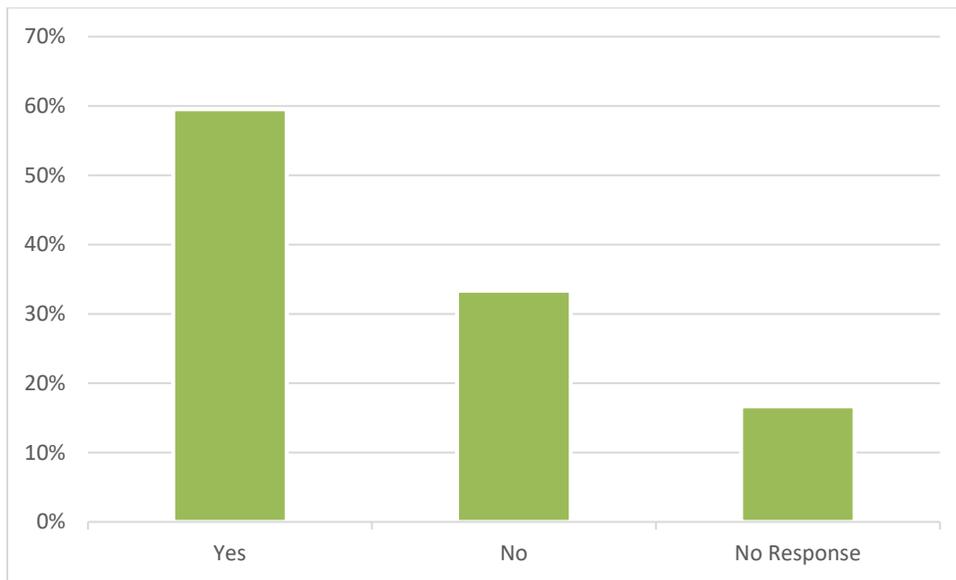
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What Did They Tell Us?

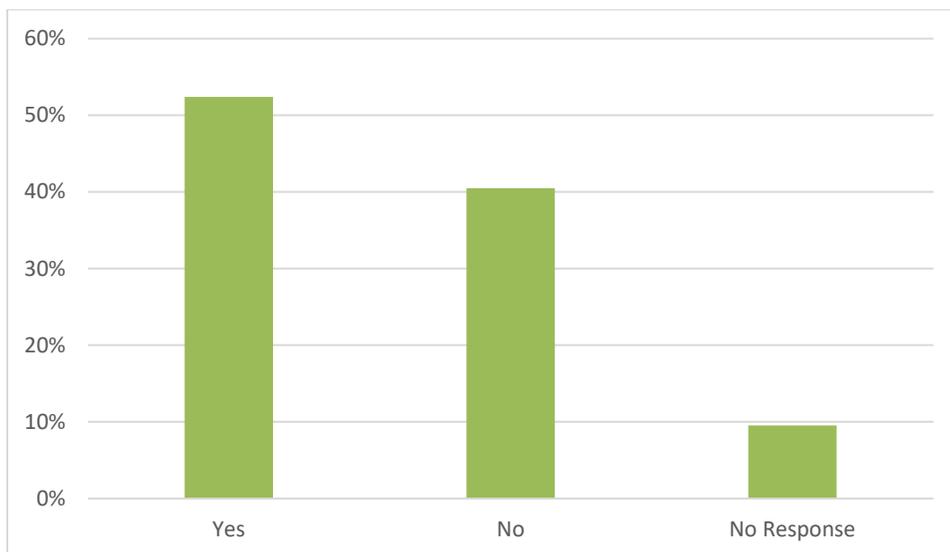
Responses to the six questions are detailed below. Percentages are based on the 42 responses received through the online open house survey. Generally, there was a high level of support for the proposed approach to the development code amendments.

In addition to the questions below, respondents were able to provide comments. The comments received are included as Attachment B.

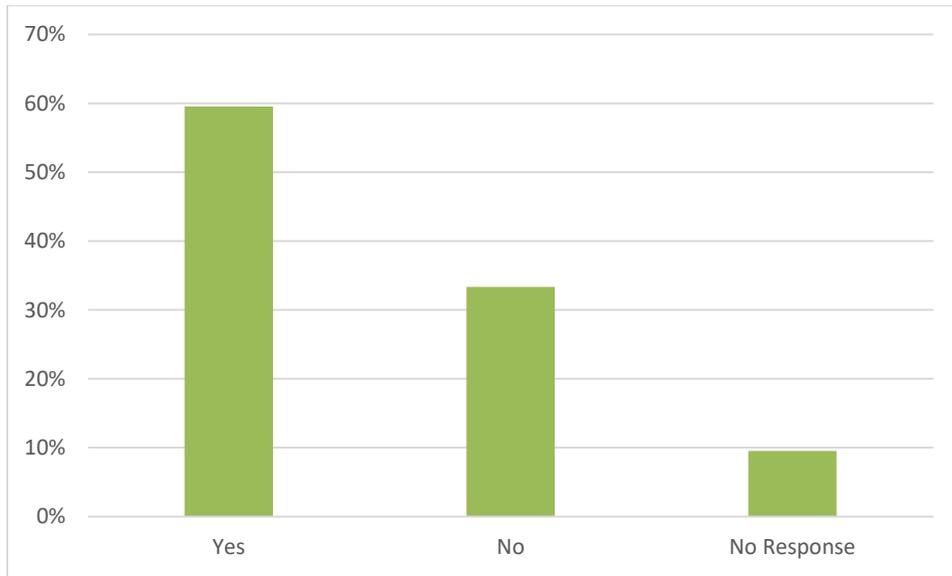
1. *Do you support the development and application of residential design standards for new construction of all housing types in Sherwood?*



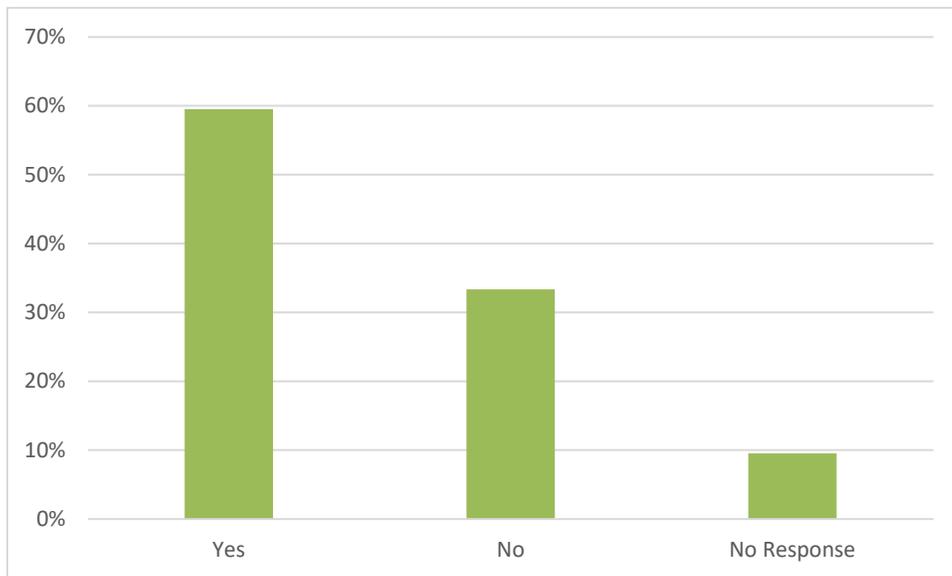
2. *Do you support also applying these new standards to street-facing additions or conversions on existing housing of all types?*



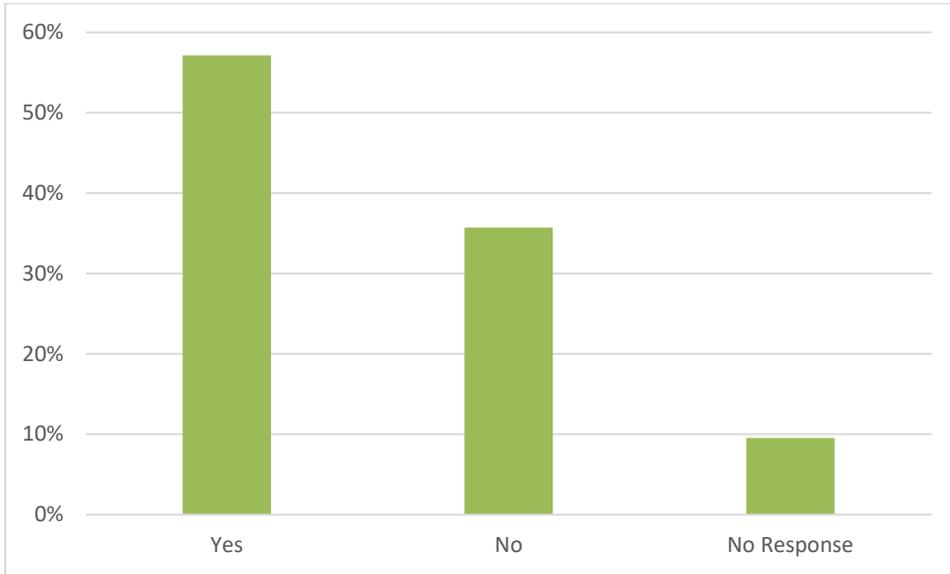
3. Do you support design standard relating to location, orientation, size, and prominence of garages and front door entries?



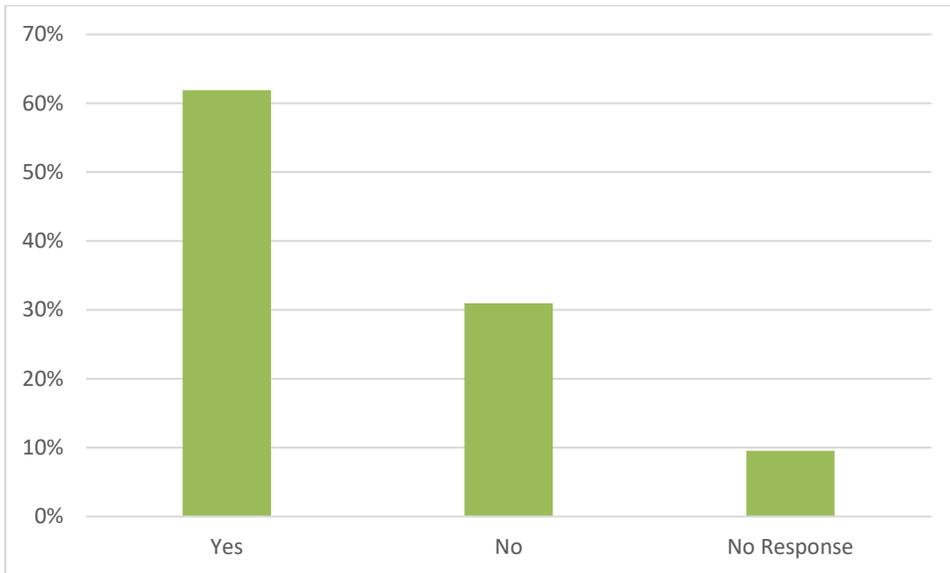
4. Do you support design standards that would mandate a minimum percentage of window and door coverage on each street-facing housing facade?



5. Do you support requiring a variety of housing designs and facades across adjacent housing units within a neighborhood or development?



6. Do you support minimum landscaping requirements across all housing types in Sherwood?



Attachments

1. Survey Results
2. Written Comments

ATTACHMENT 1 - SURVEY RESPONSES

Have you heard about this project before?	How did you hear about this open house?	Do you support the development and application of residential design standards for new construction of all housing types in Sherwood?	Do you support also applying these new standards to street-facing additions or conversions on existing housing of all types?	Do you support design standard relating to location, orientation, size, and prominence of garages and front door entries?	Do you support design standards that would mandate a minimum percentage of window and door coverage on each street-facing housing facade?	Do you support requiring a variety of housing designs and facades across adjacent housing units within a neighborhood or development?	Do you support minimum landscaping requirements across all housing types in Sherwood?
No	Email	Yes	No	Yes	Yes	Yes	Yes
Yes	Email	No	No	No	No	No	No
Yes	Email	No	No	No	No	No	No
No	Email	Yes	Yes	Yes	Yes	Yes	Yes
No		Yes	Yes	Yes	Yes	Yes	Yes
No	Email	No	No	No	No	Yes	No
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
No	Email	No	No	Yes	Yes	Yes	Yes
Yes	Email	No	No	No	No	No	No
Yes	Email	No	No	No	No	No	No
Yes	Email	No	No	No	No	No	No
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes							
Yes							
Yes		Yes	Yes	Yes	Yes	Yes	Yes
Yes	Online	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes
No	Online	Yes	No	Yes	Yes	No	Yes
		Yes	Yes	Yes	Yes	Yes	Yes
No	Email	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Online	No	No	No	No	No	No
Yes		No	No	No	No	No	Yes
No		No	No	No	No	No	No
Yes		No	No	No	No	No	No
No	Online	Yes	Yes	Yes	Yes	No	Yes
Yes	Online	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Online	Yes	Yes	Yes	Yes	Yes	Yes
No	Online	No	No	No	No	No	No
Yes	Email	No	No	No	No	No	No
No	Email	Yes	Yes	Yes	Yes	Yes	No
		Yes	Yes	Yes	Yes	Yes	Yes
Yes	Email	Yes	Yes	Yes	Yes	Yes	Yes

ATTACHMENT 1 - SURVEY RESPONSES

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Yes	Email	Yes	No	No	No	Yes	Yes
No	Online	Yes	Yes	Yes	Yes	No	Yes
Yes	Online	Yes	Yes	Yes	Yes	Yes	Yes

ATTACHMENT 2 – WRITTEN SURVEY RESPONSES

Respondents were provided the option to share written comments and feedback. The written responses are provided below. Some of the comments are not directly related to the scope of this project but have been retained for context. Note that several comments are identical. The comments have been edited to correct misspellings and word omissions; content has not been changed.

Survey Comments

- This seems ridiculous and like a big fat waste of time and money.
- I think we need to be careful in requiring homes to look too similar. This will deter more modern builders and creative people from owning homes or building here.
- I don't like the direction Sherwood is taking regarding housing. People moved to Sherwood for a reason. These proposed changes do NOT coincide with the core values that made Sherwood the town it is today. Metro/Kate Brown hate what Sherwood is and they want it changed - makes me sad that we are allowing it to happen.
- I do not like the housing options that are being proposed. People moved to Sherwood because it had a certain feel (suburban, small town). What is being proposed does NOT coincide with what Sherwood represents. Metro/Kate Brown hate what Sherwood represents. It makes me sad that we are allowing them to change the landscape, look and feel of our city.
- I do not like the housing options that are being proposed. People moved to Sherwood because it had a certain feel (suburban, small town). What is being proposed does NOT coincide with what Sherwood represents. Metro/Kate Brown hate what Sherwood represents. It makes me sad that we are allowing them to change the landscape, look and feel of our city.
- I do not like the housing options that are being proposed. People moved to Sherwood because it had a certain feel (suburban, small town). What is being proposed does NOT coincide with what Sherwood represents. Metro/Kate Brown hate what Sherwood represents. It makes me sad that we are allowing them to change the landscape, look and feel of our city.
- Incorporating high density housing is tricky and needs to be done well for a variety of reasons, so I am extremely happy to see the city communicating and allowing opinions. IMO, there needs to be an excess of outdoor space with corresponding high-density areas (large park, for example) and landscaping, along with parking and strong HOA management. For an example of a well throughout out HDL with various unit plans and fronts, see Magnolia Park in Hillsboro and surrounding neighborhood (Tanasbourne Place) - it incorporates townhomes, condo style, and single-family homes, along with a high-end Springs assisted living. Seeing so many people of various ages living life in harmony is wonderful, and didn't feel cramped or frustrating with so many homes and family units around.
- Just stop, no one wants this
- my answer about landscape requirements: I do not think that little tiny lawns should be required. It should be up to each HOA. I know it needs to look nice, but we should encourage growing food in any little area that we have. I've often wanted gardening boxes in the front yard. Too many chemicals/water to keep a lawn green, for only aesthetics. Thanks. my soap box :)
- 15% is not enough for windows.
- Being of European origin, many of our homes have front doors that are 90 degrees from the street. I do not understand what purpose you envision having the entrance [minimum one door] facing the street would have. Among the many new "standards", I feel it could be onerous to one doing a remodel of an existing home to incorporate these seemingly random guidelines. How about enforcing existing city codes such as the basketball hoops. I have neighbours that are ignoring the code, and leaving their hoops out in the street 7X24X365. If you are going to have codes, you must enforce them universally, that speaks to equal treatment for all.

Other Comments (Out of Project Scope)

- Please address the high cost of rentals in Sherwood. I'd love to buy a house here but I'm being priced out and I'm stuck in a rental that costs more than most my friends mortgages
- Accessibility standards should be part of the housing model for Sherwood. Perhaps for every neighborhood or number of houses, a percentage would need to be DA and aging accessible for lifelong living.
- I am a 70-year-old female disabled veteran, homeowner in a single-story house in Sherwood. Although I won't live long enough to see this development completed, I am hoping planners and developers will do the research to identify the obstacles disabled and senior residents are faced with when trying to find housing that works. I have made several small adaptations to my residence to make it easier to maneuver. Building thresholds that aren't too high, installing better outdoor lighting by doorways or building level driveways could be some design features that would help disabled and senior residents at minimal cost.
- I have lived in Sherwood for 17 years and have seen many of the new developments being built that have been added to our city. For residential apartments and townhomes we have a chronic lack of non-resident and resident parking spaces.

The Creekview Crossing apartment complex along SW Cedar Brook Way is a classic example. If I visit someone there, there is nowhere to park since the few non-resident spaces are used by residents and the residents also park along city streets throughout the area due to a lack of parking. A few years ago I commented to a city councilor about this and was informed that the development was permitted based on Metro design guidelines. I was also told that the City later realized that those parking space requirements were insufficient for our location in the suburbs with so many driving and not using public transportation. I understood that the city revised our standards after that to require more spaces for future developments.

I then saw Cannery Row Apartments constructed. When I visit residents there I have to park far away at Cannery Square near Pine Street and walk over. There is no parking available along SW Highland Drive between the apartment buildings and along most of SW Columbia Street and SW Willamette Street due to residents parking on city streets.

Recently I saw a dense apartment complex built at 15690 SW Oregon Street on the northeast side of City Hall. Some of the residents park every day in the library/city hall parking lot. I complained about this to the police who investigated and said they couldn't do anything since the city parking lot is public parking. I don't think it is right that we have city parking lots used by residents of private developments to park since the city didn't require the developer to provide sufficient parking.

For future developments I recommend that this go-around you really make a change and require many more parking spaces for each new development, including non-resident spaces beyond what will be used by residents. I know we model our development standards to promote the use of public transit, but the reality is that many people don't use public transit and drive instead. Those who do use public transit park their cars at their apartment complex while they ride, and that limits parking for non-resident access throughout our city.

I hope you choose to do something. If you don't require new developments to provide additional parking then the problem will get worse and worse as I have seen with the examples I note above. Developers function based on profit and if you don't require sufficient parking spaces then they won't build them and city streets will be used to park more and more cars that don't fit in dense developments.

Some may argue that requiring developers to provide more spaces will drive away developers, but Sherwood is a desirable place to live and making it worse by removing the public parking we have now is not worth it. We are not downtown Portland and that is why people like to live here, which includes a place to park a car and have ease of access.



Memorandum

To: Joy Chang, Project Manager, and Erika Palmer, Planning Manager, City of Sherwood
From: Li Alligood, AICP, Project Manager
Copies: Serah Breakstone, AICP, Lead Code Analyst
Robin Scholetzky, AICP, Lead Implementation Reviewer
Date: February 17, 2021
Subject: Sherwood HB 2001 Implementation – Visual Preference Survey Response Summary
Project No.: 19785.A00

Overview

During this task of the project, the Otak team is preparing draft development code amendments to incorporate the requirements of HB 2001. Per direction from the Planning Commission, these amendments will include new development and design standards for single-family dwellings as well as middle housing types (duplex, triplex, quadplex, townhomes, and cottage clusters). The goal of the Visual Preference Survey (VPS) was to identify key development and design characteristics to incorporate into the proposed development and design standard amendments and to better understand the community's preferences, if any, related to various design treatments.

Survey Development & Format

The Otak team prepared an online [Visual Preference Survey \(VPS\)](#) using the ArcGIS Online Story Map format and a Survey 123 plug-in to collect data. The draft VPS was reviewed and revised by City staff, Planning Commission members, and City Council members prior to finalization; requested revisions included the addition of the “drag and drop” ranking feature, recategorization of the characteristics to be addressed, the combination of several design components under a single heading (as further described below).

Ultimately, the survey consisted of 117 questions and was available online from January 19 to February 5, 2021. There were 219 responses. Respondents were asked to rank the following characteristics of each example image in each Housing Group; these characteristics were defined within the survey using a “Glossary of Terms” to allow respondents to learn and/or review the meaning of each term:

- Front of building
 - Architectural Projection/Recession
 - Architectural Rhythm
 - Asymmetric
- Façade
 - Articulation
 - Building Texture and Color
 - Window Coverage
- Massing/Articulation (Building form and massing)
- Parking
 - Off-Street
 - Rear Access
 - On-Street
- Setback/Landscaping

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In addition, respondents were asked to rank all of the images within each Housing Group from most to least favorite using a “drag and drop” feature and were asked to rank the Housing Groups themselves from most to least favorite. The results of the ranking exercise are detailed in Attachment 1.

Finally, respondents were also asked to rank the following characteristics of each example image in the Streetscape group; these characteristics are intended to inform the broader urban design approach of the draft design standards:

- Sidewalk
- Parking Location
- Greenspace/Landscaping
- Building Massing/Form

Respondents were able to provide comments and questions at the end of the survey. The comments and questions are included as Attachment 2. Though some of the survey respondent observations and comments are outside of the scope of this project, they are captured here to provide a comprehensive overview of the discussions that occurred.

Who Took the Survey?

Respondents were asked to provide (optional) demographic information. Between 192 and 198 of the 219 respondents answered each demographic question. The question about location focused on the citywide level rather than specific neighborhoods per City direction, and the age groups were defined according to the US Census age groups. The demographic information provided by respondents indicates that:

- 88.6 percent (194) of the respondents are Sherwood residents
- 83.6 percent (183) of the respondents are homeowners
- 83 percent (182) of the respondents live in single-family homes; 2.3 percent (5) respondents live in a duplex; 2 percent (4) respondents live in a townhome; 0.5 percent (1) respondent lives in an apartment, and 1.4 percent (3) selected “other” housing type
- More than half of the respondents (53 percent, or 102) are between 40 and 54 years of age, followed by 25 to 39 years (19 percent, or 41); 55 to 64 (12 percent, or 27); 65+ (9 percent, or 19); and 18-24 (1.4 percent, or 3)
- More than half of the respondents (57 percent, or 103) have a household income of more than \$100,000 per year, followed by households earning \$80,000-\$100,000 (16 percent, or 29); those who preferred not to say (11 percent or 19); households earning \$60,000-\$80,000 (8 percent, or 14); households earning \$40,000-\$60,000 (5 percent or 9); households earning \$20,000-\$40,000 (3 percent, or 5); and households earning less than \$20,000 per year (0.5 percent, or 1)

See Attachment 3 for additional detail.

What Did They Tell Us?

Some common themes regarding the Housing Group characteristics emerged from the survey:

- Preference for highly articulated building facades
- More positive response to traditional massing than modern massing; very negative response to “edgy” modern massing
- Strong negative response to examples that only provided on-street parking; some preference for parking that was visible but not visually dominant
- Preference for deeper, landscaped setbacks rather than shallow or zero lot line setbacks
- For triplex and fourplex examples, a preference for less urban massing (e.g. sloped roofs preferred over flat roofs)

- For courtyard cluster examples, a clear preference for generous, well-landscaped courtyards as opposed to linear and/or hardscaped courtyards

Likewise, some themes regarding streetscapes emerged from the survey:

- Strong preference for sidewalks separated from the street by landscaping
- No clear direction about parking location (in front of or rear of buildings)
- Positive response to more robust landscaping
- Neutral response to streetscape variety, though the streetscape with the most similar homes received the highest Dislike/Strongly Dislike rating

See Attachment 4 for detailed response information.

Attachments

1. Housing Group Ranking Results
2. Written Comments
3. Demographic Graphics
4. Detailed Rating Responses

ATTACHMENT 1 – HOUSING GROUP RANKING RESULTS

Housing Group: A

(2 units per structure); 195 respondents of 219 total respondents participated

There is some inconsistency between the ratings of each characteristic and the ranking of the examples from most to least favorite. For example, though the individual ratings for Example 1 were fairly divided between positive and negative responses (with the exception of positive responses to the setback/landscaping characteristic), it emerged as the highest-ranked example of the group. Users noted that the “drag and drop” ranking feature was difficult to use so Example 1’s ranking at the top may have been a function of the fact that it was the first example.

Rank	Example	Image	Notes
1	1		<ul style="list-style-type: none"> ▪ Combination of modern and traditional form ▪ Asymmetrical ▪ Side-by-side ▪ Parking in rear ▪ Generous setback
2	3		<ul style="list-style-type: none"> ▪ Traditional form ▪ Symmetrical ▪ Side-by-side ▪ Parking in the rear ▪ Generous setback
3	2		<ul style="list-style-type: none"> ▪ Traditional form ▪ Stacked ▪ Porches ▪ On-street parking ▪ Minimal setback

Rank	Example	Image	Notes
4	4		<ul style="list-style-type: none"> ▪ Traditional form ▪ Side-by-side ▪ Porches ▪ Parking in front ▪ Moderate setback
5	6		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Shared parking ▪ Moderate setback
6	5		<ul style="list-style-type: none"> ▪ Side-by-side ▪ Traditional form ▪ On-street parking ▪ Minimal setback

Housing Group: B

3 units per structure; 186 respondents of 219 total respondents participating

Rank	Example	Image	Notes
1	8		<ul style="list-style-type: none"> ▪ Traditional form ▪ Side-by-side ▪ Highly articulated ▪ Generous setbacks ▪ Parking in rear
2	7		<ul style="list-style-type: none"> ▪ Traditional commercial form ▪ Stacked ▪ Highly articulated ▪ Garage parking ▪ Minimal setbacks
3	10		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Simple articulation ▪ Parking in rear ▪ Generous setbacks

Rank	Example	Image	Notes
4	9		<ul style="list-style-type: none">▪ Traditional form▪ Stacked▪ Highly articulated▪ On-street parking▪ No setbacks

Housing Group: C

4 units per structure; 174 respondents of 219 total respondents participating

Rank	Example	Notes
1		<ul style="list-style-type: none"> ▪ Traditional form ▪ Stacked ▪ Highly articulated ▪ On-street parking ▪ Generous setbacks
2		<ul style="list-style-type: none"> ▪ Neo-traditional form ▪ Stacked ▪ Highly articulated ▪ Parking in rear ▪ Generous setback
3		<ul style="list-style-type: none"> ▪ Traditional form ▪ Stacked ▪ Highly articulated ▪ Parking to side ▪ Minimal setbacks
4		<ul style="list-style-type: none"> ▪ Traditional form ▪ Stacked ▪ Minimal articulation ▪ On-street parking ▪ Generous setbacks

Housing Group: D

Units vary 3 to 6 per structure; 178 respondents of 219 total respondents participating

Ranking	Example	Notes
1		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Minimal articulation ▪ Parking in front ▪ Generous setbacks
2		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Minimal articulation ▪ Shared parking ▪ Generous setbacks
3		<ul style="list-style-type: none"> ▪ Combination of modern and traditional forms ▪ Side-by-side ▪ Minimal articulation ▪ Parking in rear ▪ Minimal setbacks

Ranking	Example	Notes
4		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Minimal articulation ▪ Parking in rear ▪ Minimal setbacks
5		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Minimal articulation ▪ Parking in rear ▪ Minimal setbacks
6		<ul style="list-style-type: none"> ▪ Modern form ▪ Side-by-side ▪ Minimal articulation ▪ Shared parking ▪ Minimal setbacks

Housing Group: E

4 to 8 units per structure (note: this was an incorrect categorization, as each unit structure contains only 1 unit); 173 respondents of 219 total respondents participating

Rank	Example	Notes
1		<ul style="list-style-type: none"> ▪ Traditional form ▪ Highly articulated ▪ Shared parking ▪ Landscaped generous common space
2		<ul style="list-style-type: none"> ▪ Traditional form ▪ Highly articulated ▪ Shared parking ▪ Landscaped linear common space
3		<ul style="list-style-type: none"> ▪ Traditional form ▪ Highly articulated ▪ Shared parking ▪ Landscaped linear common space
4		<ul style="list-style-type: none"> ▪ Modern form ▪ Minimal articulation ▪ Shared parking ▪ Hardscaped, linear common space

Housing Groups: Overall

168 respondents of 219 total respondents participating

1. Group A – 2 units per structure (duplex)
2. Group E – 4 to 8 units per site (cottage cluster)
3. Group B – 3 units per structure (triplex)
4. Group C – 4 units per structure (quadplex)
5. Group D – 3 to 6 units per structure (townhomes)

Streetscapes

185 respondents of 219 total respondents participating

Rank	Example	Notes
1		<ul style="list-style-type: none"> ▪ Sidewalk and planter strip ▪ Parking in the rear ▪ Generous setbacks ▪ Variety of building massing and form
2		<ul style="list-style-type: none"> ▪ Sidewalk and planter strip ▪ Parking in the rear ▪ Generous setbacks ▪ Variety of building massing and form
3		<ul style="list-style-type: none"> ▪ Inconsistent sidewalk connection ▪ Parking at the side and in front ▪ Generous setbacks ▪ Variety of building massing and form
4		<ul style="list-style-type: none"> ▪ Curb-tight sidewalk ▪ Parking in front ▪ Generous setbacks ▪ Similar building form and massing

ATTACHMENT 2 – WRITTEN SURVEY RESPONSES

Respondents were provided the option to share written comments and feedback. The written responses are provided below and have been separated into responses to the questions and responses to the survey functionality. Some of the comments are not directly related to the scope of this project but have been retained for context. The comments have been edited to correct misspellings; content has not been changed.

Survey Comments

- I live in Sherwood and drive through neighborhoods quite a bit. My frustration is permitting and building narrow, narrow, tight, useless streets that just get congested with cars. Every apartment or townhome development has had parking flow into other neighborhoods. I'm looking at moving out of Sherwood after being here 20 years. It's sad and disappointing that this substandard level of development is tolerated and constructed. If you have an allowance to build a 40 foot right of way, why don't you go to a higher standard and build 50. These developers come into our town, reduce front setbacks so full-size trucks can't park on their own driveway. Fix the parking situation. Stop building this garbage. I can't drive through many neighborhoods because they are flanked with cars on the sides of the road and barely enough space for one car to drive down the center.
- I am a real estate appraiser who sees lots of homes every year. I love the idea of pulling in some older, classic details and getting away from the boring NW Traditional style that has been prevalent since the 90s. A mix of more modern style is nice but will be dated quickly. Also love the garden style multi-fam options with community areas in the middle.
- As an architect, I can appreciate the modernization of forms and thoughts of how to organize /balance circulation, form, aesthetics and landscape. Updating the aesthetics and breaking with traditional apartment forms is a great step. I am glad to see some recent examples in the options above. Anything to get away from the developer specials of inexpensive looking tract housing. Being able to have multiple variants helps to break down the neighborhoods and not have a monotonous looking cityscape. Adding landscape as possible to create buffers between housing and streets is always appreciated depending on maintenance. I am not a fan of on street parking as it can lead to increased vandalism, accidental damage from moving vehicles and breaking into vehicles. Having a car safely in a garage or a more controlled area helps to limit this. However, creating alleys behind housing units gives opportunity to people who don't want to be seen from the main streets. Thank you!
- A thoughtful approach to parking and structures that blend with the neighborhood are top priorities for me.
- Native plantings/opportunities for gardens and rain gardens should be considered for overall look but also feel for residents.
- Modern/non-traditional architecture 🙄
- Parking needs to be designed to accommodate a minimum of 2, upwards of 4+, permanent vehicles per household, and also accommodate 2-6 vehicles per household for visitors.
- All the homes in Sherwood seem to be the same suburban kind of feel, it would be nice to see cute little smaller homes with nice front yards like in downtown Sherwood or more colorful apartments and homes like you can see in Portland neighborhoods.
- I believe the biggest issue we face is parking. I don't want Sherwood to end up looking like Portland where cars are everywhere and driving through a neighborhood is a hazard. Woodhaven is already a great example of the parking issue as there are a ton of vehicles in the street instead of in driveways or garages. Maybe look into storage lockers for new developments so people can have added storage without eating up their garages.
- No low-income homes No apartments No condos te trying to Portland Sherwood!!!!
- Please don't bring mass, crowded housing to Sherwood. Please keep its charm with single family housing

- Rear loading, zero lot lines, etc. All of these are designed to densely pack people in. Go back to decent sized lots, with front loading garages. I absolutely hate being able to open a window and touch the neighbor's house with a broom stick.
- Designs in Sherwood are hard. I've lived here in 1990 and it has always seemed like that there was never really a rhyme or reason to the design of single-family residences or multifamily dwellings. Also, the old town core is kind of a patchwork as well. It would be nice to tie some design elements back to some of our historic homes in the Main/Pine/Washington street areas. Also, for the old town core, match building a to the historic facades. For someone who has lived here and appreciates the rail-town, Art Deco historic feels of some of our authentic vintage buildings, it would be cool to see that tie in to our new/remodeled buildings.
- It was a little difficult to visualize the parking by only seeing the front of the buildings on some of the photos. It would have been easier if this included pictures of the parking areas and parking access.
- OMG. Just OMG... no more single-family housing???? Do NOT like the old Portland city ugly brick things. The modern choices are just too modern... what is happening to our traditional homey Sherwood?
- What you totally missed is a gated neighborhood for 55 and older of one level, detached homes. NOT attached... many of us are empty nesters and would love to stay here but not in our 3400 sq ft. Renaissance homes. We want a small yard, driveway, garage. Newberg has one just before PCC, but they are not one level. You could make a killing off of a decent sized neighborhood, or two, of these type of homes... 1600-2200 ft. Have the fronts landscaped and taken care of if desired, people pay a HOA fee to do that, or do their own... can even have the common back yard that is down in that Newberg Neighborhood... A clubhouse would be great for get togethers, and meetings and such.
- Taller is better! I love the shared front yard space element and parking garage under living space idea. It allows for more enjoyable outdoor spaces and still allows for many occupants in a smaller space.
- Take a look at the nice, older neighborhoods in NE Portland, or look at towns like Seabrook, WA, to get good ideas for compact but attractive dwellings and land planning. Please avoid "box store" looking developments or row-houses that all look bland on the front. And please avoid adding neighborhoods like the cramped ones at the intersection of Roy Rogers and Scholls Ferry.
- Any new development needs to include parking. Street parking should be an option but not the primary. Our streets are too full already and many of our roads are too narrow for 2 cars to pass while others are parked on the streets
- We need single family homes with garages and entrances at the front of the house or side, with a driveway. We do not need to become Beaverton.
- Parking is always an issue. IMO you are asking for unhappy neighbors if you do not provide dbl car garages. We are a family centric community and with so many kids, most families will have, at some point, 2-5 drivers. You have to put those cars somewhere.
- More green space in front of houses, also need clear sidewalks in front of all buildings. Parking is huge, NO on street only parking!!!
- Not looking forward to high density housing, but don't want to chew up greenspace. 2009 / 2010 we made the decision as Julia H. proposed, to make / attract a classic bell curve in economic diversity. We could have emulated West Linn or LO but chose to lower or round that curve. Quality of life is lower. Lower incomes require more resources than they contribute. TS Road will be choked w/ that density.
- I like dedicated parking for each unit, lots of green space, and front porches. I like multi-unit structures that feel like individual homes (even when they aren't) vs apartments.
- Find better solutions for parking. Already crowded with the housing we have.

- Planting trees next to the sidewalk causes a lot of sidewalk damage and costs, it might be better to use other green options. Definitely want to see trees and bushes in Sherwood. Love when the homes are setback from the road and where there isn't too high of a density of homes.
- It would be nice to know more on the size of the developments.
- No matter where or what you build there is a parking issue in this town. I live on a street with 7 houses and every single house except mine has at least 5 cars to it. There is never any parking. Thank goodness I have a long driveway to accommodate any guest we may have at our home.
- Abhor on-street parking.
- It looks like multifamily housing is the route Sherwood is going, if Sherwood is planning on allowing multifamily housing, ideally it will look similar to what you see in single family housing, so nothing with brick and facade's that aren't fairly common to what you see in Sherwood. Otherwise it will stand out like a sore thumb. I think it is important to incorporate plenty of green space to promote areas to play, maybe a natural playground vs an actual play structure. Similar to what you see at Orenco Woods Nature Playground. Promote an active community while esthetically accommodating the need to have multifamily housing.
- Needs way more trees and greenspace!
- Street parking is an issue, the high-density building packs the schools and school busses.
- Avoid street parking! Give residents a garage/driveway or a shared parking lot. We have too much street parking as it is! Sherwood is not a low-income city overall, most families have at least 2 vehicles if two adults live in the home, plus any teenagers! Keep our streets safer for kids to play basketball or frisbee outdoors!
- Quick with the cookie cutter design. Bring some character back to houses.
- Less grass in front of houses. More xeriscaping. Less garages on the front of the house. More mixed types of housing throughout neighborhoods. More trees!
- Stop packing us in like sardines. Allow some space in each lot with their own parking spaces. Don't congest the roads with parked cars.
- Brownstone look is nice - closer to town or to the stores that are within walking distance.
- Big Front Porches. Garages in the back. Some sort of front lawn so that there is separation from the house and sidewalk.
- Make sure you manage parking, most of these examples have little to zero parking. Not enough for the number of people that live there.
- I like the left-hand side of slide 27 the best of these. I would like more options where in slide 26 and 28 owners could fence in (like a picket fence) their own front yard and make that useable up to the sidewalk.
- I think it important that streets allow more access and not restrict the number of homes/lots off a flag lot so we are more efficient with our space and can create a safer and better city."
- More greenspace and landscaping between structures. Many of the spaces look crowded and uncomfortable. Sacrifice a little bit of building mass to allow nice wide sidewalks and minimize distasteful color combinations. Use more natural/neutral/serene colors.
- These houses are way too smashed together. Almost on top of each other. Did we not learn anything from the fire in Villebois??!! We need space between houses!!!
- Some of the pictures could have been better/shown more like 22 and 23.
- One thing I've noticed is age/upkeep and landscaping seems to have a major impact on how I liked the buildings. Group E 22 and 23 versus 24 and 25. 22 and 23 look horrible.
- I visualized replacing the landscape of what I liked best with what I liked least and the building was no longer as well liked if that also helps.
- I don't think we need to crowd this town with any more building! We have ruined it already with all the trees and nature that has been DESTROYED with development. Let's take care of what we have

already and figure out the budget. We are a small town let's stay that way. People can live in larger cities if they want multi housing options. Every voice should be heard! Not just the voices that you want to hear.

- Horrible parking options and strange construction ideas. "Out of the box" or new does not always mean better.
- I find that while there is definitely a need for multiple-unit housing, there must be a way to design these in a more attractive manner. Additionally, I believe that a good architectural design can make use of good landscaping, space usage, setbacks, and parking.
- I think a more modern look will be good for the city. Street parking is not good homeowners should have driveways and garages.
- Keep Sherwood small
- Prefer greater street front setbacks with landscaping and a tiered approach to height. Please design around appropriate footprints for healthy plant/tree growth.
- Use of colors is good in several of the examples. It's important not to have the streets congested with people parking on the street.
- Parking is a major issue in Sherwood we live across from some condominiums (we live in a house) they take all the parking spots on the street (parking one side only) because otherwise they have to walk upstairs to get to their apartment. When we have more than one visitor they have trouble finding a place near to park, while the parking lot stays half empty. Ample Parking Lots/spaces should be required for all multifamily projects.
- I would personally prefer single family homes in Sherwood. I understand we are trying to have more affordable housing, but there should be a better option. I personally would not want a group of apartments in my neighborhood.
- Not a fan of adding more multifamily housing to Sherwood. Not what we moved here for.
- This town is just growing too fast. The streets and other infrastructure cannot handle it. Please stop the wealthy landowners from turning this great town into a trashy landscape filled with too many apartments, too many vehicles, and too many big box stores.
- Sherwood's unique, small-town feel is being robbed by greedy locusts who are devouring every square inch of this town's charm and leaving behind a wasteland of condos and parking lots.
- Stop trying to force multifamily housing in Sherwood. Stop increasing density. We don't want it. Nobody wants it.
- Parking is going to be a huge issue. I grew up in Indiana, moved to California and lived there for 30 years and watched as these types of housing took over, and parking was a nightmare for all of them. It is a joke to believe that the new parking space allowances is sufficient. There are times when I go back to visit my kids in these type of places and have to park a mile away.
- I would like to see Craftsman/bungalow style buildings. They fit in best with existing architecture and old town.
- I feel parking is a very important issue and allowing only on street parking is unacceptable. We have several multi family townhome neighborhoods in Sherwood with a single garage and driveway, which leads to them parking their second car on the street. I don't think it's acceptable to count a single garage and a driveway as 2 parking spots. It's not realistic. Most everyone has 2 cars. Constantly having to move a car to get in and out of the garage isn't feasible. I know a lot of people don't park in a garage, it's used for storage, but a driveway wide enough for two cars would go a long way to avoid such congestion on the street. Those cars in the townhome neighborhoods spill over to other streets. If you want older people who are downsizing to stay in Sherwood, we will want a garage for at least 2 cars or a big shared garage.
- please avoid on-street parking, include walking paths, bike lanes, shared mini-park areas between larger full parks. Strongly dislike the "condo canyon" - narrow streets with on-street parking, 3-4 stories tall right up to sidewalk edge.

- I would love to see more space between structures with lots of green space. I don't like how smashed in all the new construction has become in Sherwood.
- Please allow creativity, however design must maintain a balanced look using the Golden Ratio, 1:1.618.> or close to it. Otherwise buildings will look unbalanced.
- Landscaping space from each unit or from street is very important,
- Parking extremely important off street parking a must!
- We don't live in downtown Portland, let's keep our community from becoming too compact.
- people need space to breath and relax, not fight over parking or private green spaces.
- Craftsman style is a good fit for the PNW, especially in Sherwood with our charming old town. Cannery Row is an example of what not to do...
- Neutral paint colors, parks and play areas would be ideal.
- I HATE OF THIS SO FAR THEY ARE TERRIBLE!!!!!! THEY ARE ALL CRAP!
- Landscaping and setback are important for family development.
- I don't really have an opinion about which group unlike more than another. They are all great options for people.
- Look at Villebois in Wilsonville. Lots of great examples there of all types. Follow what they've done, don't reinvent the wheel.
- Please don't overpopulate our city without any additional infrastructure. People like Sherwood for what it is. Manage growth responsibly. What is happening in south Beaverton is a disaster, don't do it just because demand is there.

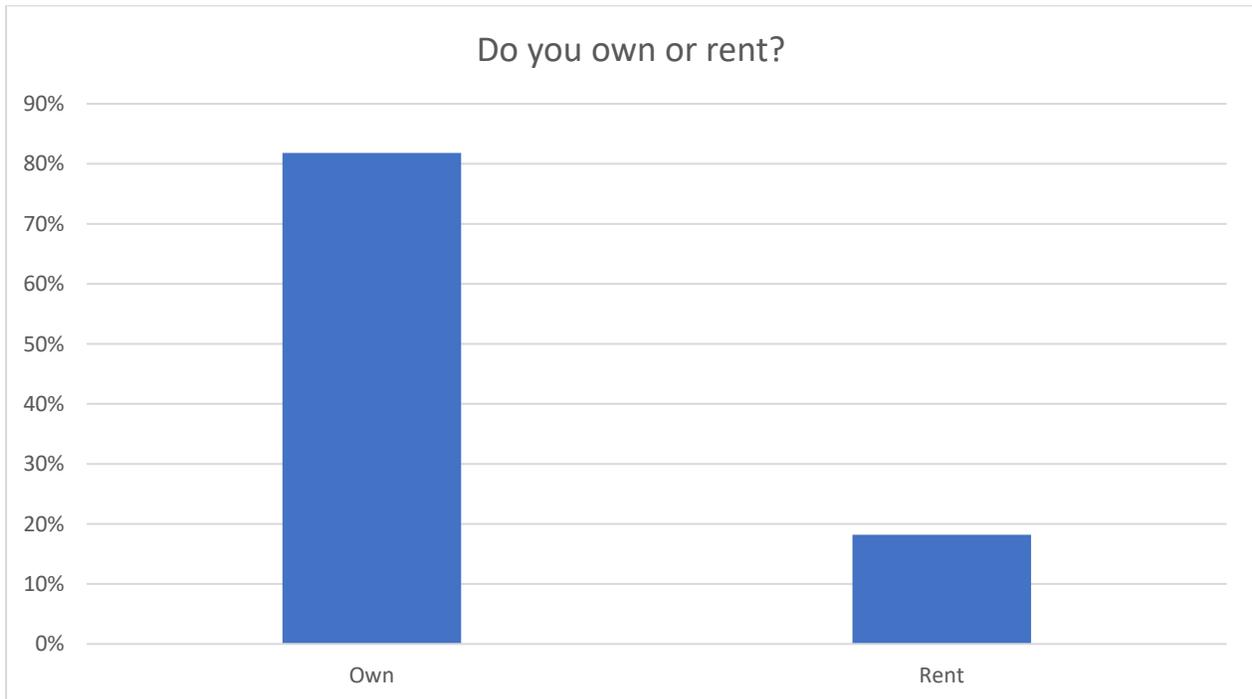
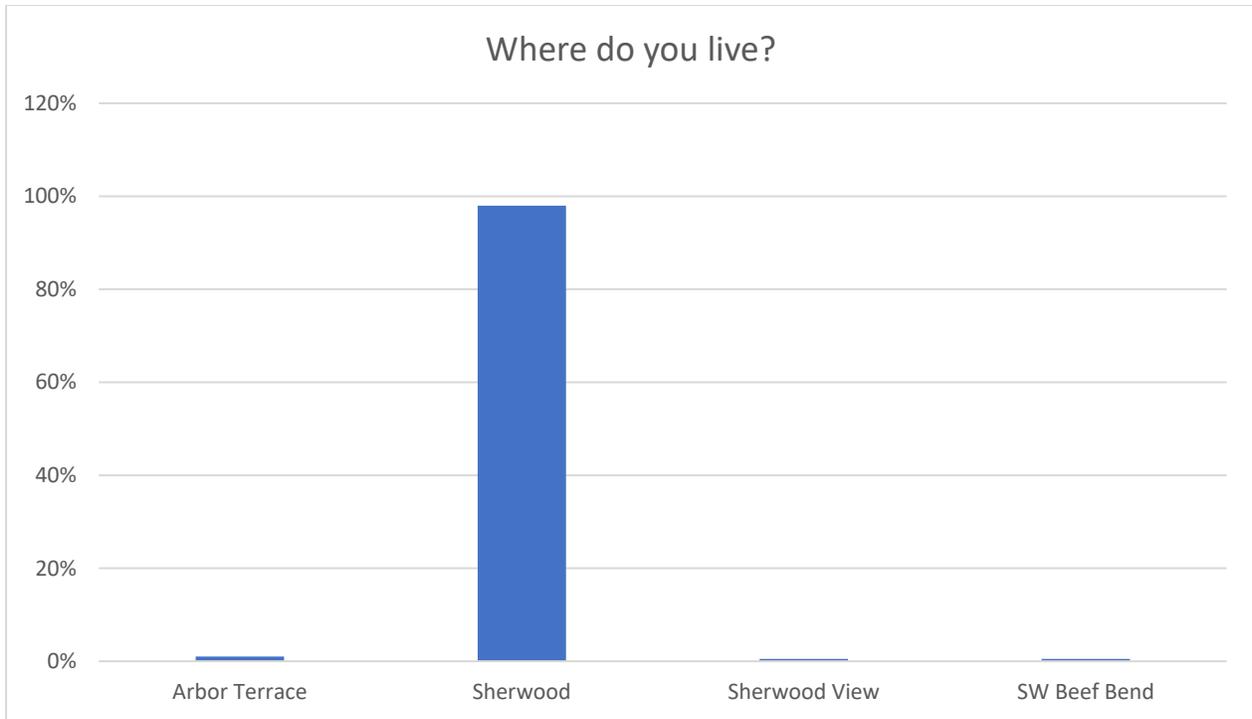
Other Comments (Out of Project Scope)

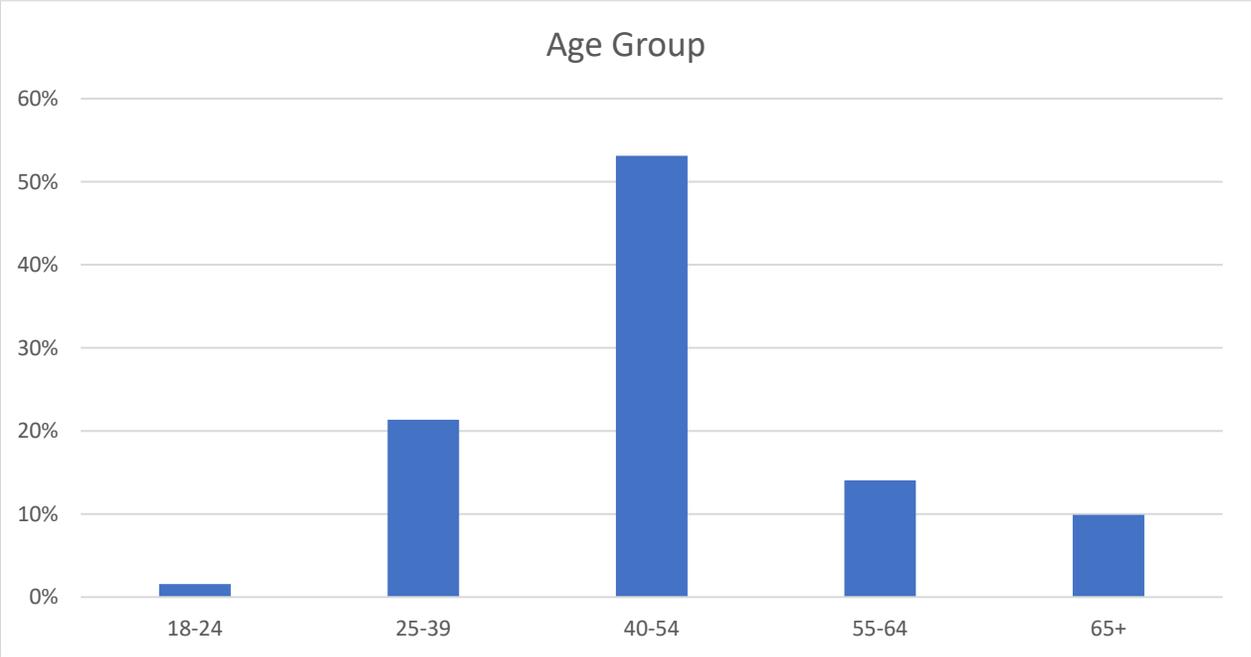
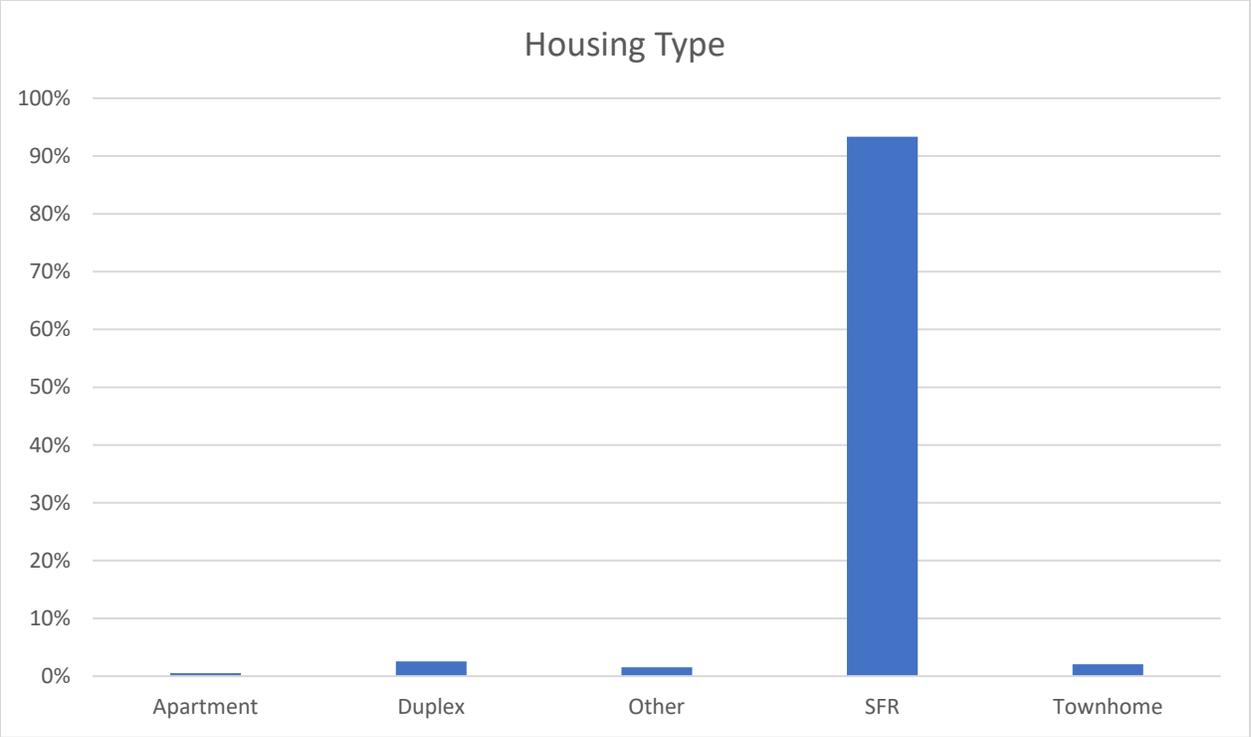
- Some of the new streets off Roy Rogers behind Al's in Sherwood are too narrow. If the parking is in the rear, why are the streets where all houses have sold so narrow. My street is narrow, but one side has several signs that say no parking on this side. We do not need such narrow streets. Where children play, cars should not park on the street. It is a hazard we should not continue to create. Parking needs to be in driveways and designated parking lots. Over by Woodhaven park at the corner of Sunset and Woodhaven, the parking causes the street to be narrow, but additional pedestrian hazard.
- Parking is a major thing to have plenty of. The nightmares I've seen in streets where it's basically one way because people are parked on both sides is crazy. People have guests so there needs to have considerations for ample parking for that too. Not just holidays but b-days and graduations.
- Any ADUs in consideration for design standards?

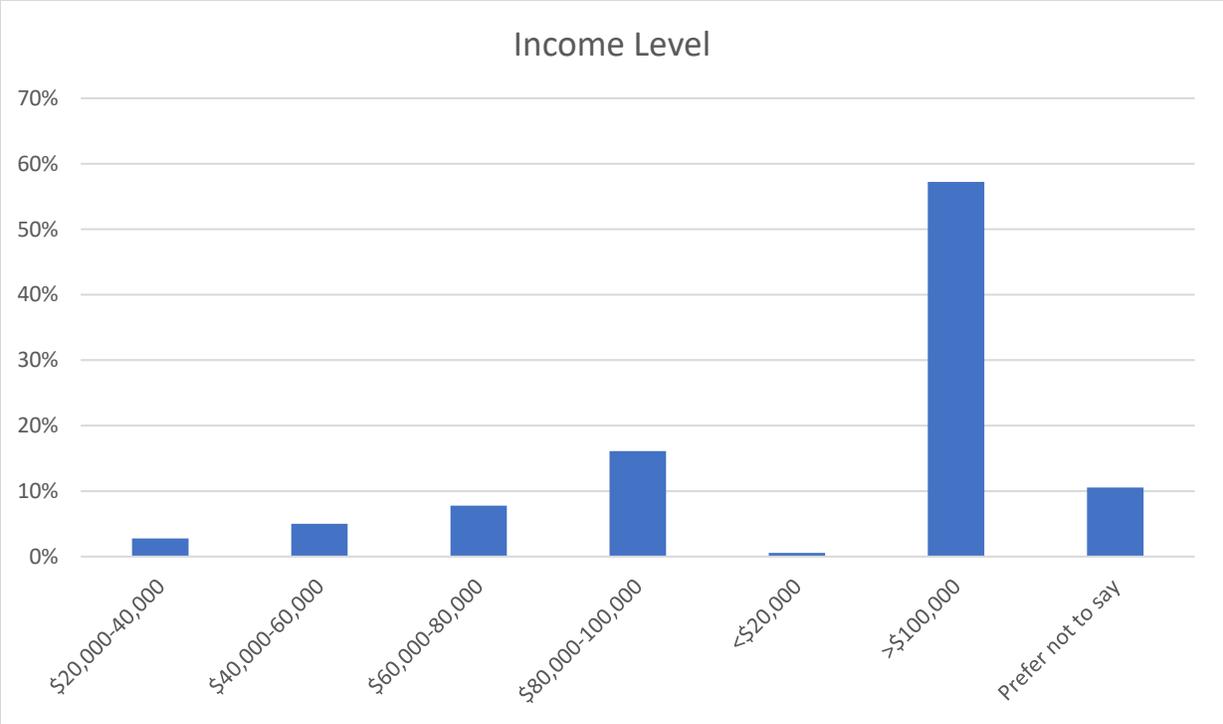
Technical Comments

- Tool would only let me rank 1st place in all the summary sections.
- The drag and drop feature is not working properly on Android.
- This survey is painful, I doubt you will get good info. If you were 12 years old you might stand a chance. Drag drop etc. not good for most users on phones
- Ranking favorite housing groups A-E question was too broad. There are some I like in each and you are comparing too many at once. If you broke it down like AB CDE then best of AB and CDE it would be easier.
- Unfortunately the drag & drop to rate these wouldn't work for me on my desktop computer.

APPENDIX 3 – RESPONDENT DEMOGRAPHIC INFORMATION







ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Housing Group: A (2 units per structure)

Characteristic	Example 1	Example 2	Example 3	Example 4	Example 5	Example 6
						
Front of Building	Like/Strongly Like: 39% Dislike/Strongly Dislike: 37%	Like/Strongly Like: 50% Dislike/Strongly Dislike: 30%	Like/Strongly Like: 58% Dislike/Strongly Dislike: 18%	Like/Strongly Like: 28% Dislike/Strongly Dislike: 44%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 58%	Like/Strongly Like: 31% Dislike/Strongly Dislike: 50%
Façade	Like/Strongly Like: 40% Dislike/Strongly Dislike: 32%	Like/Strongly Like: 51% Dislike/Strongly Dislike: 26%	Like/Strongly Like: 56% Dislike/Strongly Dislike: 20%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 43%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 56%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 53%
Massing/Articulation	Like/Strongly Like: 34% Dislike/Strongly Dislike: 30%	Like/Strongly Like: 46% Dislike/Strongly Dislike: 27%	Like/Strongly Like: 50% Dislike/Strongly Dislike: 18%	Like/Strongly Like: 31% Dislike/Strongly Dislike: 39%	Like/Strongly Like: 25% Dislike/Strongly Dislike: 51%	Like/Strongly Like: 26% Dislike/Strongly Dislike: 54%
Parking	Like/Strongly Like: 41% Dislike/Strongly Dislike: 40%	Like/Strongly Like: 41% Dislike/Strongly Dislike: 41%	Like/Strongly Like: 50% Dislike/Strongly Dislike: 29%	Like/Strongly Like: 41% Dislike/Strongly Dislike: 30%	Like/Strongly Like: 4% Dislike/Strongly Dislike: 90%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 41%
Setback/Landscaping	Like/Strongly Like: 64% Dislike/Strongly Dislike: 18%	Like/Strongly Like: 28% Dislike/Strongly Dislike: 59%	Like/Strongly Like: 61% Dislike/Strongly Dislike: 15%	Like/Strongly Like: 24% Dislike/Strongly Dislike: 49%	Like/Strongly Like: 10% Dislike/Strongly Dislike: 79%	Like/Strongly Like: 39% Dislike/Strongly Dislike: 40%

General Conclusions:

- While Example 1 had fairly evenly distributed responses between Like/Strongly Like and Dislike/Strongly Dislike, it was ranked the most favorite of the examples (Example 6 was ranked the least favorite)
 - This may be due to challenges using the “drag and drop” feature
- Respondents appreciated more traditional massing
- Preference for highly articulated facades
- Parking present but not visually dominant
- Preference for deeper, landscaped setbacks as opposed to shallow or no setbacks

ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Housing Group: B (3 units per structure)

Characteristic	Example 7	Example 8	Example 9	Example 10
				
Front of Building	Like/Strongly Like: 44% Dislike/Strongly Dislike: 38%	Like/Strongly Like: 87% Dislike/Strongly Dislike: 4%	Like/Strongly Like: 36% Dislike/Strongly Dislike: 46%	Like/Strongly Like: 41% Dislike/Strongly Dislike: 41%
Façade	Like/Strongly Like: 45% Dislike/Strongly Dislike: 35%	Like/Strongly Like: 87% Dislike/Strongly Dislike: 4%	Like/Strongly Like: 34% Dislike/Strongly Dislike: 44%	Like/Strongly Like: 39% Dislike/Strongly Dislike: 41%
Massing/Articulation	Like/Strongly Like: 35% Dislike/Strongly Dislike: 39%	Like/Strongly Like: 81% Dislike/Strongly Dislike: 5%	Like/Strongly Like: 24% Dislike/Strongly Dislike: 50%	Like/Strongly Like: 34% Dislike/Strongly Dislike: 37%
Parking	Like/Strongly Like: 36% Dislike/Strongly Dislike: 42%	Like/Strongly Like: 72% Dislike/Strongly Dislike: 13%	Like/Strongly Like: 5% Dislike/Strongly Dislike: 91%	Like/Strongly Like: 45% Dislike/Strongly Dislike: 29%
Setback/Landscaping	Like/Strongly Like: 14% Dislike/Strongly Dislike: 64%	Like/Strongly Like: 88% Dislike/Strongly Dislike: 4%	Like/Strongly Like: 8% Dislike/Strongly Dislike: 85%	Like/Strongly Like: 42% Dislike/Strongly Dislike: 37%

General Conclusions:

- Preference for less urban (sloped roof) and traditional massing
- Negative reaction to zero setback examples – preference for (very) generous setbacks

ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Housing Group: C (4 units per structure)

Characteristic	Example 11	Example 12	Example 13	Example 14
				
Front of Building	Like/Strongly Like: 63% Dislike/Strongly Dislike: 19%	Like/Strongly Like: 25% Dislike/Strongly Dislike: 52%	Like/Strongly Like: 46% Dislike/Strongly Dislike: 32%	Like/Strongly Like: 50% Dislike/Strongly Dislike: 29%
Façade	Like/Strongly Like: 36% Dislike/Strongly Dislike: 19%	Like/Strongly Like: 25% Dislike/Strongly Dislike: 55%	Like/Strongly Like: 42% Dislike/Strongly Dislike: 31%	Like/Strongly Like: 49% Dislike/Strongly Dislike: 30%
Massing/Articulation	Like/Strongly Like: 50% Dislike/Strongly Dislike: 23%	Like/Strongly Like: 26% Dislike/Strongly Dislike: 50%	Like/Strongly Like: 41% Dislike/Strongly Dislike: 33%	Like/Strongly Like: 43% Dislike/Strongly Dislike: 33%
Parking	Like/Strongly Like: 6% Dislike/Strongly Dislike: 87%	Like/Strongly Like: 3% Dislike/Strongly Dislike: 92%	Like/Strongly Like: 51% Dislike/Strongly Dislike: 26%	Like/Strongly Like: 50% Dislike/Strongly Dislike: 27%
Setback/Landscaping	Like/Strongly Like: 40% Dislike/Strongly Dislike: 30%	Like/Strongly Like: 58% Dislike/Strongly Dislike: 26%	Like/Strongly Like: 61% Dislike/Strongly Dislike: 18%	Like/Strongly Like: 27% Dislike/Strongly Dislike: 45%

General Conclusions:

- Apparent preference for buildings with porches/stoops
- Strong negative response to on-street parking as the only parking option
- Strong negative response to shallower setbacks

ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Housing Group: D (varies, 3 to 6 units per structure)

Characteristic	Example 15	Example 16	Example 17	Example 18	Example 19	Example 20	Example 21
							
Front of Building	Like/Strongly Like: 42% Dislike/Strongly Dislike: 29%	Like/Strongly Like: 32% Dislike/Strongly Dislike: 51%	Like/Strongly Like: 36% Dislike/Strongly Dislike: 35%	Like/Strongly Like: 27% Dislike/Strongly Dislike: 50%	Like/Strongly Like: 7% Dislike/Strongly Dislike: 82%	Like/Strongly Like: 48% Dislike/Strongly Dislike: 27%	Like/Strongly Like: 34% Dislike/Strongly Dislike: 43%
Façade	Like/Strongly Like: 43% Dislike/Strongly Dislike: 30%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 54%	Like/Strongly Like: 36% Dislike/Strongly Dislike: 35%	Like/Strongly Like: 25% Dislike/Strongly Dislike: 53%	Like/Strongly Like: 6% Dislike/Strongly Dislike: 82%	Like/Strongly Like: 47% Dislike/Strongly Dislike: 28%	Like/Strongly Like: 33% Dislike/Strongly Dislike: 43%
Massing/Articulation	Like/Strongly Like: 40% Dislike/Strongly Dislike: 33%	Like/Strongly Like: 26% Dislike/Strongly Dislike: 48%	Like/Strongly Like: 40% Dislike/Strongly Dislike: 37%	Like/Strongly Like: 25% Dislike/Strongly Dislike: 49%	Like/Strongly Like: 8% Dislike/Strongly Dislike: 78%	Like/Strongly Like: 46% Dislike/Strongly Dislike: 29%	Like/Strongly Like: 30% Dislike/Strongly Dislike: 45%
Parking	Like/Strongly Like: 50% Dislike/Strongly Dislike: 20%	Like/Strongly Like: 40% Dislike/Strongly Dislike: 32%	Like/Strongly Like: 48% Dislike/Strongly Dislike: 24%	Like/Strongly Like: 44% Dislike/Strongly Dislike: 32%	Like/Strongly Like: 35% Dislike/Strongly Dislike: 41%	Like/Strongly Like: 66% Dislike/Strongly Dislike: 15%	Like/Strongly Like: 43% Dislike/Strongly Dislike: 38%
Setback/Landscaping	Like/Strongly Like: 29% Dislike/Strongly Dislike: 17%	Like/Strongly Like: 17% Dislike/Strongly Dislike: 65%	Like/Strongly Like: 28% Dislike/Strongly Dislike: 44%	Like/Strongly Like: 27% Dislike/Strongly Dislike: 43%	Like/Strongly Like: 4% Dislike/Strongly Dislike: 87%	Like/Strongly Like: 43% Dislike/Strongly Dislike: 26%	Like/Strongly Like: 23% Dislike/Strongly Dislike: 57%

General Conclusions:

- Strong dislike for more edgy/modern facades and example 19 overall
- No strong preference for traditional massing forms such as Example 17
- No clear direction on parking, but slight preference for driveway parking that is not the dominant feature
- Strong dislike for zero setback buildings

ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Housing Group: E (4 to 8 units per site)

Characteristic	Example 22	Example 23	Example 24	Example 25
				
Front of Building	Like/Strongly Like: 47% Dislike/Strongly Dislike: 27%	Like/Strongly Like: 35% Dislike/Strongly Dislike: 35%	Like/Strongly Like: 75% Dislike/Strongly Dislike: 10%	Like/Strongly Like: 72% Dislike/Strongly Dislike: 11%
Façade	Like/Strongly Like: 46% Dislike/Strongly Dislike: 28%	Like/Strongly Like: 31% Dislike/Strongly Dislike: 36%	Like/Strongly Like: 75% Dislike/Strongly Dislike: 10%	Like/Strongly Like: 67% Dislike/Strongly Dislike: 12%
Massing/Articulation	Like/Strongly Like: 44% Dislike/Strongly Dislike: 27%	Like/Strongly Like: 33% Dislike/Strongly Dislike: 35%	Like/Strongly Like: 68% Dislike/Strongly Dislike: 13%	Like/Strongly Like: 58% Dislike/Strongly Dislike: 16%
Parking	Like/Strongly Like: 5% Dislike/Strongly Dislike: 85%	Like/Strongly Like: 46% Dislike/Strongly Dislike: 29%	Like/Strongly Like: 52% Dislike/Strongly Dislike: 28%	Like/Strongly Like: 60% Dislike/Strongly Dislike: 17%
Setback/Landscaping	Like/Strongly Like: 47% Dislike/Strongly Dislike: 25%	Like/Strongly Like: 40% Dislike/Strongly Dislike: 31%	Like/Strongly Like: 74% Dislike/Strongly Dislike: 11%	Like/Strongly Like: 54% Dislike/Strongly Dislike: 20%

General Conclusions:

- Apparent preference for generous, well-landscaped common space
- Preference for traditional massing and highly articulated facades
- Negative response to shared parking, very negative response to on-street parking only

ATTACHMENT 5 – DETAILED CHARACTERISTIC RATING RESPONSES

Streetscapes

Characteristic	Example 26	Example 27	Example 28	Example 29
				
Sidewalk	Like/Strongly Like: 81% Dislike/Strongly Dislike: 7%	Like/Strongly Like: 40% Dislike/Strongly Dislike: 37%	Like/Strongly Like: 82% Dislike/Strongly Dislike: 7%	Like/Strongly Like: 28% Dislike/Strongly Dislike: 44%
Parking Location	Like/Strongly Like: 37% Dislike/Strongly Dislike: 28%	Like/Strongly Like: 33% Dislike/Strongly Dislike: 42%	Like/Strongly Like: 41% Dislike/Strongly Dislike: 24%	Like/Strongly Like: 34% Dislike/Strongly Dislike: 38%
Greenspace/Landscaping	Like/Strongly Like: 52% Dislike/Strongly Dislike: 16%	Like/Strongly Like: 33% Dislike/Strongly Dislike: 33%	Like/Strongly Like: 67% Dislike/Strongly Dislike: 10%	Like/Strongly Like: 27% Dislike/Strongly Dislike: 36%
Building Massing/Form	Like/Strongly Like: 41% Dislike/Strongly Dislike: 34%	Like/Strongly Like: 39% Dislike/Strongly Dislike: 29%	Like/Strongly Like: 53% Dislike/Strongly Dislike: 22%	Like/Strongly Like: 18% Dislike/Strongly Dislike: 57%

General Conclusions:

- Strong preference for sidewalks separated from the street by landscaping
- No clear direction about parking location (in front of or rear of buildings)
- Positive response to more robust landscaping
- Neutral response to streetscape variety, though the streetscape with the most similar homes received the highest Dislike/Strongly Dislike rating



Memorandum

To: Joy Chang, Project Manager, and Erika Palmer, Planning Manager, City of Sherwood
From: Li Alligood, AICP, Project Manager
Copies: Serah Breakstone, AICP, Lead Code Analyst
Robin Scholetzky, AICP, Lead Implementation Reviewer
Date: December 23, 2020
Subject: Sherwood HB 2001 Implementation – Middle Housing Stakeholder Interview Summary
Project No.: 19785.A00

Overview

During November and December 2020, the Otak team conducted eight interviews with community stakeholders representing the City Council, Planning Commission, and members of the Sherwood 2040 Citizen Advisory Committee (CAC). The interviews were designed to complement the code audit being conducted by the Otak team, as well as future draft amendments to the Sherwood Zoning and Development Code. The intent of the interviews was to identify community and decision-maker perspectives on middle housing and the desired outcome of the draft development and design standards to be developed during the next phase of the project.

These stakeholder interviews were intended to build on the information gathered during stakeholder interviews conducted as part of the Sherwood 2040 Housing Block policy development.

City staff identified interviewees, who were then contacted by Otak team members and interviewed virtually by videoconference or by phone. These interviews were conducted between November 17 and December 11, 2020. The interviewees represented a broad cross-section of interests, including:

- City Council
- Planning Commission
- Sherwood 2040 CAC
- Real estate broker
- Infill residential developers
- Large site residential developers
- Non-profit residential developers

Some interviewees represented more than one area of interest – for instance, a Sherwood 2040 CAC member could also be involved in development. A variety of interview questions were posed to each interviewee and questions were tailored to the interviewee's areas of interest.

Though some of the interviewee observations and comments are outside of the scope of this project, they are captured here to provide a comprehensive overview of the discussions that occurred.

Outcomes

Some common themes emerged from the interviews:

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- **There is no clear consensus about what middle housing should look like.** While some interviewees expressed a preference for middle housing to “blend in,” others supported diversity in the appearance of buildings within a neighborhood. Others felt that the expectations should be different in existing neighborhoods than in new communities in expansion areas.
- **Parking is a community concern for all housing types.** Interviewees consistently noted concerns about off-street parking and adequately accommodating parking for middle housing types. Interviewees involved in development noted that developers would provide the amount of housing demanded by the market and the renter/purchaser, regardless of whether the City required it or not and that this can contribute to a project’s affordability.
- **Middle housing alone will not address affordability in Sherwood.** Interviewees noted both financial and regulatory challenges to providing affordable housing in Sherwood. Fees such as system development charges (SDCs) are the same for middle housing types as they are for larger single-family dwellings. Minimum parking, open space requirements, and minimum setbacks were identified as regulatory barriers to affordability.
- **A clear, streamlined review process for all housing types is desired.** Stakeholders with experience developing properties in Sherwood identified early coordination between City departments as an approach that could avoid costly surprises during the development process. Interviewees also expressed support for a clear and objective review process for middle housing, with options for flexibility if desired by the applicant.

In addition, interviewees provided suggestions for potential revisions to the development code, which were incorporated into the December 14, 2020 Code Audit and Recommendations prepared by the Otak team.

Combined Responses

Combined responses to each question are provided below. The interview questions are in ***bold italics***. Some responses have been edited for relevance and clarity.

Questions for developers who have worked in Sherwood:

How long did it take to get your project to a building permit submittal? Is this similar to what you've experienced in other jurisdictions? Was there a particular part of the process that was challenging?

- 20 months. Extenuating circumstances included staff changeover at the City and a challenging site with railroad proximity. It was much longer than other jurisdictions. The entire process was challenging. The team held some preliminary meetings with the City, but they did not have enough detail to help streamline challenges later in the project.
- Took about a year from partition land use submittal to permit. Probably about the same as other jurisdictions. Felt longer for partition in Sherwood than in other jurisdictions. Challenges with some staff at Washington County related to plat review timelines. Faster/easier processes result in more work/fees being paid. There is a need for affordable and middle housing, but fees cost \$40,000-80,000 in permit and SDC costs in addition to soft costs/design fees. These fees are passed to homeowner or renter. These fees can hamper the desired outcomes of affordable housing production. Understands that infrastructure needs to be paid for, frustration with development “paying their way” or their fair share. Examples: SDC fees and water meter fees.

(If challenges during the building permit process were identified) Were any of the challenges you identified related to the availability of information and/or communication with the City?

- Some communication and challenges with Fire Code and the Fire Marshall. There was not a lot of combined review effort between departments, which resulted in long delays between reviews.

- Engineering did not communicate requirements for Final Plat recording at the preliminary plat review. Conditions of approval did not include requirements for grinding and repaving the flag lot driveway to widen to 12 ft. wide. Planning worked on his behalf and revised the condition of approval.

Did the City's development standards present challenges to the development of your desired housing type? If so, was a variance or adjustment available to address these standards?

- Planned Unit Development approach, so the site was reviewed in its entirety.
- Built a single-family detached house in the city. Side/rear setbacks were too great. Private drive is limited to serving 2 homes by Planning and Engineering code. This is too limiting. Requested a setback variance. The fee was \$6,000. Went to City Council to request a waiver of the fee. Did not waive it but was able to have the fee (or review type?) reduced by working with Community Development. Was not able to get adjustment to the private drive limitations.

In your experience, are Sherwood's technical land use or permit requirements more or less onerous than other jurisdictions? Examples: plan requirements, site analysis; Fees for review and/or fees for System Development Charges (SDCs)

- Fees were very expensive: For 17 units, resulted in nearly \$500,000 in fees. And there were a lot of little costs, like charging \$350 for change of address that really added up over time. The System Development Charges (SDC) assessment process was very difficult—it was very hard to clearly ascertain how the SDCs would be assessed and what the cost would be. The number was difficult to calculate, and the resulting fees were very expensive. The resulting higher fees resulted in the property being held and rented, rather than sold as individual units. For anecdotal information, other colleagues have looked at building other similar projects: between the costs of construction and the SDCs, they don't pencil out and developers go elsewhere.
- Partition plat – more onerous. Code is not as flexible as other jurisdictions. SDCs are higher than others, not sure about permit fees.

Are there development or design standards in Sherwood that are consistently difficult to meet? E.g. are there certain standards that you frequently request a variance or adjustment to change.

- Nothing specific that I can recall.
- Minimum lot size is too large. Not conducive to providing options.

Questions for developers who have not worked in Sherwood, but plan to/would like to: If you have not yet developed in Sherwood, why not? What would you be looking for in order to make that happen?

- Works with local partner non-profits to build affordable housing. Generally, at a scale of 12 units and above. They work with non-profits depending on the population they serve, such as seniors, or farmworkers. They also work with a county's Housing Authority. Therefore, the general location of development projects is up to the other non-profit as to where they build. In general, for affordable multifamily they are looking for land that is affordable that does not have restrictions on it---funding sources for affordable housing often limits a project's location: can't build on sites with wetlands, can't build within a distance of landfills, junkyards, railroads, airports, and some larger highways.
- They have land that is outside of City limits and then brought in later on. Urban reserve areas slated for future development. The land (existing land holdings) are just not ripe yet for development, but when it is, they'll be developing in Sherwood.

Are there development or design standards in jurisdictions where you work that are consistently difficult to meet? E.g. are there certain standards that you frequently request a variance or adjustment to change?

- So much of it is site dependent, but we are looking to maximum the number of units on-site because when operating under LIHTC (Low Income Housing Tax Credits), the scale of the project is important because the tax credit only covers development costs and not future affordability: can't source the gap in rents if needed. So, the larger the project, the per unit cost goes down. For the physical project, that means that if there are ample setbacks that restrict the site, then that reduces the ability to get more density on the site. For example, we often choose between a two-story project that fits the development pattern of the area or we can meet the setback and open space requirement with a taller building. The more units, the more people are served by the project. As noted previously, we try to limit variances because of concerns about long delays for land use applications and opposition. Parking is the biggest challenge: providing parking that doesn't get used takes away from buildable land and therefore, potential affordable units. The other two challenges are open space requirements and setbacks. The code should reduce minimum parking requirements even where they work outside of urban Oregon areas. Would like to see 1.5 spaces and below per unit. Even better, is when the parking is per bedroom not per unit. The parking needs to reflect income levels and the fact that multiple car ownership is not an issue for lower income level families. Also, provide for a parking maximum rather than a parking minimum.
- Most of their work is in new urban areas and not infill, so that limits the site constraints. Have seen examples where some cities have taken the approach to have everything be a Planned Unit Development (PUD)—very happy with taking the PUD route, even if it means more information up front because these provide for flexibility later on. Can't say enough about the additional flexibility, especially within a tiered review process where projects are going through a staff to Planning Commission to City Council review. The extra flexibility makes the long(er) process worth it. There are few reasons for this:
 - Product flexibility: Larger sites may have phases of development and having increased flexibility allows for the products to be flexible in terms of the location on the overall site as well as the lot sizes. For example, if you have a site with three different zones within 40 acres and you aren't working with a PUD process, that's a lot of requirements to juggle. Even if the zoning itself fits the topography of the land, there could be other options—both from a development and a marketing perspective where it isn't just about the number of single-family dwellings and/or duplexes, but the overall lot size and setbacks. For a recent example of a jurisdiction moving toward flexibility, see the City of Beaverton in the last five years.
 - Challenges to getting the development to happen have to do with things coming up late or the developer feeling like the goal posts have changed later on. This seems to happen more when the review process has a longer duration, so knowing (and maintaining) the infrastructure requirements at the front end is one way to keep cost down. They've noted a bit of a cycle between land use and engineering where certain design exceptions are agreed upon and then engineering requests something in response to that.

Are there procedures or standards in jurisdictions where you work that creates opportunities for increased density and/or housing at a variety of price-points?

- The most effective thing I've seen is an automatic reduction in parking or increase in density if you have an affordable project. There is also a lot of education to help decision-makers understand the different populations served by the housing i.e.: that the housing is not going to "bring in" people living elsewhere unless they already have a reason to live there—such as employment. There is a disconnect between who is really served by affordable housing: a reminder that the top-end of housing gets created, and the middle at some degree, but the remaining housing does not get constructed unless actively planned for. With the type

projects that we do [affordable housing], the flexibility offered by a PUD is not super useful, but not a huge bonus for what they can do. Some projects have worked using this type of model, but it's when there is a very large site, one with multiple developments within a single site that is phased and perhaps is divided between other non-profit developers to avoid per project funder caps on the number of units: some have caps on 25-30 unit; or 45- 50 units. So, if you are able to phase projects and trade parking areas between projects, it can have value. Typically build multi-unit projects, they don't really do too much single family or duplexes or infill. However, some scattered site housing is something that small developers often get into as there are less buy-in challenges and when a community does not have the human power/construction depth to do the work. They completed a phased project in Eastern Oregon where they saved money on a project by creating the same number of units (40) but as single family and duplex because the area did not have the construction depth for a larger project. They have also seen where culturally specific non-profits renovate and sell individual houses or divide them into duplexes.

- Density transfers are certainly a big help. Stormwater handling is very, very important as it uses land and can create challenges when not addressed as part of development. Stormwater has gotten much more land intensive and finding ways to maximize land use through infrastructure also. One other area is the use of private vs. public roadways—allowing private roadways to be skinnier or use alleyways or other mechanisms to provide for increased density through land use. The challenge is that when they don't meet code standards: such as alleyways or reduced setbacks or fence treatments—or in the case of garbage haulers or fire access. For an example, they proposed a private alley loaded project and it ended up requiring garbage haulers to use a smaller truck. The other challenge are slopes and roadways, as much of the land that's left is not flat, it can create challenges for intersections. The other challenge is creating flexibility around tree preservation and removal. Noted that density is directly tied to affordability and that challenges within the development scenarios that delay projects result in more expensive projects. Flexibility and certainty, competing goals that developers want to see. Lastly, do not underestimate the political climate, as projects go through the development cycle, it is important to understand the political climate and what the City Council is willing to accept for higher density. Lastly, time is of the essence; if a jurisdiction takes 12 months vs 3 years for land use and engineering, the time savings can save costs on the final product. Noted that having an expedited review with increased fees would be worth it to get ahead in the queue.
- Allowing Accessory Dwelling Units (ADUs) within rowhouse units provide for affordability within a project. The ADUs create opportunities for incomes as part of homeownership and help make a project financially feasible if the units are to be rented. There is a lot of demand for small units (within Sherwood and other communities) that is not being met with current products.

Questions for Community Member/Policy Makers:

What is most important to you when thinking about middle housing types in existing Sherwood neighborhoods?

- Affordability. Many clients grew up here or have grandkids here and can't afford to stay here so they move to Newberg or other areas. Looking for detached or attached housing, not condos as much. Personally, and professionally, appearance doesn't matter as much. Enjoys diversity in architecture. Example: rowhomes in Hillsboro, clients bought in the same location but with totally different designs. There's a buyer for everything, people should have the ability to build what they want.
- That it's the same as the neighbors. No increased density beyond what is next door. The size of the house on the lot. Does not want neighborhood infill to alter neighborhoods. Notes that much of Sherwood is new and is already fairly dense because it's newer. Size/design/etc. should be similar to homes a couple of blocks over. Notes that there are a number of mobile home parks in the city, uncertain about their future. If these were individual lots, they would be very small, so that is one area of opportunity.
- That it fits the look and feel of those neighborhoods. But mixed feelings because appreciates variety within the neighborhood. Minimize disruption. Appraisals can be challenging for a house that is much different than other houses nearby (comps are hard to come by).

- Make sure development upgrades infrastructure as needed to support development. Also understands that single-family homes on 10,000 sq. ft. lots in the Portland Metro area will be harder and harder to find. Unlikely to see many teardowns, likely to be infill. Look at Cedarbrook Way to see parking issues. Meineke comes to a traffic circle and backs up to Brookshire Terrace and townhomes. Parking is an issue. Creates safety issues for kids walking to school. Need to make sure parking requirements are appropriate for Sherwood.
- Having them blend with the community in terms of look and feel. Scale similar to existing single-family homes. Design standards and a look and feel similar to single-family, detached, residential. Buildings on their own lots with space so it looks like a suburban neighborhood with parks, walkable trails, eyes in the neighborhood/windows on the houses. Windows, doors, porches, front yard/setback. Sidewalk, trees, etc. in the right-of-way.

What is most important to you when thinking about middle housing types in expansion areas that are not yet developed? For example, Sherwood West or Brookman?

- Making sure traffic is addressed, school capacity is addressed (number one reason people move to Sherwood is schools); accessibility to Old Town – sense of community is the number two reason people move to Sherwood. This is where the sense of community is located. Not having access to Old Town could become an issue for people looking to relocate there. Accessibility and directional access. New development having non-motorized to Old Town. Traffic, schools, and access to Old Town. Affordability is also important. Has not seen as much filtering of housing in Sherwood – since The Ridges development occurred new construction has been higher-priced. Majority of buyers for these homes are moving from outside of Sherwood, so the lower-cost housing is not opening up. Works more with buyers than sellers so not sure about where sellers are going. Entry-level homes are more than \$400,000. Such a big jump from that price range to new construction in \$500-600k that there isn't a stepping-stone to the more affordable homes.
- Ensure adequate parking. Setbacks. Will never approve any zone that has less than a 5' side yard, 20' front setback, and 20' rear setback. Applicable to all structures on a site. Cottage cluster homes, not familiar with that development type. Need to be hard, fast rules that prevent remodeling and expansion of the cottage cluster. Future projects: Street widths, curb cuts, providing off-street parking.
- That there are as many options as possible. That it's flexible. From the development perspective, the more flexibility the better. Support mixing housing types within the same development. Variety in design/architecture. Example: A Planned Unit Development provides flexibility, but open space and other requirements move people away from that option. 30% is a lot, should be less than that (15%?). Accessory Dwelling Units (ADUs) are too small. How many lots are big enough to build an ADU?
- Sherwood is fairly far from Portland metro. Does not have transportation or amenities to serve high-density housing. Sherwood does not have employment most families move to Sherwood for the schools. People make the sacrifice of the commute in order to live in Sherwood. Families move in with young kids, and when kids are out of school they move out. There are no homes for downsizing families to move within the community. High graduation rates overall and within minority communities. Sherwood can do middle housing, but will it be attainable? Prices are still high. If the goal is to have more economically and racially diverse communities, middle housing will not solve that problem. Concerns about high-density housing in areas of town that are not well-connected to work centers, which cause problems for our school systems.
- Doesn't want the expansion areas to be so different that they aren't recognized as a Sherwood neighborhood. Even if they are different design standards, they should result in a similar outcome. Would not anticipate seeing modern glass and steel apartment complexes in the expansion area because those would be different development type that doesn't currently existing in Sherwood.

What kind of site and/or building design elements will be important to help new middle housing types blend with the existing Sherwood character?

- Would like to see a lot more front porches with recessed garages. Example: Villebois in Wilsonville. People move to Sherwood for community connection. Feels like some areas of Sherwood have small setbacks on corner lots that can make it hard to see traffic or pedestrians (clear vision). Example: fence along road near Linger Family Fun Center. Lower fences may be an option, increased corner setbacks? Maybe an easement/PUE setback?
- Setbacks, density. Not worried about architectural styles. Not very supportive of narrow homes. Noted that parking will drive some of the design decisions. Does not expect much middle housing. Side note: priority is getting more jobs in the City, though COVID has changed the dynamic since people are working at home. Noted that Sherwood pays some of the highest taxes in the region due to school bonds. Utilities are similar. No transit, so higher-density housing types haven't been attracted to Sherwood. Mentioned a developer prior to last housing crash, built condominiums but had to convert to apartments. Not enough parking. Attracted big families looking for affordable rents and parking was an issue. Similar project is owned and rented out and functions better. Noted that people want small and affordable homes, but development costs are still high. No appetite [at the leadership level] for System Development Charge reductions for smaller or affordable housing.
- Architectural variety, smaller lot sizes, shared drives, parking requirements. Torn about color – should it be regulated, or left to individual choice? Balancing parking needs v on-street parking.
- If density goes up, parking availability needs to go up with it. Stormwater treatment swales on individual lots don't look great. Shouldn't be allowed. Should be like Woodhaven. Swales don't look great after a while. Require trees/greenery where we can. Every subdivision should have planter strips and sidewalks. Not a big fan of what housing needs to look like in terms of physical appearance. Housing types that will work really well in Sherwood are duplexes and cottage clusters. Cottage clusters are nice because many are single-level, good for seniors. "Master on main" [accessible main-level living], space for a car, and a garden. They do take up more space but could work really well. Consider housing for aging communities should consider those form factors (accessibility). Lots of grandparents wanting to move to Sherwood and can't find places to live. There is no financial incentive for builders to build affordable homes. Need to think through the regulatory environment and how much cost is being added to development. What is driving housing costs? Demand is one factor, which drives costs up. Must seek balance.
- Roofs are typically gabled. Architectural features should restrict blank wall space toward public streets. "Eye candy" on the front of the building – eaves, insets, offsets. No bad examples in Sherwood but many examples in the Aloha area. Good example is the Planned Unit Development next to Target – small houses on small lots. Feels that this works well because it is well-maintained. Supports self-regulation as opposed to Homeowner Associations (HOAs). Look to this development for good examples of design elements. Building orientation and siting on the lot itself enhances the neighborhood. How development will appear from the main streets nearby (Collectors and Arterials). Low fences, and a park abutting the street provides the appearance of open space.

Should design standards for middle housing be style-neutral, or should they encourage a particular style?

- Style-neutral is appropriate. Old Town should have its own set of standards specific to that area. It is appropriate for this area to have strict guidelines. Not a fan of limiting people's design choices.
- There should be some requirements. From façade standpoint, should have a sloped roof, lap siding or brick. Not interested in steel or glass facades.
- New development should be style-neutral; existing neighborhoods should reflect neighborhood character.
- Not concerned about what a house looks like. Diversity in style is important so that every house doesn't look the same. Encourage diversity in style. More concerned about green space, grass, trail systems. The aesthetics of the home will be driven by market forces. People will move to Sherwood and live in a house with no parking and very little yard to be part of this school district. Need to make sure that new density does not impact the existing Sherwood appeal.

- Does not like the modern style very much (flat roofs, etc.). Should have gabled roofs and traditional shape and form. Community should be treated as one place regardless of location.

What do you think will be the biggest challenge for this project?

- Affordability. Keeps hearing that builders are having a hard time setting affordable prices because of the SDC prices. City might consider supporting affordable housing through SDCs. Should be presented as government wanting affordable housing as much as anyone else, how can they support it? Could be interesting to see Villebois, or South Hillsboro/Reed's Crossing. There are buyers for all of these homes. People who prefer low-maintenance, masters on the main for aging buyers. This would be a good idea near the high school, families that might want to be near the high school but can't afford a single-family home. More variety would give more options for new buyers – smaller new construction, attached new construction, cottage clusters.
- Education of the community. How to get information out to people? Getting people comfortable with the concept. Focus on the pros, not the cons. When you want to downsize, or your kids move out of the house, this will provide options. Showing the City the money – leadership is under the impression that development doesn't pay for itself and costs the City money over time. Overall economic impacts of development including fees, shopping, etc. Paying taxes etc.
- For staff and consultants to put on their creative thinking hats regarding the regulatory changes. What are creative approaches in our code to protect the character and nature and family-oriented community that Sherwood has from the challenges of growing too fast? Example: regulation regarding using garages for parking; can we require 20 ft. setbacks for garages/driveways to provide an additional parking space? How can code be customized for Sherwood's specific needs? Supports affordable housing in Sherwood; only 700 people who live and work in Sherwood. Retail jobs etc. in Sherwood are not high-paying jobs; need opportunities for people working in those positions to live in Sherwood.
- People accepting what attainable is, vs affordable using City of Sherwood metrics. We can't have the same design criteria and expectations that they have in Gresham, Hillsboro, or Beaverton due to lack of mass transit. Density and look and feel will need to be a bit different. Ensure that Metro allows Sherwood to keep its own look and feel. "Affordable" has negative connotations with the Comprehensive Plan advisory committee. "Attainable" housing is more acceptable because it means different things to different people. Stressed that we maintain Sherwood personality; if there is a "may do" as opposed to a "shall do" that should be closely considered. "Scalable" approaches will be important. For example, smaller lots that are scaled with design elements similar to 5,000 sf. lots. Similar setbacks and housing sizes, etc. Make the right thing the easy thing. Code should be prescriptive to allow a clear and objective process. If outside of the prescriptive path, process becomes more discretionary.

Anything else?

- A new model is for us to create homeownership cooperatives out of mobile home parks. We help the current owners create a cooperative; someone else buys the land and the land is held in community. They charge a share to join the cooperative and then when it's time for them to leave, they sell the unit separately. The project stays affordable because the land is under cooperative ownership. The only cost elements that go up are maintenance and infrastructure like re-paving parking lots and mowing the grass. Mobile home parks and manufactured housing are one of the only kinds of naturally occurring affordable housing and it is important for jurisdictions to preserve these areas and allow for manufactured housing parks to remain. They noted a project in Waldport where the project rents by the year.
- For this project, we tried to provide accessory dwellings, with separate entrances etc. There is a lot of demand for these units, but currently, we can't offer them separately from the (primary) unit. For projects like this, accessory dwellings help projects pencil. By allowing development of ADUs, it increases rent by 20% on a project. We are not looking for short term rentals like Airbnb, it is the long-term rentals we are seeking, not

short-term. And, reduce parking amounts. For the Oregon Street Townhomes, there are multiple parking spaces still empty and that land could have been used for something else.

- If there is any way to direct people to focus more on master on the main for grandparents. Lots of grandparents moving to Sherwood because their kids have moved here from out of state etc. Townhome and manufactured home communities on their own land are affordable. Need more options. Important to be able to afford a monthly payment and still have expendable income to enjoy the community. High prices attract a certain kind of family; lack of affordability may restrict diversity/or result in a lack of diversity. Supports cultural and economic diversity. Give people a chance to stay here.