8/21/2024

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

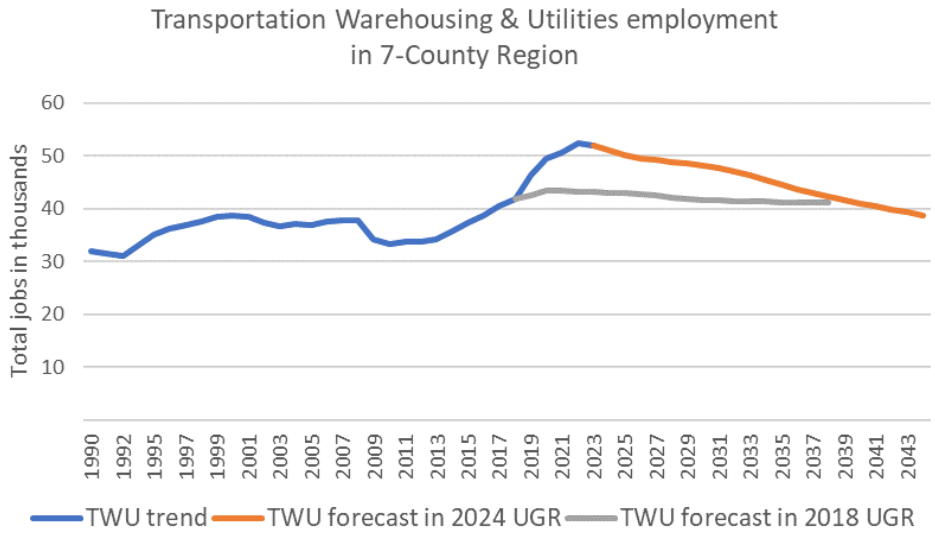
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

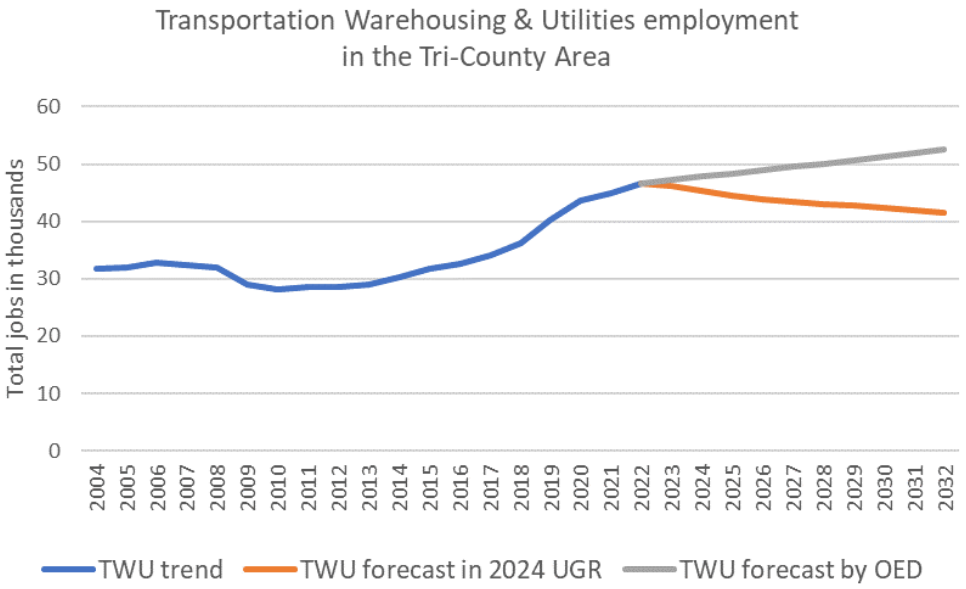
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

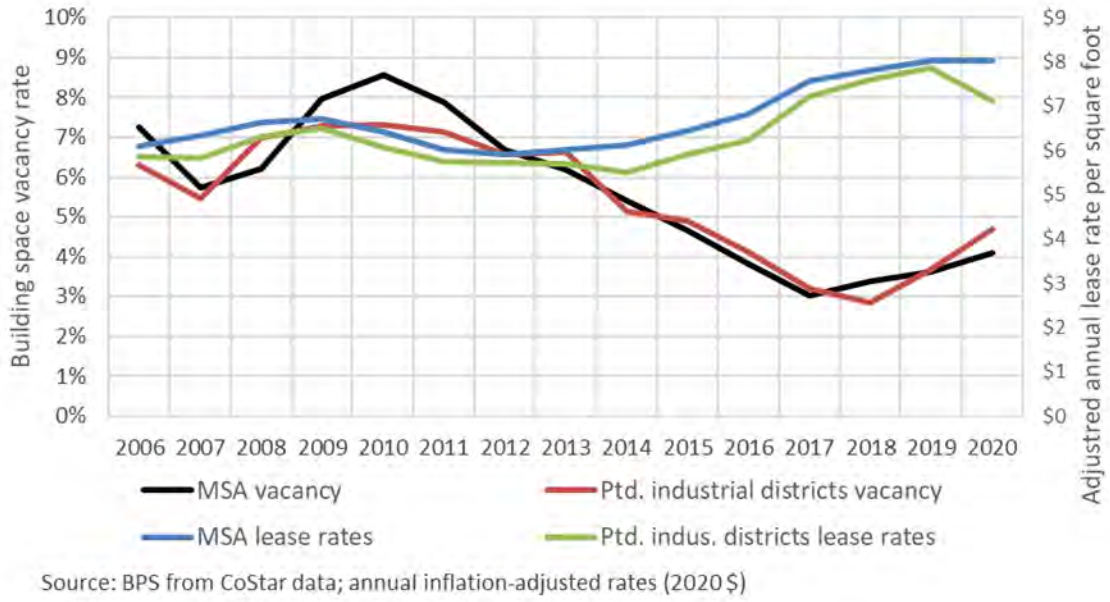
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <Tom.Armstrong@portlandoregon.gov>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>; Malu Wilkinson <Malu.Wilkinson@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>; Josh Harwood <Josh.Harwood@oregonmetro.gov>; Dennis Yee <Dennis.Yee@oregonmetro.gov>; David Tetrick <David.Tetrick@oregonmetro.gov>
Cc: Kountz, Steve <Steve.Kountz@portlandoregon.gov>; Diefenderfer, Patricia <Patricia.Diefenderfer@portlandoregon.gov>; Emerald Bogue <Emerald.Bogue@portofportland.com>; Bouillion, Tom <tom.bouillion@portofportland.com>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
503-823-3527
www.portland.gov/bps

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-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <PlanningAdminCalendar@oregonmetro.gov>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: 206-406-0957 | lisa.hunrichs@oregonmetro.gov

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <jewelsalf@msn.com>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz <jewelsalf@msn.com>
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

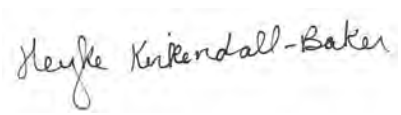
We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board



Miriam Hanes

From: Sherwood Chamber <chamber@sherwoodchamber.org>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: (503)-625-7800
Web: https://sherwoodchamber.org/

Miriam Hanes

From: Julie Nader <julie_nader@yahoo.com>
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Leonhr <leonhr@comcast.net>
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> Leonhr@comcast.net
>> 503-440-2232

Miriam Hanes

From: michelle Standridge <lmstand@mac.com>
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
503-531-5337

Miriam Hanes

From: kerrville <kerrville@comcast.net>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Rachel Adams <rachel@playnicepr.com>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

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To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
(m) 503.806.5682
rachel@playnicepr.com
www.playnicepr.com

THE VALUATION GROUP
24925 SW Garden Acres Rd
Sherwood, Oregon 97140
Voice: (503) 330-8697 ***Dave@thevalue-group.com***

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

THE VALUATION GROUP
24925 SW Garden Acres Rd
Sherwood, Oregon 97140
Voice: (503) 330-8697 *Dave@thevalue-group.com*

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,



David E. Balfour, MAI
24925 SW Garden Acres Road
Sherwood, OR 97140
Email: dave@thevalue-group.com
503-330-8697

Miriam Hanes

From: Dave Balfour <Dave@thevalue-group.com>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
24925 SW Garden Acres Road
Sherwood, Oregon 97140
P: 503-330-8697
This message was sent via voice text. Please forgive typographical errors.

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
    - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
    - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
    - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
    - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <Erika.Greene@portofportland.com>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: erika.greene@portofportland.com
p: 503.415.6015
w: portofportland.com

Port of Portland

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: kcobrain@earthlink.net
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; aston.simpson@oregonmetro.gov; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
16083 SW Upper Boones Ferry Rd
Suite 105
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
gary@multifamilynw.org

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Income Property Management

Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <zach@multifamilynw.org>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
360-931-9944



Miriam Hanes

From: Bridget Perkins <perkinsbridget@gmail.com>
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: LOYAL ROTH <rothchildconst@comcast.net>
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
Cell # 503-522-5574
Fax # 503-625-5292
rothchildconst@comcast.net
P.O Box 1318
Sherwood, OR 97140
CCB # 114280

Miriam Hanes

From: Conrad Thomason <conrad.thomason2@gmail.com>
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
18183 S.W. Handley St.
Sherwood, OR 97140

Miriam Hanes

From: Farmland First <farmlandfirstor@gmail.com>
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Testimony in opposition to Sherwood expansion

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To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: albpearson@comcast.net
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; rosenert@sherwoodoregon.gov; rutledgee@sherwoodoregon.gov; Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

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To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Terry R <terry.repp@outlook.com>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Sherwood UGB Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Jess Sunset <jesssunset21@gmail.com>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

17210 SW Green Heron Dr.

Sherwood, OR 97140

Miriam Hanes

From: Meerta Meyer <meertameyer@yahoo.com>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]In Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
503-528-4564

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Committee on Racial Equity (CORE)
Date: August 15, 2024
Time: 5:30-7:30pm (Zoom room opens at 5pm)
Place: Virtual meeting via Zoom

5:30 PM **Welcome and Introductions**

5:35 PM **Public Comment**

5:40 PM **Metro Council Update**

5:45 PM **Committee Business**

5:50PM **Developing recommendations for Council UGB Decision**
CORE member discussion
Eryn Kehe, Metro Department of Planning, Development, and Research

7:20 PM **CORE Debrief Time**

7:30 PM **Adjourn**

August and September 2024 CORE UGB Meeting Plans

August 15, 2024	September 19, 2024
• Recap July conversation with Sherwood • Review "Guidance for CORE UGB Recommendations" • Identify key priorities and opportunities for Council to consider (whiteboard) ○ Conduct an iterative process with the Planning Team regarding priorities and opportunities within Metro's purview and those that are not. • Begin drafting recommendations • Determine testimony format • Who is available to testify? Council hearing is September 26	• Review COO recommendations • Review Public Comment Summary • Review any other public comment • Finalize recommendations

Guidance Document for CORE UGB Recommendations

This year for the first time, Metro's Committee on Racial Equity has a formal role to provide recommendations to Metro Council regarding a proposed expansion of the Urban Growth Boundary. Below are ideas and background information to assist CORE in this process.

A reminder of CORE's scope in the decision making:

Within CORE's scope…	Outside of CORE's scope…
✓ Recommending concepts (or values) to help Council shape conditions of approval for the area brought into the UGB ✓ Sharing feedback and recommendations about the Urban Growth Management Decision process, which could include: o community engagement practices, o elements that Metro should require from future expansion proposals, o data collection and presentation practices used to create the Urban Growth Report ✓ Sharing feedback and observations about CORE's experience in the process	× Approving/denying expansion of the Growth Boundary × Deciding conditions of approval

Types of issues potentially within Metro's scope…	Types of issues beyond Metro's scope…
✓ Requiring an equity analysis in future concept planning ✓ Requiring for a certain number of housing units, protection of natural resources or protection of certain industrial land in the comprehensive plan development in Sherwood ✓ Requiring certain approaches to community engagement during the comprehensive plan development in Sherwood ✓ Requiring affordable housing in an expansion area like Sherwood ✓ Requiring planning for access to amenities such as parks and open spaces in the comprehensive plan development in Sherwood	× Requiring specific developers or contractors if expansion is approved × Requiring services that the City of Sherwood doesn't provide like transit, schools, health care, etc. × Dictating the specific location of roads, parks, housing, etc. × Environmental protection beyond Title 13 of Metro's Urban Growth Management Functional Plan

✓ Seeking pedestrian and bike connectivity in neighborhoods during the comprehensive plan development io connect people to future bus stops in an expansion area ✓ Require Tribal consultation during the comprehensive plan development ✓ Require completion of the comprehensive planning process within a certain timeframe (four years is typical) ✓ Require annual reporting to Metro on compliance with conditions (typically we require this for up to six years) ✓ Recommend utilization and implementation of contracting and workforce equity policies and best practices.	

What is a condition of approval?
If Metro Council decides to expand the Urban Growth Boundary, they can also ask the City where the boundary is expanded to meet certain requirements as part of future planning for the development of the area. These conditions generally help achieve the purpose of the expansion or help achieve regional goals.

What is the process to develop and adopt conditions of approval?
Metro Council can propose conditions that staff then authors into ordinance language. Council votes on the entire expansion decision, including adoption of conditions of approval.

What types of conditions have been applied to past expansions?
See Conditions of Approval from 2018 Decision.

How are other advisory groups weighing in?
In the 2018 Decision, MPAC (Metropolitan Policy Advisory Council)'s recommendation showed up in the Staff Report attached to the Council Ordinance. Their recommendation was as follows:

"MPAC recommendation: On September 12, 2018 MPAC unanimously endorsed the Chief Operating Officer recommendations."

For the 2024 Decision, MPAC will determine its recommendation at its September meeting, and their recommendation will be similarly captured in the Staff Report.

What are the options for CORE to deliver its recommendations?

Metro's website "How To Give Testimony" provides detailed instructions, including these options:

Submit written feedback:

- Written testimony for the September 26 Council hearing
- Letter to Council
- Submit comments online
- Include CORE's recommendation into the Staff Report to Council

Testify during the meeting:

- Testify in-person at the Council meeting. Comments limited to 3 minutes per person.
- Testify over Zoom or phone during the hybrid Council meeting. Comments limited to 3 minutes per person.

What could recommendations look like?

CORE can make recommendations that are as specific or as high level as they like. There is no prescribed format to provide recommendations. Just as there is no "one way" to write a professional resume, CORE has flexibility to explain its recommendations in whatever format is true to its voice.

Conditions of Approval on Land Added to UGB

A. Comprehensive planning in the four UGB expansion areas:

1. Within four years after the date of this ordinance, the four cities shall complete comprehensive planning consistent with Metro code section 3.07.1120 (Planning for Areas Added to the UGB).

2. The four cities shall allow, at a minimum, single family attached housing, including townhomes, duplexes, triplexes, and fourplexes, in all zones that permit single family housing in the expansion areas.

3. The four cities shall explore ways to encourage the construction of ADUs in the expansion areas.

4. As the four cities conduct comprehensive planning for the expansion areas, they shall address how their plans implement relevant policies adopted by Metro in the 2014 regional Climate Smart Strategy regarding: (a) concentrating mixed-use and higher density development in existing or planned centers; (b) increasing use of transit; and (c) increasing active transportation options. The cities shall coordinate with the appropriate county and transit provider regarding identification and adoption of transportation strategies.

5. As the four cities conduct comprehensive planning for the expansion areas, they shall regularly consult with Metro Planning and Development staff regarding compliance with these conditions, compliance with the Urban Growth Management Functional Plan, compliance with the state Metropolitan Housing Rule, and use of best practices in planning and development, and community engagement. To those ends, cities shall include Metro staff in advisory groups as appropriate.

6. At the beginning of comprehensive planning, the four cities shall develop – in consultation with Metro – a public engagement plan that encourages broad-based, early and continuing opportunity for public involvement. Throughout the planning process, focused efforts shall be made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth.

B. Citywide requirements (for the four cities):

1. Within one year after the date this ordinance is acknowledged by LCDC (excluding any subsequent appeals), the four cities shall demonstrate compliance with Metro code section 3.07.120(g) and ORS 197.312(5) regarding accessory dwelling units. In addition to the specific requirements cited in Metro code and state law, cities shall not require that

accessory dwelling units be owner occupied and shall not require off street parking when street parking is available.

2. Before amending their comprehensive plans to include the expansion areas, the four cities shall amend their codes to ensure that any future homeowners associations will not regulate housing types, including accessory dwelling units, or impose any standards that would have the effect of prohibiting or limiting the type or density of housing that would otherwise be allowable under city zoning.

3. Before amending their comprehensive plans to include the expansion areas, the four cities shall amend their codes to ensure that any future homeowners associations will not require owner occupancy of homes that have accessory dwelling units.

4. The four cities shall continue making progress toward the actions described in Metro Code section 3.07.620 (Actions and Investments in Centers, Corridors, Station Communities, and Main Streets).

5. Cities shall engage with service providers to consider adoption of variable system development charges designed to reduce the costs of building smaller homes in order to make them more affordable to purchasers and renters.

6. For at least six years after this UGB expansion, the four cities shall provide Metro with a written annual update on compliance with these conditions as well as planning and development progress in the expansion areas. These reports will be due to the Metro Chief Operating Officer by December 31 of each year, beginning December 31, 2019.

C. Beaverton:

1. Beaverton shall plan for at least 3,760 homes in the Cooper Mountain expansion area.

2. The expansion area shall be designated Neighborhood on the 2040 Growth Concept map.

3. The city may propose the addition of Corridors for depiction on the 2040 Growth Concept map as an outcome of comprehensive planning for the area.

D. Hillsboro:

1. Hillsboro shall plan for at least 850 homes in the Witch Hazel Village South expansion area.

2. The expansion area shall be designated Neighborhood on the 2040 Growth Concept map.

3. The city may propose the addition of Corridors for depiction on the 2040 Growth Concept map as an outcome of comprehensive planning for the area.

E. King City:

1. King City shall coordinate with Washington County and the City of Tigard as it engages in its work on a Transportation System Plan, other infrastructure planning, and comprehensive planning.

2. Before amending the King City comprehensive plan to include the expansion area, King City shall conduct additional market analysis to better understand the feasibility of creating a new mixed-use town center.

3. Pending the results of the market analysis of a new town center, King City shall plan for at least 3,300 homes in the Beef Bend South expansion area. If the market analysis indicates that this housing target is infeasible, King City shall work with Metro to determine an appropriate housing target for the expansion area.

4. The expansion area shall be designated Neighborhood on the 2040 Growth Concept map.

5. Pending the results of the market analysis of a new town center, Metro will work with King City to make necessary changes to the 2040 Growth Concept map.

6. Prior to amending the King City comprehensive plan to include the expansion area, King City shall complete a Transportation System Plan for the city.

7. Prior to amending the King City comprehensive plan to include the expansion area, King City shall amend its code to remove barriers to the construction of accessory dwelling units, including:

    a. Remove the requirement that accessory dwelling units can only be built on lots that are at least 7,500 square feet, which effectively prohibits construction of accessory dwelling units in the city.

    b. Remove or increase the requirement that accessory dwelling units be no bigger than 33 percent of the square footage of the primary home so that an accessory dwelling unit of at least 800 square feet would be allowable.

8. The Columbia Land Trust holds a conservation easement over portions of the Bankston property, which King City's concept plan identifies as the intended location for a key transportation facility serving the expansion area. King City shall work with the Columbia Land Trust to protect, to the maximum extent possible, the portion of the

Bankston property covered by the conservation easement.

9. To reduce housing costs, King City shall, in its comprehensive planning, explore ways to encourage the use of manufactured housing in the expansion area.

F. Wilsonville:

1. Wilsonville shall plan for at least 1,325 homes in the Advance Road expansion area.

2. The expansion area shall be designated Neighborhood on the 2040 Growth Concept map.

3. The city may propose the addition of Corridors for depiction on the 2040 Growth Concept map as an outcome of comprehensive planning for the area.

G. West Union Village Property:

1. There shall be no change of use or intensification of individual uses on any portion of the 4.88-acre property until Urban Reserve Area 8F has been brought into the UGB and the City of Hillsboro has adopted comprehensive plan amendments for the surrounding urban reserve land.

Miriam Hanes

From: Brittni Beers <brittni_beers@hotmail.com>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Jim Huston <jim@portlandseedfund.com>
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; sherwoodfarmalliance@gmail.com
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

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We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
sherwoodfarmalliance@gmail.com

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
21125 SW Ramblin Reck Rd, Sherwood OR

Miriam Hanes

From: kellymelillo22@gmail.com
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Jamie Monahan <jammon4535@gmail.com>
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]2024 Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <DeannaP@wcchamber.org>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: 503-473-4486
Email: DeannaP@WCChamber.org
www.washingtoncountychamberor.com
5193 NE Elam Young Pkwy | Hillsboro, OR 97124

Miriam Hanes

From: Lindsay Roberts <linds102@gmail.com>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
17354 SW Galewood Drive
Sherwood, OR 97140
206.334.7891

Miriam Hanes

From: Wayne Vandekraak <wvandekraak@gmail.com>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]West Urban Growth Boundary Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
503.330.1897

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

1333 NW Eastman Parkway
Gresham, OR 97030
503-618-3000
GreshamOregon.gov

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

Ashley Miller
Community Development Director

E. Fitz

Erika Fitzgerald
Interim Economic Development Director

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

2432 NW 141st Place · Portland, Oregon 97229 · tom@theholtcompany.com · 503-956-7461

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

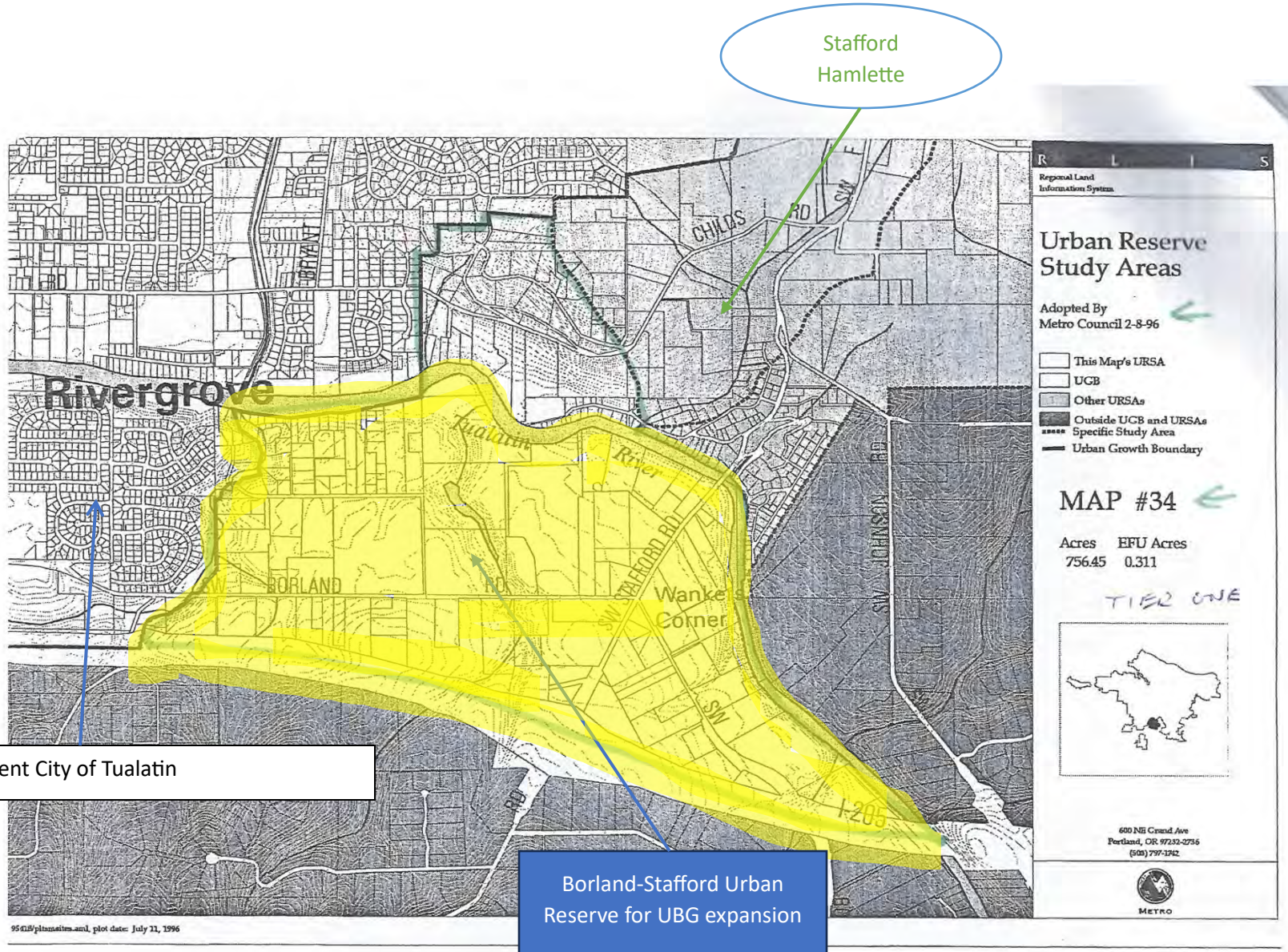
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
CHILDS RD
BORLAND RD
SW STAFFORD RD
SW JOHNSON RD
Wanker's Corner
I-205
Regional Land Information System
Urban Reserve Study Areas
Adopted By Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres 756.45
EFU Acres 0.311
TIER ONE
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
METRO
95fill/pltmaster.aml, plot date: July 11, 1996
Current City of Tualatin
Borland-Stafford Urban Reserve for UBG expansion

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023.I	2023.II	2023.III	2023.IV r	2024.I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U.S.	357.1	392.8	394.1	371.0	402.5	406.3	391.3	389.4	5.0%
	NE	394.1	426.0	444.4	394.1	452.6	467.7	441.0	437.6	11.0%
	MW	263.3	281.9	290.8	263.6	301.2	304.6	282.3	283.1	7.4%
	SO	317.5	359.5	362.0	345.9	367.6	367.9	359.4	357.3	3.3%
	WE	558.8	617.1	602.6	559.3	609.5	623.2	609.3	600.3	7.3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640.0	1797.8	1765.0	1618.4	1800.0	1850.0	1750.3	1840.0	13.7%
11244	Anaheim-Santa Ana-Irvine, CA	1099.0	1235.0	1260.0	1195.5	1250.0	1305.0	1299.5	1365.0	14.2%
41860	San Francisco-Oakland-Hayward, CA	1320.0	1350.0	1272.5	1140.0	1335.0	1300.0	1251.0	1300.0	14.0%
46520	Urban Honolulu, HI	996.2	1126.7	1055.9	1029.0	1060.7	1061.9	1069.4	1085.8	5.5%
41740	San Diego-Carlsbad, CA	830.0	911.0	931.2	880.0	942.4	978.5	931.6	981.0	11.5%
42020	San Luis Obispo-Paso Robles, CA	762.1	889.3	888.6	850.2	890.9	889.9	912.1	909.3	7.0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980.2	896.9	903.3	844.8	904.9	921.5	916.8	908.7	7.6%
41500	Salinas, CA	886.6	899.2	933.4	863.9	915.6	945.3	993.9	899.2	4.1%
34940	Naples-Immokalee-Marco Island, FL	645.0	782.0	790.0	777.0	850.0	770.0	755.0	850.0	9.4%
31084	Los Angeles-Long Beach-Glendale, CA	801.3	849.4	833.4	746.8	789.4	897.6	884.4	823.0	10.2%
14500	Boulder, CO	782.7	857.8	857.2	836.9	871.2	857.8	849.4	822.4	-1.7%
42660	Seattle-Tacoma-Bellevue, WA	698.6	756.2	735.0	699.3	760.8	744.3	732.2	755.3	8.0%
14460	Boston-Cambridge-Newton, MA-NH	642.2	685.6	714.0	644.4	734.2	745.1	704.7	704.7	9.4%
12700	Barnstable Town, MA	617.8	683.0	715.4	672.7	711.5	731.0	737.8	701.7	4.3%
35004	Nassau County-Suffolk County, NY	635.1	670.8	683.5	653.2	673.4	702.3	696.6	695.9	6.5%
35614	New York-Jersey City-White Plains, NY-NJ	535.8	589.2	623.9	560.2	608.8	650.5	659.2	663.1	18.4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561.0	607.6	636.9	577.3	629.0	665.0	659.3	659.2	14.2%
14860	Bridgeport-Stamford-Norwalk, CT	630.0	657.7	694.1	600.7	722.4	728.5	681.9	658.1	9.6%
19740	Denver-Aurora-Lakewood, CO	607.1	670.1	661.0	636.1	674.5	673.0	652.3	651.0	2.3%
42140	Santa Fe, NM	535.5	610.3	638.7	608.7	641.0	669.4	629.7	631.1	3.7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480.0	557.5	593.0	560.0	605.0	602.5	600.0	625.0	11.6%
35084	Newark, NJ-PA	512.3	563.3	621.7	513.4	635.6	672.7	628.4	610.1	18.8%
39900	Reno, NV	531.8	596.6	585.8	535.8	585.8	608.0	599.0	605.9	13.1%
22660	Fort Collins, CO	514.3	610.0	611.2	590.4	628.9	622.1	586.1	604.5	2.4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544.3	585.0	602.7	557.2	629.0	612.6	591.7	600.2	7.7%
40140	Riverside-San Bernardino-Ontario, CA	510.0	565.0	565.0	550.0	570.0	565.0	565.5	579.9	5.4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536.4	591.0	584.8	556.8	599.4	593.4	579.4	574.0	3.1%
41100	St. George, UT	462.7	583.2	537.6	512.2	548.0	541.9	541.6	554.8	8.3%
41620	Salt Lake City, UT	486.1	569.1	542.2	522.7	546.9	554.5	541.0	551.2	5.5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500.0	540.0	527.1	500.0	530.0	542.0	535.0	533.9	6.8%
38860	Portland-South Portland, ME	418.1	473.0	505.1	462.8	538.7	528.0	495.5	512.4	10.7%
35840	North Port-Sarasota-Bradenton, FL	405.0	505.6	510.0	500.0	525.0	515.0	499.9	510.0	2.0%
31700	Manchester-Nashua, NH	412.6	466.0	485.3	441.9	489.5	505.6	486.8	508.4	15.0%
39340	Provo-Orem, UT	475.7	569.1	510.5	492.6	520.3	532.7	500.9	507.4	3.0%
24540	Greeley, CO	453.0	489.3	484.9	471.7	489.0	491.7	484.5	482.6	2.3%
36260	Ogden-Clearfield, UT	417.8	483.0	475.1	451.9	485.6	481.7	478.6	482.1	6.7%
14260	Boise City-Nampa, ID	468.6	491.6	474.0	440.7	480.8	485.9	478.1	471.5	7.0%
39300	Providence-Warwick, RI-MA	396.1	440.9	460.9	417.0	462.3	480.1	467.5	470.7	12.9%
38060	Phoenix-Mesa-Scottsdale, AZ	415.4	477.9	459.6	439.7	464.2	467.2	466.5	470.5	7.0%
12420	Austin-Round Rock, TX	488.6	555.4	481.2	467.9	496.3	485.7	466.4	466.7	-0.3%
29820	Las Vegas-Henderson-Paradise, NV	397.0	466.4	450.4	431.4	449.6	460.6	459.6	465.4	7.9%
21660	Eugene, OR	417.1	463.9	465.4	451.0	475.4	476.9	450.4	462.7	2.6%
20524	Dutchess County-Putnam County, NY	397.0	431.8	440.3	397.0	434.7	460.1	457.0	454.1	14.4%
48900	Wilmington, NC	355.3	410.1	441.5	416.5	439.4	456.5	447.5	453.7	8.9%
15540	Burlington-South Burlington, VT	389.2	442.2	471.1	429.5	486.5	478.1	468.9	448.9	4.5%
17820	Colorado Springs, CO	432.9	463.4	460.4	444.7	467.1	466.3	459.3	448.8	0.9%
41420	Salem, OR	411.1	451.7	452.7	453.7	451.0	456.2	449.7	446.0	-1.7%
31540	Madison, WI	361.5	392.7	417.9	397.9	429.2	428.3	403.7	445.3	11.9%
11700	Asheville, NC	378.6	426.9	456.6	435.2	456.0	463.5	466.6	444.7	2.2%
11460	Ann Arbor, MI	348.8	373.8	435.3	398.0	485.0	448.0	410.0	440.9	10.8%
20500	Durham-Chapel Hill, NC	397.9	453.6	468.3	412.6	495.5	483.2	460.0	440.9	6.9%
39580	Raleigh, NC	392.8	455.3	459.9	420.0	471.6	478.6	461.2	439.8	4.7%
30860	Logan, UT-ID	364.2	441.6	431.7	441.9	440.6	421.0	424.3	436.1	-1.3%
42680	Sebastian-Vero Beach, FL	325.0	375.0	387.5	384.0	412.0	373.4	385.0	435.8	13.5%
36740	Orlando-Kissimmee-Sanford, FL	356.9	420.0	434.0	419.9	435.0	436.5	442.0	435.0	3.6%
49340	Worcester, MA-CT	371.7	409.1	436.6	387.6	452.0	456.5	434.3	430.9	11.2%
28420	Kennewick-Richland, WA	380.9	440.3	428.4	425.4	428.9	433.6	422.8	426.9	0.4%
38940	Port St. Lucie, FL	332.0	400.0	409.9	391.5	410.0	413.6	420.0	425.0	8.6%
40060	Richmond, VA	342.8	374.0	393.0	362.3	395.0	401.7	412.8	425.0	17.3%
16700	Charleston-North Charleston, SC	375.2	416.1	423.2	406.0	430.2	421.5	429.0	421.4	3.8%

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NATIONAL ASSOCIATION OF REALTORS®

	Metropolitan Area	2021	2022	2023 r	2023.I	2023.II	2023.III	2023.IV r	2024.I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
15980	Cape Coral-Fort Myers, FL	360.0	430.0	420.0	434.0	439.0	405.0	400.0	415.0	-4.4%
11260	Anchorage, AK	380.6	408.4	423.9	395.6	441.0	437.2	400.8	412.0	4.1%
28740	Kingston, NY	346.6	379.7	401.1	358.9	394.5	427.1	421.8	411.1	14.5%
23420	Fresno, CA	370.0	410.0	410.0	390.0	420.0	420.0	405.0	410.0	5.1%
23580	Gainesville, GA	345.0	393.9	401.5	383.5	420.4	401.5	398.7	405.8	5.8%
44060	Spokane-Spokane Valley, WA	382.1	423.9	412.7	383.4	424.4	433.2	397.6	405.4	5.7%
45300	Tampa-St. Petersburg-Clearwater, FL	330.0	400.0	405.0	390.0	409.9	415.0	410.0	405.2	3.9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349.5	403.7	401.5	385.8	401.3	413.6	405.3	404.3	4.8%
18880	Crestview-Fort Walton Beach-Destin, FL	384.1	420.0	410.0	400.0	432.0	407.0	394.6	399.0	-0.2%
16740	Charlotte-Concord-Gastonia, NC-SC	354.1	397.7	398.0	387.2	403.1	406.9	395.1	398.3	2.9%
17020	Chico, CA	419.8	439.6	409.2	387.4	412.9	424.7	407.0	397.0	2.5%
27260	Jacksonville, FL	325.0	386.5	389.4	370.0	390.9	390.0	392.7	390.0	5.4%
46060	Tucson, AZ	331.2	371.9	377.1	362.6	383.3	381.6	378.8	389.7	7.5%
12580	Baltimore-Columbia-Towson, MD	358.1	378.2	388.6	357.8	399.8	406.3	383.9	385.0	7.6%
45940	Trenton, NJ	353.7	367.8	398.8	338.8	409.4	434.2	419.7	380.4	12.3%
39460	Punta Gorda, FL	315.0	388.9	375.0	378.0	380.0	374.4	371.0	379.8	0.5%
19100	Dallas-Fort Worth-Arlington, TX	336.7	385.5	381.9	372.4	389.8	385.7	376.2	377.7	1.4%
33460	Minneapolis-St. Paul-Bloomington, MN-WI	354.8	375.4	379.9	361.5	386.7	387.9	374.0	373.5	3.3%
12020	Athens-Clarke County, GA	293.1	349.4	369.8	349.9	385.4	366.9	371.7	372.9	6.6%
12540	Bakersfield, CA	323.2	364.6	370.4	358.9	371.9	383.3	367.3	370.3	3.2%
37340	Palm Bay-Melbourne-Titusville, FL	305.0	356.4	359.0	350.0	360.0	365.0	360.0	370.0	5.7%
12060	Atlanta-Sandy Springs-Marietta, GA	317.2	365.1	370.0	354.3	376.5	379.2	366.9	369.2	4.2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294.0	364.3	366.5	368.4	368.3	366.7	362.5	366.1	-0.6%
35300	New Haven-Milford, CT	300.0	339.0	356.9	314.8	365.8	373.1	363.7	364.9	15.9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290.0	349.9	355.0	345.0	355.0	357.0	362.4	360.0	4.3%
23540	Gainesville, FL	299.6	340.0	354.0	335.5	366.0	360.0	344.0	354.4	5.6%
33340	Milwaukee-Waukesha-West Allis, WI	319.0	345.3	372.4	339.6	387.4	386.1	359.0	354.0	4.2%
16940	Cheyenne, WY	320.6	354.7	360.9	341.2	363.2	376.1	359.4	351.7	3.1%
28940	Knoxville, TN	279.0	325.1	341.3	323.0	342.4	350.6	346.9	351.2	8.7%
37460	Panama City, FL	298.5	353.6	365.0	365.0	370.0	366.6	361.9	351.0	-3.8%
25540	Hartford-West Hartford-East Hartford, CT	297.8	325.8	355.9	314.9	357.8	375.1	358.2	350.4	11.3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330.4	345.6	351.2	321.0	362.6	365.1	343.3	349.3	8.8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271.2	329.2	346.9	328.8	356.0	349.3	347.5	342.7	4.2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305.0	333.1	349.8	315.3	352.9	368.5	353.5	342.5	8.6%
10740	Albuquerque, NM	292.5	336.6	353.3	335.2	361.4	363.2	348.7	341.8	2.0%
49420	Yakima, WA	327.1	352.1	350.6	335.7	356.7	354.3	349.6	341.5	1.7%
35980	Norwich-New London, CT	296.0	326.4	345.9	310.1	345.9	361.4	353.9	337.0	8.7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285.0	323.9	334.4	313.2	339.7	344.5	335.0	336.5	7.4%
26420	Houston-The Woodlands-Sugar Land, TX	304.1	345.0	340.3	327.0	348.3	345.6	336.6	334.1	2.2%
44140	Springfield, MA	287.5	318.1	336.2	296.0	336.0	355.1	337.8	333.7	12.7%
29460	Lakeland-Winter Haven, FL	270.0	335.0	334.4	329.0	335.9	335.0	335.6	333.3	1.3%
40340	Rochester, MN	291.2	319.0	319.8	303.8	332.7	315.6	316.5	331.3	9.1%
12100	Atlantic City-Hammonton, NJ	293.3	319.2	318.5	288.7	317.5	336.9	328.8	330.9	14.6%
17860	Columbia, MO	255.0	288.9	304.1	290.6	310.1	316.4	294.8	329.0	13.2%
24860	Greenville-Anderson-Mauldin, SC	279.1	322.3	335.5	310.0	333.9	340.4	351.8	326.9	5.5%
24340	Grand Rapids-Wyoming, MI	267.7	297.7	317.8	290.5	330.3	329.4	309.2	325.4	12.0%
20100	Dover, DE	283.8	304.1	318.0	294.7	323.3	333.4	313.6	323.6	9.8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266.4	297.2	326.6	298.0	330.7	338.2	325.1	321.8	8.0%
43620	Sioux Falls, SD	269.5	314.3	325.9	286.1	341.4	333.6	322.5	321.3	12.3%
15500	Burlington, NC	250.5	307.8	317.2	304.6	313.2	327.9	320.2	320.9	5.4%
37860	Pensacola-Ferry Pass-Brent, FL	281.0	325.0	324.0	319.9	330.0	325.0	317.3	320.0	0.0%
29540	Lancaster, PA	260.6	292.1	313.7	279.7	318.8	327.8	320.5	318.3	13.8%
39380	Pueblo, CO	286.7	305.3	308.5	312.4	307.0	309.5	304.7	314.8	0.8%
26620	Huntsville, AL	280.4	324.9	324.2	313.6	324.3	325.2	333.5	313.9	0.1%
28140	Kansas City, MO-KS	279.2	309.5	320.1	291.0	333.9	328.8	315.8	308.6	6.0%
18140	Columbus, OH	274.1	301.1	312.7	284.7	327.5	323.4	307.1	306.6	7.7%
41700	San Antonio-New Braunfels, TX	291.2	337.7	326.8	320.5	334.1	332.1	315.7	305.8	-4.6%
45220	Tallahassee, FL	273.7	310.0	323.3	305.0	332.0	326.2	322.0	305.0	0.0%
27740	Johnson City, TN	231.5	263.6	288.4	253.9	294.3	301.5	292.5	302.9	19.3%
16860	Chattanooga, TN-GA	255.3	290.0	296.2	281.8	297.4	313.1	293.2	302.3	7.3%
26980	Iowa City, IA	258.1	277.8	292.5	271.6	297.7	301.5	286.7	302.1	11.2%
26900	Indianapolis-Carmel-Anderson, IN	260.5	294.6	305.2	289.3	311.2	316.4	300.1	300.1	3.7%
38340	Pittsfield, MA	302.4	326.0	331.9	287.4	287.4	353.1	349.9	300.0	4.4%
17420	Cleveland, TN	248.7	290.3	301.0	285.3	301.9	322.2	290.3	297.3	4.2%
49180	Winston-Salem, NC	235.6	280.5	289.9	277.0	292.2	299.4	287.8	295.8	6.8%
13820	Birmingham-Hoover, AL	271.2	303.9	301.1	276.5	315.8	310.2	301.9	295.0	6.7%
35100	New Bern, NC	221.9	252.3	281.0	250.5	301.4	282.1	283.8	293.7	17.2%
43900	Spartanburg, SC	235.4	272.3	289.8	278.7	291.1	295.1	294.6	292.7	5.0%
13900	Bismarck, ND	273.7	271.0	277.0	258.5	277.4	293.0	269.6	290.0	12.2%
25180	Hagerstown-Martinsburg, MD-WV	245.4	271.9	286.0	264.4	293.2	289.3	290.7	288.4	9.1%

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	Metropolitan Area	2021	2022	2023 r	2023.I	2023.II	2023.III	2023.IV r	2024.I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258.2	274.9	288.0	265.3	296.6	297.6	282.6	288.0	8.6%
24580	Green Bay, WI	234.5	259.4	289.8	257.6	296.4	305.2	282.6	288.0	11.8%
36540	Omaha-Council Bluffs, NE-IA	242.0	272.6	290.0	274.1	297.5	297.8	282.3	286.1	4.4%
36100	Ocala, FL	230.0	280.0	285.0	279.9	287.1	286.0	289.0	285.3	1.9%
11540	Appleton, WI	241.0	263.9	284.6	274.9	284.7	293.3	279.5	284.9	3.6%
43300	Sherman-Denison, TX	254.2	277.1	282.9	256.1	296.2	288.5	285.2	284.6	11.1%
24660	Greensboro-High Point, NC	228.6	270.3	282.4	266.2	287.0	287.7	286.3	283.8	6.6%
30700	Lincoln, NE	245.1	273.1	288.6	275.0	292.7	295.9	286.2	283.0	2.9%
25860	Hickory-Lenoir-Morganton, NC	231.2	257.3	285.4	271.6	284.0	299.2	284.5	282.9	4.2%
22020	Fargo, ND-MN	255.9	283.8	288.9	267.9	300.8	290.2	284.5	282.5	5.4%
10580	Albany-Schenectady-Troy, NY	257.6	279.6	296.6	259.8	296.3	313.2	307.4	281.4	8.3%
17140	Cincinnati, OH-KY-IN	243.4	263.0	282.0	252.2	294.2	293.3	278.2	280.6	11.3%
35380	New Orleans-Metairie, LA	268.1	285.6	275.9	265.2	287.1	281.5	263.3	277.7	4.7%
40220	Roanoke, VA	244.5	267.7	278.2	266.7	284.2	283.1	277.7	276.0	3.5%
22140	Farmington, NM	215.7	248.0	259.7	240.7	251.5	273.8	265.9	274.9	14.2%
39540	Racine, WI	228.2	250.2	262.0	230.4	258.3	272.9	274.9	274.1	19.0%
32820	Memphis, TN-MS-AR	248.7	271.6	274.5	268.6	287.9	280.0	255.8	272.4	1.4%
17900	Columbia, SC	233.2	269.9	273.3	262.8	277.6	276.9	273.0	268.4	2.1%
14540	Bowling Green, KY	236.4	256.5	272.6	249.2	275.8	274.9	283.9	267.2	7.2%
30460	Lexington-Fayette, KY	224.2	242.5	257.8	242.2	261.3	265.1	258.8	267.0	10.2%
18580	Corpus Christi, TX	250.0	273.4	273.7	263.7	274.9	279.5	276.3	266.6	1.1%
19460	Decatur, AL	204.2	234.1	247.0	240.5	245.8	263.1	238.4	262.6	9.2%
31140	Louisville/Jefferson County, KY-IN	235.6	254.2	263.8	246.0	270.9	271.9	262.3	262.0	6.5%
13980	Blacksburg-Christiansburg, VA	250.2	272.2	284.9	255.7	308.4	295.2	271.2	261.6	2.3%
12940	Baton Rouge, LA	249.4	269.2	264.7	262.9	268.6	263.7	262.9	260.0	-1.1%
10180	Abilene, TX	215.4	239.0	240.1	238.2	235.1	253.3	234.6	258.4	8.5%
39740	Reading, PA	216.2	234.0	259.8	231.8	267.5	271.2	261.0	258.0	11.3%
21340	El Paso, TX	200.8	237.1	240.6	224.2	221.8	254.6	261.8	257.7	14.9%
47580	Warner Robins, GA	214.8	239.3	258.4	253.0	254.5	267.6	255.5	257.1	1.6%
27340	Jacksonville, NC	203.8	237.6	258.8	243.5	265.2	265.2	257.8	253.3	4.0%
49620	York-Hanover, PA	221.0	240.8	258.7	242.5	265.8	264.9	256.4	253.1	4.4%
25420	Harrisburg-Carlisle, PA	219.3	239.1	252.6	230.6	250.7	268.2	254.5	252.4	9.5%
36420	Oklahoma City, OK	194.2	223.4	243.8	227.3	247.6	251.2	243.3	251.0	10.4%
28700	Kingsport-Bristol-Bristol, TN-VA	191.4	223.3	255.6	237.8	257.6	261.8	260.3	250.5	5.3%
46140	Tulsa, OK	221.6	242.3	254.3	238.8	262.0	258.7	255.5	250.0	4.7%
23844	Gary-Hammond, IN	223.3	247.1	253.8	236.9	260.9	259.1	254.8	249.3	5.2%
41180	St. Louis, MO-IL	226.1	245.3	254.4	231.1	266.2	268.6	243.7	241.1	4.3%
22180	Fayetteville, NC	189.8	217.9	234.0	220.3	239.8	240.1	233.2	240.2	9.0%
19820	Detroit-Warren-Deaborn, MI	245.7	250.9	251.1	227.0	265.3	266.6	241.5	240.0	5.7%
19380	Dayton, OH	193.1	212.3	238.1	206.3	234.8	251.8	240.7	237.5	15.1%
44180	Springfield, MO	198.6	231.9	240.6	225.3	247.0	246.6	238.7	236.9	5.1%
24020	Glens Falls, NY	231.1	245.9	252.6	229.5	225.5	274.3	278.4	236.2	2.9%
30980	Longview, TX	210.5	239.7	240.8	232.5	243.8	245.2	240.6	234.8	1.0%
20260	Duluth, MN-WI	218.9	233.2	254.3	217.7	276.3	263.1	243.4	234.5	7.7%
14010	Bloomington, IL	184.3	208.8	231.5	196.9	239.0	243.4	230.4	233.3	18.5%
23060	Fort Wayne, IN	189.9	214.1	228.3	205.4	236.6	239.3	222.2	232.7	13.3%
22540	Fond du Lac, WI	177.0	190.9	233.9	187.7	243.4	238.6	224.4	232.2	23.7%
31180	Lubbock, TX	206.9	229.8	229.1	222.4	231.7	230.2	230.1	230.4	3.6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209.9	230.0	240.5	206.8	236.8	260.6	243.5	229.7	11.1%
36780	Oshkosh-Neenah, WI	192.8	220.2	249.1	218.9	251.4	261.5	248.0	227.2	3.8%
11100	Amarillo, TX	202.1	218.4	222.9	210.2	223.6	230.7	225.7	222.9	6.0%
22500	Florence, SC	183.2	206.8	215.2	204.0	208.2	230.5	217.3	222.0	8.8%
13140	Beaumont-Port Arthur, TX	199.7	214.7	210.9	209.7	214.8	212.3	199.4	220.7	5.2%
48620	Wichita, KS	191.2	209.4	216.2	203.9	220.7	224.3	210.6	219.9	7.8%
27140	Jackson, MS	220.2	241.6	224.8	218.9	240.8	234.2	195.5	219.1	0.1%
33660	Mobile, AL	195.9	211.4	221.2	215.3	228.7	233.8	206.9	218.3	1.4%
43340	Shreveport-Bossier City, LA	196.4	213.6	216.0	215.6	224.8	210.5	211.2	213.6	-0.9%
40380	Rochester, NY	192.1	211.0	231.9	190.4	240.6	247.0	230.5	212.4	11.6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192.1	213.8	220.8	205.3	229.2	222.4	219.1	210.8	2.7%
36980	Owensboro, KY	174.4	189.5	196.5	189.9	194.3	212.7	194.3	210.2	10.7%
29620	Lansing-East Lansing, MI	189.8	203.7	212.8	179.4	226.1	227.2	210.3	208.0	15.9%
38300	Pittsburgh, PA	205.5	213.5	216.3	191.0	225.9	231.1	210.2	207.1	8.4%
31420	Macon-Bibb, GA	180.0	213.1	215.4	201.8	219.9	219.2	215.1	206.8	2.5%
16020	Cape Girardeau, MO-IL	186.4	202.0	216.1	196.5	222.1	221.1	219.8	205.1	4.4%
16300	Cedar Rapids, IA	182.8	196.4	205.3	186.3	207.2	218.9	206.0	203.3	9.1%
30780	Little Rock-North Little Rock-Conway, AR	184.6	205.6	208.9	203.0	212.6	216.7	200.0	202.8	-0.1%
27900	Joplin, MO	158.7	177.7	183.9	173.4	188.3	193.6	181.3	201.7	16.3%
45060	Syracuse, NY	177.5	195.1	214.7	176.3	211.6	232.1	222.7	198.8	12.8%
33860	Montgomery, AL	189.5	198.7	201.4	185.4	214.2	210.2	193.4	198.1	6.9%
28100	Kankakee, IL	176.9	188.7	192.2	158.3	196.8	212.4	198.4	193.1	22.0%

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	Metropolitan Area	2021	2022	2023 r	2023.I	2023.II	2023.III	2023.IV r	2024.I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198.8	215.7	214.3	191.4	228.7	236.7	190.7	191.9	0.3%
48660	Wichita Falls, TX	158.6	178.6	187.6	183.6	193.3	176.6	196.9	188.9	2.9%
16580	Champaign-Urbana, IL	178.3	191.1	200.9	157.2	211.9	222.9	195.1	188.6	20.0%
10420	Akron, OH	179.8	196.7	196.4	172.7	206.0	220.3	181.5	185.7	7.5%
45820	Topeka, KS	169.2	179.0	190.3	172.1	194.6	199.6	192.3	183.9	6.9%
15940	Canton-Massillon, OH	168.8	175.0	187.9	178.1	188.8	199.8	180.1	183.3	2.9%
43780	South Bend-Mishawaka, IN-MI	173.0	194.9	196.6	183.0	200.7	209.4	189.5	180.0	-1.6%
40420	Rockford, IL	156.2	162.5	172.6	149.7	176.3	181.7	175.7	179.8	20.1%
11500	Anniston-Oxford, AL	154.7	164.8	178.8	160.3	180.0	184.2	188.9	179.1	11.7%
47940	Waterloo-Cedar Falls, IA	152.4	166.7	169.0	159.1	171.5	174.2	171.9	177.0	11.3%
16620	Charleston, WV	161.3	167.4	174.7	156.6	173.5	190.5	177.3	175.8	12.3%
19340	Davenport-Moline-Rock Island, IA-IL	152.3	160.4	170.3	146.8	179.8	178.8	168.1	168.6	14.9%
45780	Toledo, OH	158.5	167.2	174.1	156.0	177.2	184.2	175.0	165.5	6.1%
21500	Erie, PA	146.6	158.3	169.2	155.3	169.0	174.2	174.2	164.1	5.7%
44100	Springfield, IL	146.7	157.0	163.2	147.9	162.6	170.1	166.2	163.0	10.2%
13780	Binghamton, NY	145.5	152.4	162.2	141.8	160.0	173.7	167.1	158.9	12.1%
49660	Youngstown-Warren-Boardman, OH-PA	133.3	139.9	147.6	133.6	157.3	151.3	146.3	142.5	6.7%
19060	Cumberland, MD-WV	132.9	134.8	142.7	120.0	145.4	152.4	149.5	141.8	18.2%
21300	Elmira, NY	142.0	149.1	150.9	160.0	144.5	156.6	142.7	135.8	-15.1%
37900	Peoria, IL	130.5	138.2	148.4	128.6	156.6	157.5	144.2	127.2	-1.1%
19500	Decatur, IL	112.6	120.0	126.0	110.3	133.4	128.2	125.1	122.8	11.3%
78010	St Croix, Virgin Islands	319.4	347.0	342.5	289.0	340.0	300.0	379.5	335.0	15.9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data.

MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification. N/A Not Available p Preliminary r Revised

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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | 503-758-4172

From: Ramona Perrault <Ramona.Perrault@oregonmetro.gov>
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <Andy.Shaw@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1941
www.oregonmetro.gov

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Stay in touch with news, stories and things to do: www.oregonmetro.gov/connect

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From: Tom Holt <tom@theholtcompany.com>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis <Christine.Lewis@oregonmetro.gov>
Cc: Ramona Perrault <Ramona.Perrault@oregonmetro.gov>
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
503-956-7461
Book a meeting: https://calendly.com/tomtheholtcompany

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: christine.lewis@oregonmetro.gov
Cc: ramona.perrault@oregonmetro.gov
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
503-956-7461
To schedule meeting with me: https://calendly.com/tomtheholtcompany

Miriam Hanes

From: Mallory Cochrane <mallory@birchsocial.com>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; rutledgee@sherwoodoregon.gov; colemanb@sherwoodoregon.gov
Subject: [External sender]Please Support the Sherwood West Expansion Plan

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Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
    - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
    - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
    - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
@birchsocialoregon
Celebrating the power of local food from field to table

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

---

From: Doris Wehler <dawehler@gmail.com>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <Metro2040@oregonmetro.gov>
Subject: [External sender]Restricted housing in Urban Growth Boundary

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When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
6782 SW Wehler Way
Wilsonville, Or 97070
503-682-0426
dawehler@gmail.com

Miriam Hanes

From: Todd and Shannon Christiansen <toddnshan@gmail.com>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

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Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen

Miriam Hanes

From: Jodi Tsutomi <joditsutomi@gmail.com>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi <joditsutomi@gmail.com>
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Amelia Larkin <ameliahjohn@gmail.com>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Terrel Smith <terrelsmith1284@gmail.com>
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

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To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
503-941-6085.

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

From:	Roger Alfred
To:	Molly Cooney-Mesker
Subject:	FW: UGR Comments
Date:	Monday, August 12, 2024 5:27:33 PM

From: Peter Watts <peter@peterowattspc.com>
Sent: Friday, August 2, 2024 4:23 PM
To: Roger Alfred <Roger.Alfred@oregonmetro.gov>
Subject: [External sender]UGR Comments

Hi Roger-

I read through the UGR and wanted to provide some feedback. If you could submit my comments into the record that would be appreciated.

I think the assumptions related to density, Appendix 2, p.43, of both apartments and condos are unrealistically high. While 400 units in a tower apartment may be plausible in a dorm equivalent building or senior living it is very unlikely for market rate condos. For example, The John Ross which is the tallest condo tower in the South Waterfront, and I believe has the highest level of density is 303 units on 1.47 acres, or 206.1 units per acre. I believe the tower with the second highest density is The Elizabeth at 181 units on 1.15 acres or 157.39 units per acre. Most of the 1 block downtown condos are under 100 units per acre. Using 750 square feet as the default for all units, also does not reflect market demand.

The housing mix that is contemplated in the UGR is not consistent with historic production, and while Middle Housing is being utilized in some communities, it's a very small share of the market as compared to the projections in the UGR.

The UGR acknowledges that the Sunrise Water Authority has a defacto moratorium on service to properties that have an elevation of more than 470 ft, the for the areas that used to be Damascus. In the area that is located East of what would be approximately 184th Ave virtually all of the properties are above 500 feet. This prevents urban levels of development on all lands east of that area, which is several thousand acres, because water needs to be brought from the West.

The UGR would benefit if there was a calculation of acres zoned residential, which can currently be served by Urban services. In cities adjacent to Metro there are high levels of development and school districts and other service providers are struggling to find the resources to meet the growing needs. Between 2018 and July 15th of this year, 815 single family or duplex residential units were built in Estacada. I know that Canby, Molalla, North Plains, Woodburn and other cities are also struggling with high levels of growth.

I really don't think that we should be planning for the redevelopment of existing multi-family apartments complexes and manufactured housing parks. The aging complexes and parks generally have lower rents due to age and the size of the units. I believe planning for those units to redevelop

creates Goal 10 issues. The most affordable housing is the housing we already have.

I understand that it is not possible to categorize all sites as Brownfields as stated in appendix 2, p.44, but the Portland Harbor is a EPA designated Superfund Site and the Environmental Protection Agency has estimated that the clean-up of the site necessary before redevelopment can occur will take 30 years and cost over $1,000,000,000. Given that the land will not be available for redevelopment during the 20 year period covered by the UGR, I'm not sure why the lands in the Superfund Area are being counted.

Past UGRs have categorized Industrial properties over 50 acres using 3 tiers, and as lands were developed or moved from a tier 2 to a tier 1, the lists were updated. I couldn't find that information.

Additionally, the Urban Reserves East of what was Damascus, and South of what was Damascus, are essentially orphaned, because the areas East of 220th are not in Happy Valley's Urban Growth Management Area Agreement. It seems likely that they would need to be moved to an area that is urbanizable, per findings in the Urban and Rural Reserves process related to necessary acres for future growth.

Peter O. Watts
(503) 657-0406
1969 Willamette Falls Dr. Suite 260
West Linn OR., 97068

Miriam Hanes

From: Greg Manning <gregjmanning@yahoo.com>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
7238 SW Capitol Highway
Portland, OR 97219
Cell: (503) 929-9879

JOHN A. RANKIN, LLC.
Attorney/Consultant
5 Centerpointe Drive Suite 400
Lake Oswego, Oregon 97035

Mailing Address:
42194 Calle Corriente
Murrieta, California 92562
Direct/Text 503-329-9292
Fax (951-677-8480)
email: john@johnrankin.com

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
Marissa.Madrigal@oregonmetro.gov
2040@oregonmetro.gov

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

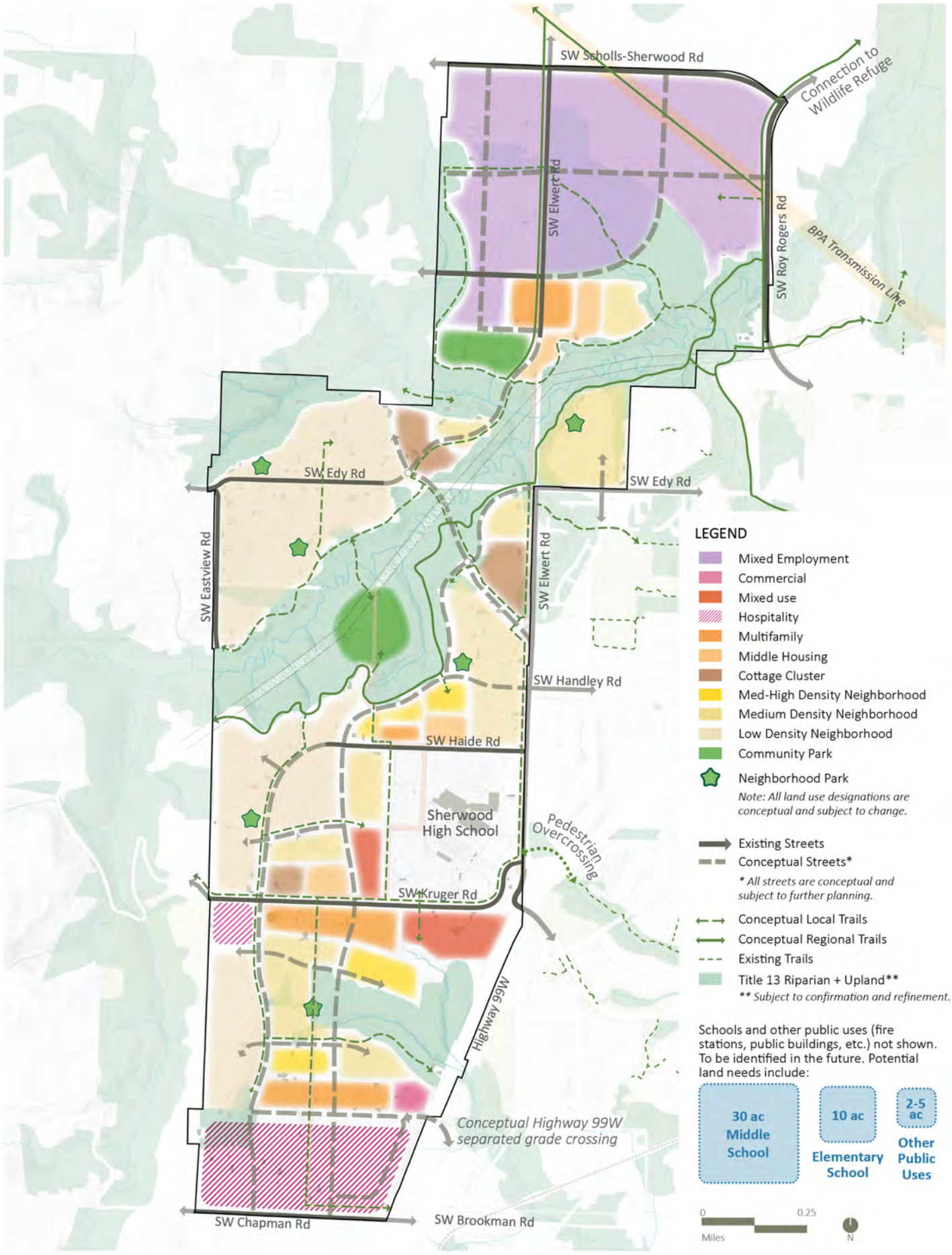
Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.

Very truly yours,

John A. Rankin

JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: gerritt.rosenthal@oregonmetro.gov
Eric Rutledge
Community Development Director
Via email: rutledgee@sherwoodoregon.gov
Bruce Coleman
Economic Development Director
Via email: ColemanB@SherwoodOregon.gov
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



005792

Miriam Hanes

From: John Rankin <john@johnrankin.com>
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

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Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
5 Centerpointe Drive, Suite 400
Lake Oswego, Oregon 97035

Mailing address:
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42194 Calle Corriente
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Fax: 951-677-8480
Email: john@johnrankin.com
****
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Miriam Hanes

From: Jessica Pelz <Jessica_Pelz@washingtoncountyor.gov>
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | **Policy Analyst**
Washington County Department of Land Use & Transportation
Office of the Director
155 N First Avenue, Suite 250 MS16 | Hillsboro, OR 97124
503-846-3960 direct | 503-443-9952 cell
jessica_pelz@washingtoncountyor.gov | www.washingtoncountyor.gov

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

July 24, 2024

MEMBERS PRESENT	AFFILIATION
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Mark Shull	Clackamas County
Tim Rosener	Other Cities in Washington County
Pam Treece (Chair)	Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Omar Qutub	Citizen of Multnomah County
Gerritt Rosenthal	Metro Council
Sherry French	Special Districts in Clackamas County
Denyse McGriff	Largest City in Clackamas County
Luis Nava	Citizen of Washington County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Glen Yung	Clark County
Emerald Bogue	Port of Portland
Keith Kudrna	Other Cities in Multnomah County
Duncan Hwang	Metro Council
Ty Stober	City of Vancouver
Steve Callaway	Largest City in Washington County

MEMBERS EXCUSED	AFFILIATION
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Thomas Kim	TriMet
Terri Preeg Riggsby	Special Districts in Multnomah County
Carmen Rubio	City of Portland
Kristin Greene	Oregon Department of Land Conservation and Development
Alison Tivnon	Second Largest City in Washington County
Sharon Meieran	Multnomah County
Ed Gronke	Citizen of Clackamas County
Susan Greenberg	Governing Body of a School District

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development
Anthony Martin	Largest City in Washington County
Colin Rowan	Special Districts in Multnomah County
Nafisa Fai	Washington County
Ashley Hartmeier-Prigg	Second Largest City in Washington County

OTHERS PRESENT: Mark Watson, Brian Dorsey, Taylor Giles, Miles Palacios, Tyler Barns, Julie, Stephen Roberts, Kevin Cook, Al Pearson, Gohar Shafiq, Adam Torres, Syringa, Medha Pulla, Jessica Pelz, Eric Rutledge, Jeffery Kleinman, Theresa Scott, Beth Voydat, Bruce Coleman, Mariann Hyland, Daveid Newmarnik, Kimberly, Dan Rutzick, Gwen, Jan Tysoe, Dr. Smart Ocholi, Jaimie Lorenzini, Tom Armstrong, Anna Slatinsky, Jim Duggan, Brian Hobson

STAFF: Connor Ayers, Georgia Langer, Andy Shaw, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Marissa Madrigal, Anne Buzzini, Val Galstad, Ina Zucker, Ted Reid, Jaye Cromwell, Glen Hamburg, Eyrn Kehe, Laura Combs, Ted Reid

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Vice Chair Brett Sherman meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Vice Chair Brett Sherman read aloud the instructions for providing public testimony.

Councilor Taylor Giles shared that there is a need to address the housing crisis in Oregon and expressed his support for Sherwood West Concept Plan.

Brian Hobson, Sherwood Police Advisory Board and Sherwood West Community Advisory Committee, expressed his support for the Sherwood West Concept Plan.

Julie Horowitz, Sherwood resident, expressed disapproval for the Sherwood West Concept Plan. She added that most residents agree that they should not expand the urban growth boundary.

Al Pearson expressed opposition to the Sherwood West Concept Plan, citing tax issues as a large concern.

Peter Dinsdale, Sherwood resident, expressed opposition to the Sherwood West Concept Plan, noting that the housing that will be built will not be affordable for young people.

Tyler Barns expressed support for the Sherwood West Concept Plan.

Seeing no further testimony, Vice Chair Brett Sherman moved onto the next agenda item.

3. COUNCIL UPDATES

Councilor Nolan shared that Blue Lake Park opened Memorial Day after 9 months of infrastructure updates and is now very popular. Metro Council approved $2.5M in grants, supporting parks across the region. They added that the Parks & Nature Bond is conducting ongoing work on implementing the bond

as they close out the 2019 phase. Councilor Nolan added that they are working with Lane County on battery producer responsibility policy and legislation set to take effect in 2026. They also mentioned the multi-agency cleanup of 5 miles of I-84, removing 10,000 pounds of garbage, and the incremental improvements planned in waste collection, recycling, and reuse over the next few months. Councilor Nolan noted that the staff draft report on Sherwood's urban growth is open for public comment until August 22 and shared that Metro Council continues to discuss aligning homeless services with affordable housing funding. There is no November ballot measure this year, but possibly in May.

Seeing no further discussion, MPAC Vice Chair Brett Sherman moved onto the next agenda item.

MPAC Committee Member Updates

Mayor Denyse McGriff shared that she attended the Lamprey festival with Councilor Rosenthal and it was a successful event.

4. CONSENT AGENDA

Vice Chair Brett Sherman noted that there were two items on the consent agenda: the Consideration of the June 26, 2024 MPAC Minutes 24-6100 and the Consideration of the May 22, 2024 MPAC Minutes.

MOTION: Moved by Mayor McGriff, and seconded by Mayor Rosener.

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Vice Chair Brett Sherman moved onto the next agenda item.

5. Action Items

Vice Chair Brett Sherman introduced Glen Hamburg to present on the Functional Plan Amendment Recommendation.

Presentation Summary:

The presenter discussed the 2040 Growth Concept, sharing information about central city centers, regional centers, and town centers. He discussed the changes under the CFEC and the draft title 6 amendments. The presenter asked MPAC if they recommend that the amendments to Title 6, as proposed in Attachment B, be adopted by Metro Council.

MPAC Member Discussion:

Commissioner Mark Shull shared that Clackamas County staff supports these amendments.

Councilor Rosenthal asked if one of the cities in District Three, specifically King City, which includes the Thurston Kingston Terrace area, would be bound by the 2025 regulation if they moved their town center further. He also inquired about how adopting these measures would affect planning for the western edge

of District Three, which is expected to grow by around 50,000 people.

Glen Hamburg explained that King City has a conceptualized town center on the growth concept map, and it will be the city's responsibility to define its location on a map by the end of next year, consistent with the designated area near King City. Glen Hamburg explained that this area is roughly around the current King City City Hall and already has a land use plan that aligns with the idea of a traditional town center. He noted that they are not required under the amendments to establish a town center in the western part of the Kingston Terrace 2018 UGB expansion area, although they have the option to do so if desired. However, there is no town center planned for that area on the 2040 growth concept map.

Councilor Rosenthal asked about a common town center between Tigard and the city of King City, asking how that would work.

Glen Hamburg shared that the city is creating what will look a lot like a town center, but because that town center is not on the growth concept map, they will not be required to prescribe a boundary under this provision.

Mayor Rosener asked if the main driver for the update due to the CFEC, or if this is coming from other efforts.

Hamburg shared that yes, that is correct, this is only happening due to the requirements.

Mayor Rosener asked what will happen if CFEC gets thrown out by the Supreme Court.

Hamburg shared that he does not think they will no longer require the local adoption of center boundaries.

MOTION: Moved by Commissioner Mark Shull and seconded by Councilor Vince Jones-Dixon

ACTION: With all in favor, the action item was approved.

Seeing no further discussion, MPAC Vice Chair Brett Sherman moved onto the next agenda item.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Urban Growth Management: Draft Urban Growth Report

Vice Chair Brett Sherman introduced Ted Reid and Eryn Kehe to present on the agenda item.

Presentation Summary:
The presenters shared the timeline of the Urban Growth Report (UGR) and discussed the committee engagement processes that have taken place. They discussed their technical reviews and shared the results from their housing and commercial land research. The presenters presented the policy options, noting that one option is no expansion, and the other option is expansion. They also shared the next steps.

Vice Chair Brett Sherman thanked the MPAC members for the questions they asked. Vice Chair Brett

Sherman asked about the draft report's mention that vacant office space is not considered the same as buildable land and is not factored into commercial need assessments. He expressed curiosity about how post-pandemic vacancy rates, given the likely high levels of empty office space, might impact the decision-making process moving forward.

Reid responded by confirming that vacant office space is not counted as buildable land but is accounted for when translating employment forecasts into land needs. He noted that the current office vacancy rate is around 15%, which is historically high, but optimistically projected to return to a more normal rate of 7-7.5%. He shared that the difference between the current and projected vacancy rates is considered as capacity, not buildable land, but it will help accommodate future office demand.

Mayor Callaway asked how the feedback of the draft will be incorporated into a final draft.

Eryn Kehe shared that they will put the comments into the packet and send it to them. Kehe explained that the urban growth report is finalized after incorporating the direction set by the Metro Council, which narrows the ranges and leads to their decision. While the COO recommendation will provide a direction for discussion, the urban growth report itself doesn't become final until the very end, as it is a product of the urban growth boundary decision. Kehe also assured that a summary of the feedback received will be provided to assist in the decision-making process.

Mayor Rosener asked whether there is a repository where committee members can access the letters of support, opposition, or neutral comments being submitted to Metro regarding the Urban Growth Report and the Sherwood West expansion proposal. He mentioned that while some letters have been sent out, he hasn't seen them shared with committee members. He compared this to his experience on the city council, where such materials are provided to council members before decisions are made as part of their packets

Kehe explained that the process is more complex because people are submitting comments directly to MPAC or the council. All comments on the Urban Growth Report, whether by letter, email, or survey, will be compiled into a public engagement report after the comment period closes on August 21. This report will include all input received and will be provided to the committee. Some written testimonies are also submitted directly to MPAC members, and efforts are being made to track and incorporate all feedback into the final reporting to ensure everyone has access to the same information.

Mayor Rosener asked if the report will include an appendix of all the public comments so they can see the raw data.

Kehe responded that they need to check with staff about that.

Mayor Rosener asked if there was a process for having technical committees revisit certain analyses during the review process. Specifically, he mentioned the impact of using a 7% slope versus a 25% slope in land availability calculations, noting that if the 7% slope were used, it would remove about 1,300 acres of available land, potentially creating a deficit in the high-side forecast. He requested that this be reconsidered by the technical committees or, at minimum, that footnotes or commentary be included in the Urban Growth Report to explain the discrepancy. He also expressed difficulty reconciling a low vacancy rate for certain buildings in Washington County with the large availability of land shown.

Reid shared that that would be something to discuss as MPAC members about whether or not that is something they would like.

Mayor Rosener highlighted the uncertainty surrounding future in-migration and whether it will continue at historic levels. He suggested that this be included in the discussion, noting that the current Urban Growth Report will not only influence the upcoming urban growth decision but will also be used in future assessments, such as the mid-cycle review in three years. He emphasized the importance of considering potential faster-than-expected job growth, as the report will have long-term implications beyond this cycle.

Kehe added that if a mid-cycle review occurs, the Urban Growth Report will be updated to reflect new information, allowing for adjustments based on what has happened during that period. He emphasized that the current analysis, which addresses the need for large sites and the Sherwood proposal's role in providing them, follows well-established processes to ensure legally supportable decision-making. He noted that changing slope requirements might introduce uncertainties in capacity calculations and could pose challenges in terms of support from DLCD or other entities. Kehe also pointed out that the approach to assessing industrial land needs has been used before, including in 2011, and is intended to provide a reliable basis for decision-making.

Mayor Rosener shared that he would like to double check what they have done in the past and if that applies now, as some folks are looking for small manufacturing places and it will be cheaper to do it in Sherwood.

Commissioner Mark Shull questioned the thoroughness of the analysis used to assess the adequacy of industrial lands within the UGB, emphasizing the need to match quantity with market factors and business needs. He highlighted the importance of updating the 2040 plan, which dates back to 1990, and inquired about MPAC's role in this process. Additionally, he expressed concerns about high land and permit costs affecting housing and industrial land supply, referencing recent investment losses like Intel's move to Ohio, and stressed the need for a detailed analysis of land quality to attract businesses and address supply-demand issues.

Malu Wilkinson acknowledged that the 2040 growth concept, developed in 1995, has not been updated, though some pieces of the regional framework plan have been. She highlighted that work on updating the future vision is forthcoming, with initial guidance from the Metro Council expected next week. The update is set to kick off in early 2025, and MPAC will be involved in scoping this effort. Wilkinson noted that MPAC will be consulted for input on this update, likely starting in October or November, and emphasized MPAC's crucial role in guiding and recommending to the Metro Council, similar to their role in the 2024 growth management decision.

Councilor Ty Stober remarked that the analysis of industrial lands should consider both quantity and quality to align with business needs and market factors. He noted that while the current UGB analysis indicates an adequate supply, understanding the real-world applicability of this land is crucial. He supported Commissioner Shull's call for a detailed analysis of industrial land quality and expressed concern about the implications of high land and permit costs on housing and industrial development.

Eryn Kehe clarified that the scenarios presented are based on projections of what is most likely to

happen over the next 20 years, considering patterns of development and local decisions about what is built. She acknowledged that her earlier description might have led to confusion but emphasized that the scenarios are designed to reflect future trends and accommodate anticipated population growth, rather than personal preferences or affordability alone. She noted that a certain number of people will be coming into the region in the coming years, and they need to determine how much land they need.

Mayor McGriff questioned how transportation issues, particularly with TriMet, are being addressed to reduce car usage. She also asked about strategies for redeveloping existing greenfields and brownfields within UGBs, including commercial and industrial sites, emphasizing the importance of utilizing already-serviced land. She cited the Oregon City shopping center as an example of a site that could be redeveloped and wanted to know how such redevelopment is considered in growth scenarios and planning.

Reid confirmed that the region has long focused on efficiently using land within the urban growth boundary, with most new housing historically coming from redevelopment and infill. He mentioned that a regional pro forma model developed by Jerry Johnson of Johnson Economics helps estimate the financial feasibility and likelihood of such redevelopment over the next 20 years. This redevelopment is a significant component of the growth capacity considered in the growth report.

Commissioner Nafisa Fai noted that the Washington County Board of Commissioners approved a letter to the Metro Council on July 16, emphasizing two main points. She noted that first, the letter expressed strong support for Sherwood's application to expand the urban growth boundary to include 1,291 acres in the Sherwood West urban reserve area, highlighting Sherwood's readiness to manage the area with appropriate governance and infrastructure. Second, she stated that the letter urged the Metro Council to consider selecting high growth rates for both population and employment, as these rates guide regional policy and funding decisions related to housing, employment, and infrastructure.

Mayor Kudrna expressed concerns about the affordability of housing on sloped lots within the urban growth boundary. He noted that designing and constructing on such slopes significantly increases costs, making housing less affordable. With over 30 years in the industry, he recounted a conversation with one of the original urban growth boundary designers, who suggested that slopes beyond 10-15% are impractical for affordable housing. Mayor Kudrna urged Metro to reexamine the allowable slope for buildable land, emphasizing that excessively steep slopes are financially unfeasible for builders and unaffordable for buyers.

ADJOURN

Vice Chair Brett Sherman adjourned the meeting at 7:01 pm.

Respectfully Submitted,

Georgia Langer

Georgia Langer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 24, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	07/24/2024	Prospective Title 6 Amendments Presentation	072424m-01
6.1	Presentation	07/24/2024	2024 Draft Urban Growth Report	072424m-02

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, July 24, 2024 **5:00 PM** **https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (5:05PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Consent Agenda (5:20PM)

4.1 Consideration of the June 26, 2024 MPAC Minutes 24-6100

Attachments: 062624 MPAC Minutes

4.2 Consideration of the May 22, 2024 MPAC Minutes 24-6084

Attachments: 052224 MPAC Minutes

5. Action Items (5:25PM)

5.1 Functional Plan Amendment Recommendation — COM 24-0828

Presenter(s): Glen Hamburg, Metro, he/his

Attachments: MPAC Worksheet
Attachment A
Attachment B

6. Information/Discussion Items (5:40PM)

6.1 2024 Draft Urban Growth Report (6:00PM) — COM 24-0825

Presenter(s): Eryn Kehe, she/her, Metro
Ted Reid, he/him, Metro

Attachments: MPAC Worksheet
Draft 2024 UGR

7. Adjourn (7:00PM)

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Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

5.1 Functional Plan Amendment Recommendation

Action Items

Metro Policy Advisory Committee
Wednesday, July 24th, 2024

MPAC Worksheet

Agenda Item Title: Draft Proposed Amendments to UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*

Presenters: Glen Hamburg (he/him), Associate Regional Planner, Metro

Contact for this worksheet/presentation: Glen Hamburg (glen.hamburg@oregonmetro.gov)

Purpose/Objective
Seeking MPAC feedback and recommendation to Metro Council on Urban Growth Management Functional Plan (UGMFP) amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Growth Concept Centers

Outcomes

1. MPAC briefed on state requirements for Metro to amend UGMFP Title 6 by December 31, 2024 to require local adoption of boundaries for regional and town centers; and
2. MPAC vote on recommendation to Metro Council on draft amendments to Title 6 needed to: comply with that state requirement; identify a timeframe for cities and counties to report their adopted boundaries to Metro; and make minor, non-substantive changes to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

Background
Metro's '2040 Growth Concept', including its 2040 Growth Concept Map (Attachment A), foresees numerous walkable, higher-density, mixed-use **centers** of employment, housing, cultural and recreational activities, and transit service across the region. Those centers are intended to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change. 2040 Growth Concept centers include the Central City, eight regional centers, and 32 town centers.

Metro does not currently mandate that cities and counties take specific actions (e.g., local regulatory strategies) to develop their centers in accordance with the vision of the 2040 Growth Concept. Rather, Title 6 of the UGMFP has employed an incentive approach, tying eligibility for optional regional investments in centers to: local adoption of defined center boundaries; assessment of the center's physical and market conditions and of barriers to and ways to encourage mixed-use, pedestrian-friendly, and transit-supportive development; and a local plan of actions and investments that will be taken to enhance centers consistent with the 2040 Growth Concept. To be sure, these measures only need to be taken when pursuing a regional investment in the center.

Nonetheless, roughly three-quarters of the centers in the 2040 Growth Concept already have locally adopted geographic boundaries that either originate from a time when the UGMFP did require such boundaries or were otherwise adopted by local choice. Many jurisdictions have also adopted land use policies and implementing regulations applicable to their centers that, while not necessarily required by the UGMFP, encourage development and activation of centers consistent with the 2040 vision. Less than a dozen 2040 centers lack locally adopted boundaries today.

The state's CFEC program aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the "greening" of Oregon's urban spaces. To those ends, CFEC includes measures intended to accelerate the development and transformation

of Metro's centers in ways that are consistent with the 2040 Growth Concept. Metro will continue to defer to Department of Land Conservation and Development (DLCD) on the specifics of those state measures, but they generally have obligations for cities and counties concerning the following in and near centers for which they have planning jurisdiction:

- Motor vehicle parking management (e.g., minimum off-street parking requirements, parking maximums, etc.);
- Provision of public bicycle parking;
- Design of streets to prioritize pedestrian, bicycle, and transit systems;
- Enhanced pedestrian crossings near transit stops;
- Improvements to tree canopies; and
- Reporting on housing production.

Implementing CFEC measures for centers necessitates defining a geographic area where those measures apply. OAR 660-012-0012(4)(d) therefore requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional and town centers for which they have land use planning authority and for which they have adopted urban land use designations. Cities and counties in the region then have until the end of 2025 to adopt those center boundaries. The locally adopted boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map.

The draft Title 6 amendments in Attachment B would implement the CFEC mandate. They would require adoption of boundaries for centers with urban land use designations and would not require adoption of boundaries for any center on the 2040 Growth Concept Map that still has only rural land use plan designations in the comprehensive plan of the responsible jurisdiction. CFEC and the draft amendments do not require multiple jurisdictions to adopt boundaries for portions of the same center; they only require that one jurisdiction adopt boundaries for each center with an urban land use plan designation.

While CFEC specifically mandates that Metro require local adoption of boundaries for regional and town centers, Metro staff supports applying the Title 6 boundary adoption requirement to the Central City as well, with the same expectation for all centers in the 2040 Growth Concept that have been planned for urban uses. The draft Title 6 amendments therefore would require adoption of boundaries for all centers, including the Central City.

The draft amendments would require cities and counties to report their adopted boundaries to Metro by February 1, 2026, so that Metro can reflect those boundaries in an updated 2040 Growth Concept Map and other relevant maps, Finally, the draft amendments propose a number of minor, non-substantive amendments to Title 6 that would clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

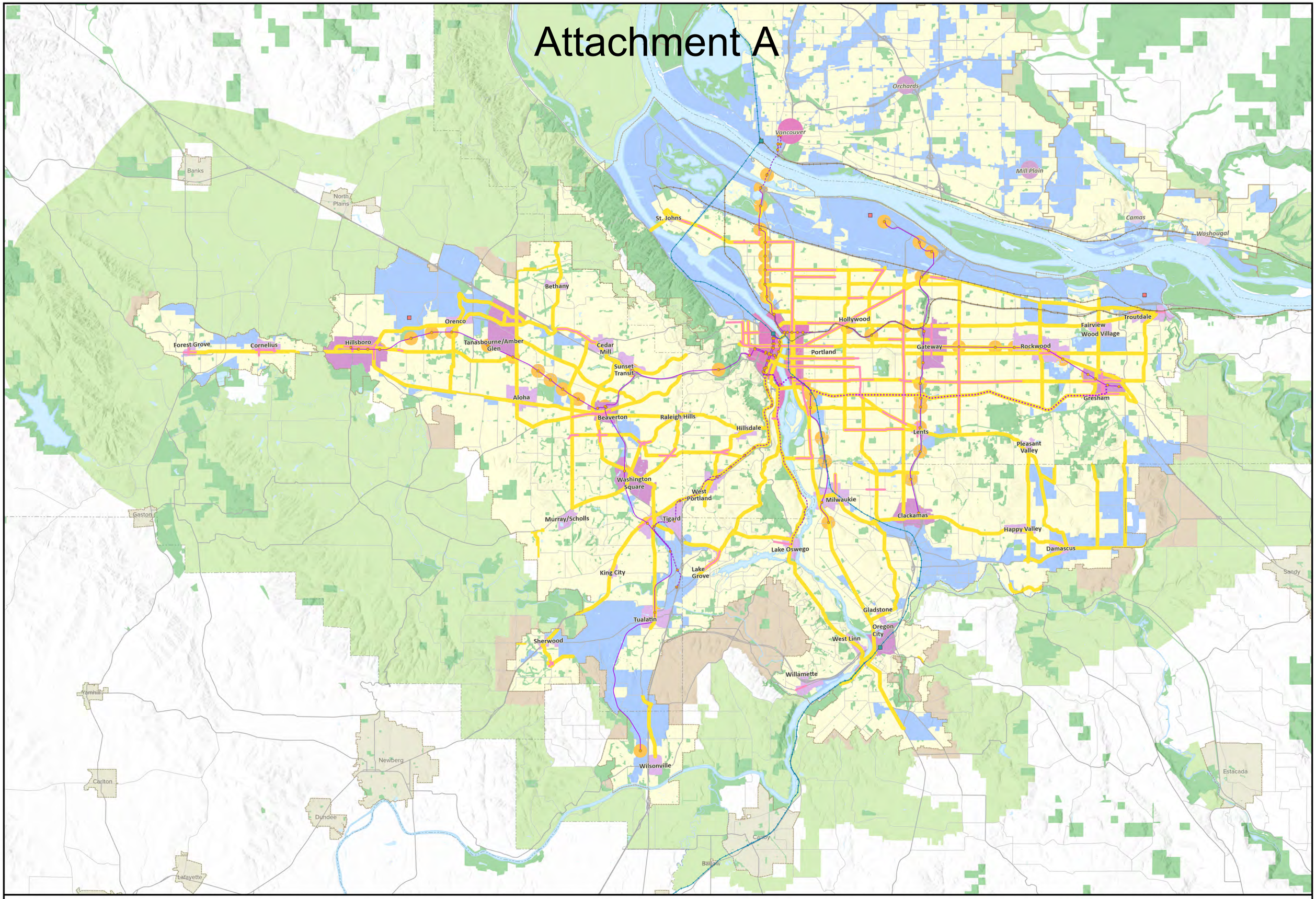
The Metro Technical Advisory Committee (MTAC) voted unanimously on June 26, 2024, to recommend that the draft amendments be recommended by MPAC for adoption by the Metro Council.

What has changed since MPAC last considered this issue/item?
The July 24 meeting will be the first occasion for MPAC to consider the draft proposed Title 6 amendments.

What packet material do you plan to include?

Attachment A – 2040 Growth Concept Map
Attachment B – Draft proposed Title 6 amendments

Attachment A



2040 Growth Concept Map

May 2023

0 6 12 Miles
0 9.5 19 Kilometers

Metro cannot accept any responsibility for errors, omissions, or positional accuracy.
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The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail (proposed)
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal

Metro

For more information on these initiatives, visit http://www.oregonmetro.gov/2040

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, – – Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to OAR 660-012-0012(4)(d), cities and counties must define the boundaries of Centers for areas that have urban land use designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments, to enhance this role. A "regional investment" is: an investment in a new high-capacity transit line; or a designated a regional investment in a grant or funding program that is either administered by Metro or subject to Metro's approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.615 Adoption of Boundaries for Centers

(a) By December 31, 2025, each city and county shall adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless another city or county has already adopted a boundary for the portion of the Center within its jurisdiction.

(b) Each city and county shall adopt boundaries for any other Center identified on Metro's 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.

(c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 shall be located in the general area of the Center as identified on the 2040 Growth Concept Map.

(d) By February 1, 2026, cities and counties shall identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties shall notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

(a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

DISCUSSION DRAFT

(1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(b);

(2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(c); and

(3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~Subsection 3.07.620(d).

(b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

(1) Be consistent with the general location shown in the ~~RFP~~ 2040 Growth Concept Map except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;

(2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

(3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and

(4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~ Subsection 3.07.820(a) ~~of section 3.07.820~~ of this chapter.

(c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:

(1) Physical and market conditions in the area;

(2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;

(3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;

(4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and

(5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under ~~subsection~~ Subsection 3.07.620(c) and include at least the following elements:

DISCUSSION DRAFT

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~ Section 3.07.640; and

(B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;

(3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230(a) and (b) of the RTFP, that includes:

(A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and

(C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~ Section 3.08.410 of the RTFP.

(e) A city or county that has completed all or some of the requirements of ~~subsections~~ Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

(f) Compliance with the requirements of this section is not a prerequisite to:

(1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or

(2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

(a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:

DISCUSSION DRAFT

(1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620~~(b)~~; and

(2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640.

(b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:

(1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620~~(b)~~;

(2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and

(3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230 (a) and (b)of the RTFP, that includes:

(A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and

~~(c)~~ (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

(a) ~~A~~ Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

(1) Central City - 250 persons

(2) Regional Centers - 60 persons

(3) Station Communities - 45 persons

(4) Corridors - 45 persons

(5) Town Centers - 40 persons

(6) Main Streets - 39 persons

DISCUSSION DRAFT

(b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

(1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;

(2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;

(3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.

(c) Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:

(1) The types of housing ~~listed in the~~identified as "needed housing" ~~statute,~~in ORS 197.303(1)(a)-(e);

(2) The types of housing identified in the city's or county's housing need analysis ~~done~~ completed pursuant to ORS 197.296 or ~~statewide~~ Statewide ~~planning~~ Planning Goal 10 (Housing); and

(3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

(a) The 2040 Growth Concept Map's depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the "Title 6 Centers, Corridors, Station Communities and Main Streets Map," ~~and is Metro's official depiction of their~~ which depicts the boundaries of those areas. ~~The map shows the boundaries established pursuant to this title.~~

(b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county shall provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection ~~(b) of section~~ 3.07.620(b).

(c) The COO shall revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform ~~the~~ such maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021 [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]

DISCUSSION DRAFT

6.1 2024 Draft Urban Growth Report

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, July 24th, 2024

MPAC Worksheet

Agenda Item Title: 2024 Draft Urban Growth Report

Presenters: Eryn Kehe, she/her; Ted Reid, he/him

Contact for this worksheet/presentation: Laura Combs, she/her

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for 20 years of expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land.

To assess the growth capacity of the existing UGB, Metro worked with cities and counties to inventory buildable land and used a financial feasibility model to estimate how much housing or job development may occur on already developed lands over the next two decades. To assess future demand, Metro staff prepared the regional population, household, and employment forecast and discussed how those forecasts are used for a regional housing needs analysis and the employment land demand analysis. Additionally, Metro staff completed a supplemental employment analysis specific to the Sherwood West expansion proposal to understand if the proposed expansion area offers specific site characteristics to meet regional needs for large, flat industrial sites that cannot reasonably be met with other lands inside the UGB.

The focus of this meeting is the draft 2024 Urban Growth Report (UGR), which includes the collection of all the technical analyses presented to MPAC this year. The UGR was released to the public on July 9, 2024 along with a survey to gather feedback about the UGR and the Sherwood West expansion proposal. At this MPAC meeting, Metro staff will summarize the process for developing the draft UGR as well as its main findings. Staff will be available to answer questions about the analysis and next steps. The draft UGR serves as a basis for MPAC's recommendations to the Metro Council and for the Metro Council's growth management decision.

Outcome
MPAC members are aware of the technical analyses and review processes that will inform their recommendation to the Metro Council for the 2024 urban growth management decision. MPAC members can ask questions of Metro staff regarding the development and outcomes of the Urban Growth Report and their role in the next steps of the decision-making process.

What has changed since MPAC last considered this issue/item?
At the June 26, 2024 meeting, MPAC learned about and discussed the approach to completing the employment land demand analysis. Additionally, staff presented a supplemental employment analysis specific to the Sherwood West UGB expansion proposal. Since this meeting, Metro staff has compiled the technical work and summarized the high-level key takeaways from these analyses in the draft Urban Growth Report.

What packet material do you plan to include?
2024 Draft Urban Growth Report Summary

Draft 2024
Urban Growth Report

July 9, 2024

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LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

BLI: buildable land inventory

CEDS: Comprehensive Economic Development Strategy

CORE: Committee on Racial Equity

MPAC: Metro Policy Advisory Committee

MSA: Metropolitan Statistical Area (7-county area)

MTAC: Metro Technical Advisory Committee

OEA: Oregon Office of Economic Analysis

UGB: urban growth boundary

UGR: urban growth report

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EXECUTIVE SUMMARY

Oregonians have a long tradition of taking a thoughtful approach to growth that protects farms and forests and helps shape vibrant, sustainable urban communities. Tools like the urban growth boundary (UGB) enable us to make the most of the land we have as we work toward achieving our region's shared goals. Over the past four decades the urban growth boundary has helped the Portland metro region minimize our carbon footprint and focus development in town centers and along transportation corridors, providing easier access to destinations where people live, work, play and study.

Under Oregon state land use law, urban growth management decisions focus on whether there is an identified regional need to add land to the UGB for forecasted housing and jobs growth. But a decision about whether to expand the boundary goes beyond that requirement. It also provides a chance to check in on how the region is changing, highlight successes, and draw attention to areas of concern. In the coming months, the Metro Council will make their 2024 growth management decision against a backdrop of new regional challenges and opportunities, informed by a shared desire to improve housing affordability, community stability, downtown revitalization, and equitable economic growth.

Metro and its partners are prepared to confront the challenges faced by our region with policies and investments that extend beyond managing the region's UGB. Examples include investing in supportive housing services, affordable housing, parks and nature. Together we are building regional transit connections along 82nd Avenue in east Portland and Clackamas County and along the Tualatin Valley Highway; and these new connections are leveraged by Comprehensive Economic Development Strategy (CEDS) plans and investments.

We also understand that collectively, we must do more to broaden the availability of affordable housing and economic prosperity. In this context, if a need is identified to provide more land for housing and job creation, Metro's charge is to work with cities seeking proposed UGB expansions that meet certain conditions. For the 2024 growth management decision, only one city – Sherwood – has requested an expansion. The request includes a completed concept plan for a proposed expansion within a designated urban reserve area.

This Urban Growth Report (UGR) sets out data and analysis to inform the Metro Council's decision whether to expand the UGB as proposed by the City of Sherwood.

Planning amid uncertainty

Slower population and employment growth

Several factors shape the context for the decision whether to expand the UGB. Among them, regional population growth is slowing. This reflects a nationwide trend where people are

choosing to have fewer children (U.S. Department of Health and Human Services, 2024) - and Oregon's birth rates are among the nation's lowest. This means that in coming years our region is likely to see population growth only from net in-migration. Consequently, regional population growth rates are projected to be lower over the next 20 years.

The relatively high cost of living on the West Coast may be an additional headwind for regional population growth from migration, which historically has been highly variable from year to year.

Slowing population growth also means slower job growth. Sectors expected to grow the most are those that serve the existing population, such as health care and professional services.

Holding our ground in semiconductor manufacturing

Despite long-term declines at the national level, the greater Portland region is expected to maintain its historic strength in high-tech manufacturing thanks in part to assistance from the CHIPS Act. Computer and electronic manufacturing jobs are holding steady with modest gains due to our region's advantages in semiconductor research and development rather than large-scale production, which is more vulnerable to offshoring to countries with lower costs.

Underproduction of housing, particularly for people with the fewest resources

Our nation's housing markets continue to struggle to produce enough housing to match household growth, particularly for households with lower incomes. This backlog of housing production became evident in the aftermath of the 2008 housing bubble and recession – and its effects are still felt today. Those who experience this housing shortage most acutely are people with the fewest resources. Housing instability and houselessness disproportionately impact people of color.

For developers and builders, the cost of labor, materials and lending remain a burden on housing production. Nationwide, access to buildable lots is a challenge in part because of lower numbers of land development companies. In our region, as elsewhere, the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.

On a positive note, jurisdictions around the state have removed regulatory barriers to producing a greater variety of housing types. "Middle housing" options that include townhouses, duplexes, triplexes, quadplexes and cottage clusters hold promise for providing additional housing types for people of varying incomes – particularly ownership options in smaller formats. In fact, in the future middle housing may well be more profitable to build than single unit detached housing.

Pandemic impacts on work

Though many aspects of life have returned to normal after the COVID-19 pandemic in 2020 and 2021, it has had lasting impacts on what that "normal" looks like. After peaking in 2021, the share of employees working from home full time or hybrid remained at 24 percent in 2022 for the greater Portland metropolitan area. While offering more flexibility for office workers and

some cost savings for businesses, this persistent trend has led to high office vacancy rates and has long-term implications for demand for office space.

Housing capacity needs

While there is a housing crisis nationally and in our region, it is not clear that shortage is caused by a sheer lack of space for additional housing to be built. Metro's UGB housing need analysis shows that within the Metro area UGB, there is an existing need for approximately 24,000 homes to address historic underproduction and its impacts, including houselessness. Additionally, under the baseline population forecast conducted for this Urban Growth Report, approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years.

Trends projecting more one-person households and an aging population (often on fixed incomes) predict that the need for more affordable, smaller homes will increase. To meet these housing needs, we must continue to focus on public investment and removing barriers to housing production in existing urban locations.

Housing capacity gap analysis

Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region's existing and future housing needs inside the existing UGB for the next 20 years. Growth projections vary, however - and based on the range of those projections the Metro Council has latitude to determine there is a need to add the Sherwood West urban reserve to the UGB or to take other measures to encourage redevelopment. This latitude derives from several factors described in more detail in this report. Generally, those factors relate to uncertainty around future migration rates, redevelopment potential and middle housing potential. As a result of different growth projections, the UGB capacity deficit, or "gap," for accommodating housing needs can vary within the following ranges:

- For single unit detached and middle housing capacity, the gap ranges from a potential deficit of approximately 2,250 homes to a potential surplus of approximately 32,500 homes.
- For multi-family housing capacity, the gap ranges from a potential deficit of 23,900 homes to a potential surplus of 3,750 homes.

Housing capacity options

If the Metro Council determines that there is a need for additional capacity to address housing needs, it may take measures to increase the likelihood of developing housing on land already inside the UGB and/or expand the UGB to add the Sherwood West urban reserve area as proposed by the City of Sherwood. If the Council elects to expand the UGB, it may wish to consider conditions of approval to help achieve a certain housing mix or number of housing units to best meet the region's housing needs.

Employment land needs

Industrial land needs

Although analysis shows a surplus of industrial land in aggregate throughout the region, individual businesses seeking specific development-ready properties for sale or lease may struggle to find options.

Metro, with review by cities and counties, identified almost 6,000 acres of industrial land inside the UGB that meets the legal definition of being buildable. The Urban Growth Report analysis shows a regional surplus of 4,550 acres of industrial land to accommodate expected industrial job growth under the baseline forecast. There is a surplus even under a high growth employment forecast.

However, the available acres of industrial land may not have the location and site characteristics that will lead to industrial development. The Sherwood West employment area offers the potential for business growth because of unique characteristics that are in short supply on lands already in the UGB, including the potential for assembling larger sites, relatively flat parcels, and relative proximity to existing job clusters.

Industrial land options

Informed by this analysis, the Metro Council has the discretion to do one of the following:

- Based on regional employment forecasts and the aggregate inventory of industrial lands, decide that there is no need for additional land for industrial uses.
- Add the mixed employment portion of the Sherwood West urban reserve to the UGB based on a determination that the area offers unique site characteristics for industrial and flex uses that are in demand and that cannot be found elsewhere in the UGB.

If the Council determines that there is a need to expand the UGB to provide industrial sites with specific characteristics, it may wish to consider conditions of approval to protect those sites from other uses.

Commercial land needs

Depending on the amount of employment growth anticipated, this analysis identifies a potential surplus of 800 buildable acres of commercial land (low growth forecast) to a potential deficit of 1,800 buildable acres (high growth forecast). Under the baseline growth forecast, there is a deficit of 320 buildable acres.

Commercial land options

Informed by this analysis, the Metro Council has the discretion to decide one or more of the following:

- Plan for the low growth forecast and find no need for additional land.
- Plan for the baseline forecast:

    - Assume that 320 acres or more of the region's industrial land surplus is functionally available for commercial employment uses, thereby addressing the commercial capacity gap; or,
    - Assume that additional commercial redevelopment would occur if there is demand for commercial space.
- Plan for the baseline forecast and find a need for a UGB expansion.
    - Add the commercial employment portions of Sherwood West urban reserve to the UGB.
    - Consistent with observed development trends, assume that a small portion of the region's industrial land surplus will be available for commercial employment uses, thereby addressing the remaining commercial capacity gap.
- Plan for the high employment growth forecast and find a need for UGB expansion.
    - Add the 135-net-acre commercial employment portions of the Sherwood West urban reserve to the UGB.
    - Add approximately 1,665 additional net acres of urban reserves that lack a concept plan or city support to the UGB.

Engagement

Metro staff have shared information from this report and explained the methods used to collect and analyze the data during its production. An Urban Growth Report Roundtable started meeting in September 2023 and met eleven times to discuss approaches used to collect data and share early information.

Staff from cities, counties and local experts were invited to review data during the process to ensure accuracy. Thank you to everyone who participated in the production of this plan.

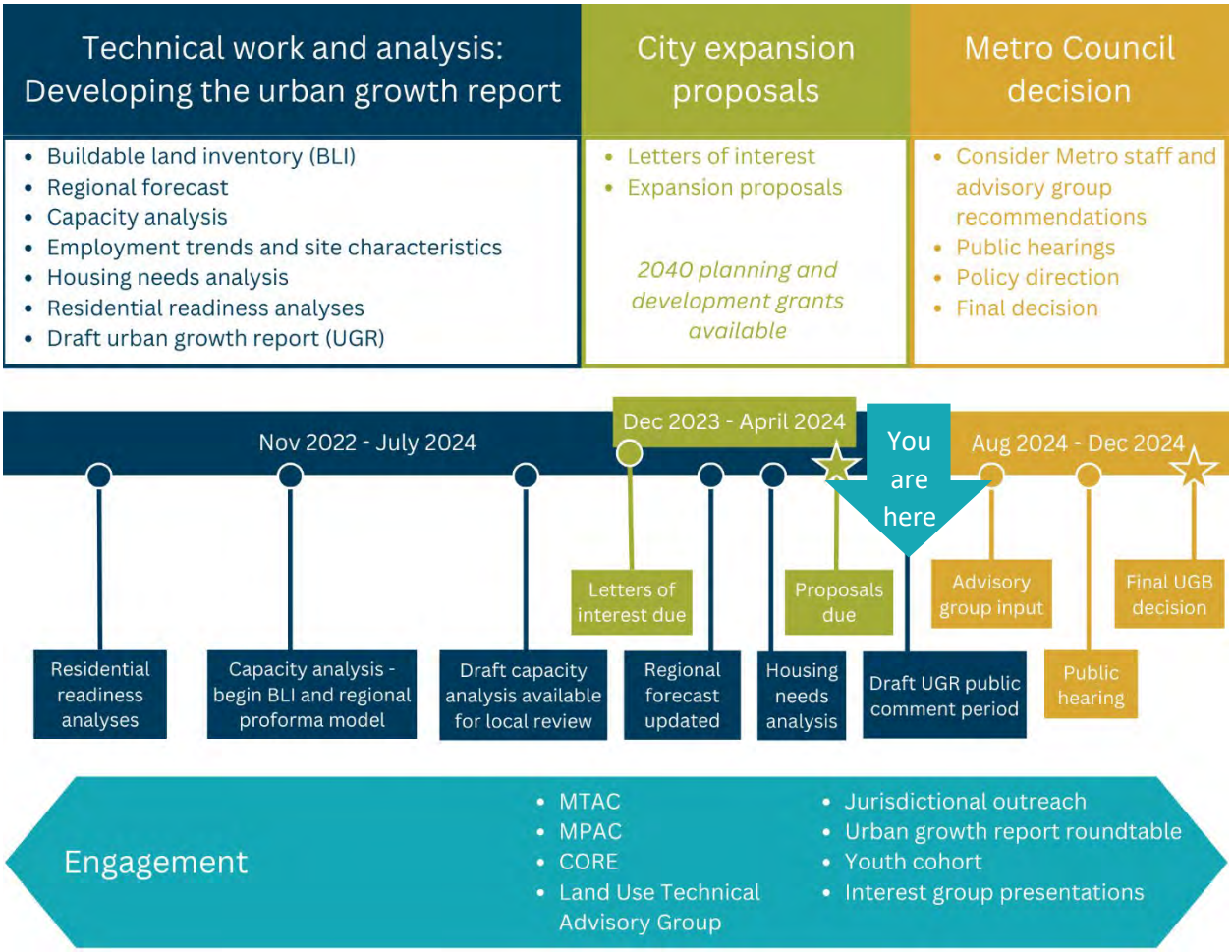
Next steps

The release of this draft 2024 Urban Growth Report kicks off policy discussions, leading to recommendations and a Metro Council decision by the end of 2024. This Urban Growth Report is intended to provide the best available information to support those discussions without implying more precision or certainty than is warranted in a 20-year planning effort.

Tentative milestones:

Now-August 4, 2024	Public comment period on draft UGR and Sherwood expansion proposal
August 14, 2024	Release Chief Operating Officer recommendation
September 18, 2024	Metro Technical Advisory Committee recommendations to MPAC
September 19, 2024	Committee on Racial Equity recommendations to Metro Council
September 25, 2024	Metro Policy Advisory Committee recommendations to Metro Council

September 26, 2024	Metro Council public hearing on Chief Operating Officer recommendation
October 1, 2024	Metro Council direction to staff
November 21, 2024	Metro Council public hearing
December 5, 2024	Metro Council decision



Draft 2024 Urban Growth Report

Urban Growth Report Roundtable and Youth Cohort perspectives

For the 2024 urban growth management decision, Metro's Chief Operating Officer convened an Urban Growth Report Roundtable with the goal of having additional transparency around how Metro conducts its analyses.

Metro also convened a Youth Cohort with the goals of developing future leadership in urban planning and providing avenues for youth to share their perspectives in this decision process.

Youth Cohort and Roundtable perspectives are summarized in sidebars throughout this document.

LAND READINESS, NOT JUST LAND SUPPLY

Our region has learned that growth management decisions need to focus on at least two major factors:

- Whether there is a long-term regional need for more land inside the UGB. State laws establish this expectation to which Metro's analyses respond.
- Whether there is a plan for making UGB expansions ready for development of housing and businesses. Metro, as a matter of adopted policy, orients its decision making around city readiness for UGB expansions.

Before the adoption of urban and rural reserves in 2010, growth management decisions focused solely on the first factor, establishing whether there was a regional need for land. While we continue to strive for objective analyses of land need, we also have learned that we must pay attention to the readiness of potential UGB expansion areas. This was based on multiple instances of expanding the UGB only to see the land sit for years or decades before developing as intended. Figure 1 illustrates this point, showing the slow production of housing in older UGB expansion areas that did not answer the question of readiness before UGB expansion.

UGR Roundtable perspectives: Development barriers

Development barriers and the feasibility of future development was another recurring topic in the group. The discussions included barrier to housing, commercial and industrial development. During an activity where participants identified development barriers, the list included:

- Price of property
- Zoning and market mismatch
- Market conditions outweigh subsidies
- Property owner motivations
- Cost of infrastructure to serve site
- Parcel assembly
- Site constraints
- Environmental challenges – brownfields, floodplains
- Absentee landowner
- Land banking
- Political challenges
- Public ownership
- Easements
- Regulatory requirements – frontage, trees, stormwater, fees
- Transportation infrastructure not well maintained and difficult site access

Members seek creative solutions and collaboration between the development community, local jurisdictions, Metro, and the State of Oregon. Some roundtable members specifically called out the long timeline from the beginning of the concept planning process to the start of construction and suggested reducing the amount of detail and procedures required to complete these steps. Others mentioned that their biggest barriers are expensive infrastructure and cost prohibitive development code requirements, especially on infill sites.

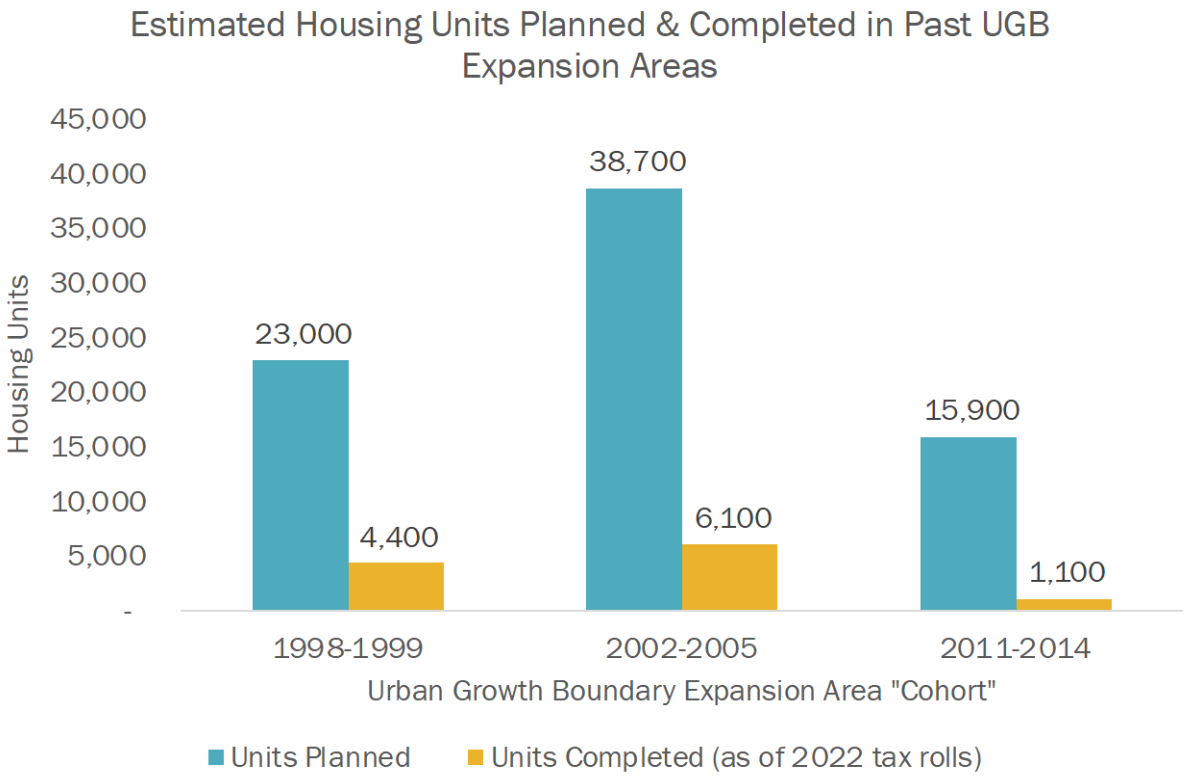


Figure 1: housing units planned and built to date in older UGB expansion areas

Since 2010, it is the Metro Council's policy to only expand the UGB into urban reserves that have been concept planned by a local jurisdiction. Metro provides grant funding for cities seeking to complete concept plans for urban reserves. Title 11 of Metro code lays out concept planning requirements.

In 2017, on advice from the City Readiness Advisory Group, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC), the Metro Council adopted additional policies that provide more clarity for cities regarding what needs to be addressed in their UGB expansion proposals. Title 14 of the Metro code describes those factors, including, for example, demonstrating that the city has worked to remove barriers to mixed-use development and has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.

The 2018 growth management decision was the first full implementation of this readiness-focused approach. In 2018, four cities proposed UGB expansions and the Metro Council approved all four. Today, these cities have completed or are working to complete comprehensive planning for these areas. However, even with a focus on city readiness, development can take time. To date, no housing development has occurred in these four expansion areas.

For the 2024 growth management decision, one city, Sherwood, has proposed a UGB expansion in the Sherwood West urban reserve. The City of Sherwood's concept plan includes a mix of housing and employment uses as well as protection of habitat and open space areas.

UNDERSTANDING THE IMPACT OF THE URBAN GROWTH DECISION

Who benefits and who is burdened?

The UGB helps us make the most of public resources by focusing on development that supports building and maintaining streets, pipes, schools and parks that every community needs. However, not everyone benefits equally from these investments.

The greater Portland area has a history of inequitable and racist land use and development such as redlining, destruction of neighborhoods through the misuse of urban renewal, exclusionary covenants, and zoning codes that only allowed single-unit detached housing on larger lots, which has led to gentrification and displacement.

Displacement has disproportionately affected communities of color, leading to a shift in the racial geography of the region over the last decade. Displacement is a geographic consequence of a series of systemic inequities and racist policies and can have wide-ranging impacts on health and well-being – impacts that can span generations.

Youth Cohort perspectives: Equity and engagement

As the youth cohort learned about the urban growth management decision, a primary focus of their feedback was ensuring that the process centered on **equity and meaningful community engagement.** Many participants wanted the Metro Council to make sure that they were hearing a broad variety of perspectives, especially those that are not always heard in this process. When learning about the Sherwood West proposal, the group wanted to consider how people living in surrounding areas may be affected and wanted the plan to reflect racial equity considerations when discussing access to future homes and job opportunities. The group emphasized the importance of local participation and education, and underlined the role of young people in this process as the primary source for understanding the priorities and challenges that the next generation will face as they will grow up to inherit the outcomes of the plans that are made today.

Understanding the impacts of planning decisions is critical in building a more equitable region where all people have access to the places and resources they need to flourish. Continued work at all levels of government is needed to affirmatively further fair housing and to ensure that affordable housing is available in all communities.

To better understand the wide-ranging impacts of urban growth management decisions, Metro examined previous expansion areas ahead of the 2024 growth decision to determine who has benefited and who has been harmed in expansions of the boundary.

These case studies focus specifically on population demographics, housing type, and home values to measure how the urban growth boundary might impact affordability, housing type, and displacement in greater Portland, and how we can build thriving communities for all in UGB expansion areas and beyond.

A Snapshot of Bethany and Happy Valley

Metro gathered housing and census and housing data for two past expansion areas: Bethany in 2002 and Happy Valley in 1998.

Metro examined this data to understand who has moved to expansion areas as well as how many houses have been built, the types of housing available (townhome, single-unit detached home, etc.), as well as median home value.

These case studies provide a snapshot of two communities that have developed the land within the expanded UGB. Metro focused on assessing these two areas because many other past expansion areas have not yet developed or have been slow to develop.

UGR Roundtable perspectives: Diversity, equity and justice

Diversity, equity, inclusion, and justice topics were woven throughout the UGR roundtable discussions. Staff heard from some members that it is important to center community in our conversation and remember the people that are represented in the technical analysis, elevating qualitative data to the same importance and value as quantitative data. Participants suggested connecting the data related to race, ethnicity with personal stories of lived experiences. This is a way to understand how different demographic groups have different needs and unique positions in the community.

Happy Valley

In 1998, Metro expanded the UGB near Happy Valley to include an additional 660 acres of land. The city has further expanded their city limits into a portion of the 13,000-acre expansion of the Damascus area approved in 2002. Since this time, more than 6,200 housing units (source: RLIS Housing Inventory) have been built or permitted in the expansion areas, and the expanded UGB is now home to more than 20,000 people.

Table 1: Race and ethnicity of people living in Happy Valley (2020 Census)

Race/Ethnicity Census Categories	Happy Valley expansion only	Happy Valley total
White	62%	64%
Black	2%	2%
AIAN (Amer. Indian/Alaskan Native)	0%	0%
Asian	21%	20%
NHPI (Native Hawaiian/Pacific Islander)	0%	0%
Other	0%	0%
Multiple	6%	6%
Hispanic	8%	7%
BIPOC (total non-white)	38%	36%

Analysis: There is no significant difference in the demographics of residents within the expanded UGB area and the total Happy Valley population.

Table 2: Housing types in Happy Valley (Source: RLIS Housing Inventory)

% of homes built that are middle housing	Happy Valley expansion only	Happy Valley total
Middle housing		7%
Multifamily	31%	20%
Other	6%	5%
Single-unit detached housing	58%	68%

Analysis: A higher percentage of middle family and multifamily housing was developed in Happy Valley's UGB expansion areas than in Happy Valley overall.

Implication for affordability: Middle family and multifamily housing types support denser communities where you live closer to places you work, live, play, etc.

Table 3: Affordability & assessed home values in Happy Valley (Source: County Tax Assessor data)

Median home assessed value by home type	Happy Valley expansion only	Happy Valley total
Single-unit detached housing	$695,786	$733,856
Townhouse	$438,329	$431,854

Analysis: Townhouses in the UGB are slightly more affordable than those in the other areas of Happy Valley, in which single-unit detached homes are slightly less expensive. All housing types in Happy Valley are, on average, above the regional average home value. High housing production costs contribute to the overall regional supply shortage and can have a long-term impact on housing costs.

Bethany

In 2002, the Metro Council brought 716 acres into the UGB in Washington County's North Bethany area. More than 5,000 homes are planned for the area.

Since then, 573 homes have been built or approved for construction in the area. As of mid-February, the least expensive home in the area was for sale for $405,995.

Table 4: Race and ethnicity of people living in Bathany (2020 Census)

Race/Ethnicity Census Categories	Bethany expansion	Bethany total
White	27%	40%
Black	3%	2%
AIAN (Amer. Indian/Alaskan Native)	0%	0%
Asian	58%	44%
NHPI (Native Hawaiian/Pacific Islander)	0%	0%
Other	1%	1%
Multiple	4%	5%
Hispanic	6%	7%
BIPOC (total non-white)	73%	60%

Analysis: The Bethany expansion area is home to significantly more residents who identify as Asian than the Bethany population overall.

Table 5: Housing types in Bethany (source: Metro Land Development Monitoring System)

% of homes built that are middle housing	Bethany expansion	Bethany total
Middle housing	11%	8%
Multifamily	20%	20%
Other	0%	2%
Single-unit detached housing	69%	70%

Analysis: A slightly higher percentage of middle family and multifamily housing was developed in the UGB expansion area than in Bethany overall.

Implication for affordability: These housing types are supportive of denser communities where you live closer to places you work, live, play, etc.

Table 6: Affordability & assessed home values in Bethany (source: Metro Land Development Monitoring System)

Median home assessed value by home type	Bethany expansion	Bethany total
Single-unit detached housing	$784,740	$761,170
Townhouse	$474,310	$481,895

Analysis: Townhouses in the UGB are slightly more affordable than those in Bethany overall which Single-unit detached homes were slightly less expensive. All housing in Bethany is above the regional average home value. High housing production costs contribute to the overall regional supply shortage and can have a long-term impact on housing costs.

Limitations of census data and data collection

While the data in this report is accurate and reliable, it relies heavily on census data. Different communities have different levels of comfort engaging with government censuses and surveys. Additionally, smaller demographic segments of the population are harder to count in the census.

These longstanding cultural and statistical issues can result in undercounts, especially for marginalized communities, such as immigrants and refugees, people of color, people who speak limited English, people who are unhoused and people with disabilities. Comparing and making sense of decennial censuses in the United States can be difficult for other reasons, as well.

Additionally, the size and shape of the UGB expansion areas limit the amount of reliable demographic data available. Expansion areas are often small portions of larger geographies used by the census. For example, there is census data about race and ethnicity available at a geographic scale that more closely aligns with expansion areas but the census does not provide data about income for the same geographic scale.

Lessons learned

Metro's analysis of these case studies did not provide conclusive results. This process highlights the need for more and different data to understand equity impacts.

This initial attempt at understanding the impact of UGB expansions paves the way to continue exploring affordability, equity areas, the social consequences, how people move and why, and what it means to benefit from and be impacted by expansion decisions.

Urban growth boundary expansion areas are sparsely populated when added to boundary. The number of people living and working in these areas who are directly affected by UGB expansions is relatively small, but they are important to consider. People with direct connections to expansion areas include property owners (who will likely profit from the sale and development of their land), renters (who are at risk of displacement), as well as farm and forest workers (whose jobs are at risk of displacement). It is worth noting that land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.

It is difficult to draw conclusions about the impact of urban growth decisions on the affordability or livability of existing urban areas because there are many economic and social factors at play. One way of examining the potential impact of the UGB on housing affordability is

to compare the greater Portland region to similar metro regions without urban growth boundaries. Austin, Denver and Atlanta have similar housing prices to greater Portland, which could indicate that the UGB does not have a significant impact on affordability in greater Portland.

Looking forward

While it is not possible to predict who will move into newly urbanized areas, there are many ways to help make newly developed areas welcoming to a diversity of community members. These strategies include, but are not limited to, local zoning policies that encourage a diversity of housing types and mixed-use developments, fostering strong communities that include access to nature and community spaces, as well as building affordable housing and transportation infrastructure. Strategies could also include a racial equity assessment and deep community engagement that inform expansion proposals.

Metro can evolve this process to better understand how the urban growth management decision impacts communities and reduces racial disparities in the greater Portland region. Future urban growth management decisions must prioritize community engagement with community members early and often and improve the agency's approach to involving community members in this technical and long-term process.

If community members are not working alongside Metro, there is a risk of perpetuating the inequities in this region. With a commitment to building a more equitable region, Metro will set the tables for continued conversations and collaboration to advance the region's understanding of how urban growth management impacts marginalized communities—particularly people of color.

HOW MUCH POPULATION GROWTH IS EXPECTED?

A core aspect of making growth management decisions is determining the rate of population, household, and job growth in the Metro UGB over the next 20 years. Metro accomplishes this by first conducting a forecast for the seven-county Metropolitan Statistical Area (MSA). As described in appendices 1 and 1A, this forecast is based on the best available data sources and uses accepted practices for forecasting. To ensure the quality of the forecast, external economists and demographers review it for its reasonableness.

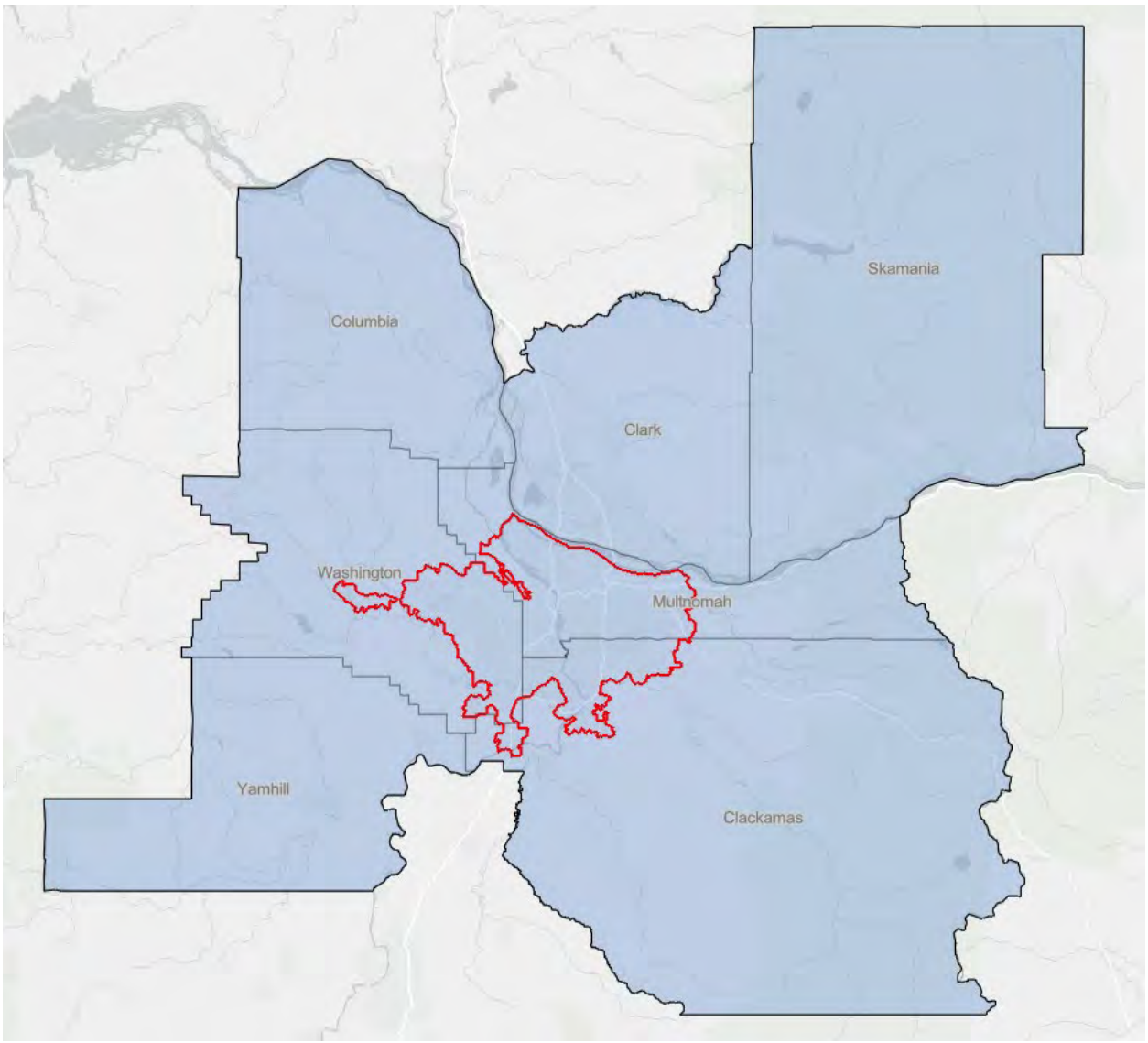


Figure 2: 7-county Metropolitan Statistical Area (MSA) and Metro UGB (shown in red)

People are choosing to have fewer children

In previous population forecasts, the long-term decline in birth rates in the U.S. and the Metro region was expected to plateau. However, birth rates have continued to decline and it is now a widely held view that the population in our nation, state, and region will decline without migration.

Our region is not alone. A recent study published in the British medical journal, The Lancet, estimates that by the year 2100, 97 percent of countries will see population declines without net positive migration.[i] Figure 3 depicts the greater Portland MSA's history and forecast for annual natural change (live births minus deaths). After a near-term increase, natural change is expected to be negative after the year 2033.

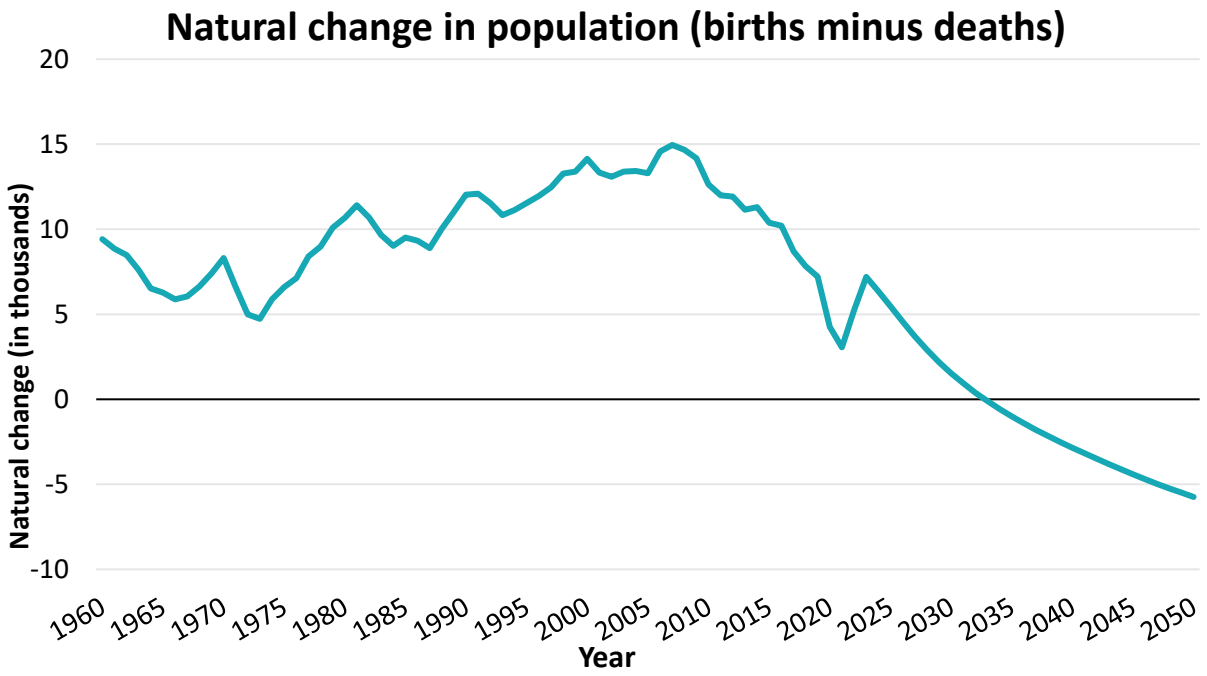


Figure 3: Natural change (live births minus deaths) for the Portland MSA

Future migration levels are a source of uncertainty

The baseline draft regional forecast assumes that net migration will be sustained at the historic average level, which would result in regional population growth, albeit at a slower rate because of negative natural change (deaths will outnumber births). Under the baseline forecast, net migration is expected to add 15,000 people per year to the MSA population.

Expert reviewers of the regional forecast emphasized that, while it is a reasonable assumption, there is uncertainty around maintaining this historic average net migration rate. Reviewers saw potential for lower net migration rates due to affordability issues on the West Coast, including greater Portland.

Reviewers also indicated that, though it makes intuitive sense that the Pacific Northwest will attract migrants from areas with higher climate risk, there is no data to support this assumption. The variation in historic net migration rates illustrates this lack of a trend (see Figure 4). Metropolitan areas that have higher climate risk in the desert, southwest, coastal areas, and the Sunbelt continue to see some of the highest rates of growth in the country. A 2016 symposium on the topic also emphasized these points (Binder, 2016).

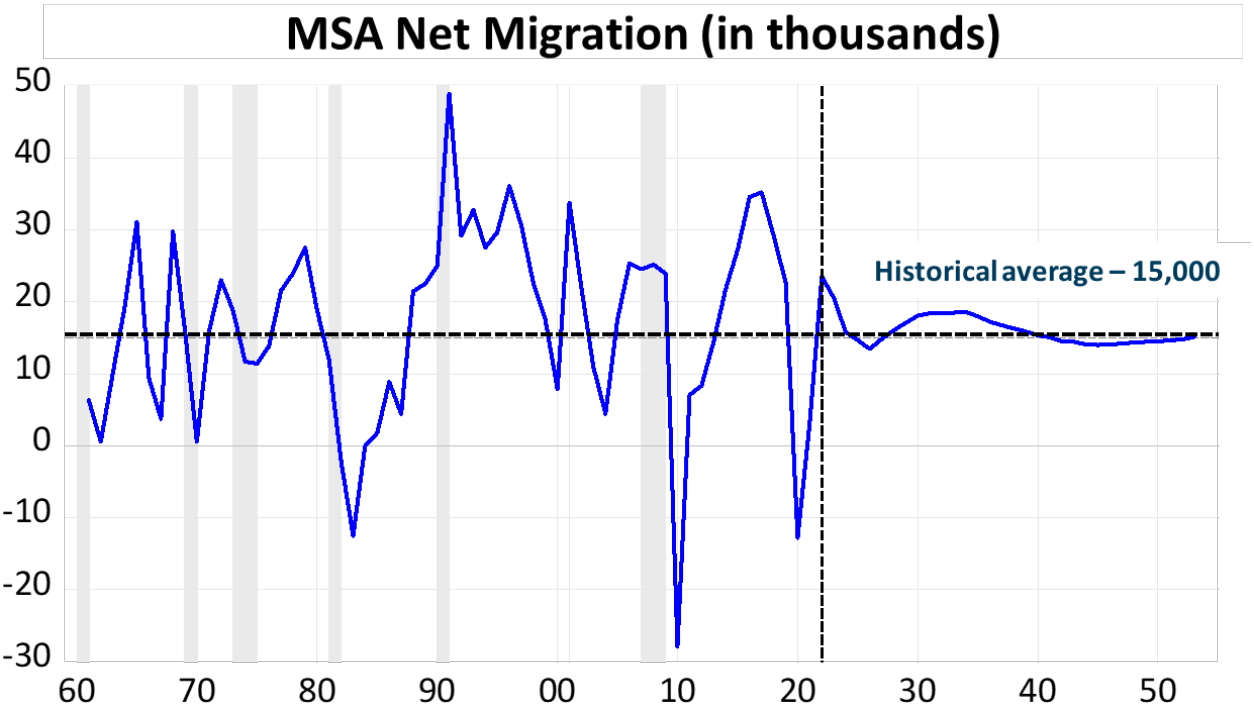


Figure 4: Net migration (in 1000s of people) for the Portland MSA: 1960-2050

Population forecast results

The baseline forecast estimates approximately 315,000 more people in the Portland region between 2024 and 2044 for a total population of 2,901,000 by 2044. The baseline forecast is the most likely forecast. However, as noted, there is uncertainty surrounding population growth, particularly for future migration trends. To recognize that uncertainty, Metro has also completed low and high growth forecasts. While these alternative forecasts are both possible, they are not as likely as they would require sustained and sizable decreases or increases in net migration.

Table 7: Population range forecast for the Portland MSA: 2024-2044

	Low	Baseline	High
2024	2,529,000	2,586,000	2,644,000
2044	2,521,000	2,901,000	3,281,000
Difference	-8,000	315,000	637,000

Note: 2024 population numbers are estimates and therefore vary between low and high forecasts

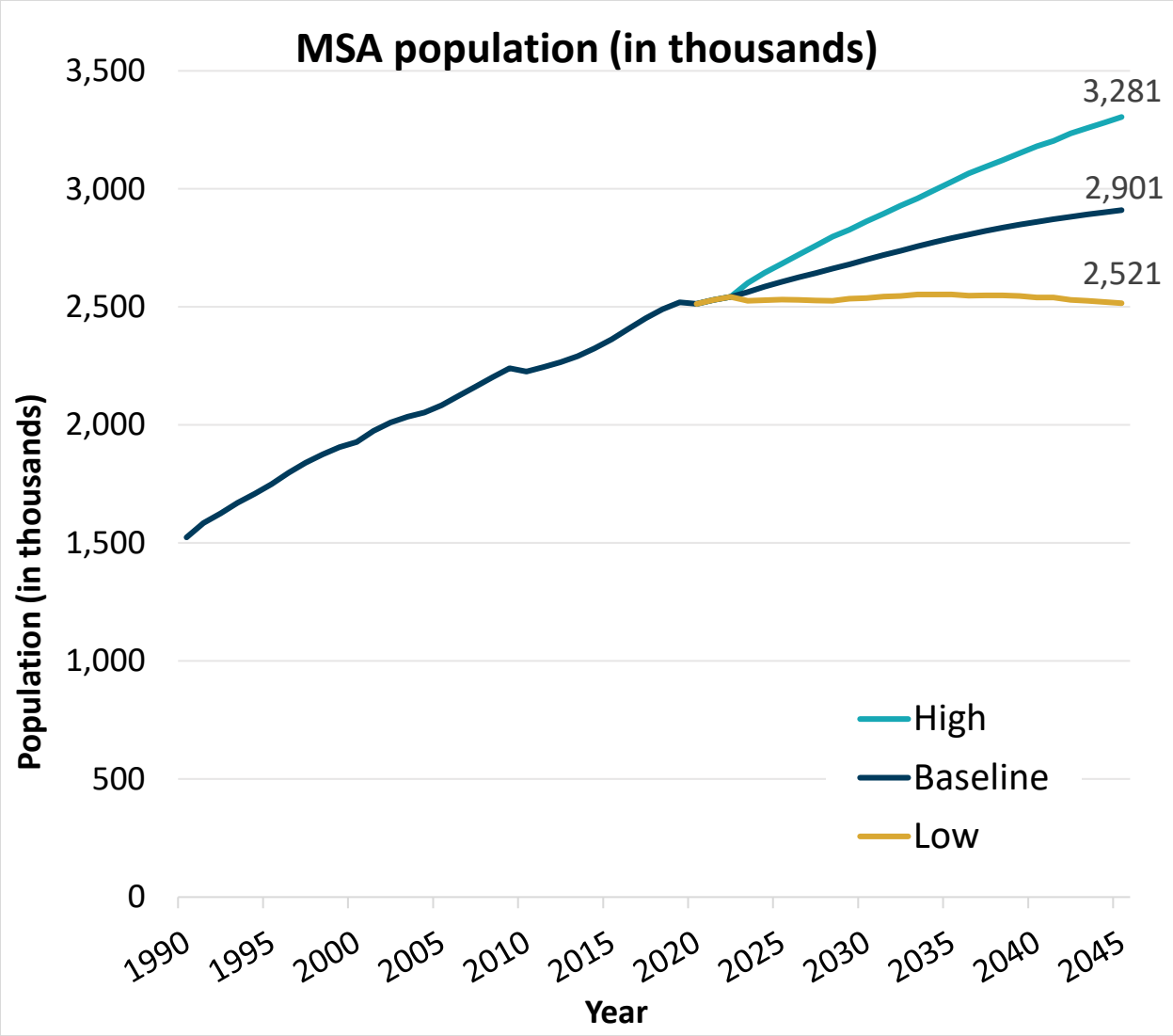


Figure 5: Portland MSA population history and forecast: 2024-2044

REGIONAL HOUSING NEEDS ANALYSIS

Even with a population growing at a slower rate, the region needs to remain focused on people's housing needs. Demographic shifts related to this slower growth rate provide insights into the region's future housing needs for the 2024-2044 period.

Demographic trends

People are choosing to have fewer children:

- In our region, the average household will have fewer people, dropping from 2.41 people today to 2.27 people in 2044.
- Today, approximately two-thirds of households have two or fewer people. That share is expected to increase.

- With fewer people choosing to have children, the median householder age will increase. Households headed by someone over 65 years will constitute the greatest share – almost two-thirds – of the change in households.

As the Millennial generation ages, Gen Z follows in its wake as a smaller generation:

- Compared to today, there will be a slight decrease in the number of families with children with a householder 25-44 years old (instead of Millennials, the smaller Gen Z will be in this age cohort in the year 2044).
- About a quarter of new households will be aged 45 to 64 with children (this will be the Millennial generation in the year 2044).

Smaller, older households mean, on average, fewer wage earners per household:

- With an older population, more people will be retired and on fixed incomes. 41 percent of new households will be seniors with lower (below $60,000) household incomes.
- Over 60 percent of new households will have household incomes less than $60,000, contributing to additional need for housing affordable to households earning 30 to 80 percent of area median income.
- 85 percent of new renter households will have incomes less than $60,000.

Figure 6: 2024-2044 household change (UGB) by life stage (source: ECONorthwest analysis of Metro baseline regional forecast)

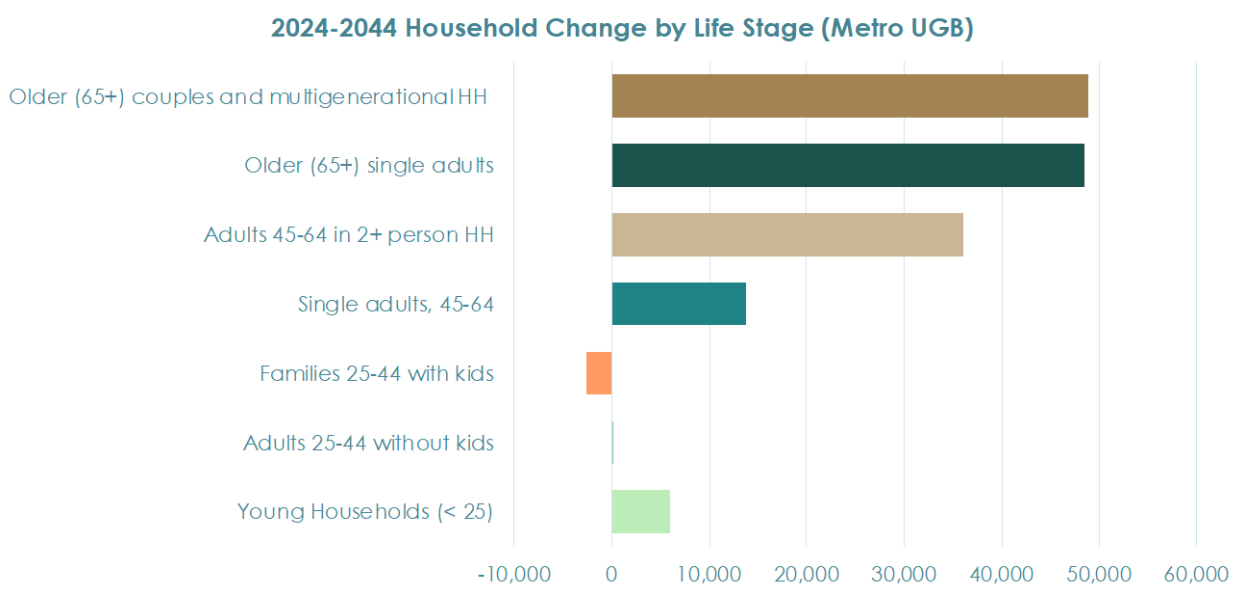
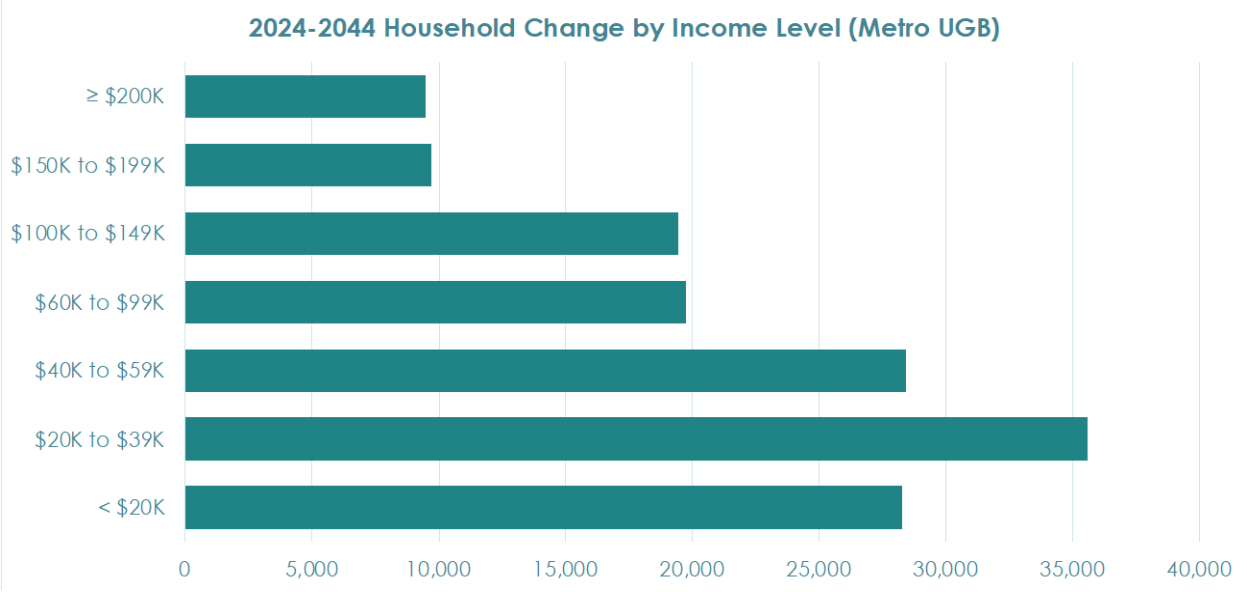


Figure 7: 2024-2044 household change (UGB) by income level (source: ECONorthwest analysis of Metro baseline forecast)



Residential trends

Underproduction of housing

Our nation's housing markets continue to struggle to produce enough housing to match household growth, particularly for people earning lower incomes. This backlog of housing production became clear in the aftermath of the 2008 housing bubble and is still with us today.

More recently, higher interest rates have caused many homeowners who might otherwise move to stay put since they cannot afford to take on a new mortgage at higher rates. This contributes to low inventory of houses for sale. In the end, those that feel the housing shortage most acutely are people with the fewest resources.

For developers and builders, the costs of labor, materials and lending remain a drag on housing production. Nationwide, access to buildable lots is a challenge in part because of lower numbers of land development companies and the costs of serving raw lands with needed infrastructure.

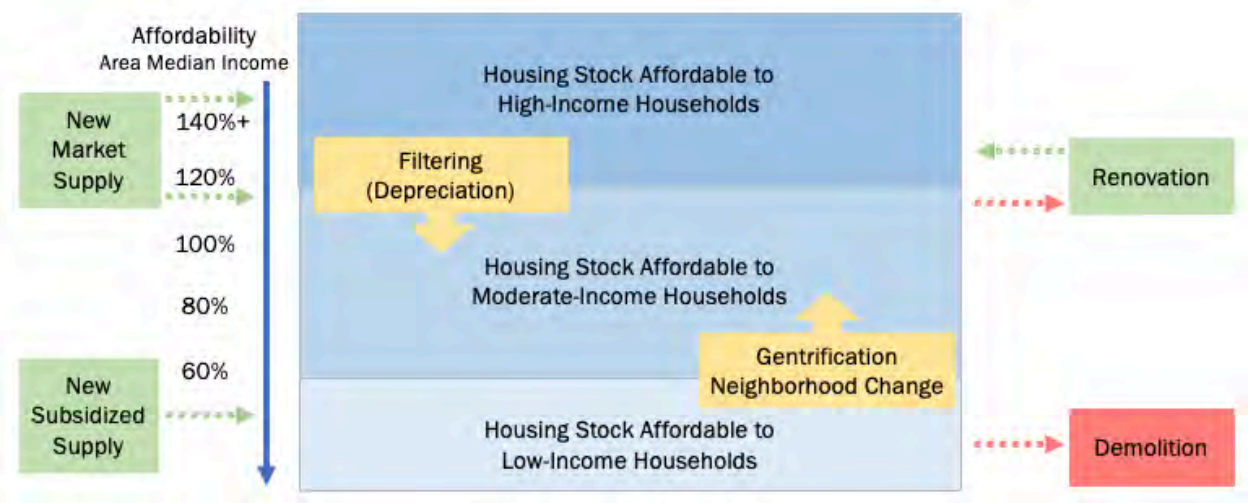
Regional housing production, gentrification, and displacement

The interaction between housing supply and demand influences affordability. While new market rate housing is rarely "affordable," housing production contributes to the overall regional supply and can have a long-term impact on housing costs. Metro, seeking to better understand the role of regional housing supply in affordability, contracted with ECONorthwest to provide an overview of these regional housing market dynamics.

UGR Roundtable perspectives: Housing production and affordability

Housing production and affordability was an important topic to UGR roundtable members. Participants expressed the need for renewing funding sources and establishing clear goals for affordable housing development to meet regional needs at various income levels. This affordable housing production should include units for both rent and ownership. Members mentioned that housing and land are resources for generational wealth building. Other roundtable members working in housing development cited the high infrastructure costs as a substantial barrier to housing affordability and production. This led to conversation about the need for policies to address historic underproduction and advocate for infrastructure funding. Some roundtable members advocated for workforce housing to support job growth in the region. By proactively planning for workforce housing at different income levels, including addressing the specific needs for farmworker housing, cost of living may become less of a barrier for workers here today and those considering moving in the future.

Figure 8: illustration of how new housing supply affects housing markets (source: ECONorthwest)



ECONorthwest's work on this topic can be found in Appendix 10. Takeaways include:

- The supply of new market-rate housing is crucial for moderating price increases.
    - However, depreciation of housing (filtering) alone won't meet the needs of lower-income households.
- Housing displacement risk should inform public policies and investments, but not necessarily inhibit them.
    - Creating affordability in high-opportunity areas with access to services and amenities is as important as maintaining affordability in areas at risk of displacement.
    - Investments in existing communities may increase property values and may need to be paired with investments in stability.
    - Households experiencing economic precarity face displacement risks wherever they live without appropriate support.
- Preventing and mitigating displacement is hard, but not impossible.
    - The UGB is just one policy tool. Many more interventions and partnerships are required to succeed.
- Data alone is not enough to understand gentrification and displacement.
    - Lived experiences and awareness of history can supplement data.

Housing production by location

The 2040 Growth Concept, Greater Portland's long-standing plan for growth, seeks to focus housing development in urban centers, corridors and main streets. This is typically achieved through redevelopment or infill. Approximately 93,000 homes were built inside the UGB from 2013 to 2022. A little more than half of that housing was built through redevelopment rather than vacant land development. Figure 9 depicts the intensity of residential development around the region for the 2009-2023 period. Many 2040 centers and corridors have contributed to this housing production.

Focusing growth in urban areas helps our region to minimize impacts on rural areas outside the UGB. Ongoing efforts are needed to ensure equitable access to nature in urban areas. Climate change brings with it additional urgency to enhance our urban tree canopy to protect people from extreme heat events.

Youth Cohort perspectives: Building communities with access

A recurring theme throughout the youth cohort meetings was the importance of **building communities with access** to opportunities and a variety of community spaces, especially for access that was not car-dependent. This theme included the cohort priority that new neighborhoods should include spaces for everyone and that people should be able to meet their needs without having to rely on a car. Cohort participants emphasized priorities of walkability, public transit access, and accessibility in connections through new neighborhoods. The theme of access also included access to opportunity – jobs with livable wages, and opportunity to meet needs like buying nutritious foods and gathering with other community members.

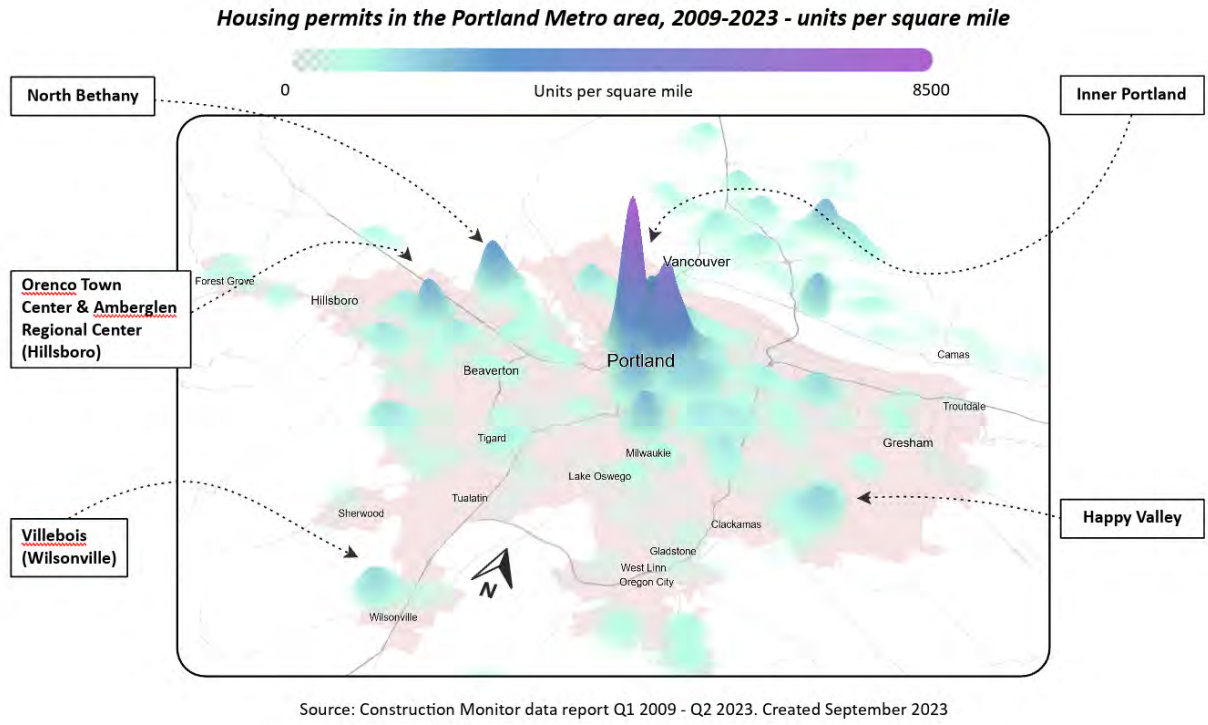


Figure 9: housing units permitted per square mile 2009-2023

Housing type trends

Today's housing mix is the result of decades of change. Though single-unit detached homes are the predominant housing type today (52 percent of housing inside the Metro UGB), as shown in Figure 10 they have represented a smaller share (30 percent) of new housing over the last decade.

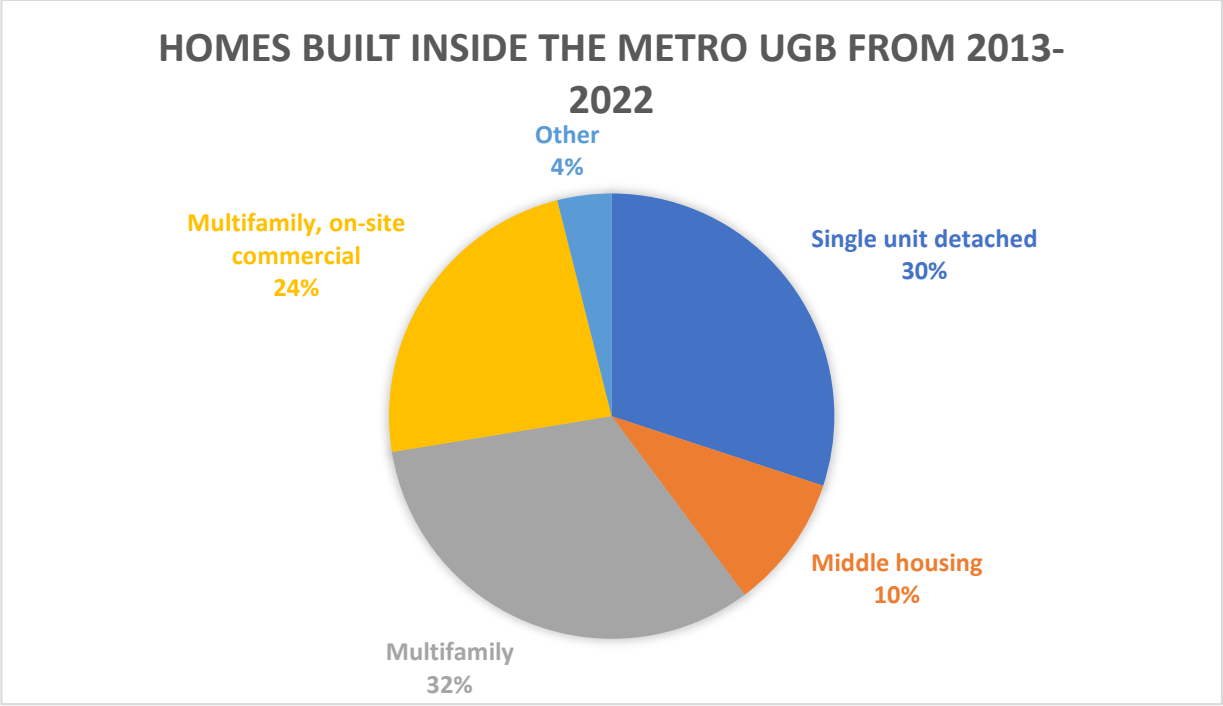


Figure 10: new housing built by type inside the Metro UGB from 2013-2022

Middle housing options such as townhouses, duplexes, triplexes, quadplexes, cottage clusters and accessory dwelling units are now allowed in zones that allow single-unit detached homes. This legalization of middle housing is recent for several of these housing types. Others, such as townhouses, duplexes and accessory dwelling units have a longer history. Over 9,000middle housing units were built inside the UGB from 2013 through 2022 with townhouses and accessory dwelling units making up the majority. See Figure 11.

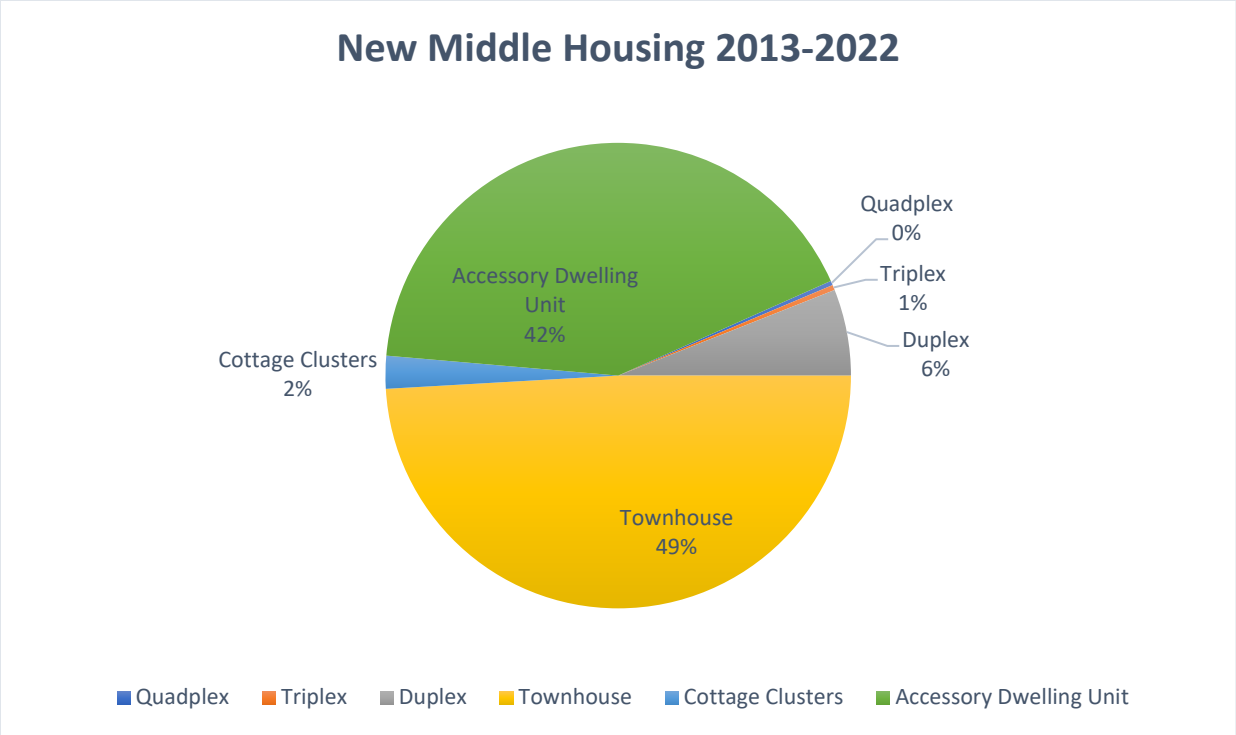


Figure 11: Middle housing developed in the Metro UGB from 2013-2022

Housing density trends

The region has adopted policies to encourage efficient use of land inside the UGB. On average, higher density has been achieved through redevelopment rather than vacant land consumption. However, there are exceptions such as single-unit detached and middle housing, which have achieved higher densities on vacant land.

Table 8: housing density for new housing (units per acre) by housing type and land source (Metro UGB, 2013-2022)

Housing type	Infill/ Redevelopment	Vacant land consumption	Total
Single-unit detached	5.4	7.5	**6.6**
Middle housing	17.1	21.3	**19.8**
Multifamily	71.9	35.1	**49.7**
Multifamily, on-site commercial	148.0	67.4	**101.2**
Other	28.9	26.9	**27.7**
Total	**18.8**	**14.4**	**16.3**

Note: "other" housing includes, for instance, dormitories, retirement facilities, and floating homes

The 2040 Growth Concept seeks to focus housing growth in urban centers and corridors. Figure 12 summarizes where housing has been built in relation to the 2040 Growth Concept over the last decade. The largest shares of housing have been built in non-center areas (neighborhoods) in Multnomah and Washington counties, followed by Multnomah County corridors.

UGR Roundtable perspectives: Regional vision for the future

Many of the topics brought to the roundtable inspired broader conversations about the **regional vision for the future**. As challenges and solutions grew beyond land use interventions, members felt that it was important to be proactive about change rather than reacting. Some participants felt that the reputation of our region is at risk, and that bold, optimistic visions are needed to create a different future for the region. This will might involve a messy process to bring many different voices, perspectives, and priorities to the table. Many of the challenges and concerns mentioned throughout this process go beyond the urban growth management decision itself and require continued leadership and collaboration to find new solutions and commitment to see them through.

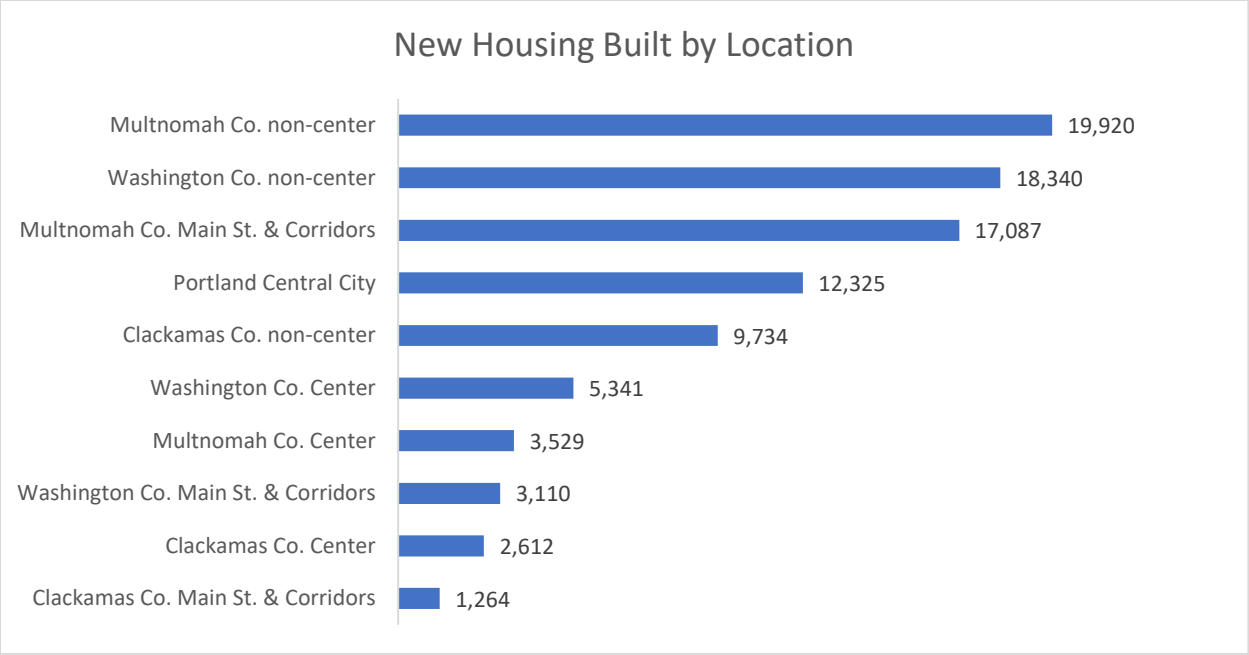


Figure 12: housing units built inside the Metro UGB by location 2013-2022

The highest densities of new housing have been built in the Portland Central City (average 235 units per acre) and Multnomah County corridors and main streets (56 units per acre). The lowest densities of new housing have been built in Clackamas County non-centers (6 units per acre) and Washington County non-centers (10 units per acre).

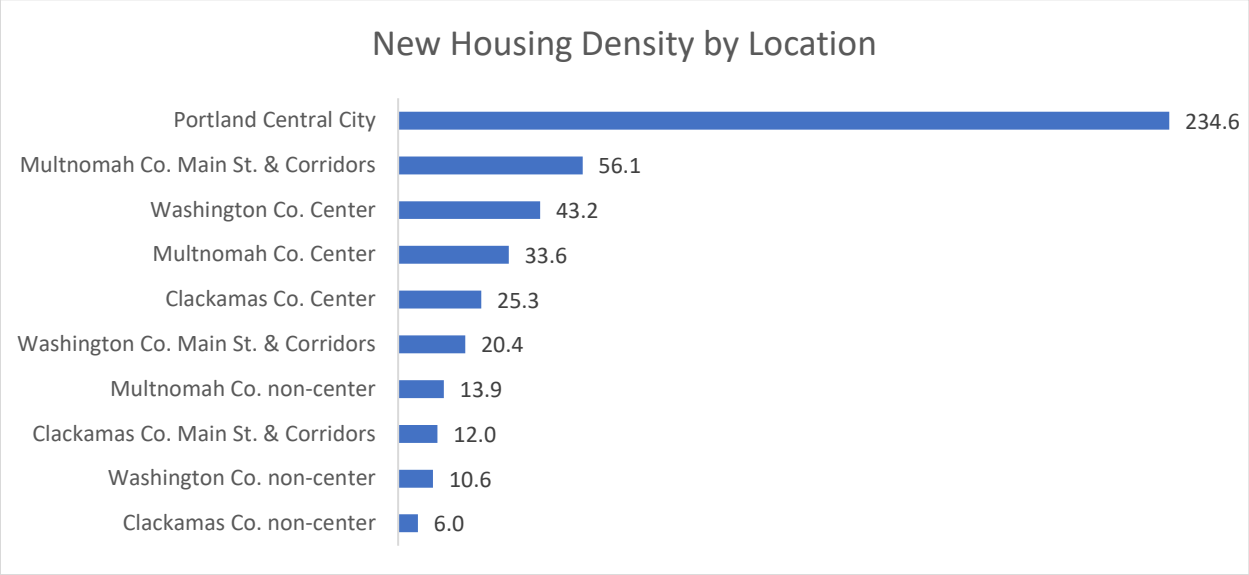


Figure 13: housing densities (units per acre) by location for new housing built from 2013-2022 inside the Metro UGB

Housing growth capacity

In addition to forecasting household growth and reviewing housing development trends, a core aspect of the UGR is determining how much capacity there is inside the current UGB for additional housing growth. Using methods discussed by the Land Use Technical Advisory Group (LUTAG)[1], Metro identifies three main categories of capacity that are described in more detail in Appendix 2:

- Vacant and partially vacant land
- Land that may be usable for redevelopment over the next 20 years
- New urban areas, which are areas that have been added to the UGB in recent years that do not yet have urban level zoning.

Because of long-standing challenges with city governance, planning or infrastructure costs, Metro does not count growth capacity on approximately 3,000 acres in the eastern portion of the former City of Damascus, where Happy Valley has not indicated an intention to annex.

All cities and counties in the region were provided opportunities to review and suggest edits to the buildable land inventory and capacity estimates for those lands.

New methods for estimating potential housing production on existing lands

Because most of the region's housing growth occurs through redevelopment of already-developed lands, Metro has sought to improve how it estimates growth capacity from redevelopment in each UGR. Additionally, recent allowances for middle housing necessitate new methods of estimating potential market responses. While we seek to improve the accuracy of our capacity estimates, we also need to be clear about uncertainty

UGR Roundtable perspectives: Access to nature and climate

Access to nature and climate adaptation was a high priority for some of the roundtable members. More broadly, some participants voiced the need to prioritize environmental conservation during land use decisions and that these decisions should reflect adaptation for climate change. The conversations about infill and redevelopment sparked comments about the need to support a healthy urban tree canopy and to ensure equitable access to parks and publicly accessible green spaces.

As the climate continues to change and result in warmer summers and increased fire seasons, some members urged the group to consider tradeoffs between density, livability, and climate resilience. There was interest in how housing built in different parts of the region will result in different climate impacts based on access to transit, density levels, and reliance on cars.

[1] LUTAG is a special purpose group that is periodically convened by Metro to provide advice on how we estimate growth capacity. The group met six times for the draft 2024 UGR.

when forecasting future market feasibility. This is why Metro expresses capacity estimates as a range.

For the 2024 UGR, Metro worked with Johnson Economics to develop a pro forma model that estimates future development for individual properties, creating a regional estimate of growth capacity. The underlying assumption is that if the value of a property with new development is high relative to the current value of the property, it will be more likely to see development or redevelopment. Essentially, development or redevelopment is more likely if it is profitable. Documentation of the model can be found in Appendix 2.

The model identifies one of 43 possible building prototypes that represents the most profitable use. Even when the model indicates that properties are financially feasible for redevelopment, not all properties are counted as redevelopment capacity. Instead, the model uses backcasting to estimate the smaller share of properties that may actually redevelop. This is intended to make sure that housing production estimates are reliable. Likewise, it addresses the legal requirement that capacity estimates are based on what has historically been built and market factors that may influence future development.

Youth Cohort perspectives: Housing crisis and affordability

The youth cohort learned about the statewide housing crisis and the role of local and regional government in helping to address the needs of today's population and future incoming residents and felt strongly that **housing affordability** was a strong value that should guide the UGB process. Cohort members wanted to see plans that included housing options that would work for many different people – including options for different housing types and price points. They group wanted to see that an expansion would help with the housing crisis and also that any expansion would be using the land available wisely to provide the most options to the most amount of people.

Of note, modeling indicates that middle housing – which has only recently been extensively allowed under zoning codes– will often be more profitable to develop than single-unit detached housing. This housing type presents opportunities to better match the changing needs of smaller households.

The pro forma model and other methods provide the means of estimating a range of potential growth capacity inside the UGB. Capacity is summarized in three categories:

- Single-unit detached housing
- Middle housing
- Multifamily housing

The methods used to establish a range of capacity for these three housing categories include:

- Pro forma scenarios that assume baseline market conditions as well as market erosion and market recovery
- An "expected density" approach that is based on observed development of vacant land
- A range for future accessory dwelling unit production and middle housing conversion/infill. This includes internal conversions of existing homes into multiple units as well as infill development where the original structure is retained and additional housing units are added to the lot.
- A range for possible office-to-residential conversion. See Appendix 2 for more details about how conversion potential was estimated
- Capacity scenarios that include residential zones skewing more towards single-unit detached housing or middle housing.[2]

Table 9: Summary of residential growth capacity inside the UGB by housing type

UGB Residential Capacity			
	Single-unit detached	**Middle housing**	**Multifamily**
Low	25,200	31,400	62,600
Mid	47,700	60,700	73,700
High	60,300	79,800	95,800

Note: these sources of capacity should not be totaled (for instance, adding up high capacity for each housing type) since, for instance, higher middle housing capacity would necessarily mean lower single-unit detached since they rely on the same lands.

Housing needs

State law instructs Metro to estimate existing and future housing needs. Methods for estimating current housing needs are described in more detail in Appendix 8A.

As described in state law, existing housing needs include addressing:

- Historic underproduction of housing, essentially the backlog of homes that ideally would have been built to keep up with household growth. Underproduction of housing has been a nationwide phenomenon since the 2007/2008 Housing Bubble

[2] In their review of capacity estimates, some jurisdictions noted that preliminary estimates skewed more towards middle housing than they would expect. Since middle housing is allowed in zones that allow single-unit detached homes, there is a tradeoff that occurs. Assuming more single-unit detached housing capacity results in lower middle housing capacity. Conversely, assuming more middle housing capacity results in lower single-unit detached housing capacity. Because middle housing develops at higher densities, this is not a one-for-one tradeoff.

- Housing for people experiencing houselessness. Houselessness is caused by underproduction of housing, particularly affordable housing.
- Homes lost to second homes and vacation rentals.

People experiencing houselessness are not counted by the census, so additional data sources are necessary. Methods for estimating current housing needs are described in more detail in Appendix 8A. To estimate the number of homes needed to house people experiencing houselessness, this analysis relies on an April 2024 Portland State University (PSU) report on findings on the 2023 Point in Time Count for the three-county area (Zapata, 2024). As noted in the report, point in time counts have limitations and are an undercount for several reasons:

1. It is impossible to find and count everyone sleeping outside.
2. The count is conducted on a single night so does not capture every experience or episode of houselessness.
3. The U.S. Department of Housing and Urban Development definition of houselessness does not include people who are "doubled up" with other households.

The PSU report attempts to address the second issue by including administrative data about people in need of homeless services, which has been deduplicated with the point in time count. However, the administrative data are uneven across the three counties.

The report attempts to adjust for the third issue by using McKinney-Vinto data on students experiencing houselessness.

Table 10: Existing housing needs by income group (Metro UGB)

Percent area median income	Historic underproduction	For people experiencing homelessness
0-30%	4,200	7,750
30-60%	5,300	700
60-80%	2,700	250
80-120%	2,200	-
120%+	700	-
Total	**15,000**	**8,700**

Note: housing for households earning less than 80 percent area median income is generally understood to require government assistance. Numbers are rounded and may not add exactly to the total shown.

Using methods like those under development for the Oregon Housing Needs Analysis (OHNA) program, ECONorthwest assigned these housing needs by income group to housing types as depicted in Table 11. Multifamily housing is the predominant housing type needed because of the affordability required to match household incomes described in Table 10. Table 11 also

summarizes housing "lost" to second and vacation homes. These homes are included because they are not available for housing the region's residents.

Table 11: existing housing needs by housing type (Metro UGB)

	Historic underproduction	For people experiencing homelessness	Second and vacation homes
Single-Unit Detached	700	-	1,100
Middle Housing	2,100	50	1,800
Multifamily	12,200	8,650	400
Total	**15,000**	**8,700**	**3,300**

Note: numbers are rounded to avoid implying too much precision

Future housing needs

Estimating future housing needs entails several steps:

1. Forecast household growth for 7-county MSA (low, baseline, high) for the 2024-2044 period.
2. Apply an assumed UGB capture rate to determine housing need in the Metro UGB (based on history, 70% of MSA household growth captured in Metro UGB).
3. Apply a vacancy rate of 5 percent to allow household moves within the UGB and to convert households into housing units.
4. Express total housing unit needed in the UGB for 2024-2044 for low, baseline, and high growth.

Table 12 depicts these first four steps.

Table 12: Steps for translating 7-county MSA household growth into Metro UGB housing units needed (2024-2044)

	High	Baseline	Low
7-county total HH Growth 2024-2044	244,200	203,500	162,800
UGB capture rate	70%	70%	70%
UGB total household growth 2024-2044	171,000	142,500	114,000
Housing units needed per new household (vacancy rate)	1.05	1.05	1.05
UGB total housing units needed 2024-2044	179,500	149,600	119,700

Note: the low and high forecasts shown here for the 7-county area are a narrowed range (20% less or more than the baseline); to simplify comparisons, a 70% capture rate is assumed here across scenarios. Numbers are rounded and may not total as shown.

The next step is to assign housing types based on household life stage (age, income, size, presence of kids). This step is handled through several different scenarios intended to model different possibilities. These scenarios pair housing choices with forecasts (low, baseline, high) that follow internal logic. For instance, high growth has historically manifested itself as heightened demand for urban development since growth tends to come from younger households migrating to the region. These scenarios are described in more detail in Appendix 8.

a. High growth, strong urban market: high growth forecast; housing trends like development over the last decade with high demand for housing in urban locations; market uptake of middle housing.
b. Baseline growth, new normal: baseline (most likely) growth forecast; as households age, their housing choices shift towards those of older households today, but not to same extent as past generations. More households choose middle housing than have historically.
c. Low growth, following in footsteps: housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today. This is accompanied by slower household growth, an aging population, and weaker market conditions as these would likely be necessary conditions for households to continue making these housing choices.

Figure 14 depicts the mix of housing in these three scenarios. The share of single-unit detached housing is highest in the “following in footsteps” scenario, followed by “new normal,” and “strong urban market.” The shares of middle housing and multifamily housing are highest in the “strong urban market” scenario, followed by “new normal,” and “following in footsteps.”

Figure 14: 2024-2044 housing mix scenarios (source: ECONorthwest)

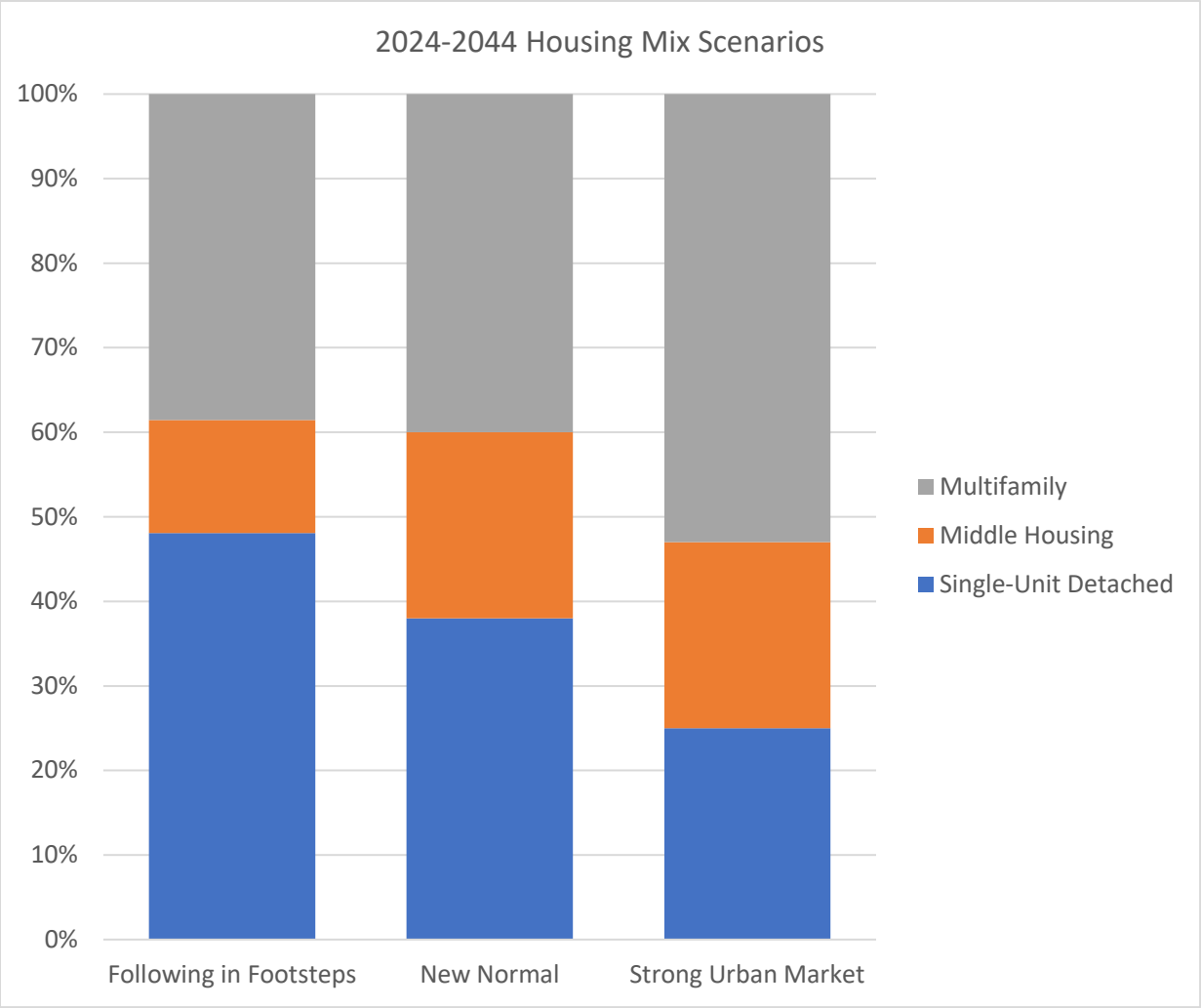


Table 13: Future housing need scenarios (Metro UGB, 2024-2044)

Housing type	High growth, strong urban market	Baseline growth, new normal	Low growth, following in footsteps
Single-Unit Detached	44,900	56,800	57,500
Middle Housing	39,500	32,900	16,000
Multifamily	95,100	59,800	46,100
Total	179,500	149,500	119,600

Total housing needs

Existing and future housing needs by housing type are added together as summarized in Table 14.

Table 14: current and future housing needs for the Metro UGB (2024-2044)

Total Housing Need	**High**	**Baseline**	**Low**
Future Growth Needs	179,500	149,500	119,600
Existing Housing Needs	23,700	23,700	23,700
Total New Units Needed in Metro UGB	**203,200**	**173,200**	**143,300**
Total new units needed in Metro UGB by housing type			
Single-Unit Detached	45,600	57,600	58,300
Middle Housing	41,600	35,000	18,100
Multifamily	116,000	80,700	66,900
Total new units needed in Metro UGB	**203,200**	**173,300**	**143,300**

Note: numbers are rounded to the nearest 100 to avoid implying too much precision

Housing capacity gap analysis

This analysis indicates that the Metro Council has the latitude to determine whether additional housing capacity is needed to accommodate potential household growth. This latitude derives from several factors.

- Uncertainty regarding the amount of future household growth from future migration into and out of the Metro region.
    - Increased migration would likely come from younger households who typically seek multifamily housing.
    - Decreased migration would amplify the trend of an aging population, which will tend to age in place.
- Uncertainty regarding the potential redevelopment of lands inside the UGB, depending on market conditions.
    - Even for properties that are financially feasible for redevelopment, there is uncertainty regarding which ones of them may redevelop over the twenty-year time horizon.
    - Redevelopment capacity is not static. Additional population/household growth would likely increase redevelopment potential as more developers respond to demand. This would increase multi-family and middle housing production (capacity), which corresponds to the housing needs of the younger households that are more likely to migrate to our region.
- The extent to which future housing choices are influenced by smaller household sizes and affordability concerns vs. the persistence of past trends.

- Whether households perceive middle housing as a relatively lower cost ownership alternative to single-unit detached homes or condos.
- The degree to which builders shift from single-unit detached to middle housing to achieve higher profitability.[3]

Depending on the above factors, the UGB capacity gaps for accommodating existing and future housing needs vary. These ranges were developed using several illustrative demand and capacity scenarios that sought to apply consistent economic reasoning in any given scenario. The three demand scenarios are as previously described, now paired with four capacity scenarios. See Appendix 8 for more detail.

Scenario 1: following in footsteps, low growth, lower redevelopment, and less middle housing
Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today. This is accompanied by slower household growth, an aging population, and weaker market conditions as these would likely be necessary conditions for households to continue making these housing choices. Redevelopment potential is lower and housing capacity on vacant land skews towards detached single-unit housing.

Scenario 2: new normal with baseline assumptions about growth and capacity
As households age, their housing choices shift towards those of older households today, but not to same extent as past generations. More households choose middle housing than in scenario 1. This is accompanied by baseline (most likely) household growth. Capacity assumptions tend towards baseline with middle housing slightly more likely on vacant lands than detached single-unit housing.

Scenario 3: new normal with baseline assumptions about growth and capacity, except vacant land capacity skews towards single-unit detached
As households age, their housing choices shift towards those of older households today, but not to same extent as past generations. More households choose middle housing than in scenario 1. This is accompanied by baseline (most likely) household growth. Capacity assumptions tend towards baseline with single-unit detached housing more likely on vacant lands than middle housing.[4] This scenario also assumes less accessory dwelling unit production and middle housing conversion as sources of capacity.

[3] Pro forma modeling shows that middle housing is often more profitable than single-family housing. However, some suburban jurisdictions indicated in their review of capacity estimates that they would expect a bigger share of single-unit detached housing than middle housing. This feedback is reflected in scenario 3 with a heavier mix of single-unit detached housing expected on vacant lands.
[4] This increased mix of single-unit detached housing (as opposed to middle housing) reflects feedback received from some suburban jurisdictions in their review of capacity estimates.

Scenario 4: strong urban market with fast growth, higher redevelopment potential, and more middle housing

Consistent with historic migration dynamics, faster household growth comes from increased in-migration of younger households who are more apt to relocate than older households.[5] This influences the types of housing that are most in demand. Specifically, consistent with their life stage and incomes, these younger households typically will seek multifamily and middle housing. Redevelopment potential increases with stronger market demand for urban residential options. Consistent with development trends over the last decade, multifamily housing makes up a majority share.

Housing capacity gap results

Table 15 summarizes these four scenarios and the resulting housing mix and capacity surpluses or deficits. The above scenarios are not the only ones that could be considered plausible. Instead, these scenarios are intended to provide information to support decision making. Slight changes to assumptions about demand, capacity, or housing mix would produce different results.

At this calculation stage, middle housing and single-unit detached housing capacity surpluses or deficits are combined because both are allowed in the same residential zones. It will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built on those residentially zoned lands. Importantly, Metro has no recourse for specifically addressing a single-unit detached housing deficit since any UGB expansion area would have to also allow middle housing and multifamily housing in order that the city can remain in compliance with HB 2001 and the Metropolitan Housing Rule. However, the capacity deficit estimated for scenario three is largely attributable to single-detached housing. Scenario three is also the only scenario in which there is a total deficit of housing capacity for all housing types combined.

[5] Per the U.S. Census, a majority of the people that moved to the Portland MSA from 2000-2010 are between the ages of 25 to 34. Using U.S. Census 2022 Current Population Survey data, we calculate that the odds of changing homes in 2022 were highest for the 20-25 age cohort (5.5% odds), followed by those aged 25-44 (3.75% odds), 45-64 (1.75% odds), and 65+ (1% odds).

Table 15: Capacity deficits or surpluses for existing and future housing needs (2024-2044)

	Shares of housing by type			Capacity deficit or surplus	
Scenario	**Single-unit detached**	**Middle housing**	**Multifamily**	**Single-unit detached and middle housing**	**Multifamily housing**
1: follow in footsteps; low growth	40%	14%	46%	+5,300	+3,750
2: new normal; baseline growth; baseline capacity	33%	21%	46%	+13,000	-2,100
3: new normal; baseline growth; heavier use of vacant land for single-unit detached	33%	21%	46%	-2,250	+1,250
4: strong urban market; fast growth	23%	21%	56%	+32,500	-23,900[6]

Note: numbers are rounded to avoid implying too much precision

For comparison, Table 16 depicts the current housing mix as well as the mix of new housing built from 2013 through 2022. See also Figure 8.

Table 16: current housing mix and mix of new housing developed 2013-2022 (Metro UGB)

	Single-unit detached	Middle housing	Multifamily
Current total housing mix	52%	7%	35%
New housing built 2013-2022	30%	10%	57%

Note: housing shares don't total 100% because Metro also tracks "other" housing types that are not listed here, for instance dormitories, floating homes, and retirement facilities.

[6] This multifamily capacity deficit is likely overstated but is included here for transparency. If multifamily demand were as high as contemplated in this scenario, it is likely that rising property values would cause additional redevelopment to occur, thereby eliminating this capacity deficit. However, the pro forma does not include pricing feedback. This capacity deficit assumes that only 20% of the most feasible properties redevelop. If 40% of the most feasible properties redeveloped, this deficit would be eliminated.

Housing capacity options

If the Metro Council determines that there is a need for additional capacity to address housing needs, there are two approaches it may pursue. The Metro Council may take measures to increase the likelihood of housing development on land already inside the UGB and/or expand the UGB to add the Sherwood West urban reserve area as proposed by the City of Sherwood. If the Council elects to expand the UGB, it may wish to consider conditions of approval to help achieve a certain housing mix or number of housing units that will best meet the region's housing needs. Regardless of the Council's growth management decision, there is a need for ongoing work to spur the production of housing, particularly for households with the fewest resources.

REGIONAL EMPLOYMENT ANALYSIS

Employment trends

Much has changed in the economy in recent years and more change appears to be on the way. Drivers of change include:

- Persistence of working from home for many office workers
- High office vacancy rates
- Automation and artificial intelligence
- Slowing population growth
- An aging workforce
- Domestic manufacturing policies such as the CHIPS Act

Pandemic impacts on work

Though many aspects of life have returned to normal after the coronavirus pandemic, it has had lasting effects on what that "normal" looks like. After peaking in 2021, the share of workers working from home either full time or hybrid remained at 24 percent in 2022 for the greater Portland metropolitan area. This persistent trend has led to high office vacancy rates and has long-term implications for demand for office space.

UGR Roundtable perspectives: Infrastructure funding

The need for **infrastructure funding** came up frequently in roundtable discussions. It was mentioned as a necessary solution in discussions of housing production and affordability, development barriers and the role of Metro and local governments. This is an area where many roundtable participants advocated for regional partnership in advocating for infrastructure funding at the State and with the Federal government.

Greater Portland is among the top 10 metro areas in the country for the highest shares of people working from home. As shown in Figure 15, rates increased drastically after 2019 and have persisted as of 2022. For office workers, hybrid and remote work is expected to endure. This has implications for future demand for office space.

In the last few years, there was early enthusiasm about the potential for converting vacant office buildings into housing. That enthusiasm has been tempered by recognition that many office buildings do not lend themselves to these conversions because of issues related to inadequate access to exterior windows and complications related to replumbing buildings for kitchens and bathrooms in individual apartments. Metro worked with ECONorthwest to develop estimates for conversion potential over the 20-year planning period. Those estimates, modest as they are, are included in the residential capacity estimates. ECONorthwest's analysis can be found in Appendix 2.

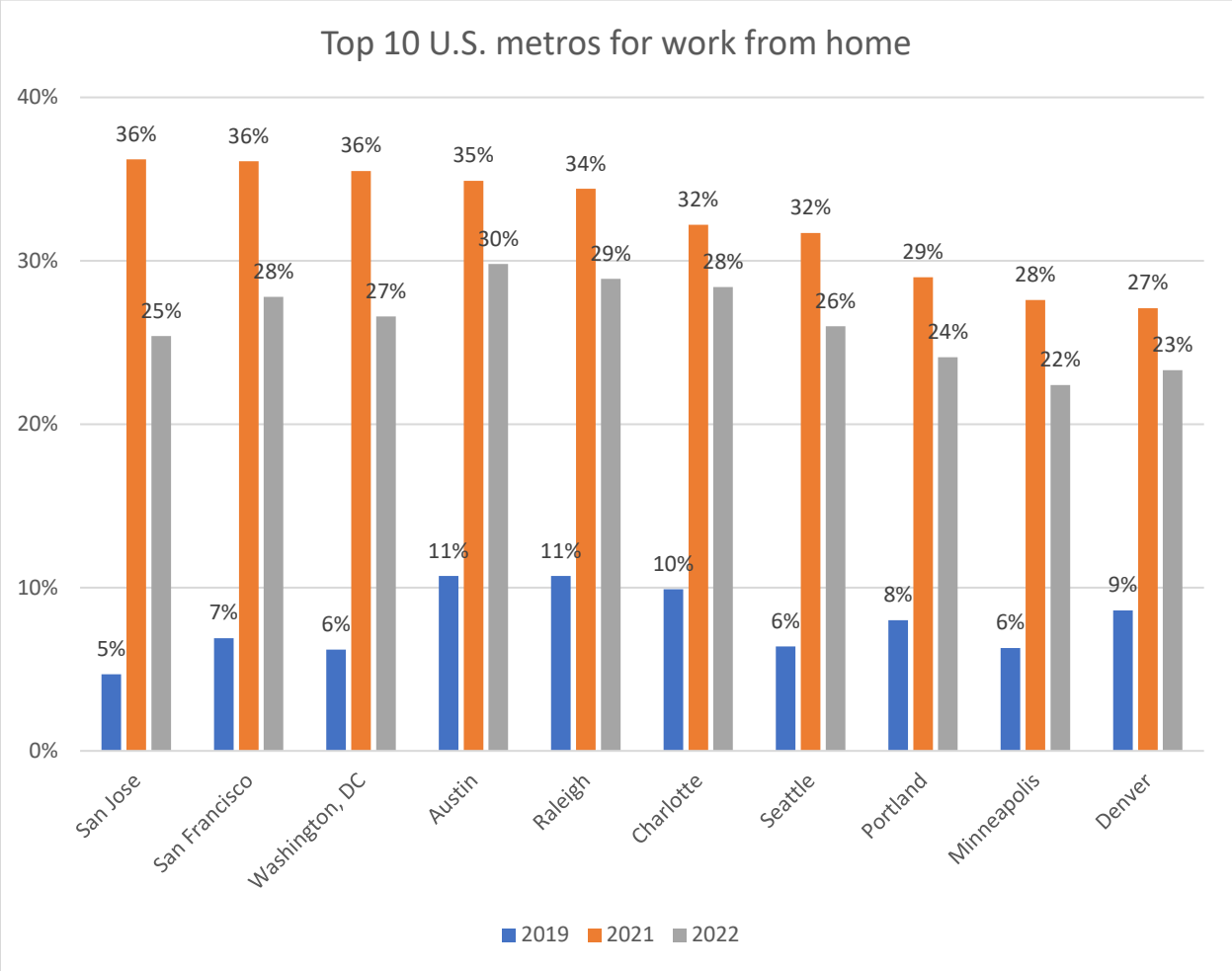


Figure 15: share of all workers that report working from home by MSA (ACS 1-year estimates)

Greater Portland's economy is regional. People's lives span city, county and state boundaries. As shown in Figure 16, many workers live in one county and work in another. This is a product of the complex decisions that people make about where to live and work, including consideration of community and housing preferences, quality of local schools, proximity to friends and family, budget, their career choices, and career choices of a partner or spouse.

This is one reason why Metro is tasked with having a regional perspective in its growth management decisions. Keeping the region compact is the best way to keep commutes as short as possible. The outward growth of metropolitan areas elsewhere in the U.S. has not resulted in their residents living and working in the same community. In fact, their average vehicle miles travelled per capita tend to be higher than those in greater Portland.

More recently, there is evidence that the increased prevalence of working from home has fundamentally shifted these commute patterns, sometimes reducing the share of commuters that live in one county and work in another by half. For instance, in 2021, the share of workers that live in Clark County, but work in Multnomah County and vice versa had been cut roughly in half compared to 2019.

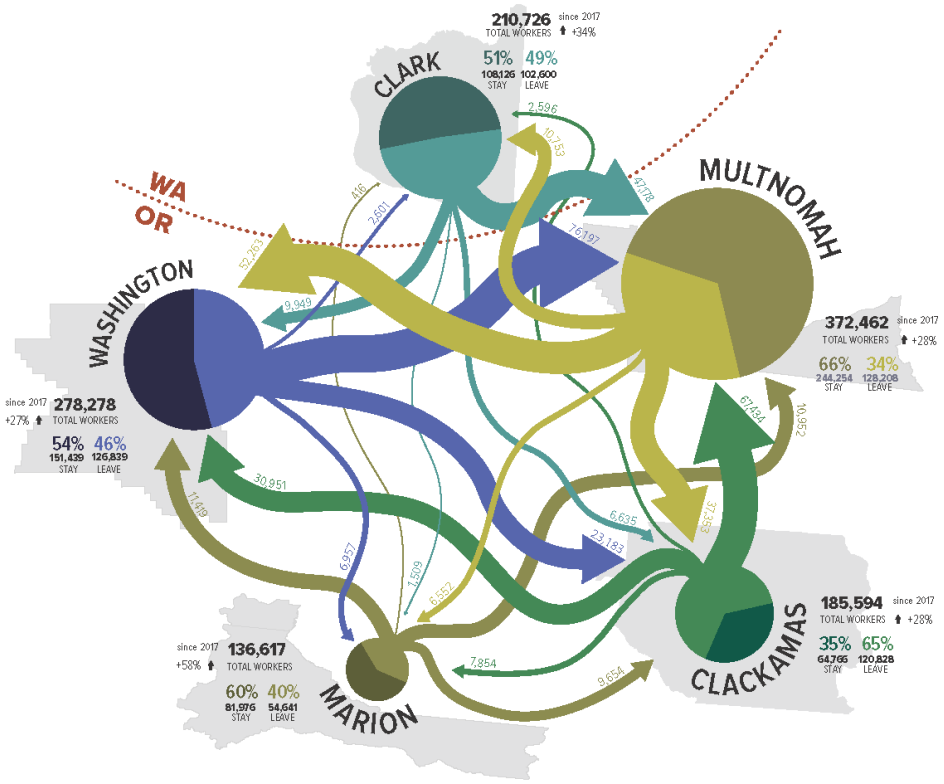


Figure 16: regional commute patterns in 2019 (source U.S. Census, LEHD)

Automation and artificial intelligence

Automation of tasks is typically done with the goal of lowering costs and increasing productivity. Automation can complement human labor, allowing workers to focus on other tasks. For example, voice mail has freed businesses from writing down phone messages. This does not mean that automation will entirely replace occupations, but it may replace repetitive tasks once completed by workers. According to the Brookings Institution, occupations that are most susceptible to having a high share (70-100 percent) of tasks automated include production, food service and transportation. More recently, artificial intelligence has made inroads into tasks like software coding.

Given the mix of occupations in the greater Portland region, 45 percent of tasks are susceptible to automation (Muro, 2019).This study also indicates that younger workers, and Hispanic, American Indian, and Black workers are most likely to be adversely impacted by automation. These trends will be monitored in years to come. For some sectors, automation may result in lower job growth rates or lower employment densities.

Slower population growth means slower workforce growth

Job growth is expected to be closely tied to population growth, both in terms of the degree of growth and the types of sectors that are expected to growth the most. As with the population and household forecast, the employment forecast was reviewed by an external panel of economists and demographers. The panel found the regional employment forecast to be reasonable. A summary of that review is included as Appendix 1A.

With birth rates expected to decline, population growth will slow, and the workforce will age. Figure 17 depicts the current population pyramid for the region. Age cohorts that are younger than 25 are smaller than older age cohorts. This will mean that, without additional migration of young people into the region, there will be fewer people in their prime working years 20 years from now.

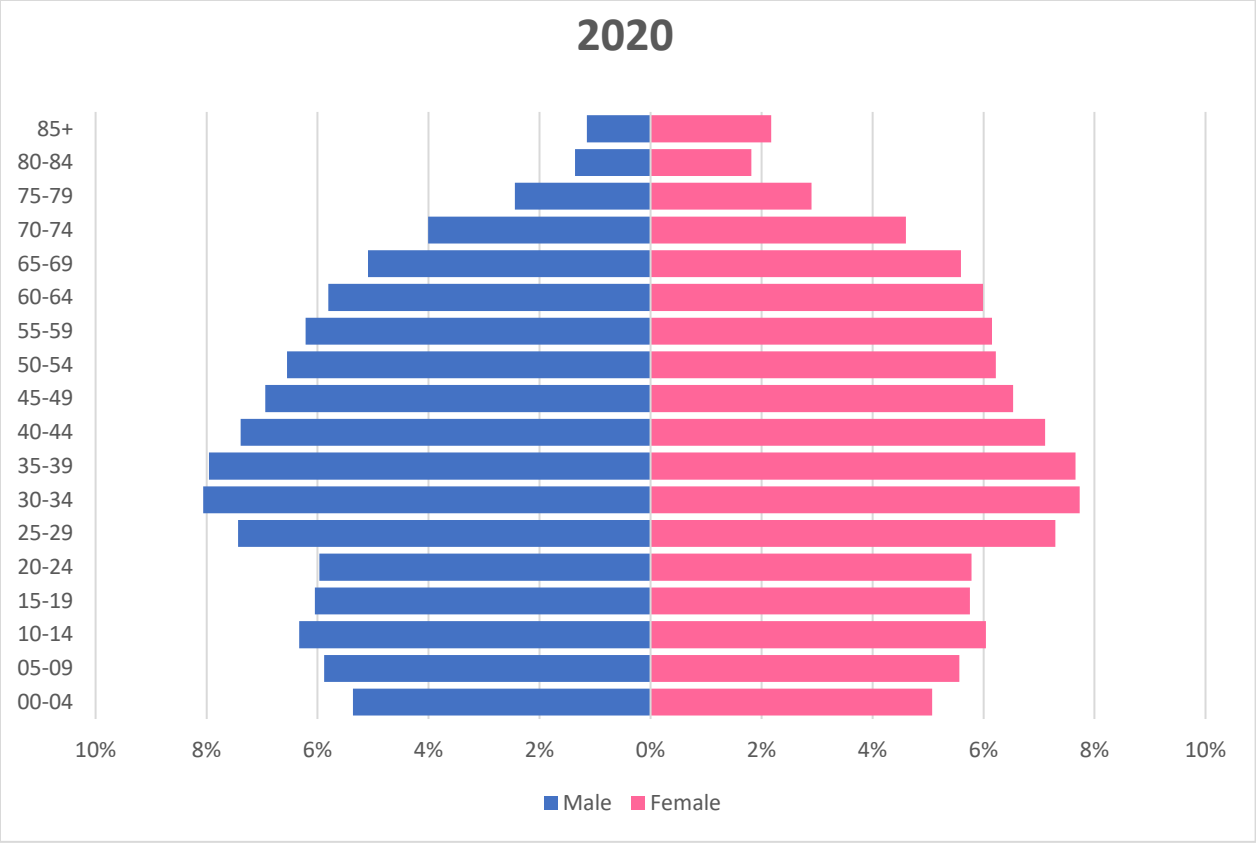


Figure 17: Portland MSA population pyramid in 2020 (source: U.S. Census)

With slower population growth, job growth will also be slower. Under the baseline forecast, 110,400 additional jobs are expected in the 7-county MSA between 2024 and 2044.

Uncertainty in the employment forecast

Even more so than with population growth, there is uncertainty surrounding employment growth. The regional economy is part of a global economy and is subject to current events as well as those that may come, but that cannot be predicted: pandemics, wars, innovations, new trade policies, federal investments, interest rates, recessions and rebounds. For these reasons, Metro uses a range forecast depicting possible growth (see Figure 18). While low and high growth are possible, they are not as likely to materialize as the baseline forecast. Higher job growth would require sustained increases in people moving to the region beyond historic rates of net migration.

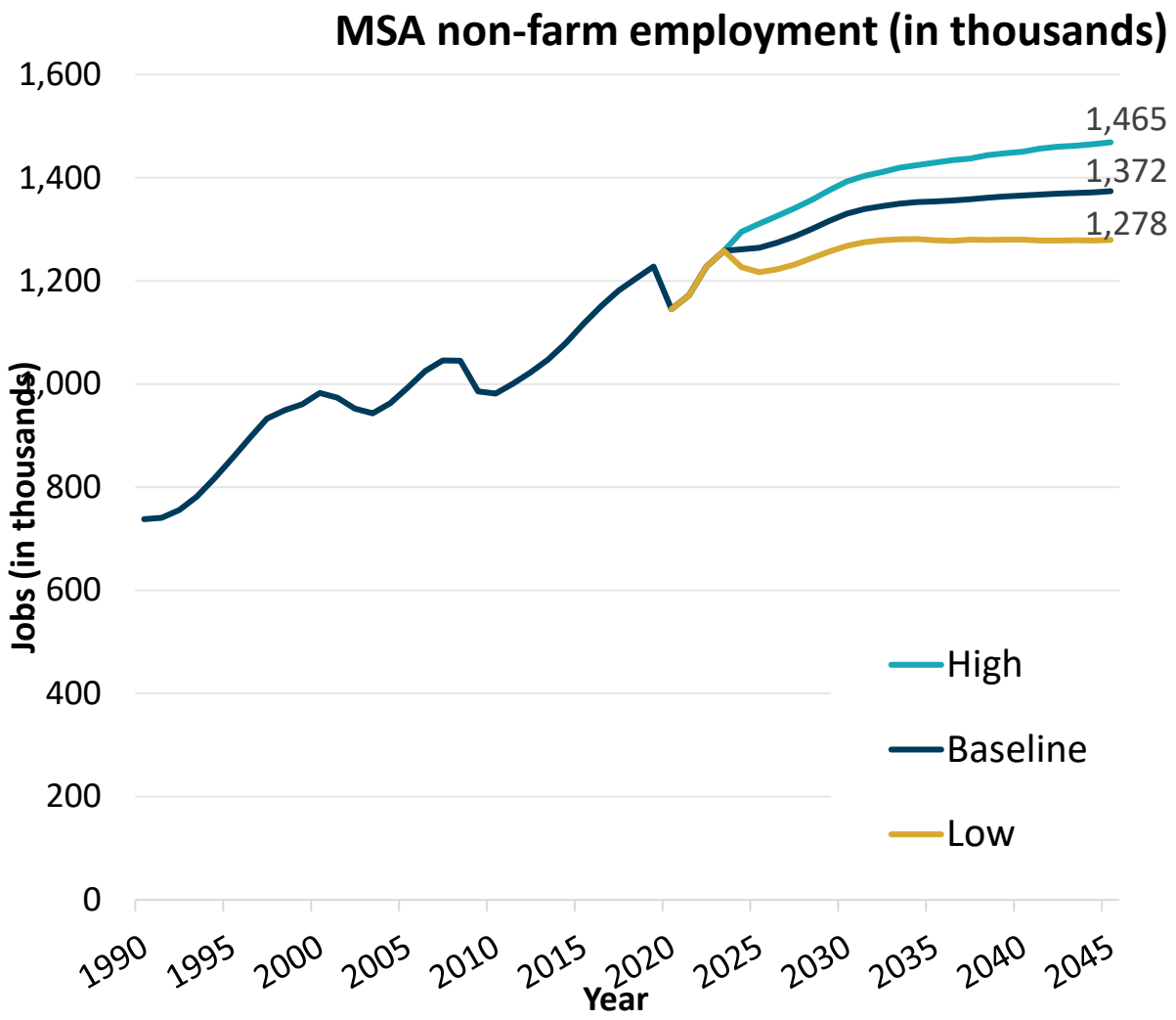


Figure 18: 7-county MSA non-farm employment forecast 2024-2044

Despite this uncertainty, Metro has a strong track record with its employment forecasts. Compared with actual employment numbers from 2019 (pre-pandemic), the three most recent regional forecasts have all been reliable. As shown in Table 17, forecasts for total non-farm employment are all with two percentage points of actuals. In the case of computer and electronic manufacturing – a sector of interest to the region – Metro overestimated jobs in two out of three of the most recent forecasts.

Table 17: Comparison of past Metro forecasts for the 7-county MSA with 2019 actual employment

	Past regional forecasts compared to 2019 actual employment		
	2009 forecast	**2014 forecast**	**2018 forecast**
Total non-farm employment	1.3%	-1.8%	-1.1%
Computer and electronics manufacturing employment	-2.3%	5.1%	0.8%

The fastest growing sectors are expected to be those that serve the population. As shown in Figure 19, sectors like professional and business services, healthcare, retail trade, and construction are forecast to have the most job growth. Because this forecast is intended to inform a decision about whether there is a need to expand the UGB for urban uses, it focuses on non-farm employment. However, it is important to note that agriculture continues to play a prominent role in Oregon's economy. In 2022, the value of Oregon's agricultural exports was $2.37 billion (Oregon Department of Agriculture, 2024).

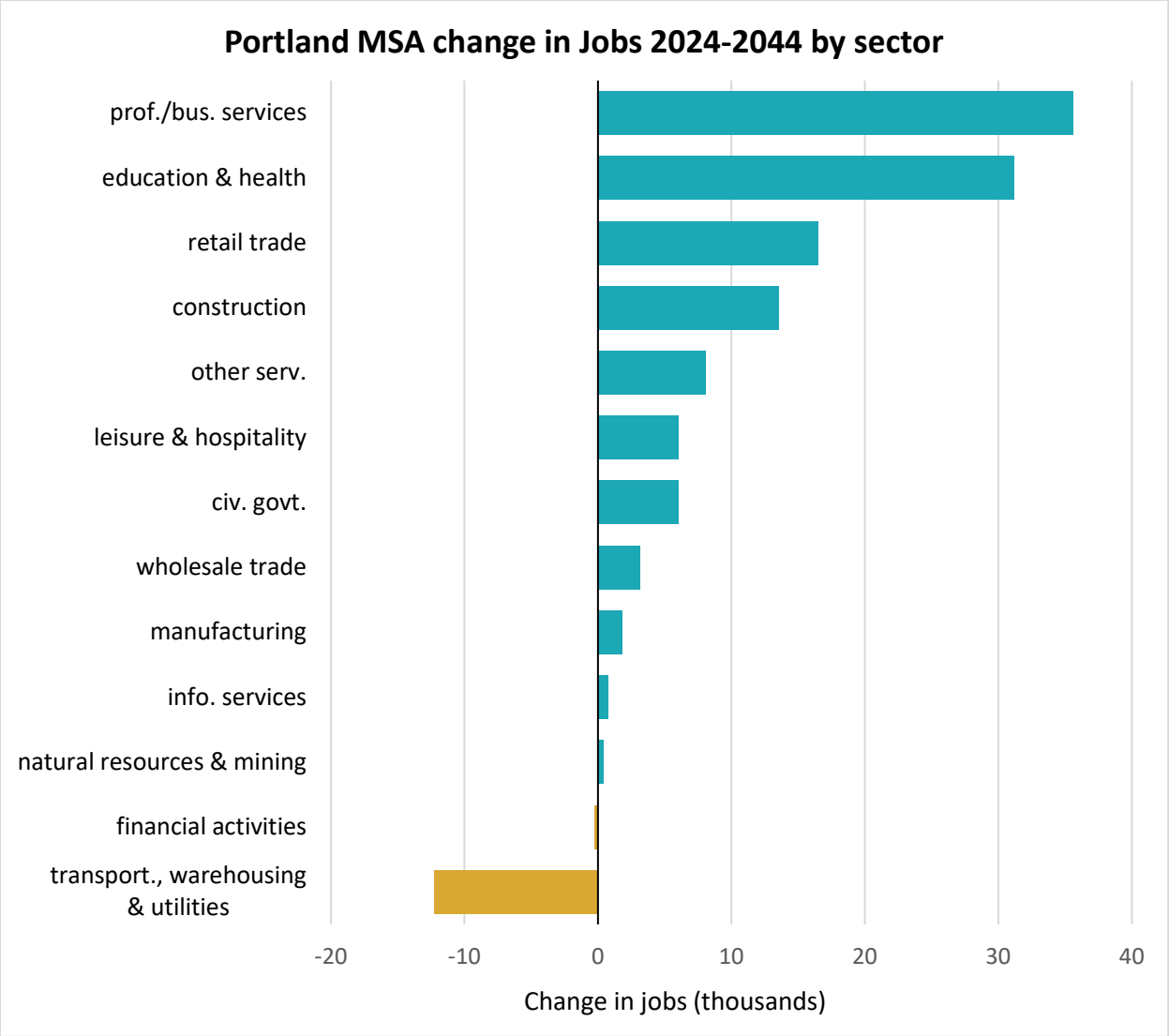


Figure 19: Metro employment forecast by sector (MSA, 2024-2044)

High-tech manufacturing employment in the draft 2024 regional forecast

Because of greater Portland's relative strengths in computer and electronic products manufacturing, there is long-standing interest in this sector. Consequently, Metro often fields questions about its forecast for this sector, including questions about how the CHIPS Act and its investments in semiconductor manufacturing influence Metro's forecast.

Greater Portland has significant strength in engineering and design of semiconductors. CHIPS Act investments help maintain those competitive advantages, which have different implications for land use and land needs than the construction of new semiconductor fabrication facilities.

National context for manufacturing employment

According to the U.S. Bureau of Labor Statistics (BLS), manufacturing employment reached its national peak four decades ago, in 1979. Since then, manufacturing employment has fallen in each of the five recessions and, in each case, never recovered to pre-recession levels. In the Metro region (7-county Metropolitan Statistical Area), the peak was reached in the late 1990s. Going forward, Metro's forecast shows more resilience for manufacturing employment at the regional scale than the S&P Global Insight forecast indicates for the nation. See Figure 20.

UGR Roundtable perspectives

Economic development was a high priority topic for many roundtable participants they encourage Metro to think about how we stay competitive as a region. There were some conversations about the importance of desirable industrial land that will attract manufacturing and industrial businesses to the region to increase the number of high paying jobs for the region's residents. Others raised concern about what barriers are causing businesses to leave. Some participants pointed to zoning code as a barrier for mixed employment and industrial areas where allowed uses can be unclear. Some members mentioned land affordability as a barrier. Overall, many participants support recruitment efforts for high tech manufacturing.

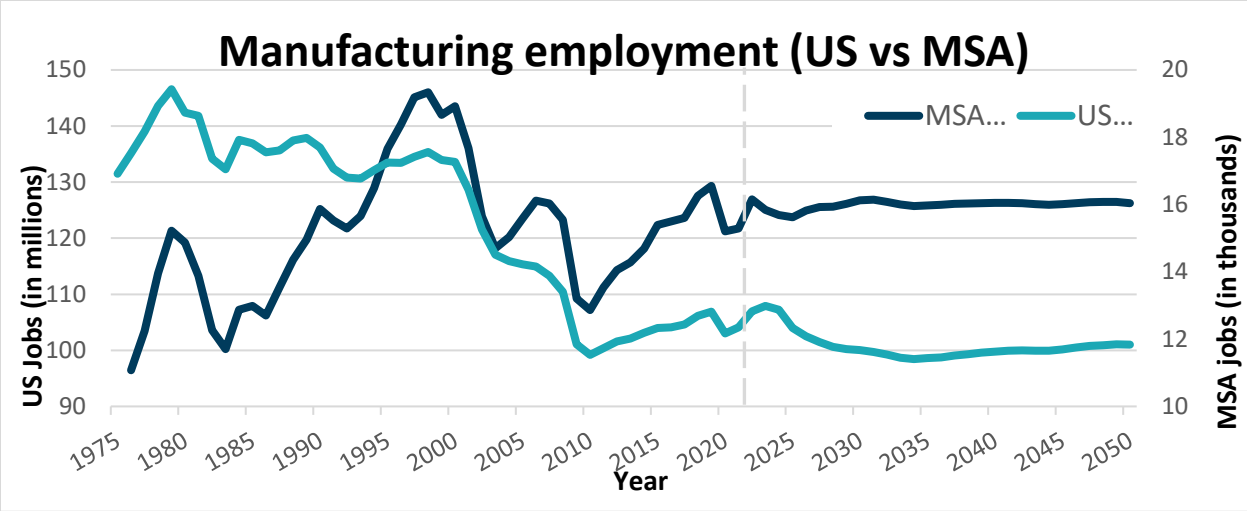


Figure 20: Manufacturing employment in the U.S. and the 7-county Portland Metropolitan Statistical Area (note different y axes)

Sources: Historic data: U.S. Bureau of Labor Statistics; National forecast: S&P Global Insight; MSA forecast: Metro

Nationally, durable goods manufacturing sectors, including the computer and electronics manufacturing sector, are all well below their 1979 job numbers. There are 55 percent the number of jobs in the computer and electronics manufacturing sector today as there were in 1979. The causes are well established and include offshoring and automation.

State context for computer and electronic product manufacturing

For the state of Oregon, early 2001 marks the high point for employment in the computer and electronic manufacturing sector. For this sector, the state is currently at the same employment level as it was 20 years ago.

The Oregon Office of Economic Analysis (OEA) forecasts that the CHIPS Act will result in an additional 3,000 computer and electronic product manufacturing jobs statewide over the next five years (Oregon Office of Economic Analysis, 2023) before flattening for the duration of the 10-year forecast.

Regional forecast for computer and electronic product manufacturing

Metro's draft regional forecast for computer and electronic manufacturing is consistent with the forecast from the OEA. As shown in Figure 20, Metro's forecast indicates short-term impacts of the CHIPS Act. The average annual growth rates for the computer and electronics manufacturing sector are 0.5% (statewide jobs) in the OEA forecast and 0.4% (MSA jobs) in the Metro forecast. Metro's expert forecast review panel indicated that job increases from the CHIPS Act will be in the nearer term, followed by a longer-term slide, resulting in a slight net increase from 2024 to 2044. Panelists indicated that a second or third CHIPS Act or similarly scaled public subsidies would be necessary for computer and electronic product manufacturing job gains persist in the longer term.

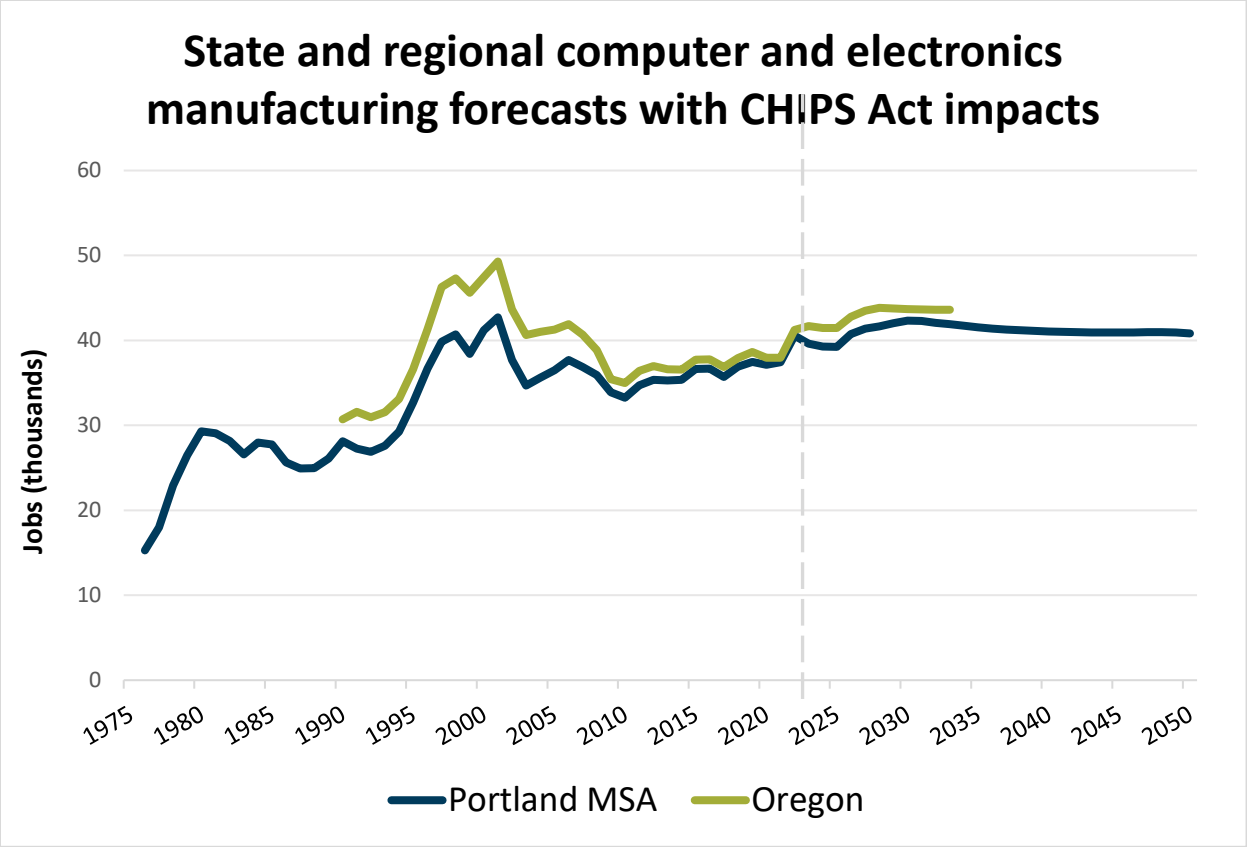


Figure 21: comparison of state and regional forecast for computer and electronics manufacturing with CHIPS Act impacts; State forecast; OEA; MSA forecast: Metro

The positive effects of the CHIPS Act in the computer electronics manufacturing sector are incorporated into the regional forecast model as an exogenous assumption (added from outside the forecast model framework). The model has inter-industry demand variables which estimate indirect and induced effects of computer and electronics manufacturing job increases on other sectors such as the construction or professional and business services sectors.[7] In other words, each new high-tech manufacturing job will have a multiplier effect in other sectors. Those multipliers effects are implicit in the forecast results.

Employment growth capacity

Employment land is sorted into two categories: industrial and commercial. The commercial category includes a portion of lands zoned for mixed uses. Appendix 2 has more details about the methods and results of this capacity analysis. As described earlier in this report, the pro forma model was also used to estimate redevelopment potential on employment lands. Unlike

[7] Metro staff has not specifically calculated these impacts in other sectors with and without the CHIPS Act, but an increase in the manufacturing sector will generally lead to increases in some other sectors. Economic literature indicates that each high-tech manufacturing job has a multiplier effect of 3.5 to 4 jobs in other sectors in regional economies with an existing high-tech cluster.

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with residential lands, the model identified minimal redevelopment potential on employment lands. As shown in Table 18, the region's employment growth capacity comes almost entirely from vacant land and infill potential.

Relatively low redevelopment capacity for commercial employment uses can, in part, be explained by the fact that the pro forma model used for estimating redevelopment chooses the most profitable development option. This can produce skewed results in mixed-use zones. In many cases, the model identifies multifamily residential as the most profitable use on lands zoned for mixed-use. In reality, demand for commercial space would lead to more redevelopment for that use, potentially with ground-floor commercial and residential uses above. Consequently, redevelopment capacity for commercial uses as depicted in Table 18 may be an underestimate.

Jurisdiction-level capacity estimates were provided for review by local jurisdictions and reflect suggested edits. Buildable lands are part of the region's long-term land supply but are not necessarily development ready or for sale today. Of note, employment growth capacity is not counted on West Hayden Island and the eastern portion of the former City of Damascus. This is because of long-standing planning, governance, or infrastructure provision challenges.

Table 18: employment capacity in the Metro UGB as reviewed by local jurisdictions

Capacity type	Industrial buildable acres	Commercial buildable acres
Vacant	2,574	288
Infill	3,252	147
Redevelopment	124	46
Total	**5,950**	**481**

Appendix 6 includes a description of the site characteristics of these employment lands.

Employment land needs analysis

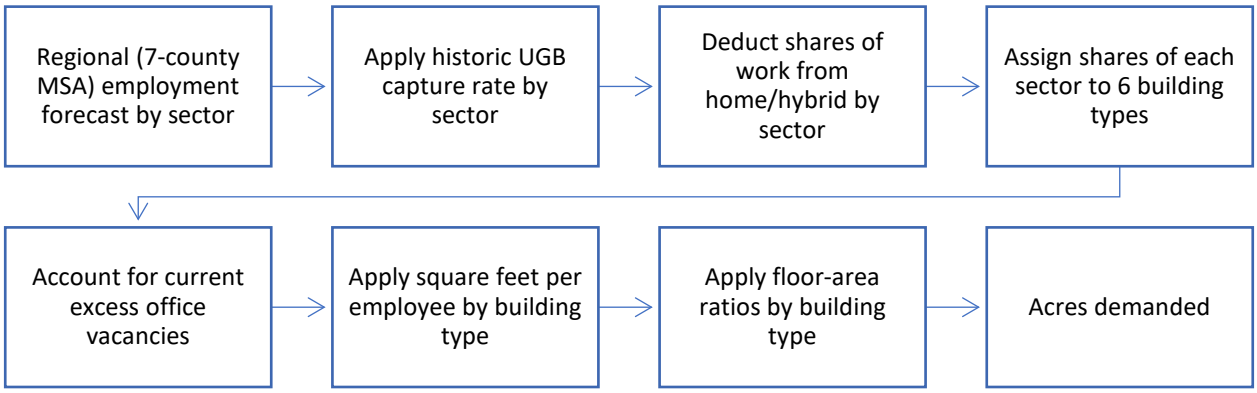
The regional employment forecast is a primary source of information for estimating the region's future employment land needs. Several steps are taken to convert those forecast jobs into demand for land and are summarized in Figure 23. These methods are like those typically used by cities when completing Economic Opportunities Analyses. Additional details about these steps can be found in Appendix 3.

Generally, these steps are intended to address three issues:

- Not all the larger 7-county MSA employment growth will occur inside the Metro UGB. We use a UGB "capture rate" based on historic rates to estimate UGB employment growth.
- There are factors impacting future employment land need that must be accounted for:

    - Work from home and hybrid work have become more widely accepted and reduce demand for commercial office space.
    - Current high office vacancies provide an additional source of commercial office capacity that has not been accounted for in employment capacity estimates because it cannot be characterized as vacant land, redevelopment, or infill.
- Distinct types of jobs have different building and space requirements. For instance, office buildings can be multi-story and have higher employment densities while warehouses tend to be single-story and have lower employment densities because of automation. A group of public and private sector experts was convened on two occasions to provide input on these assumptions.

Figure 22: overview of steps for translating forecast jobs into 20-year demand for land



Applying these steps, results in an estimated baseline regional demand from 2024 to 2044 for the following:

- 1,400 buildable acres needed for industrial employment
- 800 buildable acres needed for commercial employment

Employment lands gap analysis results

Industrial land gap analysis results

Industrial lands support uses like industrial, flex/business parks, and warehousing. This analysis found that, in aggregate, there is a surplus of industrial lands inside the UGB for meeting expected industrial employment growth. This is true even under the high growth forecast.

Table 19: Industrial land capacity gap for Metro UGB 2024-2044

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750

Though, in aggregate, there is a regional surplus of industrial land, those acres of land may not have the location and site characteristics that will lead to industrial development. Over the years, Metro has partnered on several updates of the Regional Industrial Site Readiness inventory. Those analyses consistently find that many of the region's large industrial sites (25+ buildable acres) are not ready for development and need action or investment to address:

- Transportation improvements
- Wetland mitigation
- Brownfield cleanup
- Site assembly
- City annexation and zoning

The inventory of large industrial sites was updated for the Oregon Semiconductor Taskforce in 2022. The portion of the inventory for the Metro UGB is shown in Figure 24. Tier One sites could be development ready within six months. Tier Two sites would likely take 7 to 30 months to become development ready. Tier Three sites would likely take over 30 months to become development ready.

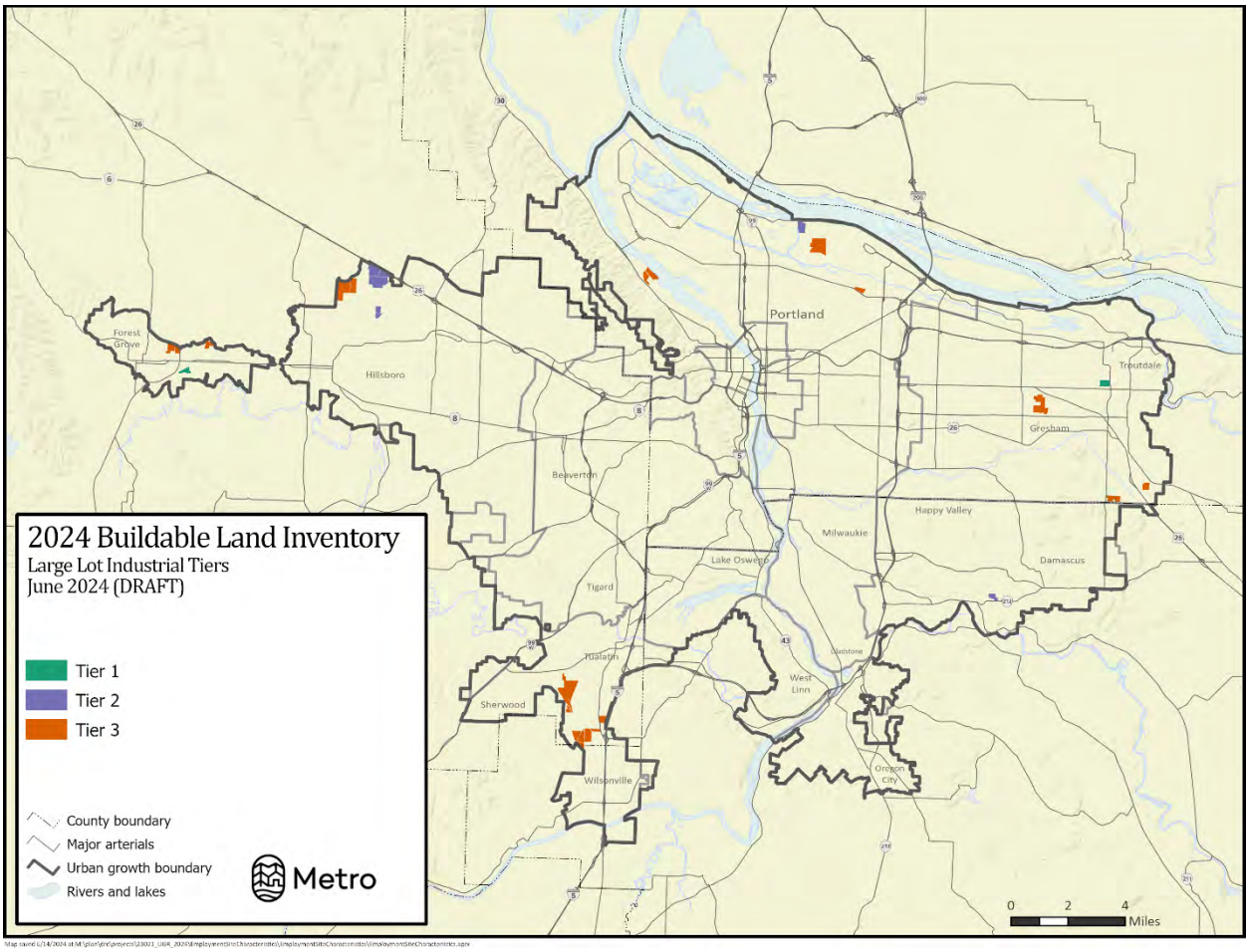


Figure 23: Inventory of large industrial sites (25+ buildable acres) in the Metro UGB

While a site-by-site review of development challenges is not possible for the thousands of acres of smaller industrial sites in the UGB, it is likely that many smaller sites are also held back by similar challenges. A more general assessment of the characteristics of these employment lands is included in Appendix 6. Much of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres.[8] Metro's 2023 Small Site Industrial Readiness report found that small industrial spaces are in high demand and have lower vacancy rates than the overall industrial space vacancy rate. These small spaces and parcels that can accommodate them serve an important role for new or smaller businesses, which are often woman or minority owned.

However, smaller industrial spaces and smaller parcels can't serve the entire industrial market. In particular, larger sites are in demand for expansion of existing businesses and recruitment of businesses from outside of the region. For that reason, the Metro Council established the following policy in the Regional Framework Plan:

[8] These statistics are for vacant and infill lands and do not include redevelopment lands.

"1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses."

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

It is not possible to precisely forecast long-term demand for individual sites since development of these sites depends on individual business decisions. Firms have idiosyncratic site needs or preferences such as access to skilled workers, specialized infrastructure, proximity to existing economic clusters, availability of financial incentives, and tax climate.

The August 2022 Oregon Semiconductor Taskforce report identified short term statewide needs for the following:

- Two sites of 500+ acres each to accommodate large-scale semiconductor R&D and/or production fabrication operations.
- Four sites of 50-100 acres suitable for integrated device manufacturers or major semiconductor equipment manufacturers.
- At least eight sites of 15-35 acres to enable key suppliers to the semiconductor cluster to locate and expand.

Analysis of the specific site characteristics in the proposed Sherwood West employment area

The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space and 265 net acres[9] for employment uses that would support about 4,500 new jobs. Though there is, in aggregate, a surplus of industrial acreage inside the UGB, there are still valid reasons that support adding the Sherwood West urban reserve to the UGB. ECOnorthwest explored regional and local data trends to assess whether the sites identified for future employment growth in Sherwood West have characteristics that make them more suitable for meeting the employment needs of the Metro region.

ECONorthwest's analysis is included in Appendix 9 and finds that the land within the North District Mixed Employment Area of the Sherwood West urban reserve has specific characteristics that meet a regional need for large 40 to 50-acre parcels with minimal need for site aggregation, slopes under seven percent, and proximity to the highway. This assessment indicates that Sherwood West would be more suitable to meet identified needs for industrial growth than other lands inside the existing UGB.

UGR Roundtable perspectives: Agricultural land demand

The discussions around future growth and urbanization prompted some members to express concern about **competing demands on agricultural land**. Participants expressed that agriculture land is employment land pointing out that industrial or commercial zoned uses are not the only way to support job growth in the region. It was important to some roundtable participants that as urban reserves come into the growth boundary and develop, that there is an understanding of the transportation needs for both rural and residential uses – and that those transportation needs are addressed in a compatible way. Other participants noted the link between environmental policy goals and preserving agricultural land, including mentioning that there is an increased cost and carbon footprint of pushing food production outside of Oregon.

Industrial land options

Informed by this analysis, the Metro Council has the discretion to decide one or more of the following:

- Based on regional forecasts, find no need for additional land for industrial uses.
- Add the 130net-acre mixed employment portion of the Sherwood West urban reserve to the UGB based on a determination that the area offers unique site characteristics for

[9] Includes employment lands in the southern "hospitality zone" as well as lands in the northern mixed employment area.

industrial and flex uses that are in demand and that cannot be found elsewhere in the UGB. This decision would be supported in part by the land needs identified by the state Semiconductor Taskforce.

Commercial land gap analysis results

Commercial lands support all other non-industrial employment uses like offices, retail, and medical. To some extent, commercial demand also gets met on industrial lands, for example through retail uses on industrially zoned lands. However, this analysis has not estimated that potential crossover. The binary classification of employment capacity as industrial or commercial may have the effect of overstating the deficit for commercial land. A similar issue may be present for mixed use zones since the pro forma model appears to "choose" residential redevelopment over commercial redevelopment. In reality, demand for commercial space would lead to more redevelopment for that use, potentially in combination with residential uses above.

Table 20: commercial land capacity gap for Metro UGB 2024-2044

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Given the current nationwide challenge of there being excess vacant office buildings, this finding of a potential capacity deficit creates some dissonance. However, it is important to remember that the commercial category includes uses that go beyond office uses (for instance, retail and medical) and this is a long-term demand forecast.

Commercial land options

Informed by this analysis, the Metro Council has the discretion to decide one or more of the following:

- Plan for the low growth forecast and find no need for additional land.
- Plan for the baseline forecast:
  - Assume that 320 acres or more of the region's industrial land surplus is functionally available for commercial employment uses, thereby addressing the commercial capacity gap; or,
  - Assume that additional commercial redevelopment would occur if there is demand for commercial space.
- Plan for the baseline forecast and find a need for a UGB expansion:
  - Add the 135-net-acre commercial employment portions of Sherwood West urban reserve to the UGB; and,
  - Consistent with observed development trends, assume that a small portion (185 acres) of the region's industrial land surplus will be available for commercial employment uses, thereby addressing the remaining commercial capacity gap.
- Plan for the high employment growth forecast and add the 135-net-acre commercial employment portions of the Sherwood West urban reserve to the UGB; and,
  - Add approximately 1,665 additional net acres of urban reserves that lack a city proposal the UGB; or
  - Work with local jurisdictions to rezone industrial lands to allow a greater variety of commercial employment uses.

Youth Cohort perspectives: Sustainability

As we discussed planning for new homes and jobs in the region, youth cohort members felt that **sustainability, environmental preservation, and climate justice**, was a top priority for Metro Council to consider. The group wanted to see natural resource preservation in any proposed expansion area and cautioned against creating urban heat islands. Some members of the group spoke of the importance of a healthy tree canopy and planting native species that would be resilient to changing climates. Overall, the group wanted to see Metro incentivizing a balance within new developments where new housing and jobs could be created while still protecting important natural resources and biodiversity.

CONCLUSION

The 2024 urban growth management decision, like growth management decisions before it, has surfaced people's thoughts on many topics. Some of those topics relate directly to long-term land supply while others relate more generally to land use planning. Others require collaboration across sectors.

The Metro Chief Operating Officer recommendations to be released in mid-August will provide more suggested responses to a number of these topics.

UGR Roundtable perspectives: Summary

Discussing the variety of regional challenges and concerns led to conversations about the **role of Metro and local governments** in finding solutions. Roundtable members highlighted primary roles of Metro as listening to local concerns, partnering with cities to find infrastructure funding, advocating at the state level, and being nimble and flexible to change. Some of the local jurisdiction representatives mentioned the increasing need for fiscal balance in their community to continue to fund their local services.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

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Duncan Hwang, District 6

Auditor

Brian Evans
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

[i] (Washington University Institute for Health Metrics and Evaluation, 2024)

Materials following this page were distributed at the meeting.

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

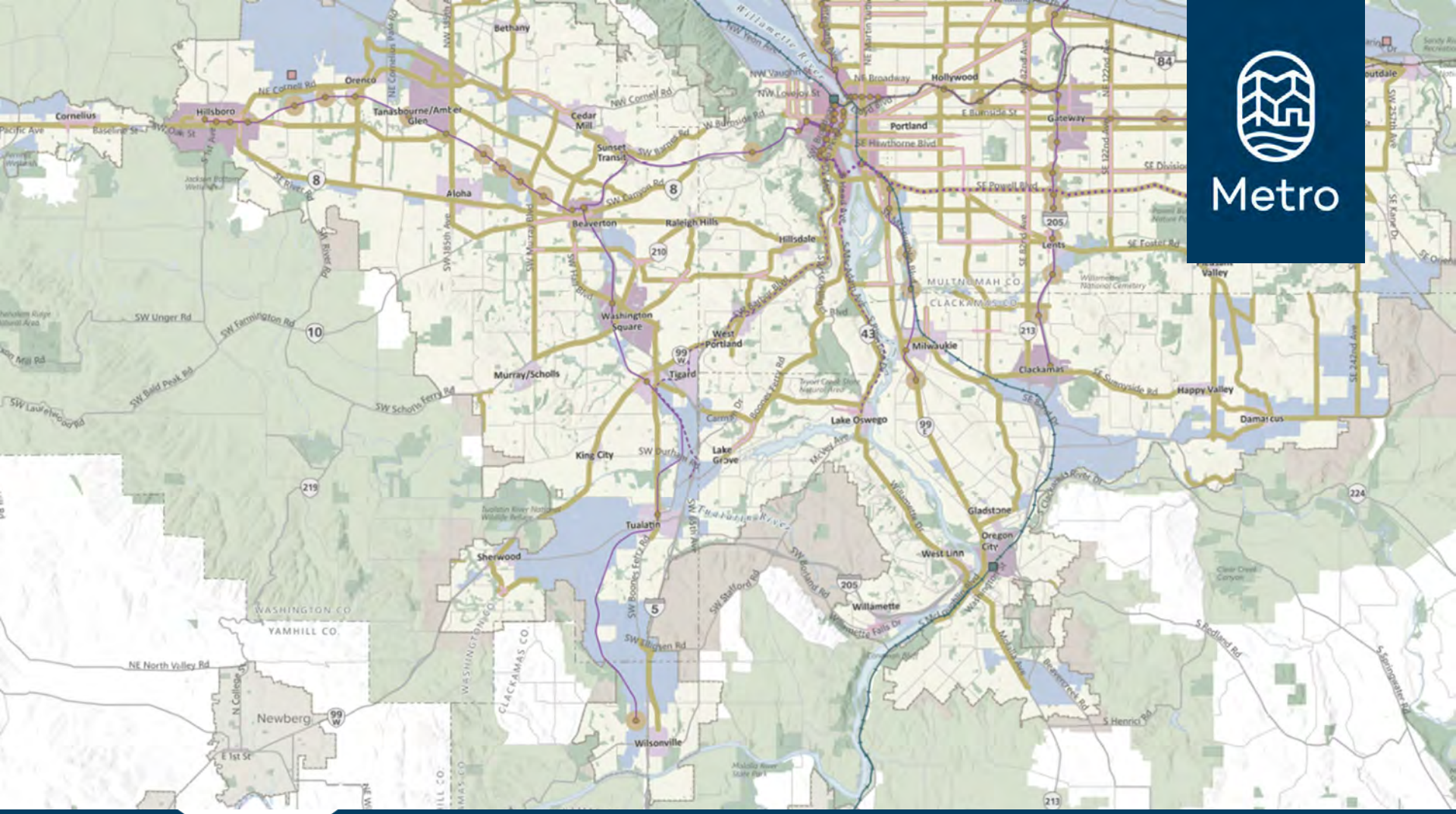
We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

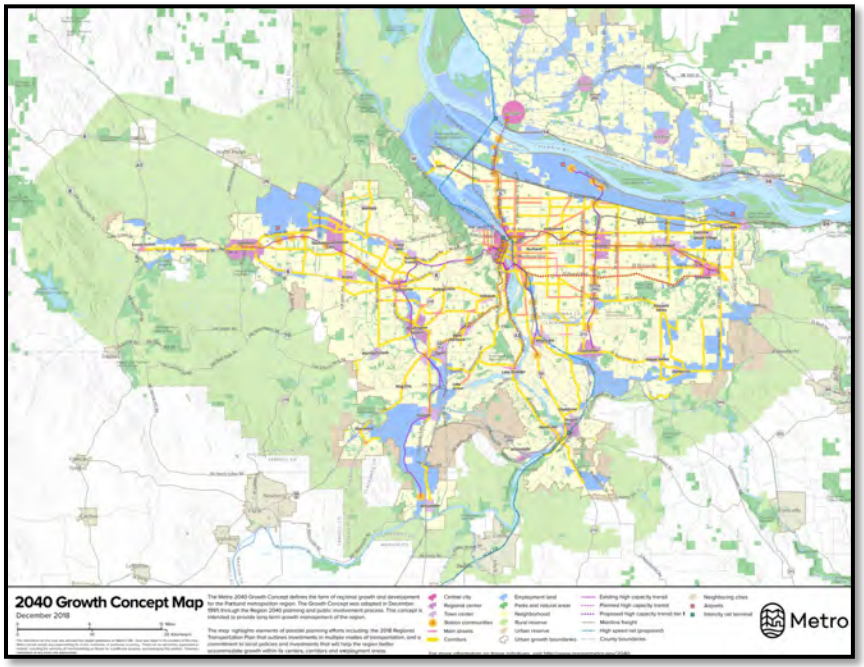
Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West


Metro
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E 1st St
SW Boones Ferry Rd
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S Henrici Rd
S Springwater Rd
NE Broadway
NW Vaughn St
NW Cornell Rd
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SE Powell Blvd
SE Foster Rd
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SE Sunnyside Rd
SE Jennifer St
SE Kane Dr
SW 185th Ave
SW Murray Blvd
SW Barnes Rd
SW Canyon Rd
SW Terwilliger Blvd
SW Macadam Ave
SW Bancroft St
SW Corbett Ave
SW River Rd
SW Tualatin Valley Hwy
SW Durham Rd
SW Pacific Hwy
Willamette River
Tualatin River
McKay Creek
Clear Creek Canyon
Tryon Creek State Natural Area
Tualatin River National Wildlife Refuge
Jackson Bottom Wetlands Preserve
Willamette National Cemetery
Mt Hood Community College
Pacific Ave
Baseline St
SW Oak St
NE Cornell Rd
NE Cornelius Pass Rd
NW 185th Ave
NW Yeon Ave
NW Lovejoy St
NE Martin Luther King Jr Blvd
NE 82nd Ave
NE 122nd Ave
SW 52nd Ave
SW Capitol Hwy
SW Multnomah Blvd
SW Taylors Ferry Rd
SW Terwilliger Blvd
SW Boones Ferry Rd
SW Carman Dr
SW Kruse Way
SW Lake Rd
SW Upper Boones Ferry Rd
SW Durham Rd
SW Tualatin Valley Hwy
SW Pacific Hwy
SW Elligsen Rd
SW Borland Rd
SW Stafford Rd
SW Boones Ferry Rd
SW Tualatin Valley Hwy
SW Durham Rd
SW Lake Rd
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SW Kruse Way
SW Taylors Ferry Rd
SW Terwilliger Blvd
SW Macadam Ave
SW Bancroft St
SW Corbett Ave
SW River Rd
SW Tualatin Valley Hwy
SW Durham Rd

2040 Growth Concept

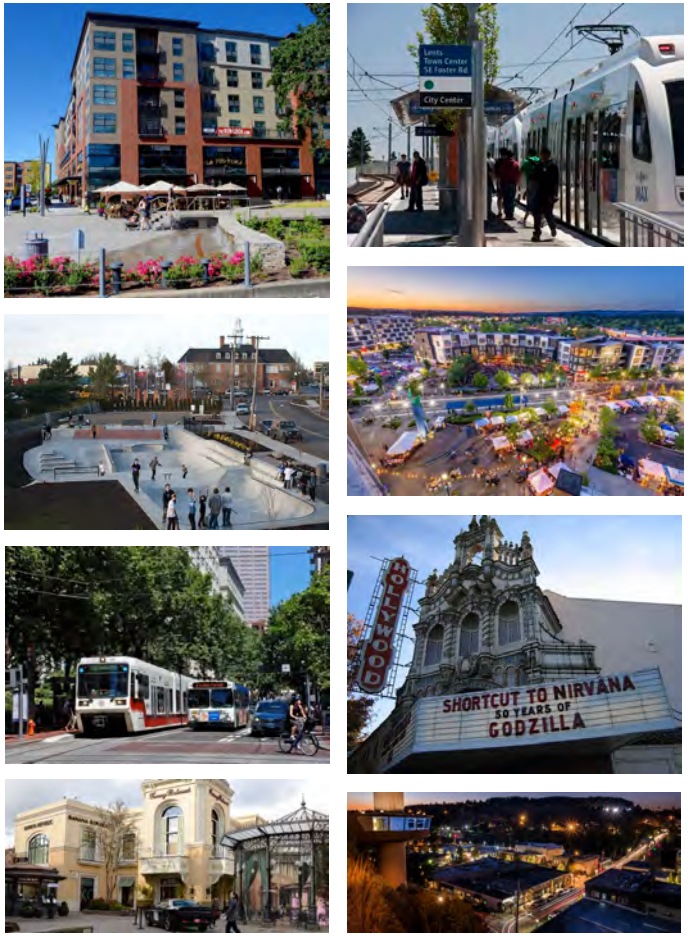
- Long-range vision of regional urban form
- Growth Concept Map depicts that form
- Now part of the RFP
- Advanced by UGMFP

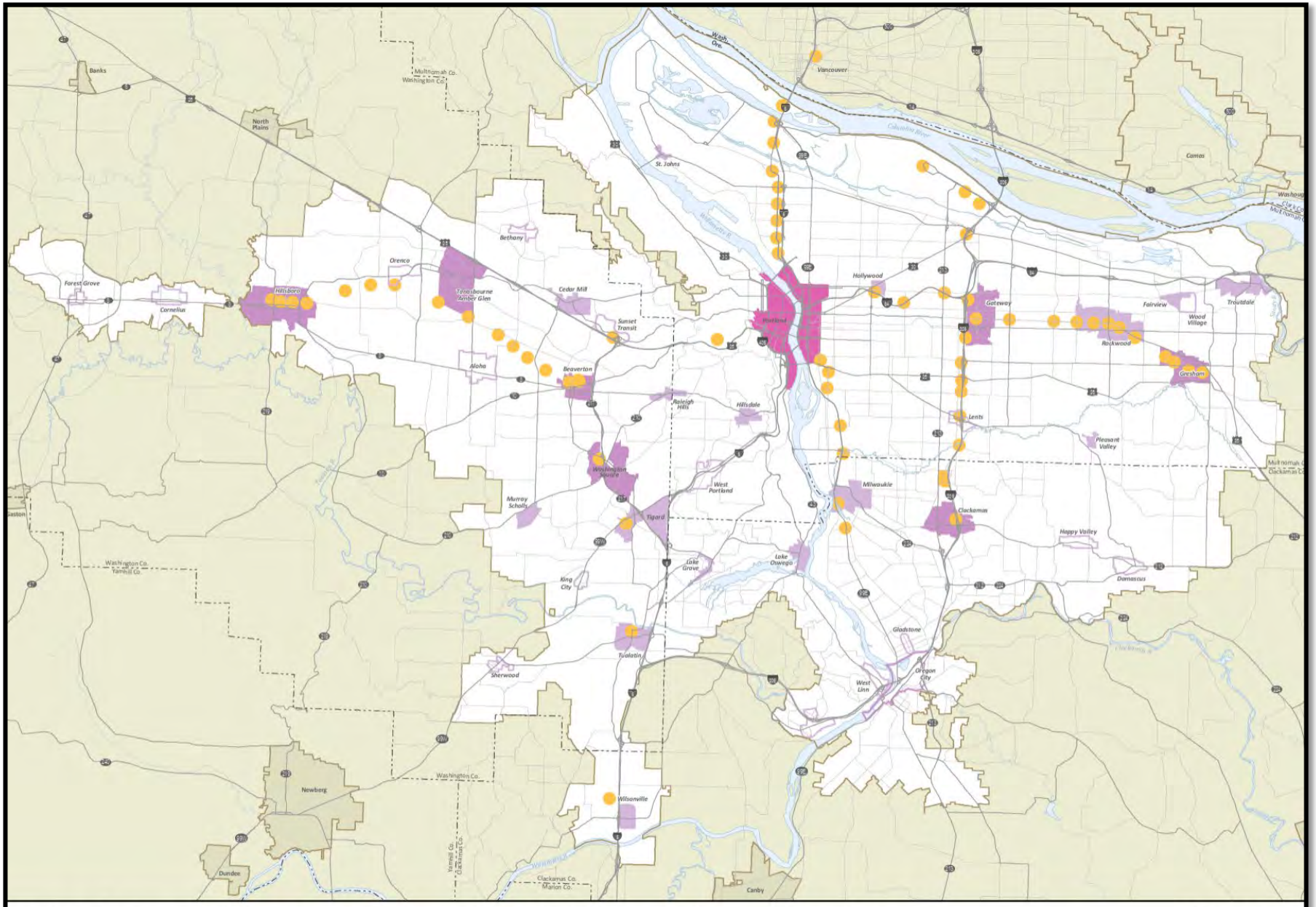


2040 Growth Concept

Three types of centers:

- Central City
- Regional Centers (8)
- Town Centers (32)





Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries

October 2014

0 1 2 4 miles

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

005894

Metro

Making a great place

Changes under CFEC

Currently:

- Title 6 incentive approach to centers
- Center boundaries not generally required

CFEC Mandate:

- Title 6 requirement for boundaries of **urban-planned** centers
- General location in Growth Concept Map
- Boundaries to be adopted locally by end of 2025








Draft Title 6 Amendments

- Address CFEC requirements
- Boundaries required for Central City, as well as Regional and Town Centers, **if planned for urban uses**
- Boundaries to be adopted by ordinance by 2025
- **One jurisdiction per center** is sufficient
- Timeframe for reporting to Metro
- Minor, non-substantive “clean up” amendments

MPAC Recommendation

Do you recommend that the amendments to Title 6, as proposed in Attachment B, be adopted by the Metro Council?

(YES *or* NO)

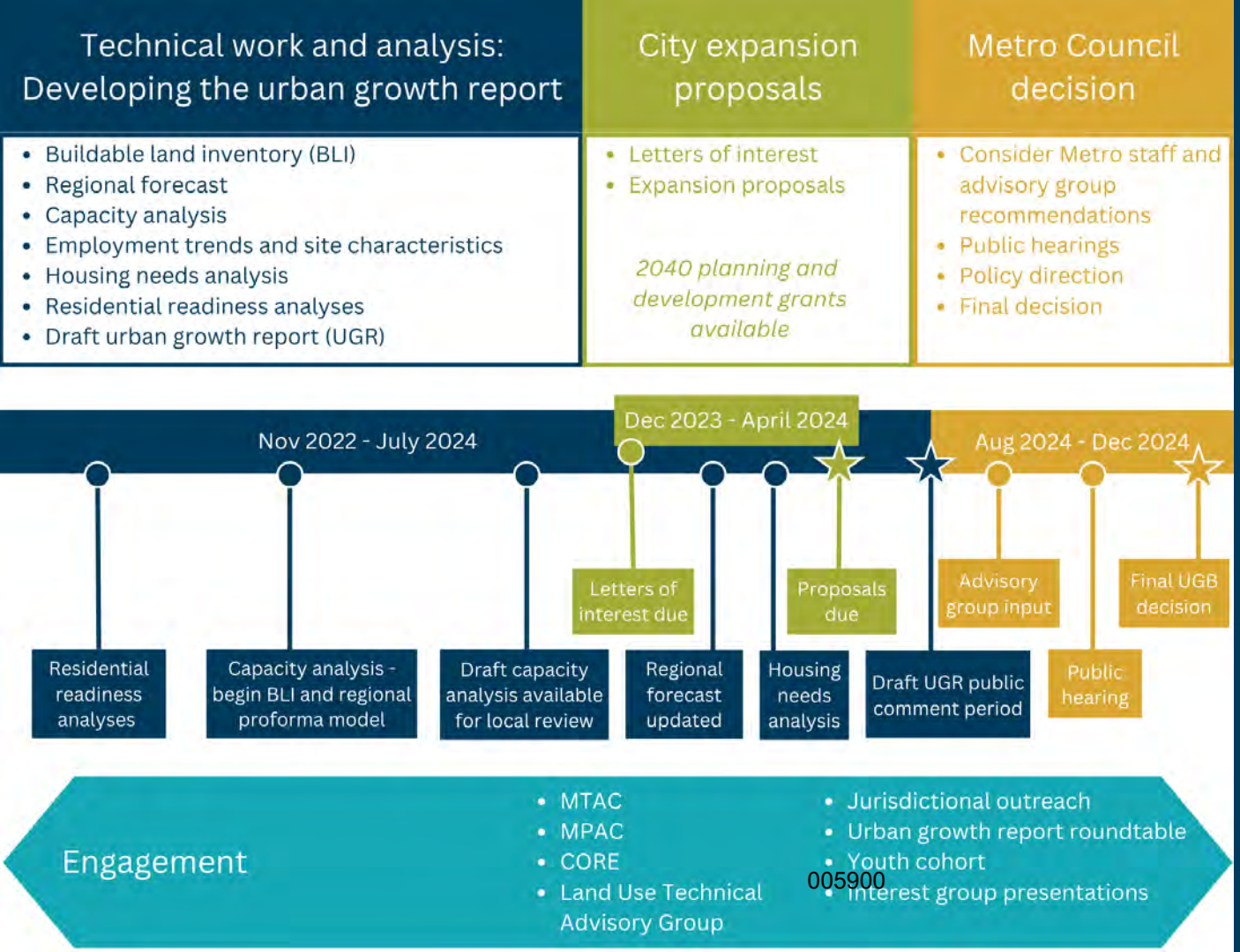
Thank you!



Urban growth management: Draft Urban Growth Report

MPAC
July 24, 2024

Project timeline



	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report released July 9	Public comment survey available until August 22 COO recommendation released August 26	**Public hearing** on COO recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO recommendation; *Recommendation to Council*			
MTAC			Discuss COO recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff		Discuss COO recommendation; *Recommendation to Council*			

Engagement

Committee engagement

- MTAC
- MPAC
- CORE
- UGR Roundtable
- Youth cohort



Where have we been?

- Washington County Coordinating Committee
- Clackamas County Coordinating Committee
- Greater Portland Inc
- Westside Economic Alliance
- Portland Metropolitan Association of Realtors
- Home Building Association

Economic and demographic trends

Draft regional forecast

Preliminary residential capacity

Preliminary housing needs analysis

Project and process overview

Sherwood West Concept Plan

Technical review

- Land Use Technical Advisory Group (LUTAG)
- Regional forecast review panel of economists and demographers
- Metro Technical Advisory Committee (MTAC)

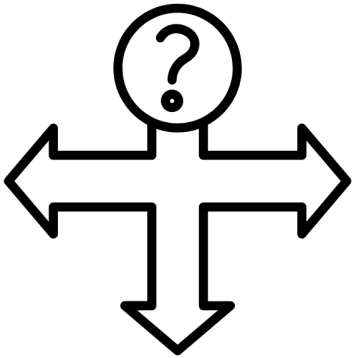
Housing

Results – demand scenarios

More single-unit detached housing ⟷ *More middle housing and multifamily*

Following in footsteps: Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today.





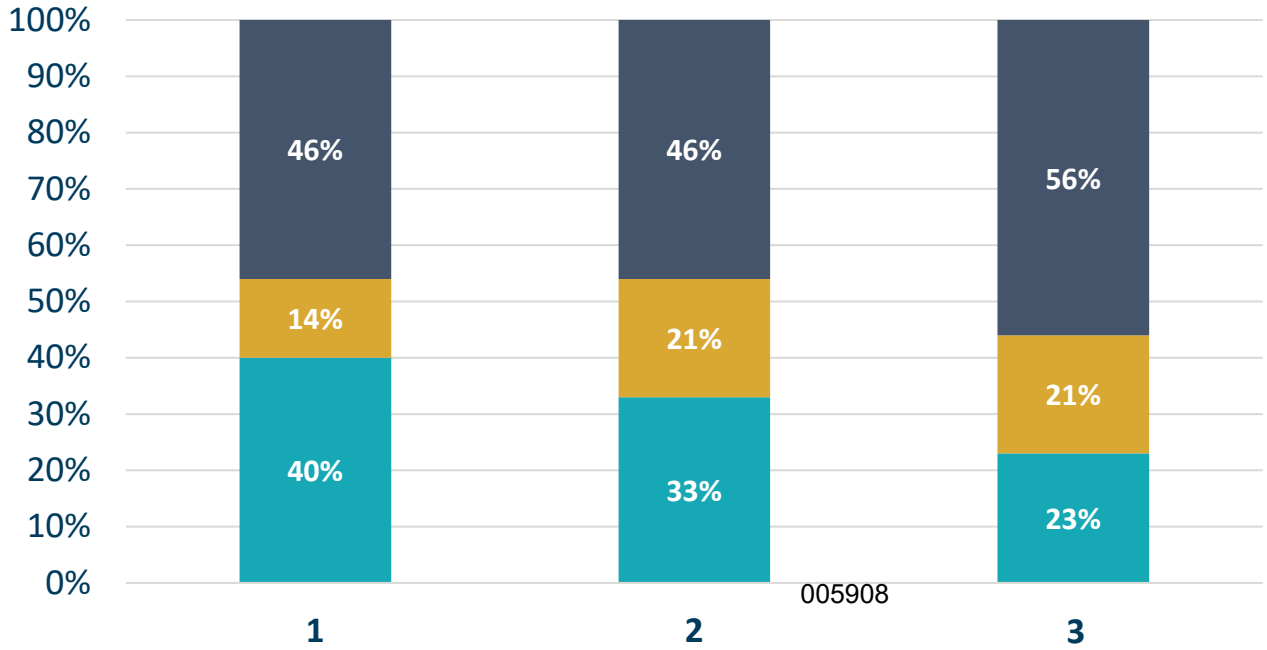
Strong urban markets: Housing trends like development of last decade; housing choices shift to attached housing based on affordability



New normal: As households age, their housing choices shift towards those of older households today, but not to same extent.

Results

Existing and future needed housing by type and demand scenario (2024-2044)

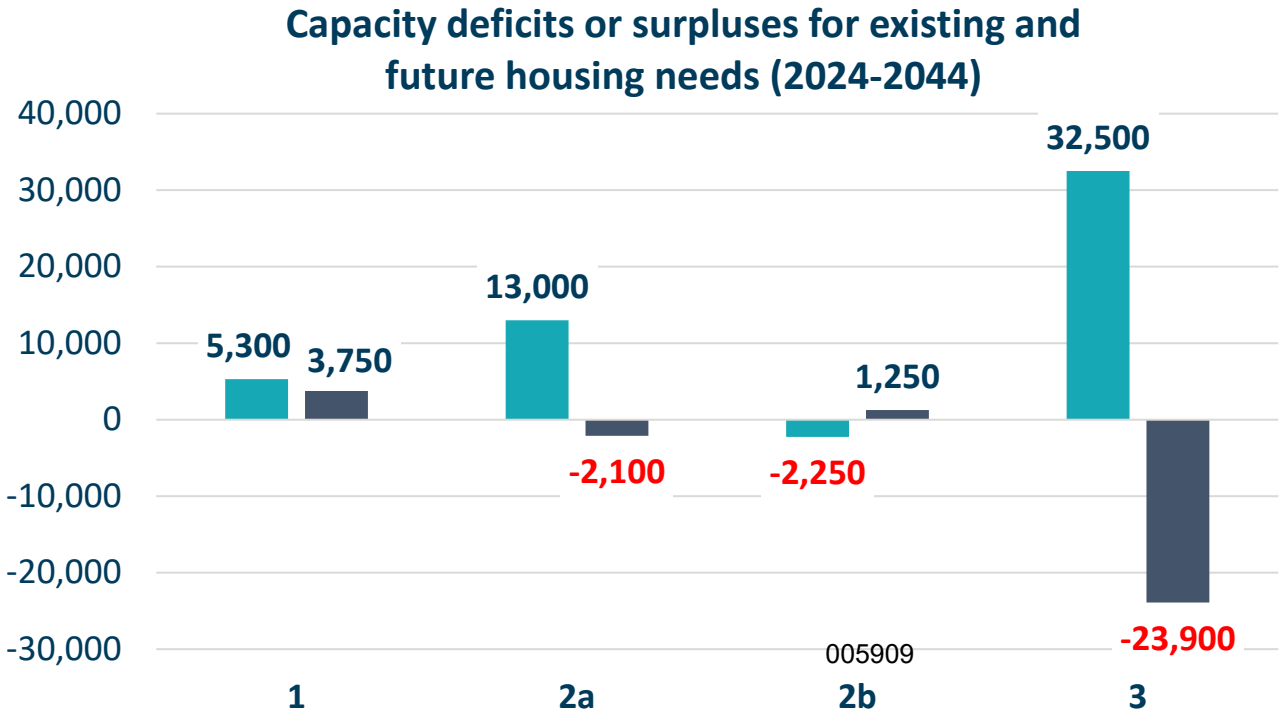


005908

Scenario key:

1. Follow in footsteps; low growth
2. New normal; baseline growth
3. Strong urban market; high growth

Results



Scenario key:

1. Follow in footsteps; low growth
2a. New normal; baseline growth; baseline capacity
2b. New normal; baseline growth; heavier use of vacant land for single-unit detached housing
3. Strong urban market; high growth

005909

Commercial land

Results: Commercial land gap analysis

Commercial land capacity gap for Metro UGB, 2024 – 2044

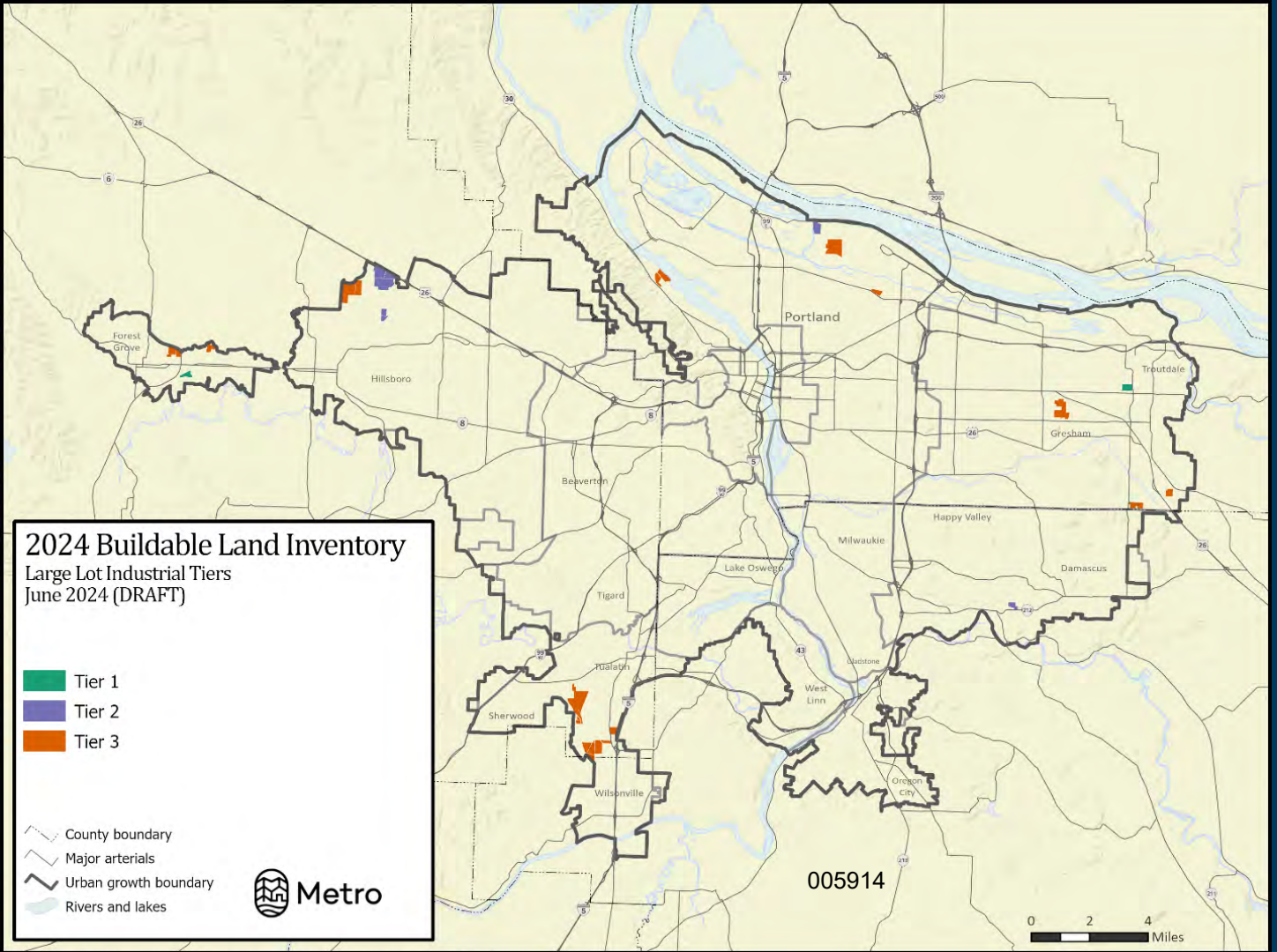
	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Industrial land

Results: Industrial land gap analysis

Industrial land capacity gap for Metro UGB, 2024 – 2044

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750



Large site industrial needs

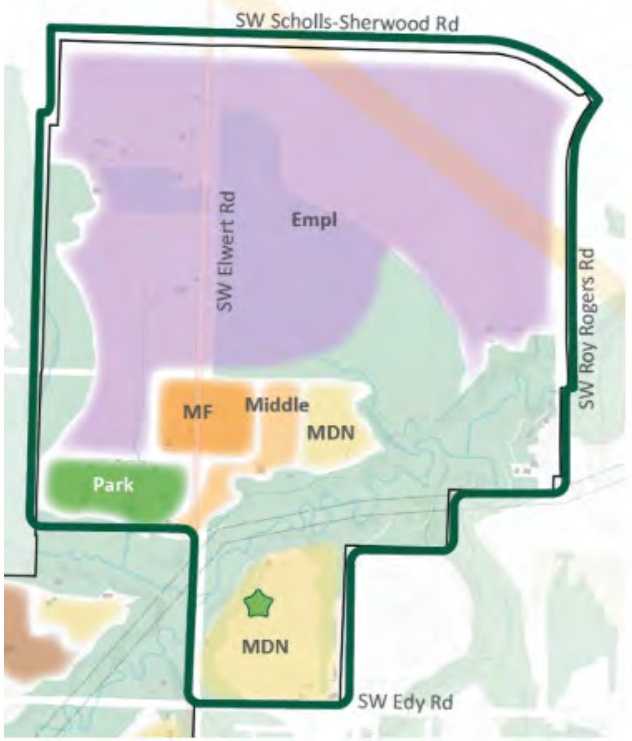
Statewide Semiconductor Taskforce

- **Two sites of 500+ acres** each to accommodate large-scale semiconductor R&D and/or production fabrication operations.
- **Four sites of 50-100 acres** suitable for integrated device manufacturers or major semiconductor equipment manufacturers.
- At least **eight sites of 15-35 acres** to enable key suppliers to the semiconductor cluster to locate and expand.

Sherwood West employment land analysis

Sherwood West has specific site characteristics that may meet a regional need.

- **50+ acre site options**
- **Relative proximity to existing high-tech cluster**
- **Flat sites**



Policy options

Policy options

1. No expansion

Sufficient capacity inside the UGB

Conclude that there is adequate capacity inside the UGB for housing and jobs

2. Expansion

Insufficient capacity inside the UGB

Expand the UGB to add the Sherwood West urban reserve area as proposed by the City of Sherwood

Consider conditions of approval:

- to help achieve a certain housing mix or number of housing units
- to preserve employment land with unique site characteristics for industrial and flex uses that cannot be found elsewhere in the UGB

Next steps

	July	August	September	October	November	December
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Questions?

oregonmetro.gov



Miriam Hanes

From: Brian Fields <fieldsbriank@gmail.com>
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

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But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

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Brian Fields
Resident of Sherwood West

Miriam Hanes

From: Charlie Digregorio <charlied19@comcast.net>
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – 2040@oregonmetro.gov

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

3601 S River Parkway, #1714

Portland, OR 97239

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
503-813-7591
www.oregonmetro.gov

From: Metro 2040 <Metro2040@oregonmetro.gov>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <Connor.Ayers@oregonmetro.gov>; Georgia Langer <Georgia.Langer@oregonmetro.gov>
Cc: Ted Reid <Ted.Reid@oregonmetro.gov>; Molly Cooney-Mesker <Molly.Cooney-Mesker@oregonmetro.gov>; Laura Combs <Laura.Combs@oregonmetro.gov>
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

---

From: Mike Connors <mike@hathawaylarson.com>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <Metro2040@oregonmetro.gov>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
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Portland, OR 97209
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Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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Miriam Hanes

From: Mike Connors <mike@hathawaylarson.com>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

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Urban Growth Management Team,

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Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
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HATHAWAY LARSON

Koback · Connors · Heth

July 23, 2024

VIA EMAIL (2040@oregonmetro.gov)

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

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Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Al Jeck <al@ventureprop.com>
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

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Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
al@ventureprop.com
503-387-7557 office
503-444-1950 cell

VentureProperties
INCORPORATED

Creating
Tomorrow's
Communities
Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o planning@sherwoodoregon.gov

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

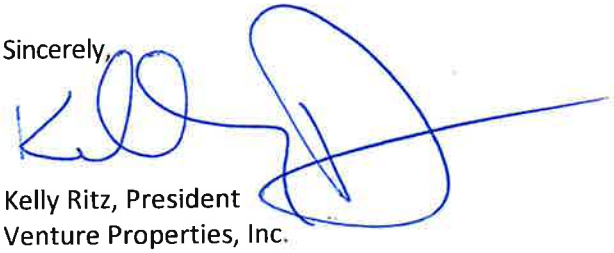
Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,



Kelly Ritz, President
Venture Properties, Inc.

4230 Galewood Street, Suite 100 • Lake Oswego, Oregon 97035 • 503.387-7600 • fax 503.387-7617

Miriam Hanes

From: Bruce Coleman <ColemanB@SherwoodOregon.gov>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

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Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140
Office: 503-625-4206 | Mobile: 503.217.9012
colemanb@sherwoodoregon.gov
www.sherwoodoregon.gov/economicdevelopment
Visit my LinkedIn Page

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <al@ventureprop.com>
Sent: Tuesday, July 23, 2024 3:36 PM
To: 2040@oregonmetro.gov
Subject: Letter to Metro Council; Urban Growth Report

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Al Jeck
Venture Properties, Inc.
al@ventureprop.com
503-387-7557 office
503-444-1950 cell

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Miriam Hanes

From: Stu Peterson <stu@macadamforbes.com>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
2 Centerpointe Drive
Lake Oswego OR 97035
503 972 7288 direct
503 227 2500 office
503 730 2875 cell
Initial Agency Disclosure Packet



Miriam Hanes

From: albpearson@comcast.net
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
20275 SW Edy Rd
Sherwood, OR 97140

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Committee on Racial Equity (CORE)
Date: July 18, 2024
Time: 5:30-7:30pm (Zoom room opens at 5pm)
Place: Virtual meeting via Zoom

5:30 PM **Welcome and Introductions**

5:35 PM **Public Comment**

5:40 PM **Metro Council Update**

5:45 PM **Committee Business**

5:50PM **Conversation about Sherwood's Concept Plan**
Joy Chang, Senior Planner, City of Sherwood
Sean Conrad, Planning Manager, City of Sherwood
Eric Rutledge*, Community Development Director, City of Sherwood*

7:20 PM **CORE Debrief Time**

7:30 PM **Adjourn**

City of Sherwood
Oregon

Home of the Tualatin River National Wildlife Refuge

MEMORANDUM

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.sherwoodoregon.gov

To: Metro Committee on Racial Equity

From: Eric Rutledge, Community Development Director

Subject: Sherwood West UGB Expansion Proposal

Date: July 11, 2024

Background

The City of Sherwood respectfully submitted the Sherwood West urban growth boundary expansion proposal on March 5, 2024. The Sherwood West Concept Plan is the result of a 2-year planning process about growth alternatives that included extensive input from community members, property owners, business owners, and public service providers.

The resulting Concept Plan proposes a complete community with a range of housing and employment types connected by system of parks, trails, and open space. The purpose of this memo is to highlight the public engagement, housing, employment, and transportation elements of the plan that will create a diverse and equitable community in western Washington County.

Public Engagement

One of the goals of the public outreach was to engage diverse community members including those who have been historically under-represented in planning processes. We strove to accomplish this in a few ways:

A. Recruiting a Citizens Advisory Committee representing a variety of backgrounds and viewpoints
B. Targeted outreach to Sherwood High School students that are more diverse than our adult population and whose voices have been historically under represented. Students at Sherwood High School speak 29 different languages.
C. Implementing a broad range of outreach types including online surveys, social media, and tabling at events that attract more diverse groups than those who commonly attend public open houses and meetings (i.e. tables at Sherwood Robin Hood Festival, Saturday Market, etc.)

Feedback Welcome
We welcome your feedback on the engagement strategy and any other elements of the Concept Plan. We have at least 2-3 years of additional planning ahead and are sincere in seeking feedback from our regional stakeholders in the plan. We will be going through an additional round of public engagement in order to develop an updated comprehensive plan, transportation system plan, etc. before any land is brought into city limits. We have the opportunity to incorporate feedback as we move forward.

Housing
The Concept Plan proposes a wide range of housing types to meet the needs of our future population. The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children. This includes small single-family housing, townhouses, duplexes, and multifamily options. Current housing production in Sherwood is primarily single-family detached and the Concept Plan ensures a minimum number of middle housing and high density units will be constructed. In particular we are focused on delivering cottage cluster housing that would prevent a developer from going above 1.5 stories. This will reduce the size and costs of housing naturally and provide more housing options for people with accessibility challenges.

The City has engaged the Washington County Housing Authority to explore options for affordable housing policies and projects in Sherwood West. The Concept Plan also has support from the Home Builders Association of Greater Portland, a key stakeholder in all types of housing production in our region.

The housing types and densities in Sherwood West were informed by the City's 2019-2039 Housing Needs Analysis. The analysis complies with Metro and the State of Oregon regulations for housing production and accountability.

Jobs
The Concept Plan proposes a mixed-employment zone with a focus in advanced manufacturing. This industry provides opportunities for low barrier, living wage jobs relative to other industries. Sherwood recently attracted Lam Research to two new employment parks in Sherwood. Over the course of two years, the largest employer in Sherwood shifted from Wal-Mart to Lam Research. The impact of this shift cannot overstated. We hope to continue attracting these types of jobs to Sherwood to provide opportunities to earn higher wages than the retail and service sector industries which Sherwood is currently heavy in. Sherwood West has support from key economic development stakeholders in our region including Greater Portland Inc. and the Port of Portland.

Transportation and Climate
The plan sets a clear vision for transit and active transportation options to reduce greenhouse gas emissions and promote non-vehicle travel modes. The plan calls for transit and micromobility options for future residents to attend work, school, and leisure activities without needing a vehicle. TriMet was engaged during the planning process and has provided a letter of support for the Sherwood West proposal.

The City recently made its largest transportation infrastructure in its history, which is a pedestrian bridge over State Highway 99W. The bridge will connect the Sherwood Family YMCA with the Sherwood High School which is located in Sherwood West. We hope this will greatly improve safety for vulnerable road users like seniors, people with disabilities, and students who need to cross the highway on a daily basis.

Attachments:

A. Concept Plan Summary (15-pager)
B. Concepts for Sherwood West - Livable and Connected Streets, Elwert Road, Active Transportation, Great Neighborhoods, Mixed-Employment Areas, and the Chicken Creek Greenway
C. Public Engagement Plan and Results
D. Sherwood Population Race and Ethnicity (2023 US Census Bureau)
E. Housing Policy Implications Memo
F. Sherwood Housing Needs Analysis (2019-2039)

The draft UGR and beyond

July 9: Draft UGR is released for public comment period (ends August 22)

Discussion of draft UGR:
July 9: Council Work Session
July 17: MTAC
July 24: MPAC
July 26: UGR roundtable

August 26: COO recommendation released

Discussion of COO recommendation:
August 28: MTAC
September 3: Council Work Session
September 11: MPAC

Discussion of final overall recommendations:
September 18: MTAC (recommendations to MPAC)
September 19: CORE (recommendations to Council)
September 25: MPAC (recommendations to Council)
September 26: Council holds public hearing on COO recommendation

October 1: Council direction on intended decision

November 21: Council first reading of ordinance; public hearing

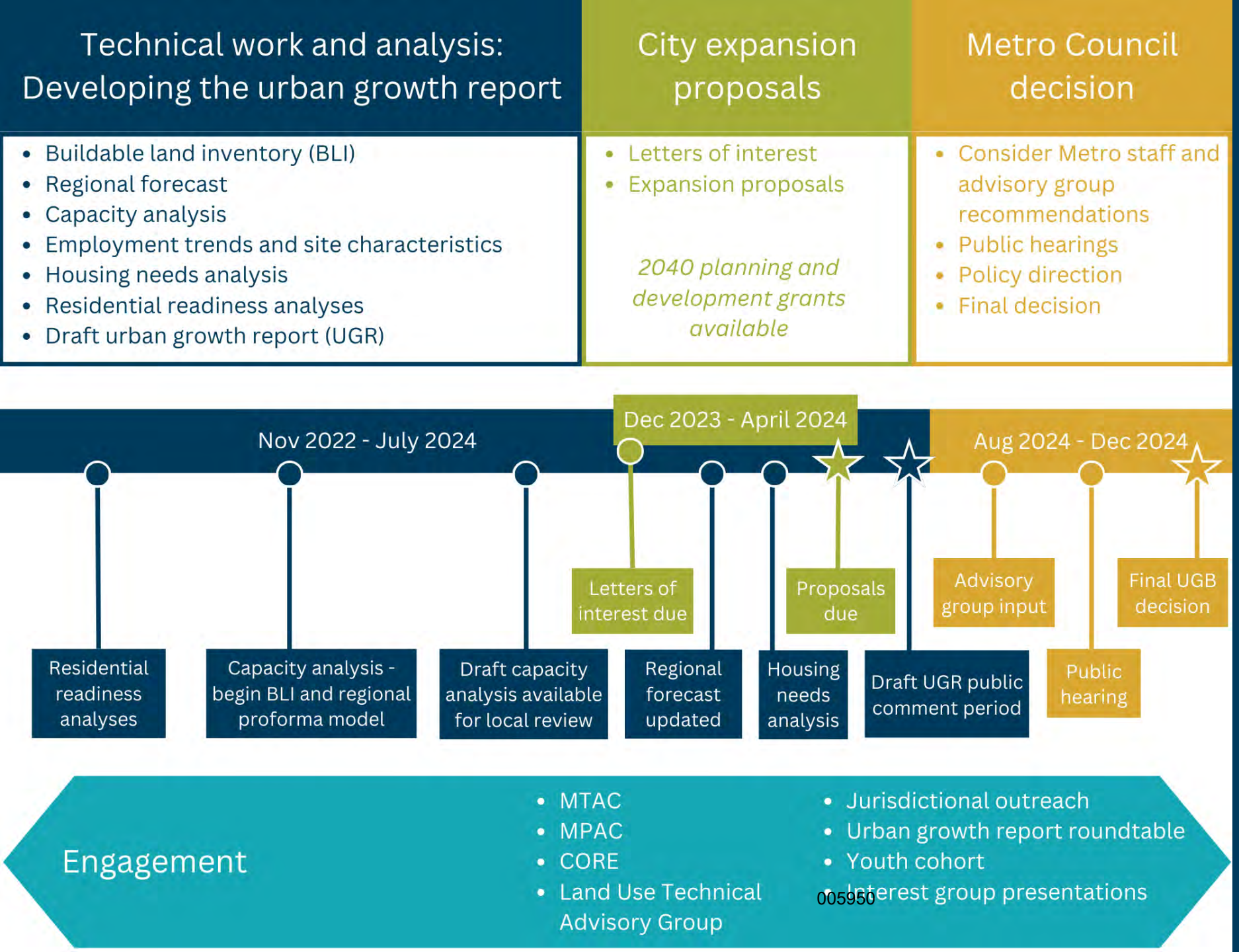
December 5: Council second reading of ordinance; final decision

Urban growth management: Concept plans and the Sherwood West expansion proposal

CORE

June 20, 2024

Project timeline



July 9: Draft UGR is released for public comment period (ends July 30)

Discussion of draft UGR:
July 9: Council Work Session
July 17: MTAC
July 24: MPAC
July 26: UGR roundtable

August 14: COO recommendation released

Discussion of COO recommendation:
August 21: MTAC
September 3: Council Work Session
September 11: MPAC

Discussion of final overall recommendations:
September 18: MTAC (recommendations to MPAC)
September 19: CORE (recommendations to Council)
September 21: Council holds public hearing on COO recommendation
September 25: MPAC (recommendations to Council)

October 1: Final UGR prepared per Council direction

November 28: Council first reading of ordinance; public hearing

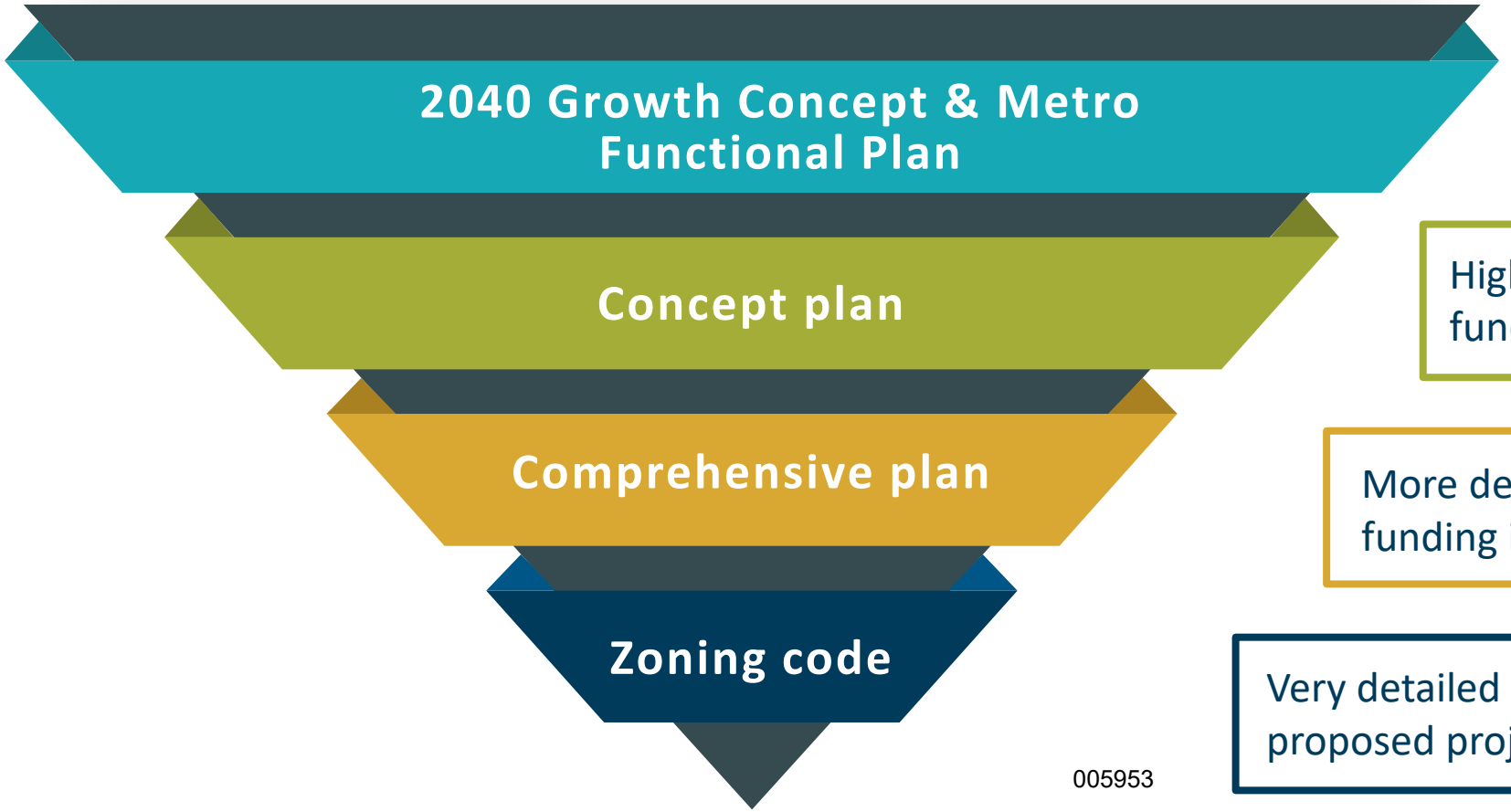
December 12: Council second reading of ordinance; final decision

The draft UGR and beyond

Concept plan required by Metro to demonstrate readiness

- Metro policy adopted in 2010 to ensure city readiness for expansion area
- To date, all UGB expansions that had city proposals have been supported by Metro

What is a concept plan?



High level guiding documents and requirements for the region

High level plan for land use, infrastructure, funding in a potential expansion area

More detailed plan for land use, infrastructure, funding in an adopted expansion area

Very detailed development code standards proposed projects must meet to receive permits

005953

Elements of a concept plan

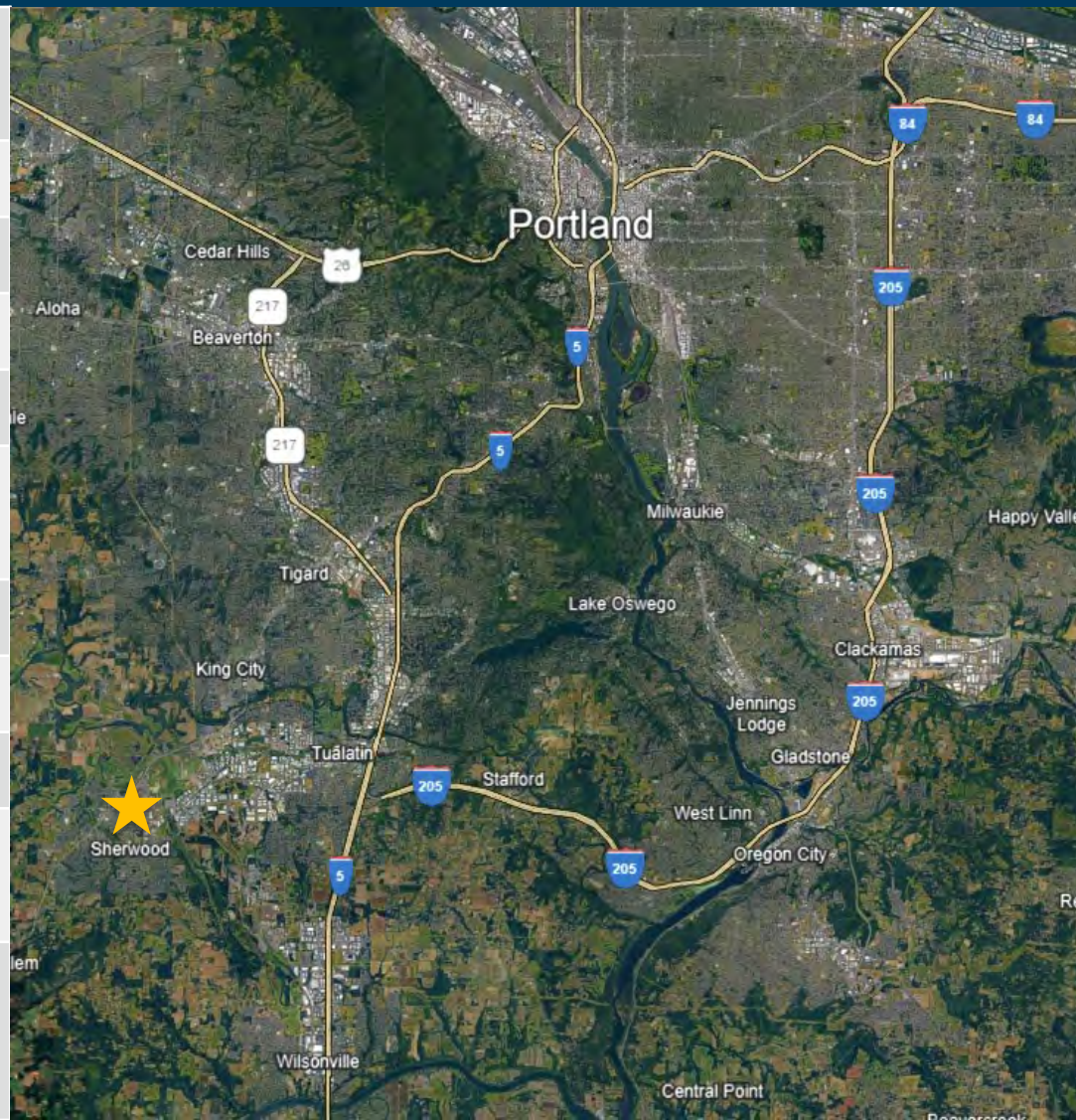
- Background context
- Community engagement
- Vision and goals
- Existing conditions
- Land use alternatives
- Concept plan maps
- Implementation

005954



Sherwood context

	Sherwood	Portland MSA	Oregon
Total population	20,450	2,512,859	4,237,256
American Indian and Alaska Native	0.8%	1.1%	1.5%
Asian	5%	7%	5%
Black or African American	0.7%	3%	2%
Native Hawaiian and Other Pacific Islander	0.4%	0.6%	0.4%
Some Other Race	3%	6%	6%
Two or More Races	10%	11%	10.5%
Hispanic or Latino	7%	13%	14%
Population identifying as white alone, not Hispanic or Latino	82%	69%	72%
Population speaking a language other than English at home *Top language*	12% *Spanish (4%)*	18% *Spanish (8%)*	15% *Spanish (9%)*



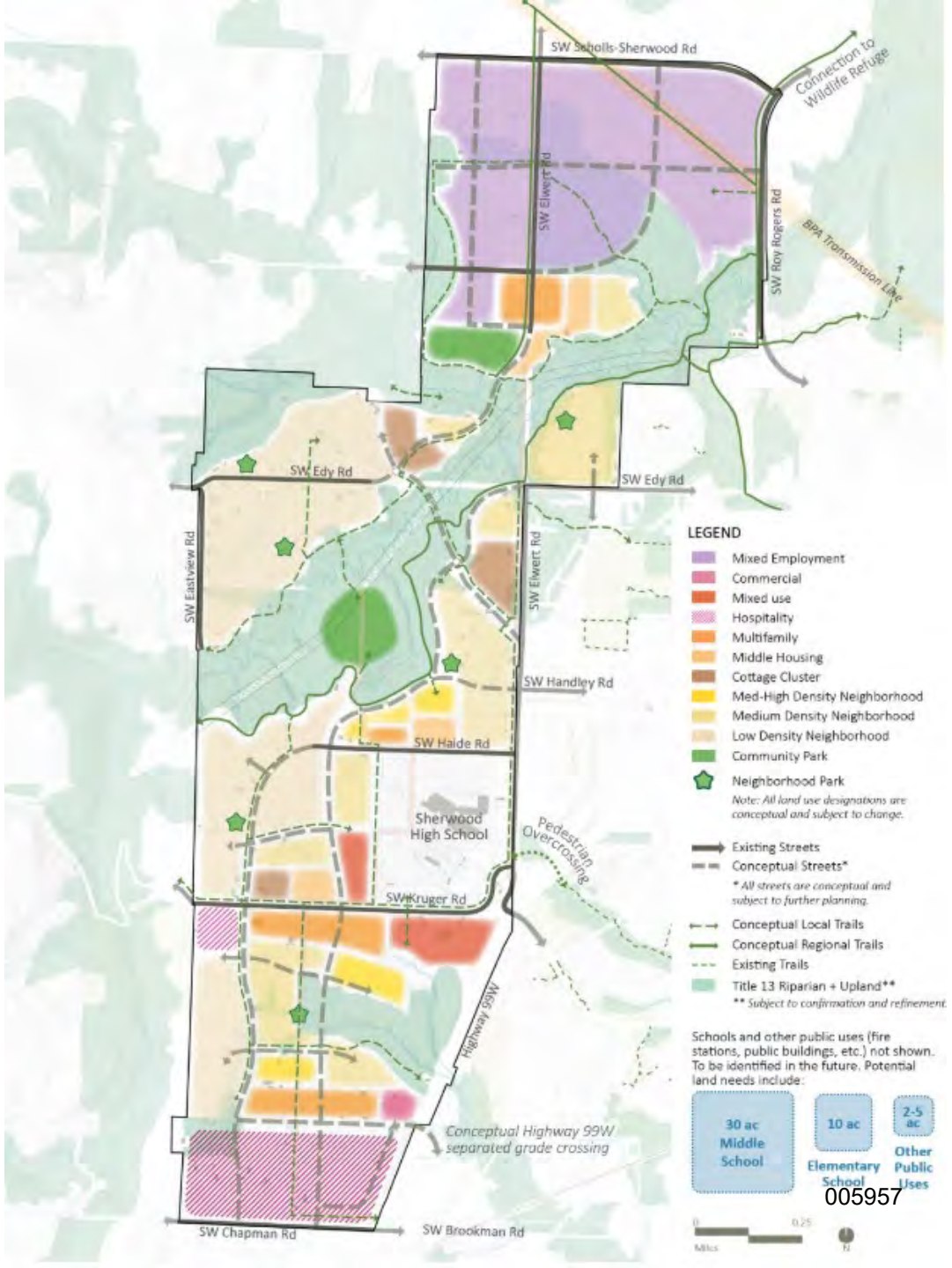
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Sherwood context

	Sherwood	Portland MSA	Oregon
Educational attainment *Bachelor's degree or higher*	50%	42%	36%
Older population *Age 65+*	10%	17%	19%
Employment rate	66%	64%	60%
Median household income	$109,770	$89,312	$75,657
Median gross rent	$1,980	$1,555	$1,370
Rent-burdened households *Households spending 30%+ of income on rent*	55%	50%	53%
Homeownership rate	74%	62%	63%
Median home value	$520,500	$556,700	$475,600

Source: 2022 Census ACS 5-year estimates; 2020 Decennial Census





How do you read and understand a concept plan map?


SW Eastview Rd
SW Elwert Rd
SW Handley Rd
SW Haide Rd
Sherwood High School
Pedestrian Overcrossing
SW Kruger Rd
LEGEND
Mixed Employment
Commercial
Mixed use
Hospitality
Multifamily
Middle Housing
Cottage Cluster
Med-High Density Neighborhood
Medium Density Neighborhood
Low Density Neighborhood
Community Park
Neighborhood Park
Note: All land use designations are conceptual and subject to change.
Existing Streets
Conceptual Streets*
* All streets are conceptual and subject to further planning.
Conceptual Local Trails
Conceptual Regional Trails
Existing Trails
Title 13 Riparian + Upland**
** Subject to confirmation and refinement.

Conditions of approval

- Part of growth management ordinance
- Provide clarity for cities proposing UGB expansions
- Supplement regional regulations or state law if needed
- Advance Metro Council priorities

Conditions of approval - examples

- Housing density and mix
- Housing affordability
- Mix of uses
- Public engagement expectations
- Deadlines

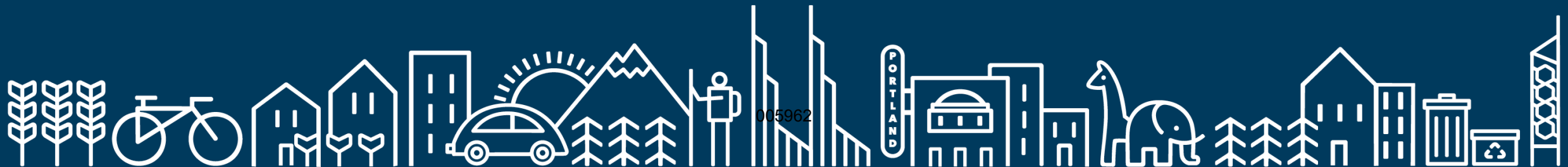


005960

Discussion: What does CORE want to hear from Sherwood staff?

- Let’s spend some time brainstorming some key topic areas that you want to hear more about from the Sherwood team.
- What are 1-2 questions in each topic area?

oregonmetro.gov



Miriam Hanes

From: Erik Lukens <eriklukens@oregonbusinessindustry.com>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
P: 541.797.4032 | **E:** eriklukens@oregonbusinessindustry.com
1149 Court Street NE | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
angelawilhelms@oregonbusinessindustry.com

Miriam Hanes

From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

From: Troy Kazebee <troy.kazebee@gmail.com>
Sent: Sunday, July 14, 2024 5:17:14 PM
To: Gerritt.Rosenthal@oregonmetro.gov <Gerritt.Rosenthal@oregonmetro.gov>
Cc: marissa.madrigal@oregonmetro.gov <marissa.madrigal@oregonmetro.gov>; Lynn.Peterson@oregonmetro.gov <Lynn.Peterson@oregonmetro.gov>; Mary.Nolan@oregonmetro.gov <Mary.Nolan@oregonmetro.gov>; Tim Rosener <RosenerT@SherwoodOregon.gov>; Eric Rutledge <RutledgeE@SherwoodOregon.gov>; Keith Mays <MaysK@SherwoodOregon.gov>
Subject: Sherwood West UGB Expansion Support

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

Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

Troy.Kazebee@gmail.com

503-341-0948

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at (503) 625-5522 and delete the copy you received.

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Minutes - Final

Tuesday, July 9, 2024

10:30 AM

Metro Regional Center, Council Chamber,
https://zoom.us/j/615079992 Webinar ID: 615 079 992 or
888-475-4499 (toll free)
https://www.youtube.com/live/o3ZjksrMJZE?si=DFa959mzi4pW41y3

Council work session

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

Call to Order and Roll Call

Council President Peterson called the Work Session to order at 10:30 a.m.

Present: 7 - Councilor Gerritt Rosenthal, Councilor Mary Nolan, Juan Carlos Gonzalez, Christine Lewis, Lynn Peterson, Ashton Simpson, and Duncan Hwang

10:30 Work Session Topics:

10:35 COO Housing Recommendation discussion

Presenter(s): Marissa Madrigal, COO, Metro

Attachments: Staff Report

Council President Peterson introduced Marissa Madrigal, COO, Metro to present on the COO Housing Recommendation Discussion.

Presentation Summary:
Staff pulled up the COO Housing Recommendation Discussion to present to Council.

Marissa Madrigal, COO, Metro presented the highlights from the Housing Recommendation to council. The recommendations included renegotiating intergovernmental agreements, considering a measure for the May 2025 ballot to strengthen SHS program accountability, and expanding its uses. She emphasized the importance of reducing housing costs and improving transparency and accountability in existing programs. Finally, she recommended deeper engagement with those with lived experience to ensure

reforms do not have unintended consequences.

Council Discussion

Councilor Rosenthal questioned if there are two ways to address the issue: either through a directive or through intergovernmental agreements. He believed it would primarily be through incentives to counties, encouraging them to use the agreements to better address city needs.

Marissa Madrigal, COO, emphasized that each city is unique in size and values, but consistent themes emerged. Cities felt they were serving the same populations as the supportive housing services tax but lacked coordination and support from the program, leading to requests for direct funding and better coordination, highlighting the importance of cities as critical partners.

Councilor Nolan noted that terms like "accountability" and "results" mean different things to different people. During community engagement, they heard constituents emphasize the importance of not just building units but ensuring neighbors move into permanent, stable, and safe housing. They stressed the objective of making sure everyone has a place to live safely, beyond merely achieving housing unit targets.

Marissa Madrigal, COO, Metro, state that the overarching goal of the system should be to make homelessness rare and non-recurring in the region. She emphasized that all partners need to align with these high-level goals, with an independent investment board breaking it into key progress indicators. The current system’s accountability is too backward-looking and stressed the need for strong standards, definitions, and expectations upgrade to ensure a two-way transparency and commitment to implementing

plans.

President Peterson interjected to emphasize that the need for a work session was a priority to publicly discuss the federal minimums that counties have been reporting for a long time and how future key performance metrics could be created by a task force.

Councilor Nolan (they/them), believed that the measure needed to articulate the expected outcome that Metro, the counties, the cities, service providers, and housing developers aimed to deliver if voters granted the funding.

Councilor Gonzalez (he/him) emphasized the importance of improving the response to the housing crisis, highlighting the need for thought leader to collaborate. He supported the draft recommendation, stressing the need for better oversight, accountability, and flexibility, while ensuring that promises to voters were kept and investments were prioritized for communities in need.

Marissa Madrigal, COO, noted that the initial concept for the process had been different, originally considering a separate fund managed by Metro. However, after listening to stakeholder concerns, especially from counties worried about arbitrary thresholds, they decided that providing counties with flexibility to determine their own mix of services and housing was more effective. She emphasized that this flexibility needed to be paired with stronger governance to ensure that regional goals and outcomes were met.

Councilor Simpson wondered how the new housing independent board work with the tri-county planning board.

Marissa Madrigal, COO Metro, noted that the initial concept

for the process had been different, originally considering a separate fund managed by Metro. However, after listening to stakeholder concerns, especially from counties worried about arbitrary thresholds, they decided that providing counties with flexibility to determine their own mix of services and housing was more effective. She emphasized that this flexibility needed to be paired with stronger governance to ensure that regional goals and outcomes were met.

Councilor Wong (he/him), expressed concern about the opportunity costs of delaying between November and May, cautioning against assuming voter approval for the measure. He emphasized the need to consider the six months of uncertainty and its impact on housing development projects and oversight bodies. He questioned how to manage this interim period to maximize benefits and address challenges politically, in oversight, and in production.

Councilor Lewis (she/her), appreciated the extensive work by the community and stakeholders across the region who participated in the process. She acknowledged the importance of hearing all perspectives and believed the recommendation incorporated many of them.

Councilor Nolan (they/them), emphasized the importance of considering the needs of the entire region, especially the larger cities like Portland, in proportion to their size. They highlighted the upcoming governance changes in Portland and suggested using the new districts for representation and fund allocation. They also urged for discussions with local government partners to find ways to lower housing costs through streamlined processes, benefiting both subsidized and market-rate affordable housing developments.

Marissa Madrigal, COO, stated that developers emphasized

that time is money. She mentioned that while some cities face budget cuts and cannot waive SDCs, shortening the permitting process could automatically subsidize construction.

President Peterson expressed gratitude to Marissa, the Metro team, and stakeholders, acknowledging the significant effort since 2019. Initially, the emergency measure lacked detailed planning, leading to a rough start, but counties have since developed effective programs. She emphasized the need for continued innovation, addressing gaps, and preparing for future measures, while ensuring broad coalition support and reducing uncertainties.

11:35 2024 Urban Growth Management: Draft Urban Growth Report

Presenter(s): Ted Reid (he/him), Principal Regional Planner, Metro
Eryn Kehe (she/her), Urban Policy and Development Manager, Metro

Attachments: Staff Report

Seeing no further discussion, President Peterson moved on to the agenda item of the 2024 Urban Growth Management: Sherwood West Expansion Proposal.

Council President Peterson introduced Ted Reid (He/him), Principal Regional Planner, Metro, Ery Kehe (she/her), Urban Policy and Development Manager, Metro to present on the 2024 Urban Growth Management: Sherwood West Expansion Proposal.

Presentation Summary:
Eryn Kehe (she/her), Urban Policy and Development Manager, Metro, kicked off the presentation. She highlighted the significance of the decision-making process and the public review of months of collaborative works.

Furthermore, she explained the upcoming steps, including the publication of the Urban Growth report, the public comment period, and the series of discussions and recommendations leading to the final decision on the Urban Growth Boundary by the end of 2024. The public comment period for the UGB will begin on July 9 th 2024. She shared methodologies and early results with these groups throughout the process, aiming to demystify the Urban Growth Report (UGR) and facilitate understanding and feedback. The PD&R team worked with a youth cohort and diverse roundtable participants to engage them in planning, and he participated in over 90 presentations and meetings, including technical reviews by professionals, economists, and demographers, ensuring comprehensive and accurate regional forecasts. Eryn Kehe (she/her) passes the presentation to Ted Reid (he/him), Principal Regional Planner, Metro, to discuss the need for further housing development. Reid described three housing scenarios: "Following in Footsteps," "New Normal," and "Strong Urban Markets," each reflecting different housing demands. He discussed the varying surpluses and deficits in housing types under these scenarios. On the employment side, he detailed the commercial and industrial land demand, noting a slight deficit for commercial land and a surplus for industrial land. He wrapped up by emphasizing the council's latitude in deciding on the urban growth boundary expansion and the importance of public feedback throughout the decision-making process. The presentation concluded and the floor was open for questions from Councilors.

Council Discussion

Councilor Nolan pointed out that some governmental partners have reasonable public comment periods. They noted that their own standards were not being met with less than 30 days for public comment on a critical document. They suggested extending the period to 45 days.

Eryn Kehe (she/her) stated that the reason the public comment deadline was 30 days instead of 45 days was to provide the COO's office reasonable time to review and summarize the comments and provide a detailed recommendation to council.

Council President Peterson suggested adding an extra 15 days to the public comment period. With the discretion of Council's schedule in December the second reading and the COO's recommendation of the Urban Growth Boundary will take place in early January of 2025.

Councilor Rosenthal appreciated the factors considered in the projections but noted that Oregon has been unpredictable. Regarding the Sherwood proposal, he highlighted the challenge of building affordable and middle-income housing, particularly for those earning around 100% AM. He also noted that cities can provide incentives for market-rate single family homes, the real challenge is in ensuring adequate employment opportunities near transportation hubs.

Councilor Nolan questioned if there were any BIPOC led conservation or environmental groups were involved in the public engagement process of the Urban Growth Report.

Ted Reid (He/him), stated that a in-depth list will be provided to Councilor Nolan after the council meeting.

Councilor Nolan wondered what considerations were given, if any consultants considered the potential for repurposing industrial land. They mentioned that manufacturing practices could evolve significantly over the next 20 years.

Ted Reid noted that most of the land on the map of large sites was vacant, He acknowledged that there might be

other sources of growth capacity over the long term through repurposing existing buildings, which was not included in the map.

Councilor Nolan (they/them), were interested in comparing the three housing scenarios: stay the same, a new normal, or more intense urban development. They suggested that it would be helpful to share the information form the roundtable with the council members, as it provided valuable insights. They noted that members at the roundtable overestimated the amount of multi-family housing and underestimated the amount of single-family housing built in the region.

Ted Reid(he/him), noted that over 56% of the new housing built within the Urban Growth Boundary has been multi-family housing, aligning with the strong urban market scenario. He noted that this high rate of multifamily housing was achieved repeatedly. With about 10% of new housing being middle housing in the Urban Growth Boundary. Given the chance, builders would take the chance to construct more middle housing types like duplexed, triplexes and townhouses, Reid explained.

Councilor Gonzalez (he/him), thanked the presenters for their presentations, and stressed the importance of maximizing the number of units delivered and protecting specific types of industrial land, advocating for higher affordability, density and units numbers.

Councilor Lewis (she/her), appreciated the work done by the stakeholder advisory groups and experts, emphasizing the importance of understanding national trends impacting the region. She supported the idea of identifying areas suitable for high-paying, sustainable jobs, with conditions to ensure value, and opposed using available land of storage units.

Councilor Hwang (he/him), emphasized the need for thoughtful consideration when adding industrial land to the region and stressed the importance of ensuring the housing mix corresponds to the industrial facilities to avoid long commutes for workers. He expressed interest in the recommendations from the core committee and summarized his stance as being open to considerations with strong conditions of approval.

Council President Peterson (she/her), noted that the decision about the urban growth boundary was once the most controversial one Metro could make, but it had become less so over the past year. She emphasized the importance of supporting programs to prevent and address homelessness while also expanding housing and job opportunities to prevent people from falling into homelessness. She supported the urban growth boundary expansion, stressing the need for higher density and affordable housing with good transit access, and called for increased collaboration with the city of Sherwood to ensure they have the necessary resources and support for this growth.

12:35 Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Noted that the decision about the urban growth boundary was once the most controversial one Metro could make, but it had become less so over the past year.
- Emphasized the importance of supporting programs to prevent and address homelessness while also expanding housing and job opportunities to prevent people from falling into homelessness.

- Supported the urban growth boundary expansion, stressing the need for higher density and affordable housing with good transit access. Called for increased collaboration with the city of Sherwood to ensure they have the necessary resources and support for this growth.

12:40 Councilor Communication

Councilors provided updates on the following meetings and events:

- There were none.

12:45 Adjourn

There being no further business, Council President Peterson adjourned the Metro Work Session at 1:45 p.m.

Respectfully submitted,

Anushka Kargathara

Anushka Kargathara, Legislative Assistant

Council work session agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Tuesday, July 9, 2024 **10:30 AM** **Metro Regional Center, Council Chamber, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free) https://www.youtube.com/live/o3ZjksrMJZE?si=DFa959mzi4pW41y3**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

10:30 Work Session Topics:

10:35 COO Housing Recommendation discussion 24-6093

Presenter(s): Marissa Madrigal, COO, Metro

Attachments: Staff Report

11:35 2024 Urban Growth Management: Sherwood West Expansion Proposal 24-6094

Presenter(s): Ted Reid (he/him), Principal Regional Planner, Metro
Eryn Kehe (she/her), Urban Policy and Development Manager, Metro

Attachments: Staff Report

12:35 Chief Operating Officer Communication

12:40 Councilor Communication

12:45 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែកាសនៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

2024 Urban Growth Management: Sherwood West Exapansion Proposal
Presentations

Metro Council Work Session
Tuesday July 9th 2024

2024 URBAN GROWTH MANAGEMENT:
SHERWOOD WEST EXPANSION PROPOSAL

Date: June 20, 2024
Department: Planning, Development, and Research
Meeting Date: July 9, 2024

Prepared by: Ted Reid, Principal Regional Planner ted.reid@oregonmetro.gov
Presenter(s): Ted Reid; Eryn Kehe (Metro Planning, Development, and Research)
Length: 60 minutes

ISSUE STATEMENT

The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates.

Over the course of the year, staff has presented preliminary results for the demographic and economic regional forecast and the capacity analysis. These elements of the Urban Growth Report estimate how many people may live or work in the region over the next 20 years and if the land inside the existing UGB is sufficient to accommodate their homes and places of employment. The draft 2024 Urban Growth Report, to be released for discussion at the Metro Council's July 9, 2024 work session, is the analysis that supports the Metro Council as it determines if there is a demonstrated regional need for a UGB expansion.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

At the July 9 work session, Metro staff will summarize the process for developing the draft Urban Growth Report as well as its main findings. Staff will be available to answer questions about the analysis and next steps for the Council's growth management decision.

ACTION REQUESTED

Update the Council on implementation of the work program for the 2024 urban growth management decision, focusing on the draft 2024 Urban Growth Report.

IDENTIFIED POLICY OUTCOMES

State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB is there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management

decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning.

POLICY QUESTION(S)

- Does the Council have any direction for staff regarding next steps for its decision process?
- Does the Council have questions or direction regarding potential conditions of approval for a UGB expansion (pending its decision that there is a need for an expansion)?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may provide staff with direction on:

- Advice that would be useful from MPAC or CORE
- Updates that the Council would like to have going forward

STAFF RECOMMENDATIONS

- Staff recommends proceeding with the work program shared with Council on March 7, 2023.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

BACKGROUND
At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

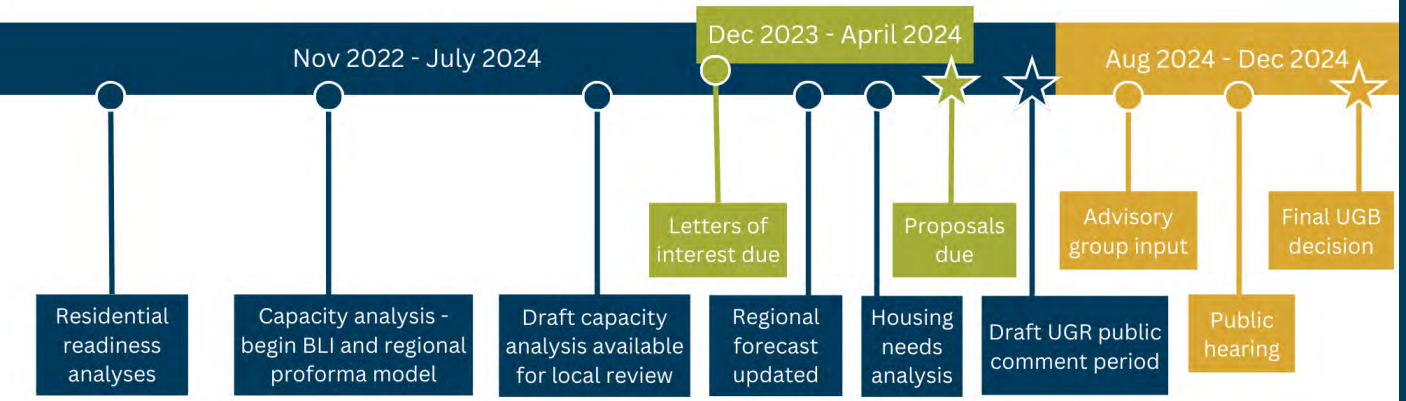
- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
    - Draft 2024 Urban Growth Report will be provided on July 9, 2024
    - Presentation on draft 2024 Urban Growth Report will be provided at the work session

Urban growth management: Draft Urban Growth Report

Council Work Session
July 9, 2024

Project timeline

Technical work and analysis: Developing the urban growth report	City expansion proposals	Metro Council decision
• Buildable land inventory (BLI) • Regional forecast • Capacity analysis • Employment trends and site characteristics • Housing needs analysis • Residential readiness analyses • Draft urban growth report (UGR)	• Letters of interest • Expansion proposals *2040 planning and development grants available*	• Consider Metro staff and advisory group recommendations • Public hearings • Policy direction • Final decision



Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *Public comment period July 9 – August 4*	Discussion of COO recommendation *released August 14*	**Public hearing** on COO recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Recommendation to Council			
MTAC			Recommendation to MPAC			
CORE	Discussion with Sherwood staff		Recommendation to Council			

Engagement

Committee engagement

- MTAC
- MPAC
- CORE
- UGR Roundtable
- Youth cohort



Where have we been?

- Washington County Coordinating Committee
- Clackamas County Coordinating Committee
- Greater Portland Inc
- Westside Economic Alliance
- Portland Metropolitan Association of Realtors
- Home Building Association

Economic and demographic trends

Draft regional forecast

Preliminary residential capacity

Preliminary housing needs analysis

Project and process overview

Sherwood West Concept Plan

Technical review

- Land Use Technical Advisory Group (LUTAG)
- Regional forecast review panel of economists and demographers
- Metro Technical Advisory Committee (MTAC)

Housing

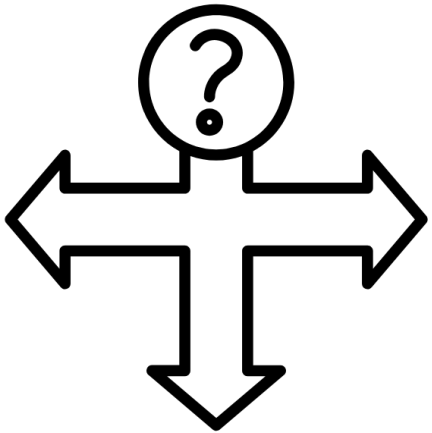
Results – demand scenarios

More single-unit detached housing

More middle housing and multifamily

Following in footsteps: Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today.





Strong urban markets: Housing trends like development of last decade; housing choices shift to attached housing based on affordability

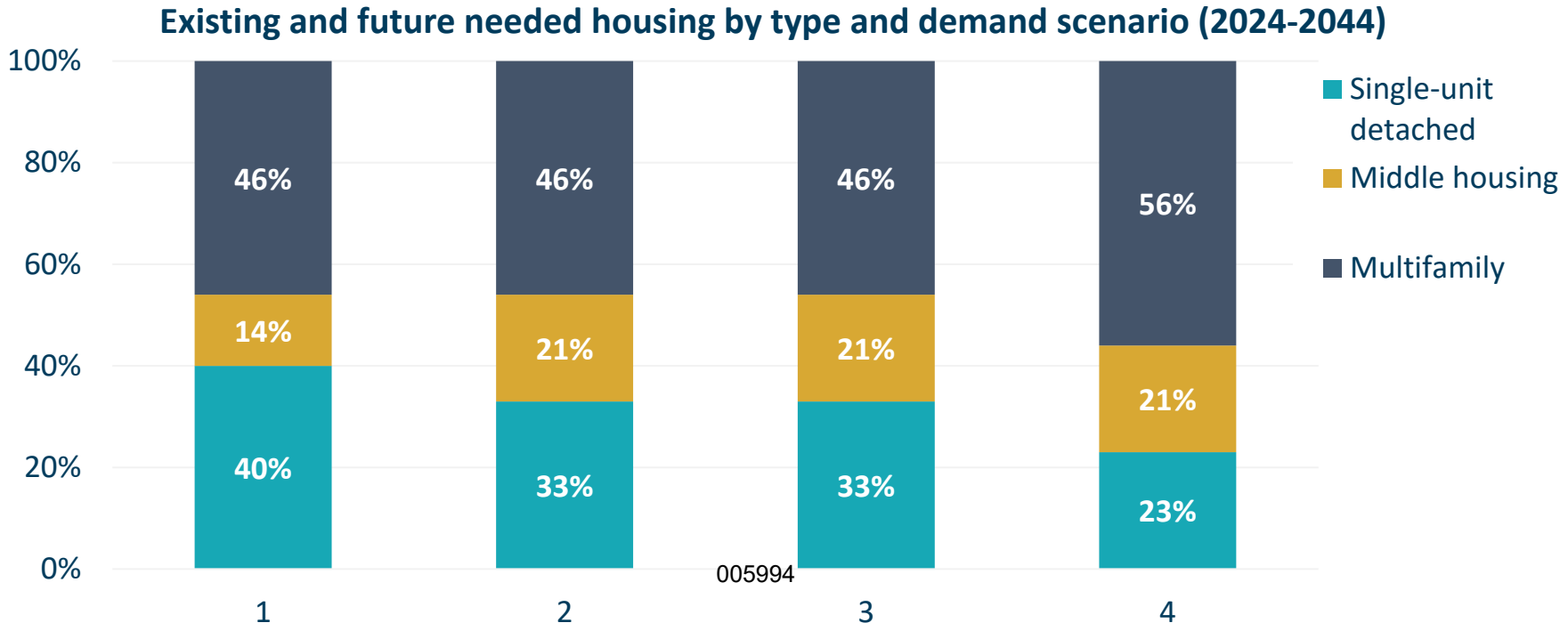


New normal: As households age, their housing choices shift towards those of older households today, but not to same extent.

Results

Scenario key:

1. Follow in footsteps; low growth
2. New normal; baseline growth; baseline capacity
3. New normal; baseline growth; heavier use of vacant land for single-unit detached housing
4. Strong urban market; high growth



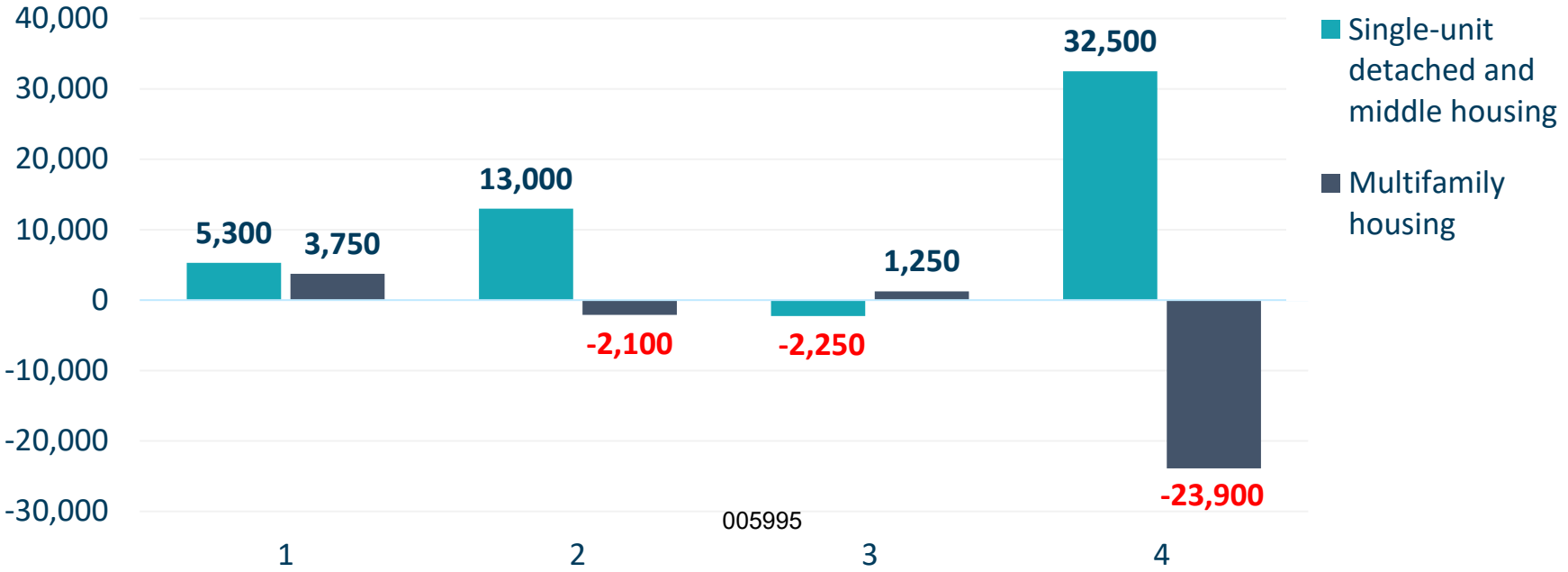
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Results

Scenario key:

1. Follow in footsteps; low growth
2. New normal; baseline growth; baseline capacity
3. New normal; baseline growth; heavier use of vacant land for single-unit detached housing
4. Strong urban market; high growth

Capacity deficits or surpluses for existing and future housing needs (2024-2044)



Commercial and industrial land

Results: Commercial land gap analysis

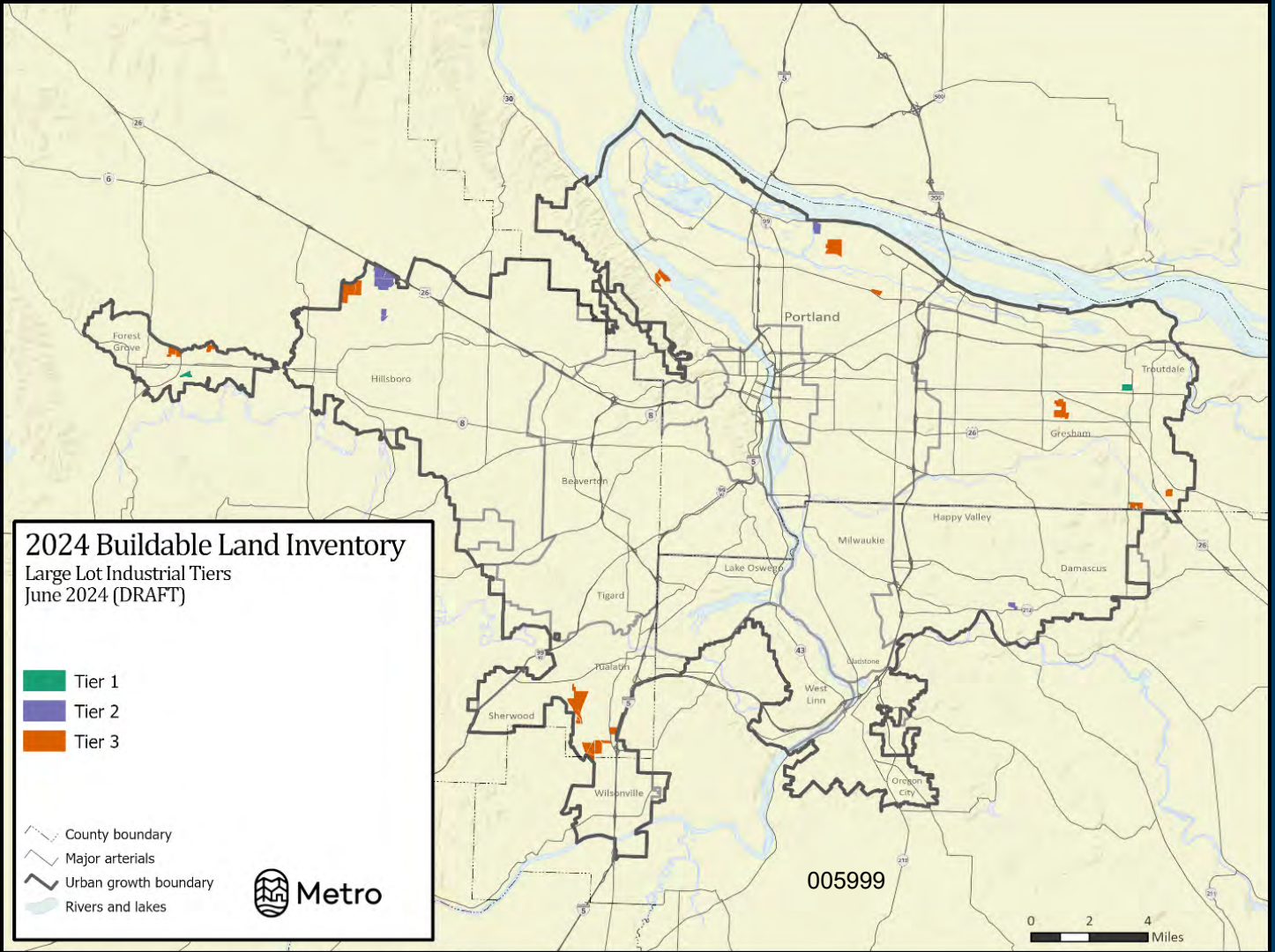
Commercial land capacity gap for Metro UGB, 2024 – 2044

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Results: Industrial land gap analysis

Industrial land capacity gap for Metro UGB, 2024 – 2044

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750



Large site industrial needs

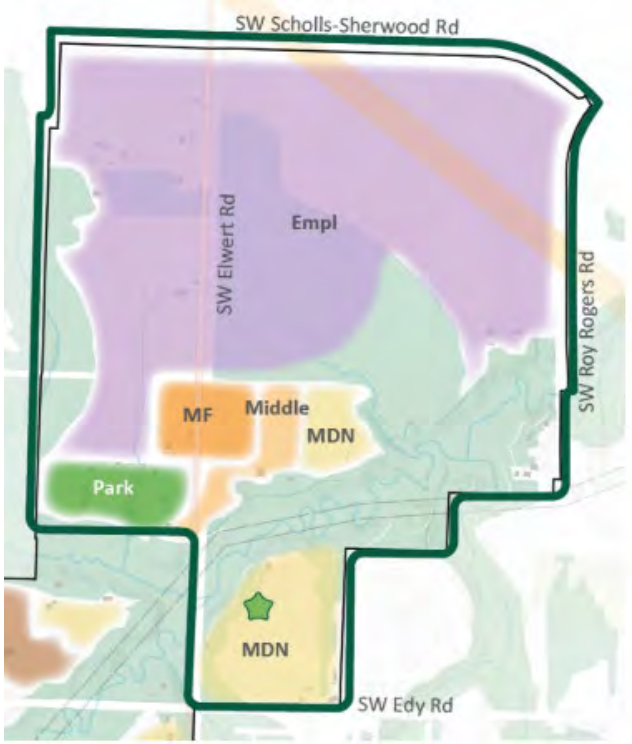
Statewide Semiconductor Taskforce

- **Two sites of 500+ acres** each to accommodate large-scale semiconductor R&D and/or production fabrication operations.
- **Four sites of 50-100 acres** suitable for integrated device manufacturers or major semiconductor equipment manufacturers.
- At least **eight sites of 15-35 acres** to enable key suppliers to the semiconductor cluster to locate and expand.

Sherwood West employment land analysis

Sherwood West has specific site characteristics that may meet a regional need.

- **50+ acre site options**
- **Relative proximity to existing high-tech cluster**
- **Flat sites**



Policy options

Policy options

1. No expansion

Sufficient capacity inside the UGB

Conclude that there is adequate capacity inside the UGB for housing and jobs

2. Expansion

Insufficient capacity inside the UGB

Expand the UGB to add the Sherwood West urban reserve area as proposed by the City of Sherwood

Consider conditions of approval:

- to help achieve a certain housing mix or number of housing units
- to preserve employment land with unique site characteristics for industrial and flex uses that cannot be found elsewhere in the UGB

Next steps

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *Public comment period July 9 – Aug 4*	Discussion of COO recommendation *released August 14*	**Public hearing** on COO recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Recommendation to Council			
MTAC			Recommendation to MPAC			
CORE	Discussion with Sherwood staff		Recommendation to Council			

Kicking off the policy discussion

- Does the Council have any direction for staff regarding next steps for its decision process?
- Does the Council have questions or direction regarding potential conditions of approval (pending an expansion is made)?

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The draft UGR and beyond

July 9: Draft UGR is released for public comment period (ends August 4)

Discussion of draft UGR:
July 9: Council Work Session
July 17: MTAC
July 24: MPAC
July 26: UGR roundtable

August 14: COO recommendation released

Discussion of COO recommendation:
August 21: MTAC
September 3: Council Work Session
September 11: MPAC

Discussion of final overall recommendations:
September 18: MTAC (recommendations to MPAC)
September 19: CORE (recommendations to Council)
September 25: MPAC (recommendations to Council)
September 26: Council holds public hearing on COO recommendation

October 1: Council direction on intended decision

November 21: Council first reading of ordinance; public hearing

December 5: Council second reading of ordinance; final decision



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



Articles People Learning Jobs Games Get the app



Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen <cchrist17543@gmail.com>
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

From: gwen werger <gwenwerger@yahoo.com>
Sent: Monday, July 1, 2024 11:49 PM
To: Gerritt.Rosenthal@oregonmetro.gov
Cc: marissa.madrigal@oregonmetro.gov; Lynn.Peterson@oregonmetro.gov; Mary.Nolan@oregonmetro.gov; Tim Rosener <RosenerT@SherwoodOregon.gov>; Eric Rutledge <RutledgeE@SherwoodOregon.gov>; Keith Mays <MaysK@SherwoodOregon.gov>
Subject: Support of Sherwood West UGB

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

Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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Miriam Hanes

From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

From: LouAnn Nance <louannnance@icloud.com>
Sent: Sunday, June 30, 2024 2:20 PM
To: Gerritt.rosenthal@oregonmetro.gov
Cc: Marissa.madrigal@oregonmetro.gov; Eric Rutledge <RutledgeE@SherwoodOregon.gov>; Lynn.peterson@oregonmetro.gov; mary.nolan@oregonmetro.gov; rosenertt@sherwoodoregon.gov; Keith Mays <MaysK@SherwoodOregon.gov>
Subject: UGB-Expansion

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Sent from my iPad

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
Gerritt.rosenthal@oregonmetro.gov

CC:
Marisa Madrigal
Chief Operating Officer
Marissa.madrigal@oregonmetro.gov
Eric Rutledge
Community Development Director
rutledgee@sherwoodoregon.gov
Lynn Peterson
President, Metro
Lynn.peterson@oregonmetro.gov
Mary Nolan
District 5 Councilor Metro
mary.nolan@oregonmetro.gov
Tim Rosener
Mayor, City of Sherwood
rosenertt@sherwoodoregon.gov
Keith Mays
Councilor, City of Sherwood
maysk@sherwoodoregon.gov

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
June 26, 2024

MEMBERS PRESENT	AFFILIATION
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Tim Rosener	Other Cities in Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Kirstin Greene	Oregon Department of Land Conservation and Development
Omar Qutub	Citizen of Multnomah County
Gerritt Rosenthal	Metro Council
Allison Tivnon	Second Largest City in Washington County
Denyse McGriff	Largest City in Clackamas County
Luis Nava	Citizen of Washington County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Duncan Hwang	Metro Council
Ty Stober	City of Vancouver
Thomas Kim	Port of Portland
Keith Kudrna	Special Districts in Multnomah County
Miles Palacios	Special Districts in Washington County
Steve Callaway	Largest City in Washington County

MEMBERS EXCUSED	AFFILIATION
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Emerald Bogue	Clark County
Terri Preeg Riggsby	TriMet
Carmen Rubio	Other Cities in Multnomah County
Mark Shull	Clackamas County
Pam Treece (Chair)	Washington County
Sharon Meieran	Multnomah County
Sherry French	Special Districts in Clackamas County
Susan Greenberg	Governing Body of a School District
Ed Gronke	Citizen of Clackamas County
Glen Yung	Clark County

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development
Anthony Martin	Largest City in Washington County

OTHERS PRESENT: David Nemarnik, Emily de Hayr, Juliet Ponte, Steven A Gotter, Brian Fields Clayton Madey, Medha Pulla, Fritz Kaliszewski, Mariann Hyland, Marc Farrar, Cathy Bell, Brian Schimmel, Kathryn Harrington, Sandy Glantz, Tom Armstrong, Mesha, Laurie Thiel, Dorila Nava, Eric Rutledge, Stephen McWilliams

STAFF: Connor Ayers, Georgia Langer, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Marissa Madrigal, Val Galstad, Ted Reid, Jaye Cromwell, Liam Frost, Eryn Kehe, Yesenia Delgado, Emily Lieb, Alison Wicks, Valeria McWilliams, Serah Breakstone, Alice Hodge,

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Vice Chair Brett Sherman meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Vice Chair Brett Sherman read aloud the instructions for providing public testimony.

David Nemarnik, Sherwood, read testimony from Jeffert Kleinman, the attorney representing the West of Sherwood Farm alliance. They raised legal and policy questions for consideration by Metro Council. They shared that they were in opposition to the Sherwood West Concept Plan.

Emily de Hayr, Sherwood, shared that before they add employment lands to Sherwood, they should analyze what happened to the Tonkin employment area. She questioned why Sherwood needs more employment land.

Juliet Ponte, Sherwood, shared that her family owns a 50-acre winery in Sherwood, and stated that rural and agricultural jobs will be displaced because of development on farmland. Ponte expressed opposition for the Sherwood West Concept Plan.

Steven A Gotter, Sherwood Farm Alliance, expressed opposition for the Sherwood West Concept Plan, noting that he would like answers to who will be employed. He noted concern about traffic jams, asking which taxpayers will pay for the widening of roads.

Brian Fields, Sherwood, shared that they oppose the Sherwood West Concept Plan, requesting a taxpayer impact statement.

Clayton Madey shared support for the Sherwood West Concept Plan due to its ability to provide high paying jobs.

Seeing no further testimony, Vice Chair Sherman moved onto the next agenda item.

3. COUNCIL UPDATES

COO Update:

COO Marissa Madrigal provided a brief update, noting that since the last meeting, they have continued to meet with county partners and key stakeholders. She shared that they have been operating within a broad framework of alignment previously shared, focusing on detailed exploration to ensure feasibility before making any recommendations to the Metro Council. COO Madrigal emphasized the importance of maintaining stability in existing services and taking a reality-based approach. She highlighted the value of listening to implementers and providers to find the best path forward. Overall, COO Madrigal expressed a positive outlook, confident in achieving both service stability and progress in affordable housing.

With no further discussion, Vice Chair Sherman moved to the Council Update.

Council Update:

Councilor Duncan Hwang shared that Council Approved $700,000 for regional ecological and cultural restoration projects. He shared that Blue Lake Regional Park is reopening after infrastructure updates, new watercraft launch, and improved fishing pier. He discussed the solicitation for innovative capital projects combining nature, job opportunities, housing, and transportation. Councilor Hwang discussed the ongoing placemaking series and doubling of community placemaking grants, as well as the regional transportation grant awards to projects promoting travel options. He also discussed the development of a systems facilities plan, Recycling Modernization Act implementation, and multifamily bulky waste collection study.

Councilor Gerritt Rosenthal discussed changes to the Recycling and Waste Advisory Committee (RWAC). Councilor Rosenthal mentioned a joint meeting between the MERC and Metro Council, where they discussed the potential repurposing of the Expo Center into a regional sports facility complex. He noted that there was no opposition to this idea, allowing the four options identified by the consultants, which included ice rinks, open fields, and volleyball courts, to move forward in the evaluation process.

MPAC Member Discussion:

Mayor Joe Buck asked for a status update on the riverwalk project for the Falls.

Malu Wilkinson shared that they will get an update for him on that.

Seeing no further discussion, Vice Chair Sherman moved onto the next agenda item.

4. CONSENT AGENDA

Due to lack of quorum, Vice Chair Brett Sherman moved the vote to approve the consent agenda to next month's meeting.

5. COMMITTEE MEMBER COMMUNICATIONS

There being no committee member communications, Vice Chair Sherman moved onto the next agenda

item.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Housing Update

Vice Chair Brett Sherman introduced Liam Frost, Yesenia Delgado, Emily Lieb, Alison Wicks, Valeria McWilliams to present on the topic.

Presentation Summary:
The presenters shared the regional approach to housing and homelessness, noting that Metro leads equitable regional system and vision, invests funding to achieve shared goals, and ensures accountability to voters. They also outlined the roles of the counties and service providers. The presenters discussed the FY 2023-24 department investment process, and the affordable housing bond dashboard. They discussed the affordable housing bond project locations and the affordable housing bond pipeline. They shared the regional long-term rent assistance program snapshot, and the regional overview of population A and B. They shared the background, status, and next steps for the tri-county planning body update.

MPAC Member Discussion:

Vice Chair Brett Sherman mentioned that population B are differently dispersed than population A in Multnomah County versus the other counties. He asked why the population differs between counties.

Yesenia shared that counties are providing different resources. She noted that Permanent Supportive Housing (PSH) takes a longer time to ramp up, noting that Multnomah County has invested additional dollars for population B.

Liam Frost shared that Multnomah County has many different and significant resources in comparison to other counties.

Vice Chair Brett Sherman asked about the permanent placement and supportive housing in relation to the datapoints with this fiscal year.

Yesenia Delgado shared that PSH work with folks with higher levels of need and more support needed, noting that it takes a higher level of trust to build with folks who need PSH, so it takes longer to work with those households. Additionally, Delgado shared that PSH buildings need to build or find buildings and so that also takes longer. She noted that this is the most meaningful intervention.

Mayor Buck asked if Metro is implementing these coordinated efforts.

Valeria McWilliams shared that there are some initiatives that Metro is leading, some that the counties are leading, and ones that other folks are leading. She noted that she will share the information.

Frost shared that Multnomah County is creating a platform where housing navigators can see which beds are currently available in real-time. Everyone is heavily involved, as is house share of Oregon.

Mayor Joe Buck asked about the landlord certification process, asking if it is like Section 8's processes.

Frost shared that the goal is to recruit landlords, stating that it is difficult to build relationships with buildings to place folks into housing. He shared that it is similar, but they are working to institutionalize the system.

McWilliams shared that it provides a lot more flexibility to access those units and they have at-risk mitigation programs that supports landlords and ensures that any damages will be covered and insured.

Mayor Callaway noted that the document stated that about 4,000 households were put into housing and 14,000 were placed into housing, asking why the numbers were different in the slides.

Frost stated that the numbers in the report discussed the entirety of the program and the ones in the slides were just for the households.

Mayor Callaway asked if people were double counted.

Delgado noted that the audit found that when they are reporting people versus households, there can be some confusion. She noted that the 14,000 number that Mayor Callaway was referring to was people, rather than households, which can have multiple people in the households. She noted that they do not duplicate folks, but the number is smaller because of the change in the way they count.

Mayor Callaway asked what the long-term staffing plan is.

Emily Lieb responded that they collect data and there is a 5% cap on administrative funding. She added that they have had $500,000 proposed for FY25, and the plan is to include a small general fund to cover the administrative costs for the program.

Mayor Callaway stated that if Metro is going to pursue federal or state funds, they should let them know because cities would be glad to sign on.

Seeing no further discussion, MPAC Vice Chair Sherman moved onto the next agenda item.

6.2 Assessment of City Employment Land UGB Expansion

Vice Chair Sherman introduced Eryn Kehe, Ted Reid, and David Tetrick to present on the topic.

Presentation Summary:
The presenters shared the project timeline, and shared maps of the vacant buildable land, infill buildable land, and redevelopable land as of 2024. They discussed the demand analysis methodology for employment land and shared the draft results from the industrial and commercial land gap analysis. The presenters discussed large industrial site inventory, and the Sherwood west employment analysis. They discussed their project question, approach, market supply, and site competitiveness.

MPAC Member Discussion:
Mayor Tim Rosener shared that they see the distance from I-5 is a positive thing because they do not want warehouses like Amazon to occupy that employment land, rather, they want other jobs.

Mayor Steve Callaway inquired about the commercial land deficit, asking if a deficit was projected in the previous Urban Growth Report (UGR) and what had changed since then. He requested an explanation in the final draft about the assumptions or predictions that had shifted from the last forecast to the current one. He expressed curiosity about the reasons for the current deficit.

Ted Reid explained that the commercial land deficit was largely due to the limited growth capacity in the commercial category, which made it easy to slip into a deficit. He emphasized that the deficit was a 20-year projection, starting with a low amount of land inside the urban growth boundary. He noted that commercial uses often overlap with industrial areas, meaning some commercial demand would be met by industrial land. This interaction between industrial and commercial categories, despite being analyzed separately, contributed to the perceived deficit.

Mayor Callaway asked if it is possible that some of the deficit could come out of the industrial land that they are projecting going forward.

Reid clarified that they do see commercial uses going into industrial areas. They also noted that commercial uses tend to want to go where people are, so if they saw demand for commercial space and potentially a deficit, they would expect more development to happen in their existing corridors downtown.

Mayor Callaway discussed developable land and ready land, asking if they are in proximity to where their manufacturers are, noting that that is important to consider.

Councilor Rosenthal inquired about the availability of tier three lands for large-scale logistics or transfer operations, noting Mayor Rosener's comment that Sherwood was not seeking such developments due to its location away from I-5. He asked if large-scale parcels were available in North Wilsonville, the basalt lands, and the Tonkin lands, and whether the proposed west Sherwood was considered part of the larger industrial job lands in the Tualatin, North Wilsonville, and Sherwood area, or viewed separately. Councilor Rosenthal highlighted the abundance of job lands in the area and the need to address transportation issues to facilitate access to these jobs, a problem that had not yet been fully resolved.

Reid responded that it depends on whether there is market demand for warehousing distribution for these sites.

David Tetrick shared that they are still seeing logistics warehousing distribution operations continue to expand in our region at a slower rate due to higher interest rates. He noted that those businesses remain very viable across the US and in the region, especially with the rate of pickup in the e-commerce around the world. He added that for some of those sites identified in the large lot inventory, they are active quarries other current cases like that aren’t likely to move into a different use category. Tetrick noted that they will not be available anytime soon.

Councilor Rosenthal asked if West Sherwood would be part of the general industrial jobs triangle, or if it be a separate area.

Tetrick responded that there are arguments for and against doing that. He added that some that are against include the distance from I-5.

Councilor Nolan asked about the capture rate from the seven counties to the Metro region. They asked what historic timeframe they looked back to, noting that it appears to be shifting a little north of the Colombia River. They asked if that has been considered when they say they can capture 70-75% of that seven-county job growth.

Reid shared that the trend dates to 1979, sharing the trend that covers around 80 percent for many years, but has since declined to 75 percent.

Councilor Nolan noted that they should explore that more. They also asked about parcel size, asking if staff have looked at the specific ownership of land within the proposed expansion area to determine the personalization of that land.

Tetrick shared that there are currently three owners and three parcels.

Councilor Nolan asked what the purpose of that land is.

Tetrick shared that it is active farmland.

Mayor Rosener shared that he estimates that about 40% of the land is being used.

Councilor Nolan responded that they should look at the actual data there. They shared that they should consider that industrial land adjacent to active farmland as a serious conflict, noting that it could damage the work of the agricultural land. Councilor Nolan also asked if they looked at wage rates, noting that if there is low density industrial land, there may be fewer jobs available.

Tetrick shared that the industry is likely to grow in this area.

Councilor Nolan requested wage and employment density assumptions.

Mayor Rosener discussed the need for realistic assessments of industrial land based on market preferences, emphasizing that developers prefer sites with a 7% slope or less, while the current urban growth report uses a 25% slope guideline dictated by state formulas. He stressed the importance of revising these forecasts to reflect usable land to provide accurate recommendations to the Metro Council. He acknowledged that the urban reserves around Sherwood had been designated for growth years ago, with much of the land now owned or optioned by speculators, indicating site readiness. Mayor Rosener called for detailed analysis to verify potential conflicts, like having farmland next to industrial land, to ensure informed planning decisions. He criticized the urban growth report for relying on historical data and state formulas, which may not account for aspirational growth or strategies to reverse declining trends. He urged for a forward-looking approach to ensure regional prosperity and competitiveness.

Vice Chair Sherman thanked the MPAC members for the questions they asked.

6.3 2040 Planning & Development Grants Program Updates
Due to time restraints, Vice Chair Sherman postponed this agenda item.

7. ADJOURN

Vice Chair Brett Sherman adjourned the meeting at 7:06 pm.

Respectfully Submitted,

Georgia Langer

Georgia Langer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 27, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	06/26/2024	Housing Update Presentation	062624m-01
6.3	Presentation	06/26/2024	Urban Growth Management: Employment Land Analysis Presentation	062624m-02

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, June 26, 2024 **5:00 PM** **Metro Regional Center, Council chamber, https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held in person at the Metro Regional Center Council Chambers with opportunities to join online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (5:05PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Consent Agenda (5:20PM)

4.1 Consideration of the May 22, 2024 MPAC Minutes 24-6084

Attachments: 052224 MPAC Minutes

5. Information/Discussion Items (5:25PM)

5.1 Housing Update (5:25 PM) COM 24-0795

Presenter(s): Liam Frost, Metro

Attachments: MPAC Worksheet
MPAC Memo

5.2 Assessment of City Employment Land UGB Expansion Proposals (5:50PM) COM 24-0817

Presenter(s): Eryn Kehe, she/her, Metro
Ted Reid, he/him, Metro
David Tetrick, he/him, Metro

Attachments: MPAC Worksheet

5.3 2040 Planning & Development Grants Program Updates(6:35PM) COM 24-0818

Presenter(s): Serah Breakstone, she/her, Metro

Attachments: MPAC Worksheet

6. Adjourn (7:00PM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

5.2 Assessment of City Employment Land UGB Expansion Proposals

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, June 26th, 2024

MPAC Worksheet

Agenda Item Title: Assessment of city employment land UGB expansion proposals

Presenters: Eryn Kehe, she/her; Ted Reid, he/him; David Tetrick, he/him

Contact for this worksheet/presentation: Laura Combs, she/her

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for 20 years of expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land.

To assess the growth capacity of the existing UGB, Metro works with cities and counties to inventory buildable land and uses a financial feasibility model to estimate how much housing or job development may occur on already developed lands over the next two decades. MPAC has previously discussed the methods and the preliminary estimates of the UGB's residential growth capacity. MPAC has also discussed the regional population, household, and employment forecast as well as how those forecasts are used for a regional housing needs analysis.

The focus of this meeting is discussion of the approach to completing the employment land demand analysis. Additionally, staff will present a supplemental employment analysis specific to the Sherwood West expansion proposal to understand if the proposed expansion area offers specific attributes to meet regional needs that cannot be met with other lands inside the UGB.

The draft 2024 Urban Growth Report, which includes the collection of all the technical analyses presented to MPAC this year, will be released in late June. The draft Urban Growth Report serves as a basis for MPAC's recommendations to the Metro Council and for the Metro Council's growth management decision.

Outcome
MPAC members are aware of the technical analyses and review processes that will inform their recommendation to the Metro Council for the 2024 urban growth management decision. MPAC members can ask questions of Metro staff regarding the approach to the employment land demand analysis and the implications for the Sherwood West expansion proposal.

What has changed since MPAC last considered this issue/item?
At the May 22, 2024 meeting, City of Sherwood staff presented the Sherwood West Concept Plan. Since this meeting, Metro staff has continued completing technical work including the employment land demand analysis and the assessment of proposed employment land expansions in Sherwood West.

What packet material do you plan to include?
None – presentation available at meeting.

Materials following this page were distributed at the meeting.

Urban growth management: Employment land analyses

MPAC
June 26, 2024

Project timeline

Technical work and analysis: Developing the urban growth report

- Buildable land inventory (BLI)
- Regional forecast
- Capacity analysis
- Employment trends and site characteristics
- Housing needs analysis
- Residential readiness analyses
- Draft urban growth report (UGR)

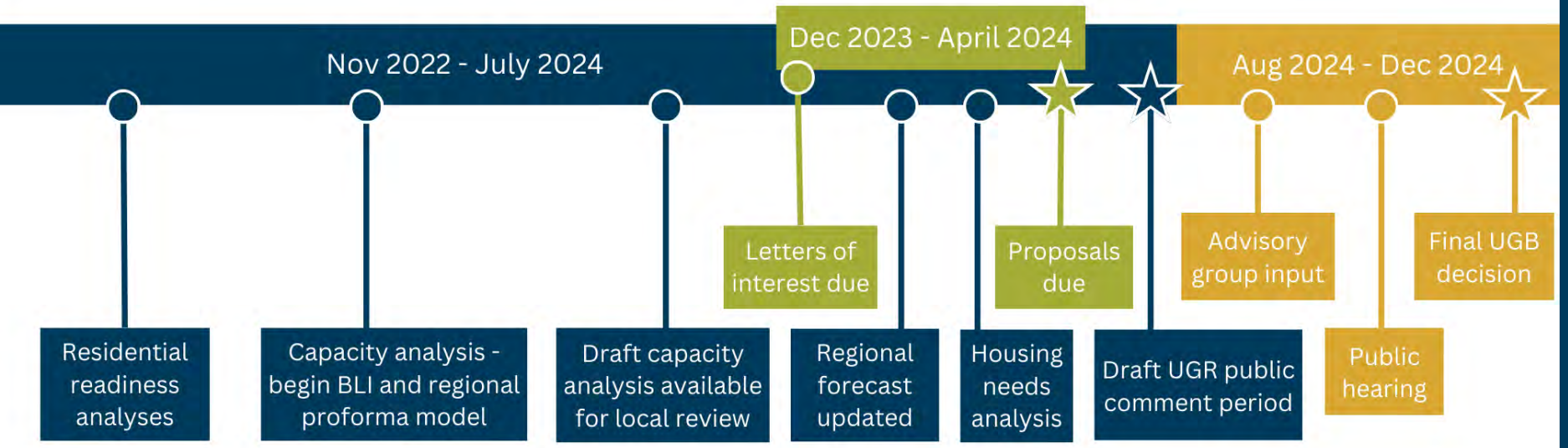
City expansion proposals

- Letters of interest
- Expansion proposals

2040 planning and development grants available

Metro Council decision

- Consider Metro staff and advisory group recommendations
- Public hearings
- Policy direction
- Final decision



Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

The draft UGR and beyond

July 9: Draft UGR is released for public comment period (ends August 4)

Discussion of draft UGR:
July 9: Council Work Session
July 17: MTAC
July 24: MPAC
July 26: UGR roundtable

August 14: COO recommendation released

Discussion of COO recommendation:
August 21: MTAC
September 3: Council Work Session
September 11: MPAC

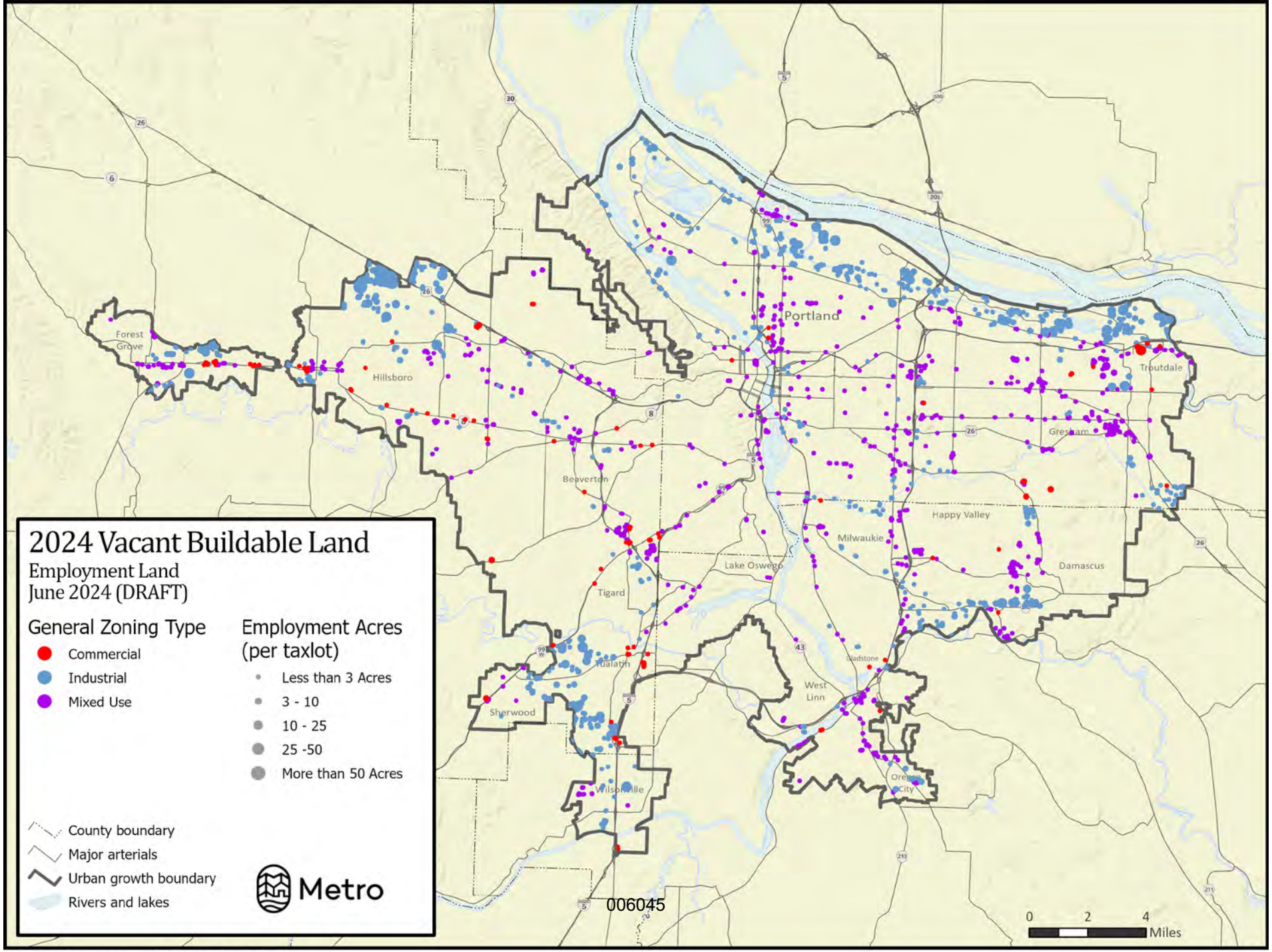
Discussion of final overall recommendations:
September 18: MTAC (recommendations to MPAC)
September 19: CORE (recommendations to Council)
September 25: MPAC (recommendations to Council)
September 26: Council holds public hearing on COO recommendation

October 1: Council direction on intended decision

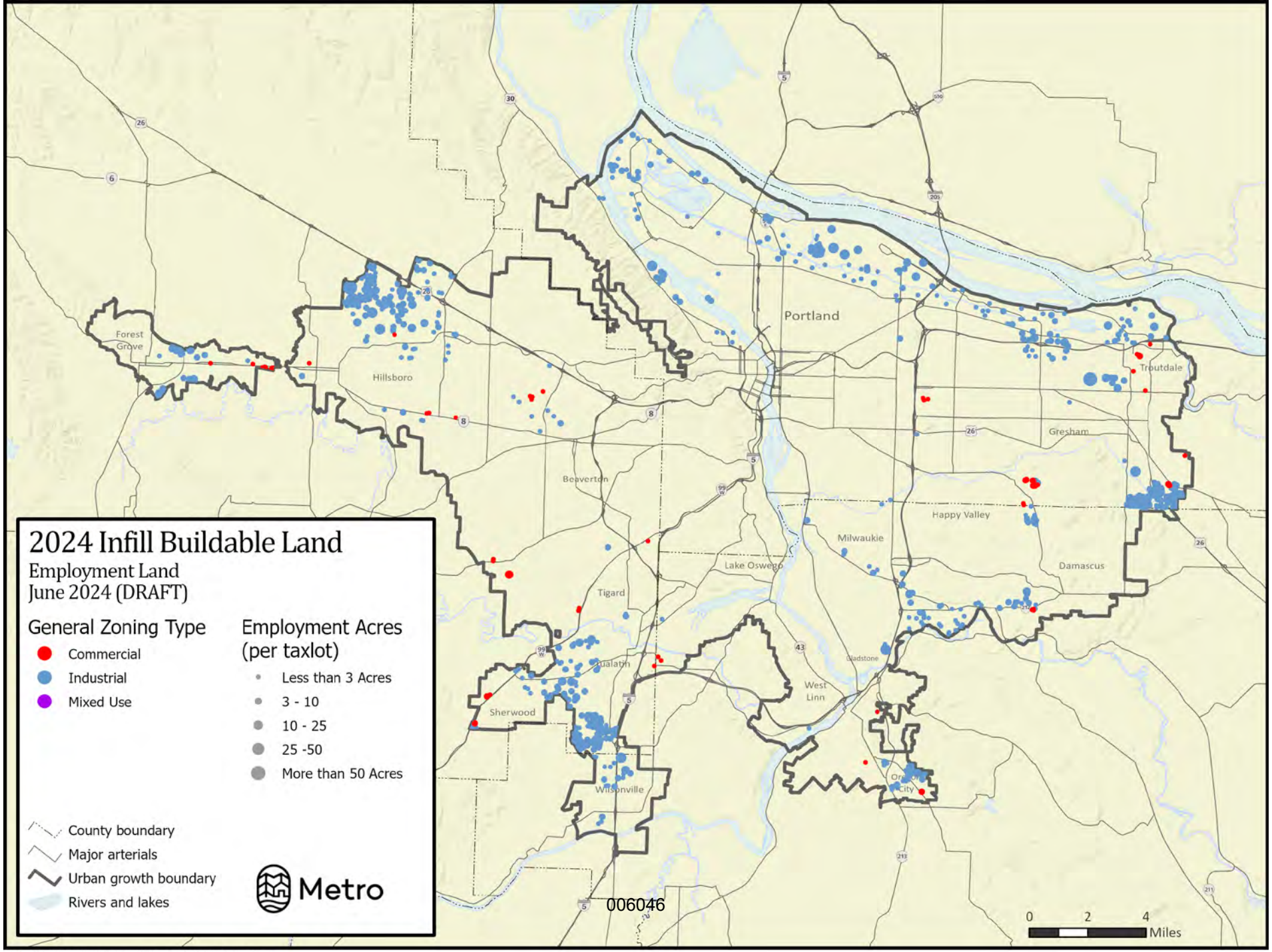
November 21: Council first reading of ordinance; public hearing

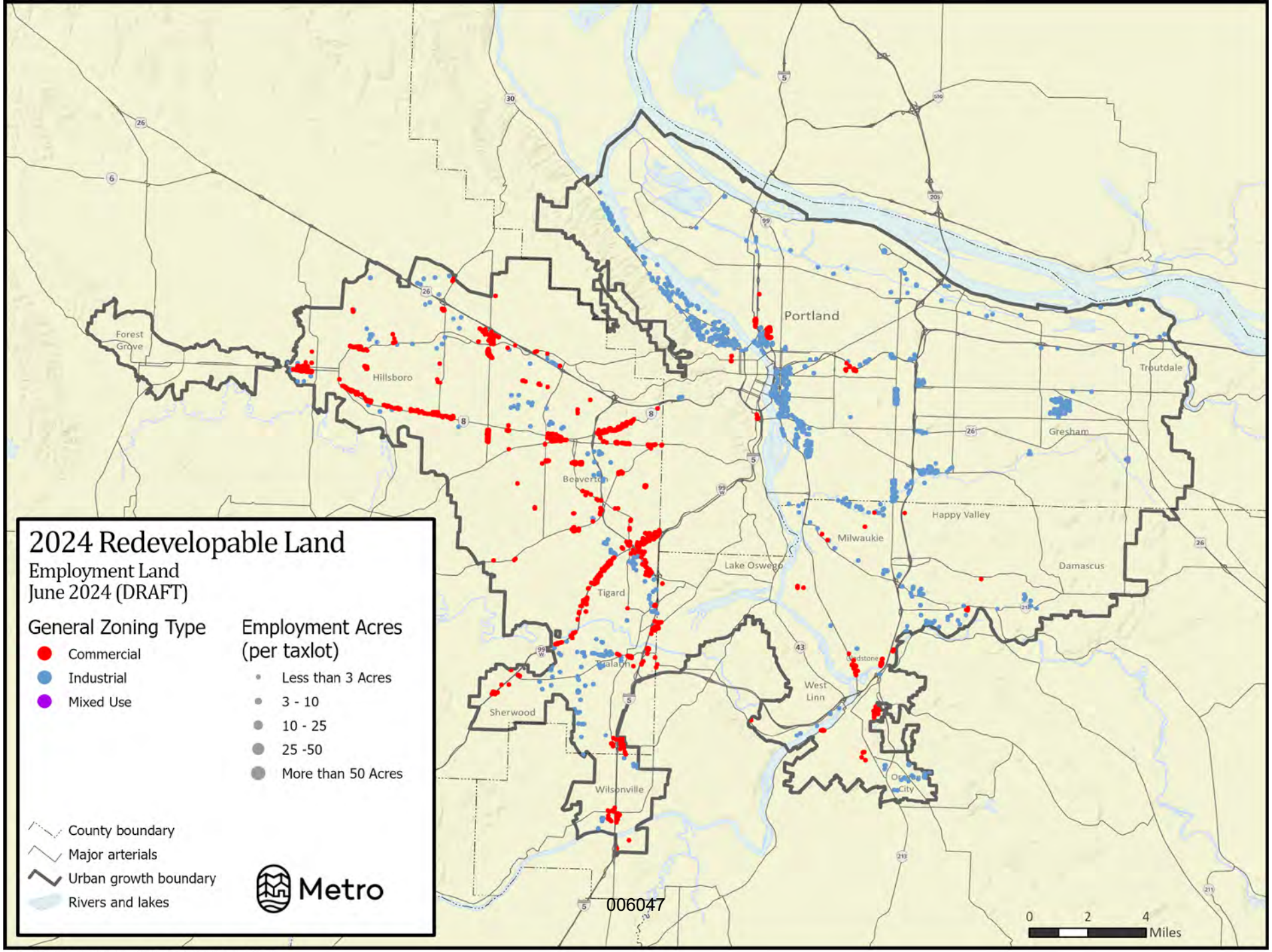
December 5: Council second reading of ordinance; final decision

Employment land: draft capacity results



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2024 Infill Buildable Land
Employment Land
June 2024 (DRAFT)
General Zoning Type
Commercial
Industrial
Mixed Use
Employment Acres
(per taxlot)
Less than 3 Acres
3 - 10
10 - 25
25 -50
More than 50 Acres
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Wilsonville
Lake Oswego
Milwaukie
Gladstone
West Linn
Happy Valley
Damascus
Gresham
Troutdale
006046
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Miles

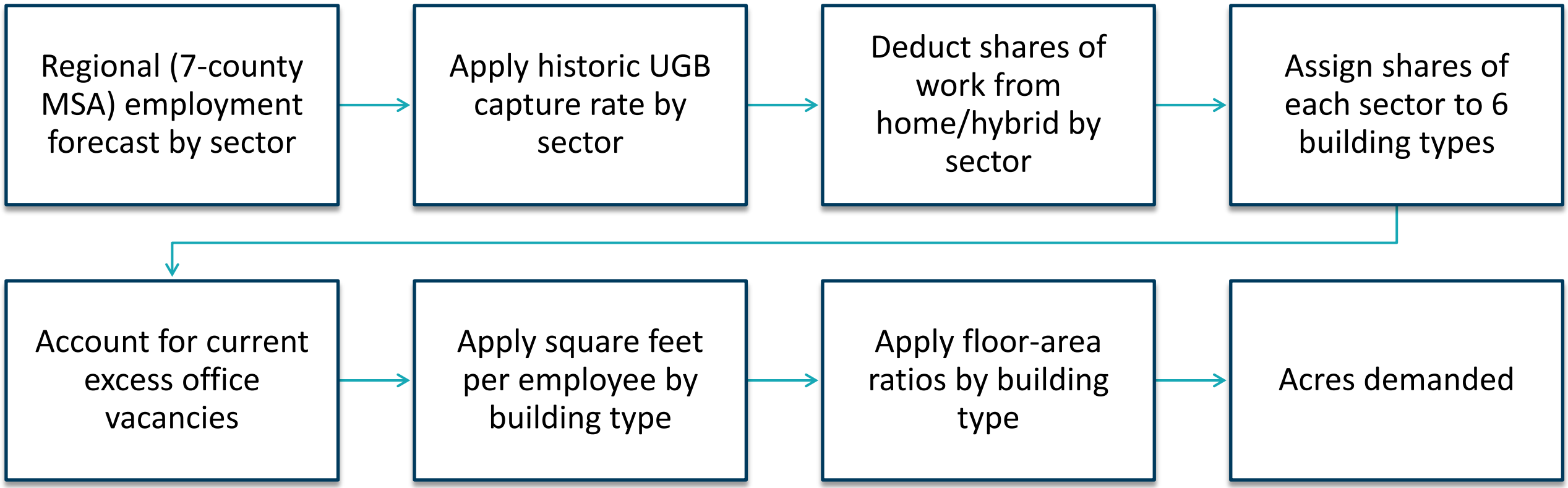

2024 Redevelopable Land
Employment Land
June 2024 (DRAFT)
General Zoning Type
Commercial
Industrial
Mixed Use
Employment Acres
(per taxlot)
Less than 3 Acres
3 - 10
10 - 25
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More than 50 Acres
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Lake Oswego
Milwaukie
Happy Valley
Gresham
Troutdale
Damascus
Sherwood
Wilsonville
West Linn
Tualatin
0 2 4
Miles
006047

Employment capacity inside UGB

Buildable acres – reviewed by local jurisdictions		
Capacity type	**Industrial**	**Commercial**
Vacant	2,574	288
Infill	3,252	147
Redevelopment	124	46
Total	**5,950**	**481**

Employment land: demand analysis methodology

Converting jobs to acres



Summarize two categories for results

Industrial	Commercial
Gen. Industrial	Office
Warehouse/Distribution	Retail
Flex/Business Park	Medical/Institution

Employment land gap analysis: draft results

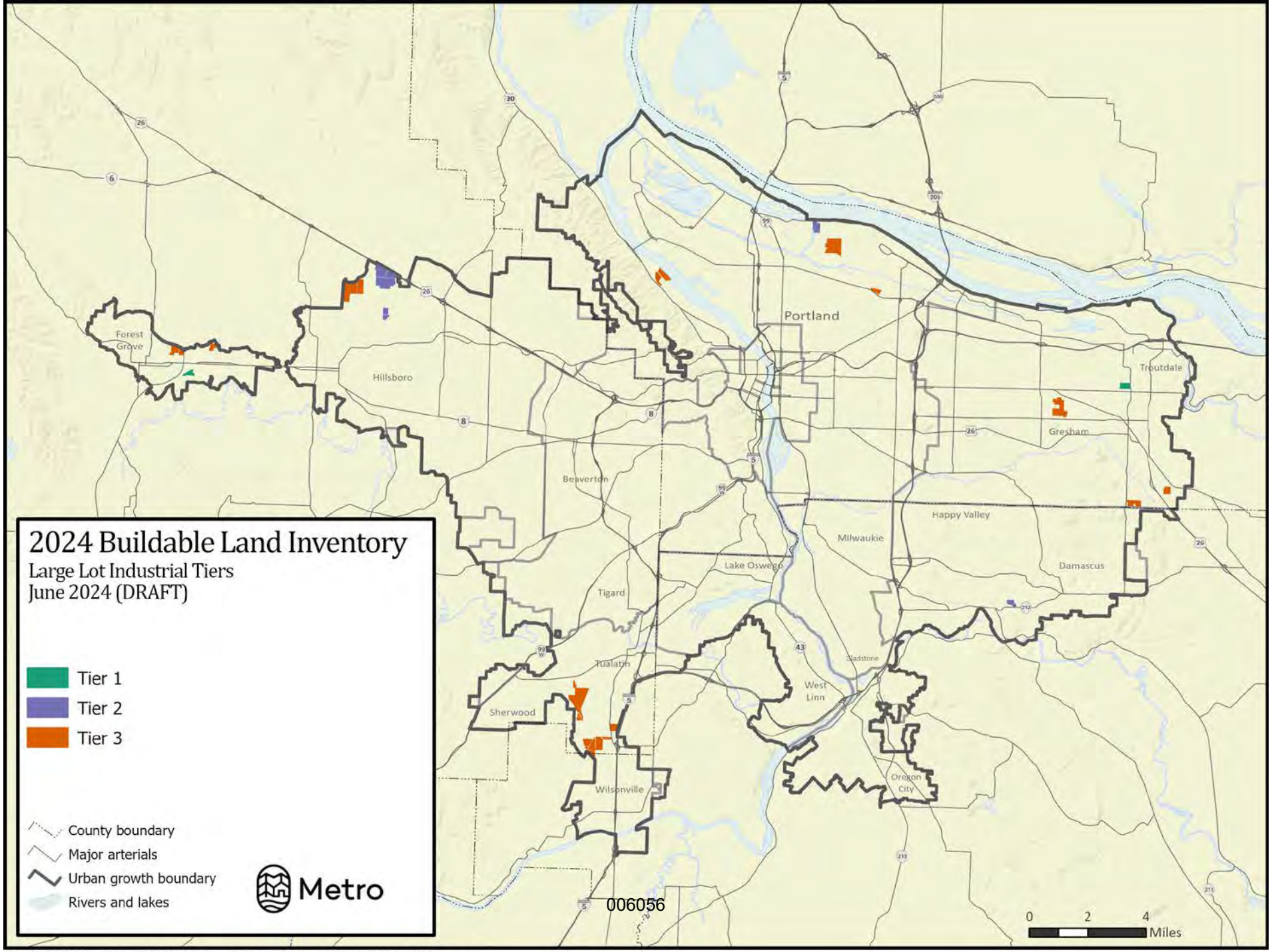
Industrial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750

Commercial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Large industrial site inventory



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Sherwood West employment analysis

Project Question

Is there an economic benefit to include employment acres above and beyond the regional growth forecast?

- How does an increase in employment land in Sherwood West support economic growth for the Metro Region?
- How could this approach and analysis be replicated and effective for reviewing future UGB expansion requests?

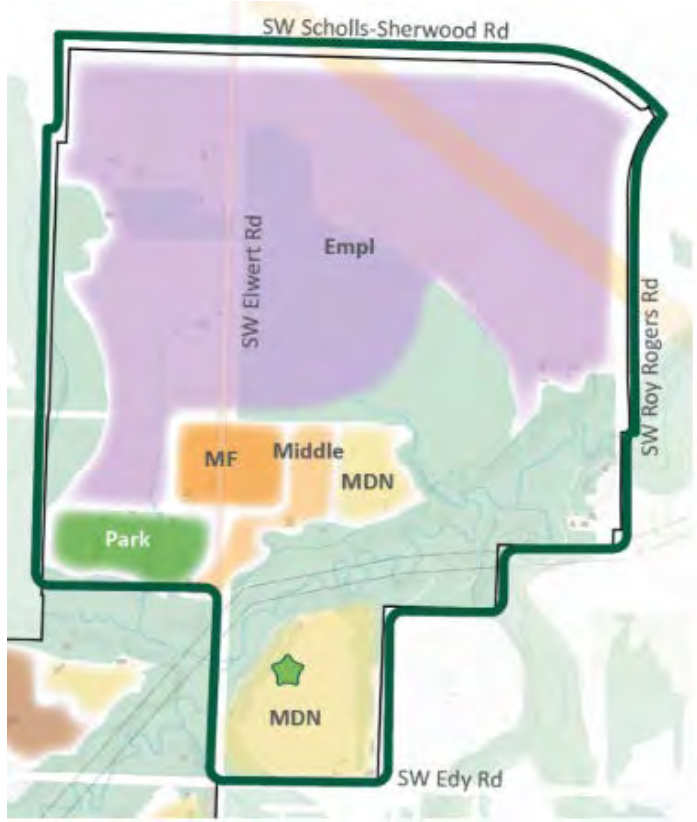
Project Approach

Market supply

A diverse regional market supply of sites is essential to maintain an equilibrium in market pricing and to support a broad range of industries.

Site competitiveness

The Sherwood West site has characteristics that are suited to accommodate the industries that are likely to grow, which will support regional economic and business growth.



Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Current industrial land supply and vacancy rates

Positive net absorption of industrial square footage in Washington County and Sherwood in 2023

Current vacant land that could support employment growth

Average parcel size: 10 acres
Median parcel size: 5 acres

Parcel assembly is likely needed to support industrial uses

Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Regional employment growth trends

Average annual growth rate, 2017-2022

	Sherwood	Regionwide
Industrial land users	5.8%	1.7%
Manufacturing	2.5%	1.1%



Site competitiveness

Does Sherwood West have a competitive advantage for employment growth over other available land in the region?

Site evaluation and readiness analysis

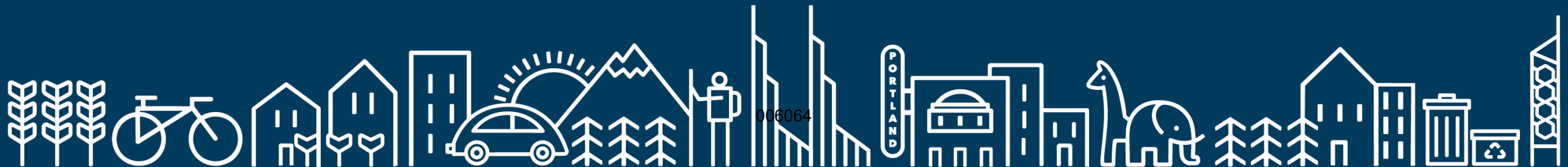
Pros: Parcel size, ownership, and slopes are competitive for industrial users
Cons: I-5 access
Needs: Infrastructure for water and sanitary sewer

Capacity constraints in existing industrial areas

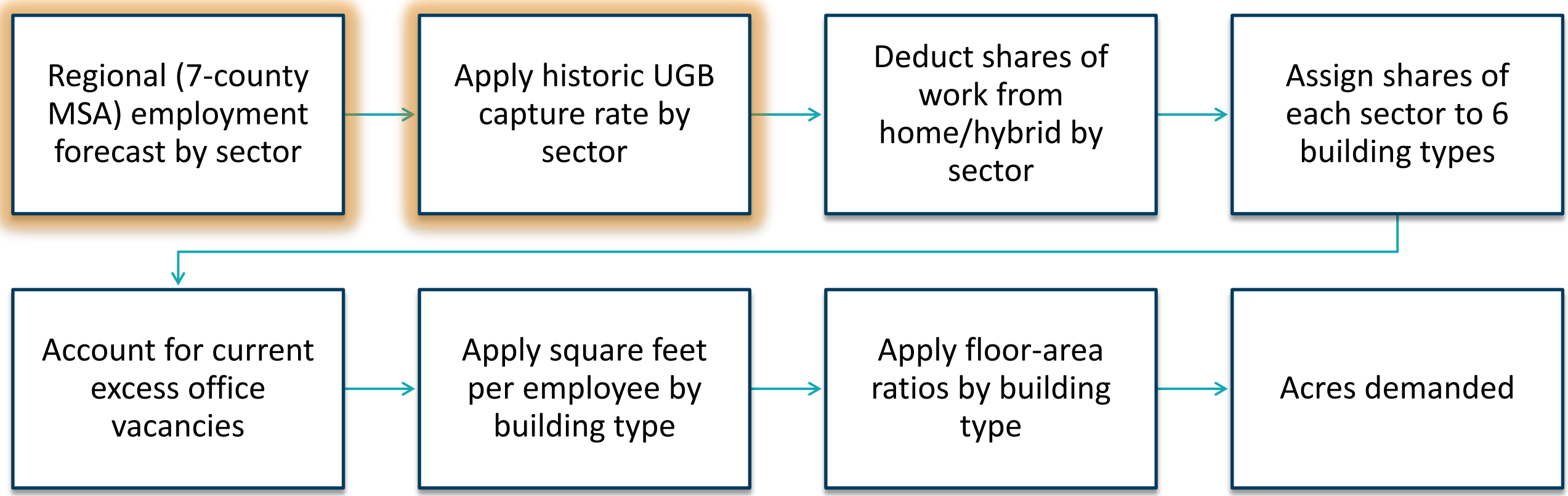
Companies have relocated from smaller spaces in the region to new industrial parks in Sherwood to expand and consolidate operations

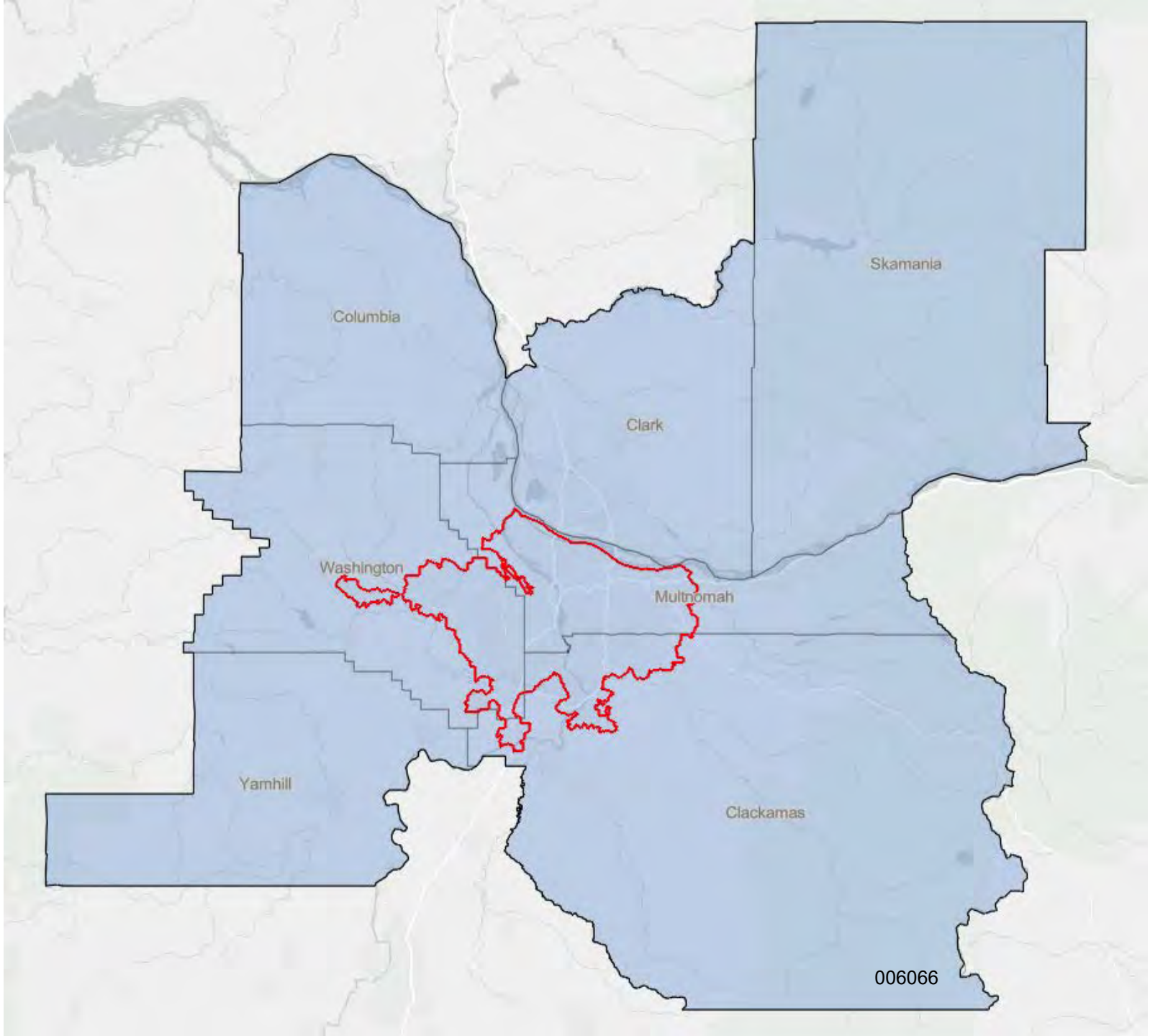
Questions?

oregonmetro.gov



Converting jobs to acres

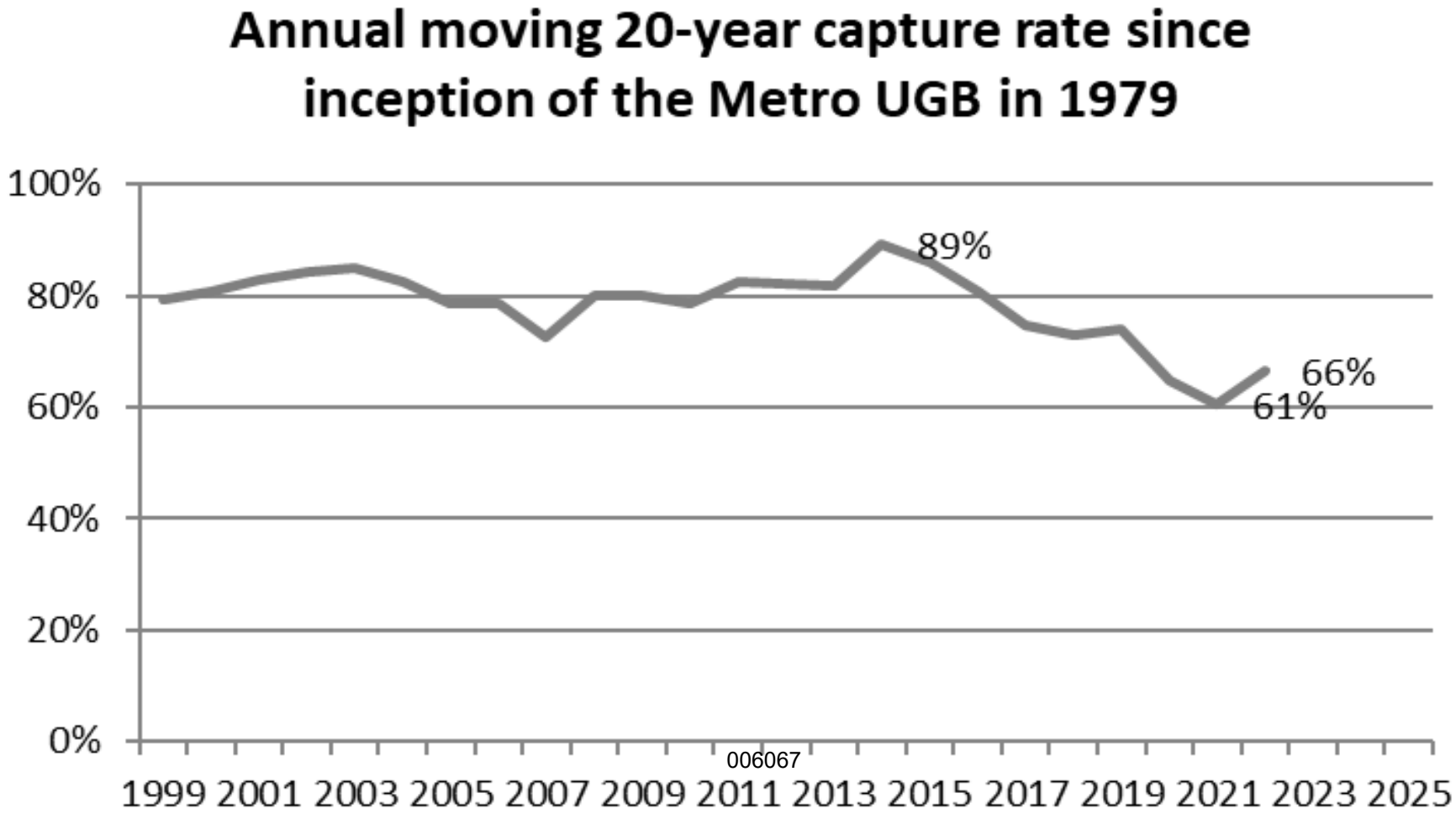




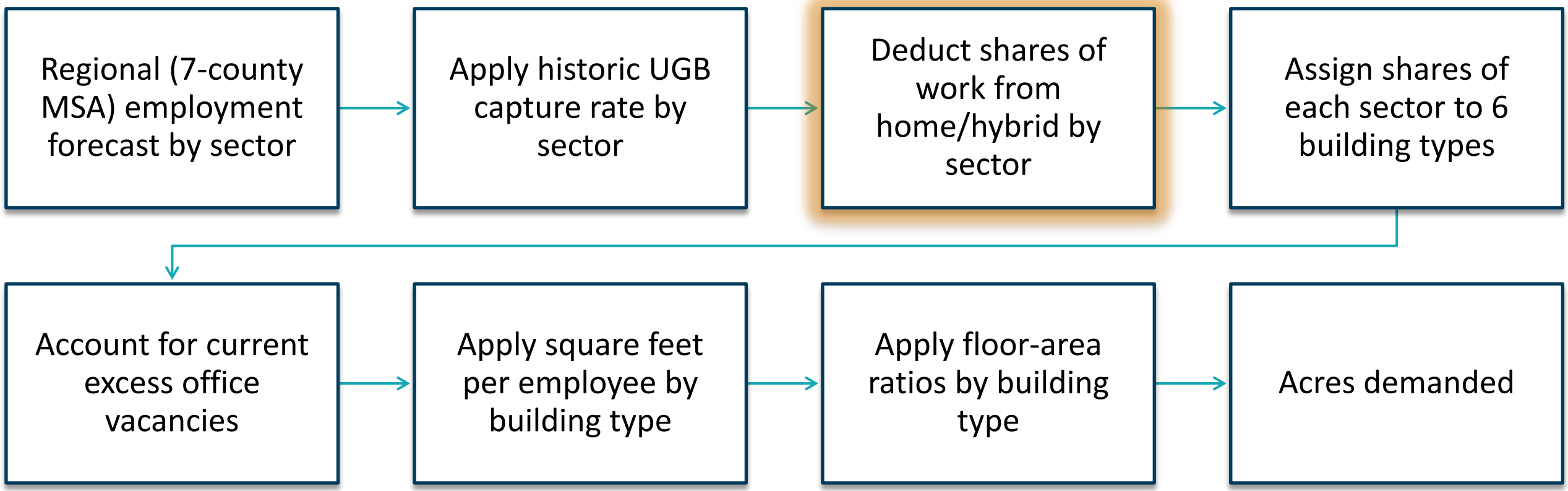
Regional forecast geography

75% average UGB capture rate

(assumptions vary by sector)



Converting jobs to acres



Deduction from demand: work from home and hybrid work



Mostly in-person sectors
10% or less WFH

- Construction
- Retail trade
- Transportation, warehousing, and utilities
- Arts, entertainment, recreation
- Accommodations and food service



Moderately hybrid sectors
10-20% WFH

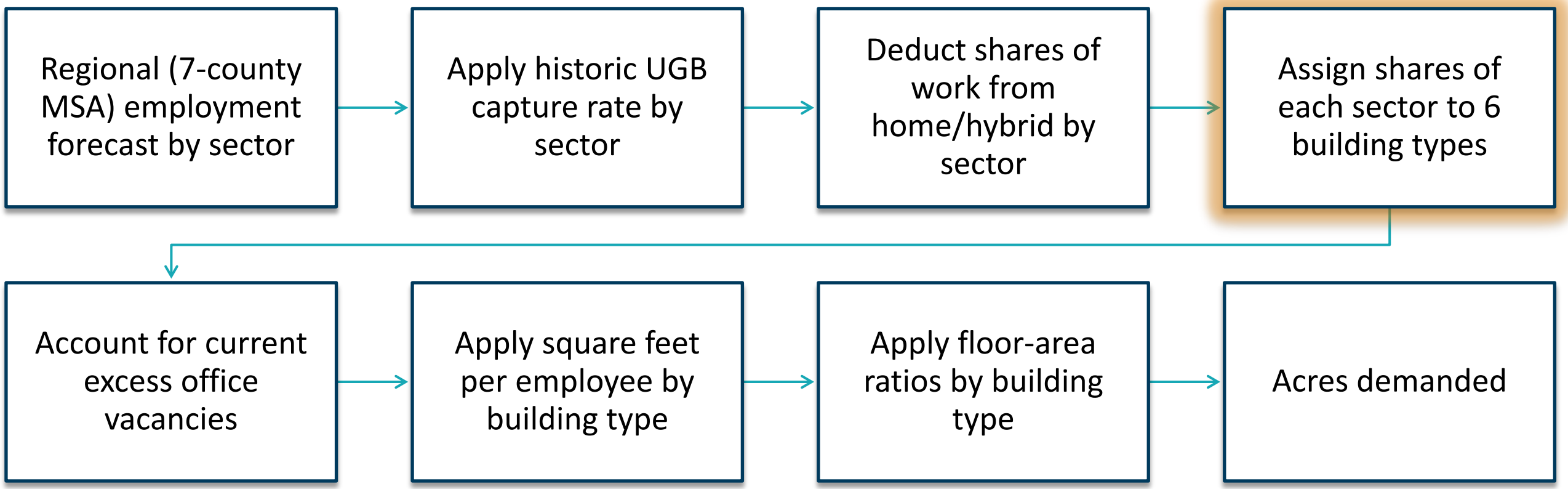
- Manufacturing
- Wholesale trade
- Private education
- Health and social services
- Other services



Hybrid sectors
20% + WFH

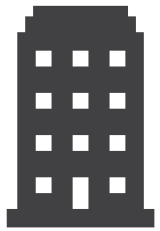
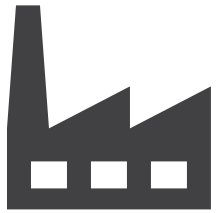
- Information
- Finance and insurance
- Real estate
- Professional services
- Management of companies
- Government

Converting jobs to acres

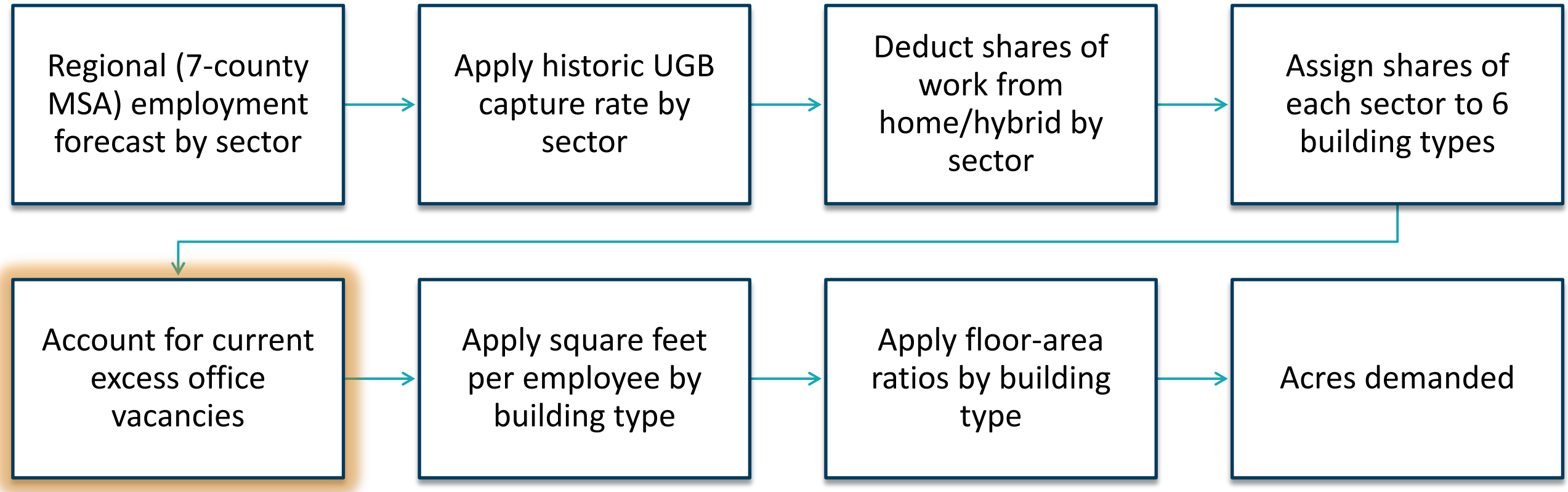


Manufacturing sector example

Shares of jobs are allocated to buildings

Office	Medical/ Institution	Flex/Business park	General industrial	Warehouse/ Distribution	Retail
					
3%	0%	33%	40%	20%	4%

Converting jobs to acres



Account for excess office vacancy

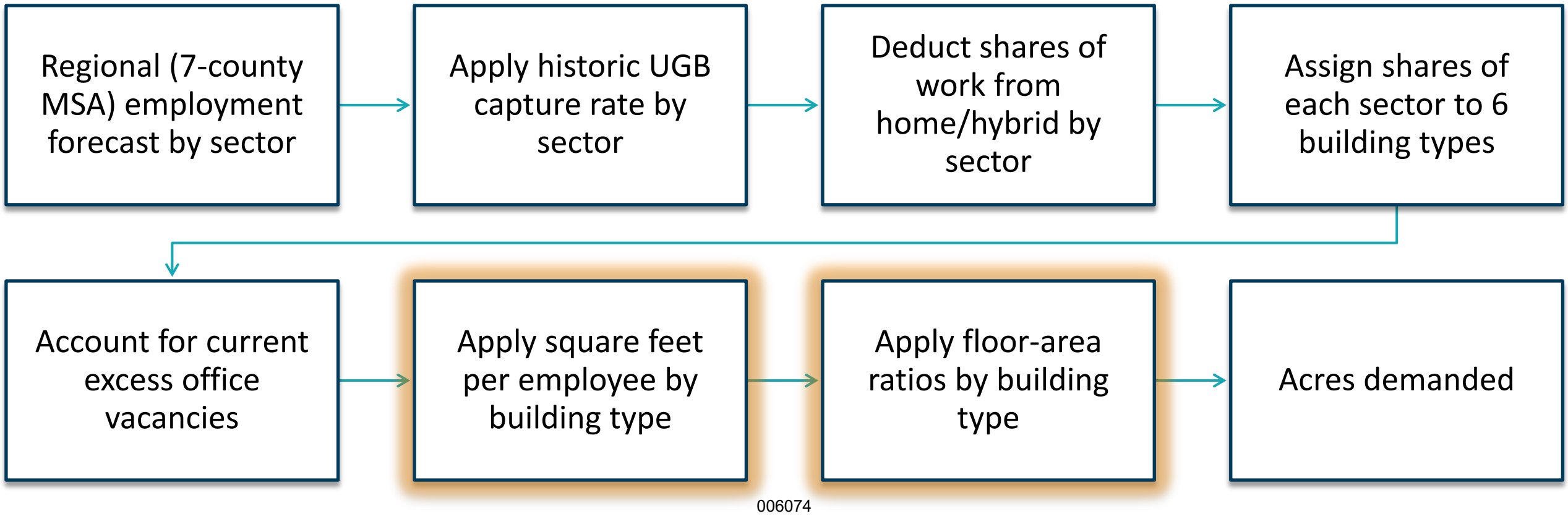
Total vacant office space

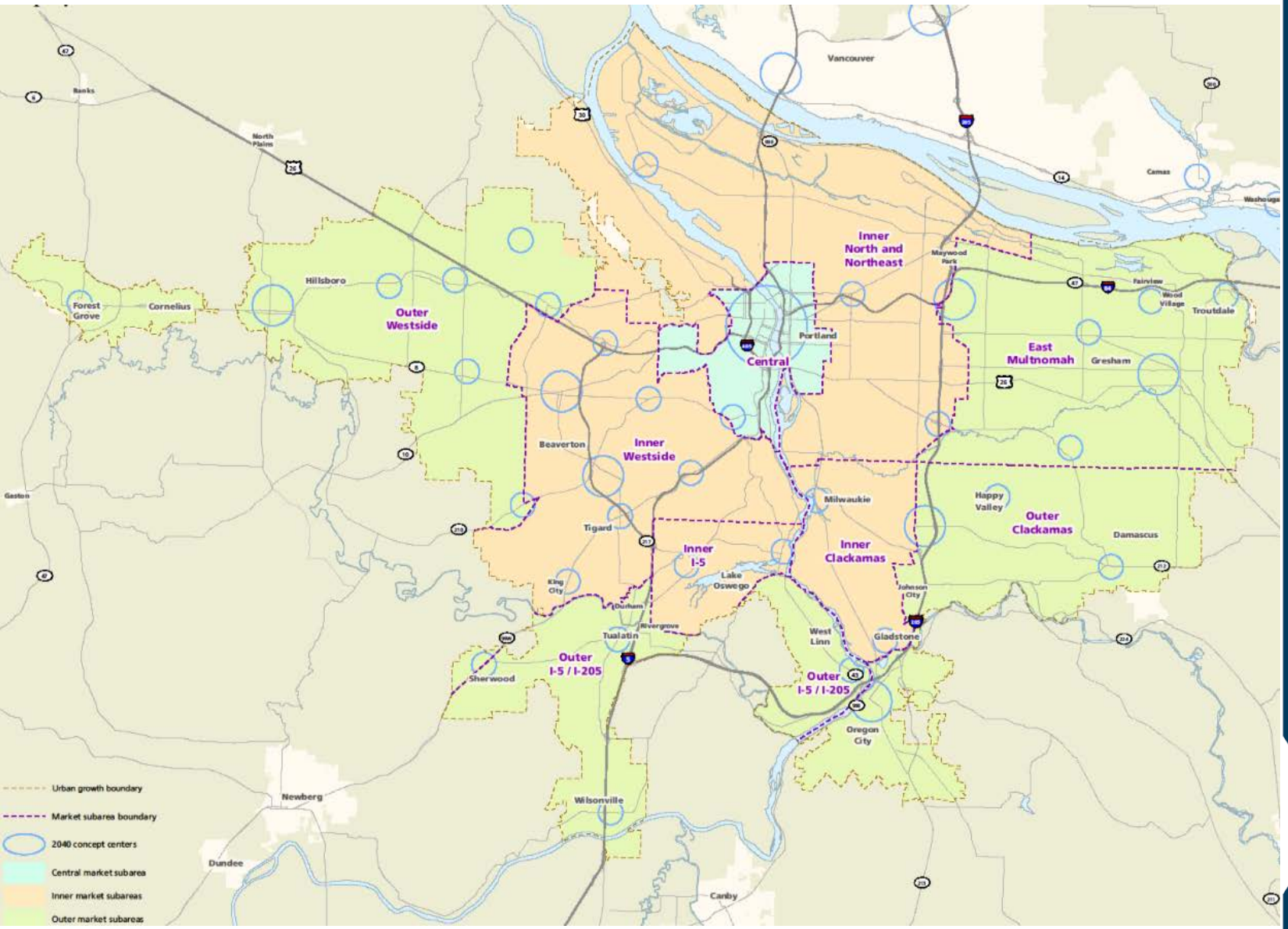
Healthy vacancy rate	Excess vacancy counted as **capacity** for future office space demand



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Converting jobs to acres



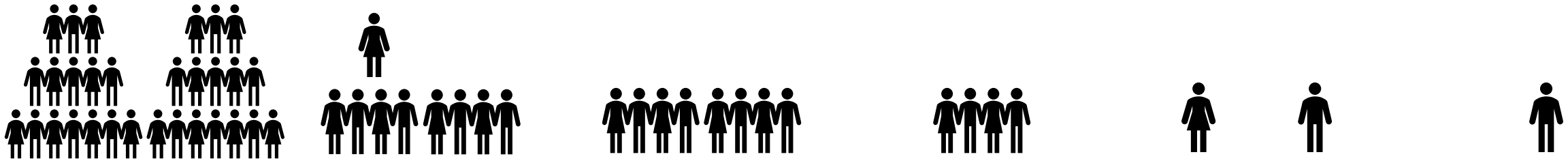


Analysis subareas: square feet per employee and floor-area ratios vary

Job densities

(vary by building type and submarket)

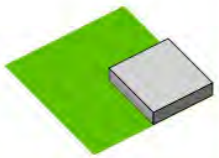
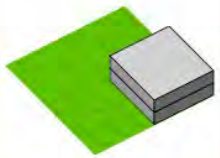
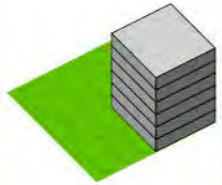
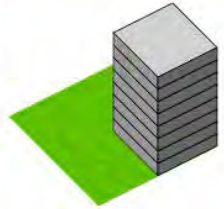
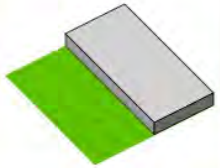
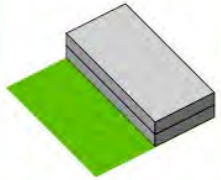
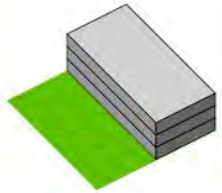
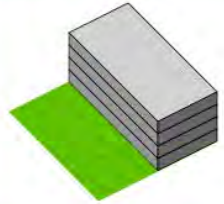
Office	Retail	Medical / Institution	Flex/ bus. park	General industrial	Warehouse /distr.



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Floor-area ratios

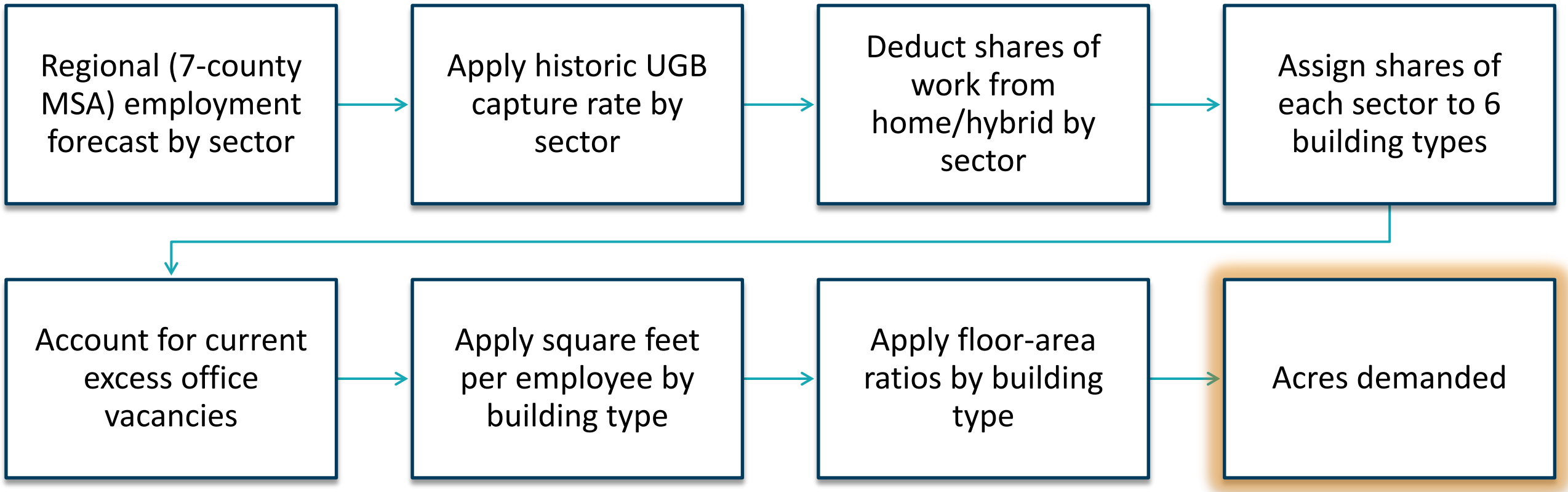
(vary by building type and submarket)

	0.25 25%	0.5 50%	1 100%	1.5 150%	2 200%
25% lot coverage					
50% lot coverage	not possible				
100% lot coverage	not possible	not possible			

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Converting jobs to acres



Job densities
(participants in review of assumptions)

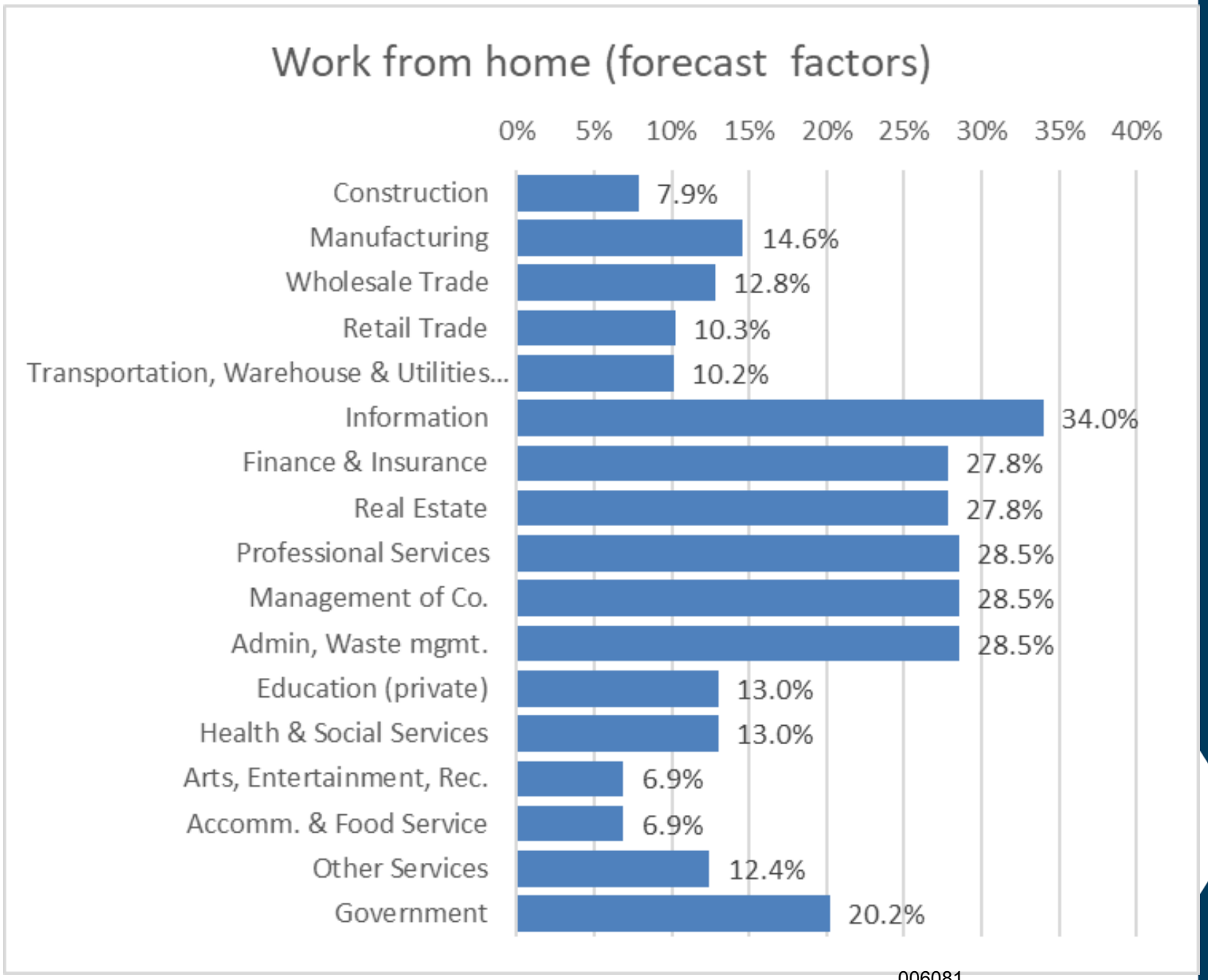
- Schnitzer Properties
- Johnson Economics
- Fulfillment and distribution firm (requested anonymity)
- Cities of Hillsboro, Sherwood, and Portland
- Specht Properties/Development
- Mackenzie
- Oregon Department of Land Conservation and Development
- Commercial Realty Advisors

Regional forecast
(economists & demographers at MPAC and Roundtable)

- Josh Lehner, OR Office of Economic Analysis
- Tyler Bump, ECONorthwest
- Mark McMullen, OR Office of Economic Analysis
- Jeff Renfro, Multnomah County
- Tom Potiowsky, former State Economist

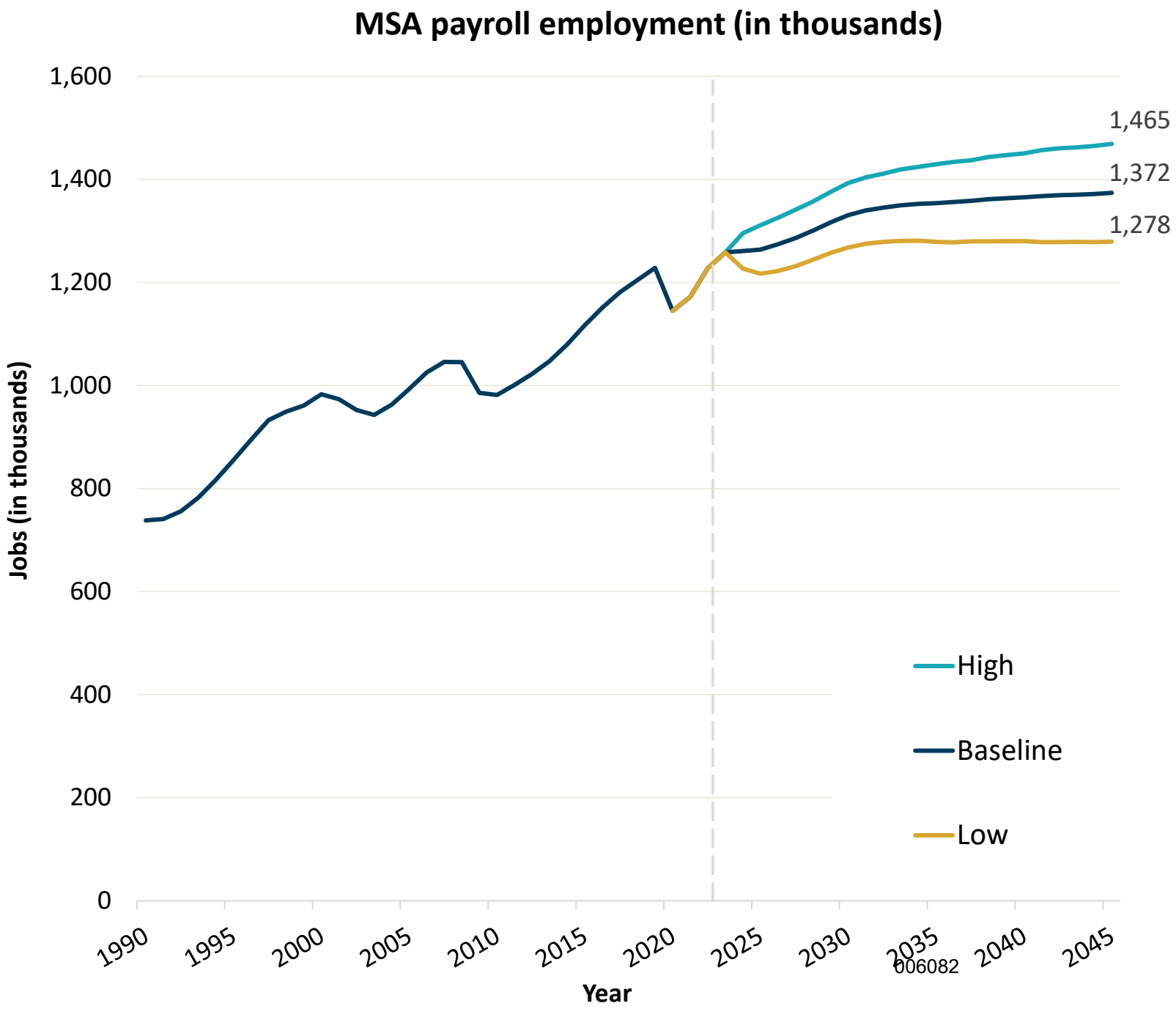
<u>Forecast expert panel review:</u>

- Peter Hulseman, City of Portland
- Neal Marquez, PSU Population Research Center
- Ethan Sharygin, PSU Population Research Center
- Amy Vandervliet, Oregon Employment Department



source: Census ACS, Census SIPP and Metro calculations

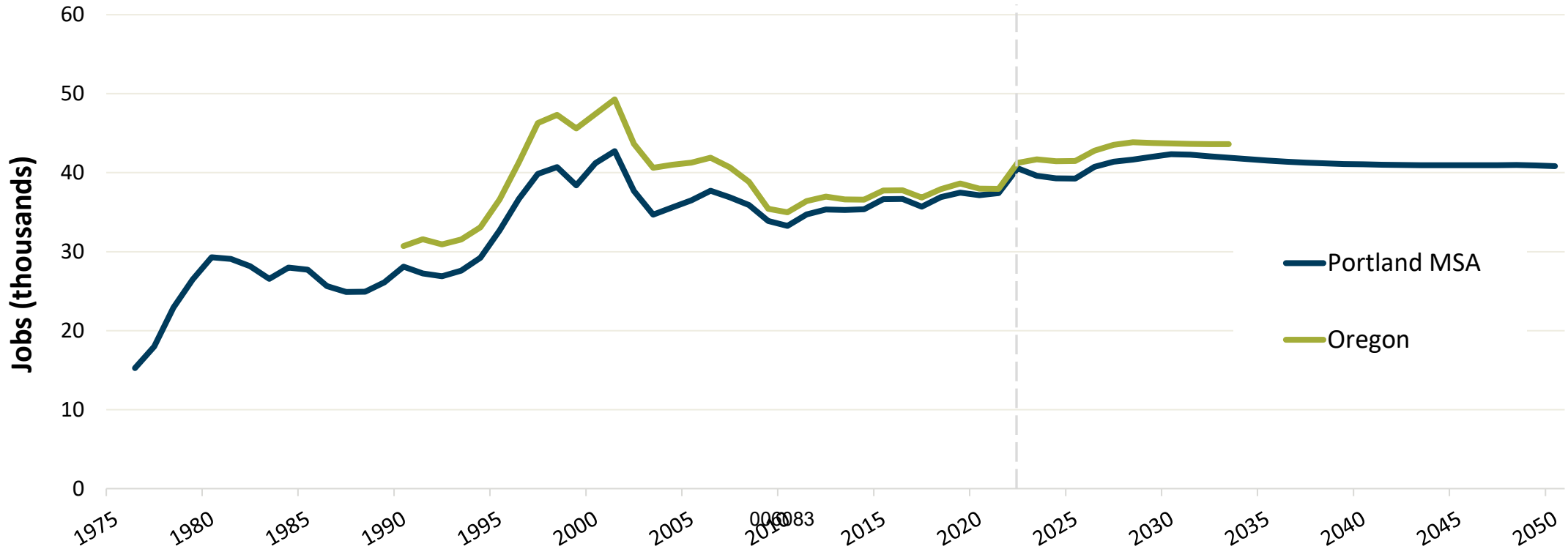
Deduction from demand: work from home and hybrid work



Regional employment outlook

Metro's forecast accounts for the CHIPS Act

State (OEA) and regional (Metro) computer and electronics manufacturing forecasts <u>with</u> CHIPS Act impacts



Jobs by sector assigned to buildings
(based on current data)

NAICS	Sectors Represented	Office	Institution	Flex/BP	Gen Industrial	Ware-house	Retail
23	Construction	27%	2%	1%	40%	20%	10%
31-33	Manufacturing	3%	0%	33%	40%	20%	4%
42	Wholesale Trade	12%	1%	23%	7%	50%	8%
44-45	Retail Trade	5%	1%	0%	2%	50%	42%
22, 48-49	Transportation, Warehouse & Utilities	31%	6%	10%	1%	43%	9%
51	Information	50%	2%	2%	1%	30%	15%
52	Finance	74%	2%	0%	0%	0%	23%
53	Real Estate	73%	3%	1%	2%	1%	21%
54	Professional Services	62%	4%	1%	2%	10%	20%
55	Management	78%	6%	1%	1%	0%	14%
56	Admin, Waste	69%	2%	2%	1%	5%	21%
61	Education (private)	33%	63%	0%	0%	0%	3%
62	Health & Social Services	17%	67%	0%	0%	0%	15%
71	Arts, Entertain, Rec	17%	13%	1%	1%	20%	49%
72	Accomm & Food Service	7%	1%	0%	1%	25%	65%
81	Other Services	34%	8%	1%	2%	35%	18%
92	Government	76%	0%	0%	0%	0%	3%
	TOTAL	36%	16%	6%	8%	5%	29%

source: QCEW 2019 data, Metro tabulation using LDMS information

Square feet per employee
(vary by building type and market subarea)

Building types	Central Hub	Inner Ring	Outer Ring
General Industrial	850	800	800
Warehousing/ Distribution	950	1,400	2,000
Flex	600	625	1,000
Office	300	300	300
Retail	450	450	475
Medical / Institution	500	500	550

006085

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, June 26, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending	**Affiliate**
Eryn Kehe, Chair	Metro
Joseph Edge	Clackamas County Community Member
Carol Chesarek	Multnomah County Community Member
Victor Saldanha	Washington County Community Member
Tom Armstrong	Largest City in the Region: Portland
Erik Olson	Largest City in Clackamas County: Lake Oswego
Terra Wilcoxson	Largest City in Multnomah County: Gresham
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Steve Koper	Washington County: Other Cities, City of Tualatin
Katherine Kelly	City of Vancouver
Jamie Stasny	Clackamas County
Adam Barber	Multnomah County
Laura Kelly	Oregon Depart. of Land Conservation & Development
Manuel Contreras, Jr.	Clackamas Water Environmental Services
Gery Keck	Tualatin Hills Park & Recreation District
Nina Carlson	NW Natural
Tom Bouillion	Port of Portland
Bret Marchant	Greater Portland, Inc.
Mary Kyle McCurdy	1000 Friends of Oregon
Nora Apter	Oregon Environmental Council
Rachel Loftin	Community Partners for Affordable Housing
Brendon Haggerty	Multnomah County Public Health & Urban Forum

Alternate Members Attending	**Affiliate**
Laura Weigel	City of Milwaukie
Dakota Meyer	City of Troutdale
Miranda Bateschell	City of Wilsonville
Theresa Cherniak	Washington County
Oliver Orjiako	Clark County
Glen Bolen	Oregon Department of Transportation
Kelly Reid	Oregon Department of Land Conservation & Dev.
Chris Faulkner	Clean Water Services
Cassera Phipps	Clean Water Services
Natasha Garcia	Portland Public Schools
Tom Mills	TriMet
Jerry Johnson	Johnson Economics, LLC
Jeff Hampton	Business Oregon
Kerry Steinmetz	Fidelity National Title Greater Metropolitan Portland
Erin Reome	North Clackamas Parks & Rec. District

Greg Schrock	Portland State University
Ryan Ames	Public Health & Urban Forum, Washington County
Leah Fisher	Public Health & Urban Forum, Clackamas County

Guests Attending	**Affiliate**
Adam Torres	Clackamas County
Cody Meyer	Oregon Dept. of Land Conservation & Development
Justin Sherrill	ECONorthwest
KM	
Kevin Young	OR Department of Land Conservation & Development

Metro Staff Attending
Andrea Celentano, Cindy Pederson, Clint Chiavarini, David Tetrick, Dennis Yee, Eryn Kehe, Glen Hamburg, Jake Lovell, Marie Miller, Matthew Hampton, Miriam Hanes, Serah Breakstone, Ted Reid

Call to Order, Quorum Declaration and Introductions
Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members
Chair Kehe reviewed the voting procedure. Once a quorum has been announced with one vote per seat on the panel, votes will be taken on action items. The committee follows Democratic Rules of Order which are not as strict as the Roberts Rules of Order. We focus on making sure everyone gets to participate in discussion. Following a motion and second on the motion, we can discuss further before a vote it taken. Amendments to the motion can be proposed, and either accepted or not as part of the motion. After all discussion and amendments are made a final vote will be taken.

Joseph Edge announced that on Saturday June 29 the Oak Grove Festival happens which was formerly known as the Trolley Trail Festival. It's located at the intersection of Trolley Trail and Oak Grove Blvd.

Natasha Garcia announced that last night at the Portland Public Schools Board meeting, the board decided to move our bond vote from this November to March 2025. You can expect to see that on your ballots if you're in Multnomah County.

Glen Bolen announced a four mile stretch of I-5 road closure over SW 26th Ave this weekend. All lanes of I-5 will be closed from Friday at 9:00 p.m. to Monday at 5:00 p.m. This project will improve the I-5 bridge over SW 26th Avenue in Southwest Portland with a new structure and upgrade SW 26th Avenue with better lighting, bike lanes, and sidewalks. This project is necessary to replace a worn-out bridge structure on I-5, bring it up to current seismic standards, and ensure continued reliability for travelers. https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20486

Public Communications on Agenda Items – none given.

Consideration of MTAC minutes April 17, 2024 meeting
Motion to accept as written minutes from MTAC April 17, 2024 meeting: Joseph Edge
Seconded: Manny Contreras, Jr.
ACTION: Motion passed unanimously with no abstentions.

Consideration of MTAC minutes May 15, 2024 meeting
Motion to accept as written minutes from MTAC May 15, 2024 meeting: Tom Mills
Seconded: Nina Carlson
ACTION: Motion passed with two abstentions: Brendon Haggerty and Rachel Loftin.

Proposed Amendments to Urban Growth Management Functional Plan (UGMFP) Title 6 Recommendation to MPAC (action item) (Glen Hamburg, Metro) The presentation gave the overview on the Urban Growth Management Functional Plan (UGMFP) amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Growth Concept Centers. Back in December 2023, Metro staff presented to MTAC on future amendments to UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*, that would be required by new state regulations as part of state's CFEC program. The state mandates that Metro amend Title 6 by the end of 2024 to require that local jurisdictions adopt by the end of 2025 formal boundaries for the regional and town centers that are shown on the 2040 Growth Concept Map and have been planned for urban land uses.

Draft amendments have not changed since presented in December and would:
1. Apply the Title 6 boundary adoption requirement to all 2040 Growth Concept centers that have been planned for urban land uses, including the Central City
2. Identify a timeframe for cities and counties to report their adopted boundaries to Metro in order for Metro to reflect those adopted boundaries on an updated Title 6 Map
3. Make minor, non-substantive amendments to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

Metro staff are interested in whether MTAC has any feedback on the draft proposed Title 6 amendments and are seeking a recommendation on the amendments to MPAC. MPAC will consider draft Title 6 amendments later this year and make their own recommendation to the Metro Council. Before consideration by the Metro Council at a public hearing, draft amendments to Title 6 will also be shared with cities and counties in Metro and submitted to the Department of Land Conservation and Development (DLCD).

Comments from the committee:
Joseph Edge had a question about the multi-jurisdictional rule. If a jurisdiction has already adopted boundaries and the boundaries are already set, they've cleared the hurdle, correct? There's no further need for them to take action, correct? Mr. Hamburg agreed. I think we're going to want to check in with all jurisdictions next year and before Feb. 1, 2026, just to make sure that we understand what it is that they consider to have been adopted in making sure that we reflect what they're telling us is the locally adopted boundaries. They don't necessarily need to do anything further in terms of bringing something for example, to their county board or their city council, but they may need to report to us or confirm to us what their adopted boundaries are.

Mr. Edge asked for technical clarification, we have a regional center around the Clackamas Town Center. It goes into the City of Happy Valley boundary on the east side of I-205 and into the City of Milwaukie boundary on the west side of 82nd Avenue. But the Milwaukie part of it is only one or two properties. So technically, wouldn't that fit the bill if only Milwaukie were to adopt that regional center under the text of the amendment. Couldn't Milwaukie be the one jurisdiction to adopt boundaries for that regional center?

Mr. Hamburg noted hypothetically, yes. We don't foresee that situation occurring. I don't anticipate that the City of Milwaukie is going to attempt to adopt boundaries for a regional center in Clackamas that already has one. Also, there is some language in Title 6 consistent with the relevant CFEC rule that says that the adoptive boundaries need to be in the general location of the center as depicted on the 2040 growth concept map, arguably if one jurisdiction were to adopt boundaries for a center that included only one or two properties, that may not be in the realm of just the general location. I don't foresee the situation coming up. We would accept adopted boundaries for the regional center adopted by Clackamas County, and that would mean that of the cities of Milwaukie and Happy Valley don't also need to go about adopting for the same center or some other portion of it connected.

Carol Chesarek asked for clarification that there were text changes in the language, but not changes to the map currently proposed. Mr. Hamburg noted the map that's included in packet is the 2040 growth concept map as it is today. That map identifies what centers there are out there. But in some cases, the pink blobs that are shown are purely conceptual of these locations. Under the CFEC rules and the amendments that we're proposing to Title 6 local jurisdictions we need to adopt, send specific geographies for those areas. And then we're going to update the map that's in your packet after the fact to reflect what they've adopted.

Jerry Johnson noted at some point we should probably revisit referring to this the 2040 Growth Concept. We are 34 years into the 50-year visioning process.

Nina Carlson noted my concern with this whole aspect is have we considered those folks that need jobs, need to be family wage, or living wage jobs. I know the idea of these city centers are to create walkable, bikeable neighborhoods. I'm hoping that there's been some consideration about where we put industrial siting near those city centers or where we have areas for manufacturing other kinds of employment lands around those centers, and that we're being mindful of that because if we're going to create walkable, bikeable communities we're going to need some of those jobs nearly, too.

Mr. Hamburg noted in the centers we foresee employment opportunities in them as well. Another thing is that on the 2040 growth concept map you'll see some sections of the region that are colored blue. These are our Title 4 lands. These are areas that are protected specifically for industrial and other employment land uses. The 2040 growth concept is thinking about both already. There is a long-term vision for the development of these centers but also a long-term vision for the protection of industrial and employment lands in specific areas of the region. Ultimately, the local jurisdictions, the cities and the counties will be the ones defining the boundaries for these areas themselves.

Glen Bolen noted one of the things I'm wondering about is the City of Portland's comp plan, for example, and the work that everyone's doing right now on 82nd Avenue. There are many smaller centers on Portland's comprehensive plan that meet or exceed many of our definitions of what a town center is from a density or mix use thing. Is there any thought to expanding the town center to bring in those kinds of places where jurisdictions have done planning? I'm thinking of 82nd Avenue and Montgomery Ward District as two examples but I'm sure that other cities have them as well. The centers, as per CFEC will also function very similar to Multi-Modal Areas (MMA) in regard to the Transportation Planning Rule.

Mr. Hamburg noted the specific answer to your question is yes, there have been those discussions. What do we do if, for example, a local jurisdiction wants there to be more centers than we necessarily have depicted on the 2040 growth concept map? There's nothing in Metro's program. It's functional

plan, for example, that would necessarily prohibit a city or a county from making those local choices to things the essentially create other centers. We've not really answered that for ourselves yet. I'll let others weigh in if they know of what to do about amending the 2040 growth concept map itself to specifically identify what are for those centers that are already on the 2040 growth concept map that need to have adopted boundaries.

Chair Kehe added the 2040 growth concept was developed in the 1990s. There are internal conversations at Metro about scoping a process to update our regional vision as well as the functional plan and our framework plan. The 2040 growth concept is part of that. I hope that we have a presentation from someone in Metro staff later this year giving some updates about a schedule.

Joseph Edge noted it's not part of this amendment but is this foreshadowing some kind of regulatory requirements for centers? Or are we just seeing these as conceptual and there's really no plan to set particular targets because I realize we're already setting targets for what we expect use mixes and density to be, in terms of the residents and workers in the centers. They're not regulatory, correct? Unless maybe it's required if you want a regional investment or is that not really anticipated.

Mr. Hamburg noted the purpose of adopting these boundaries is to define an area where CFEC regulations are going to apply for jurisdictions in the Metro region. I hesitate to be the spokesperson for what the state rules require of local jurisdictions, but they relate to things like motor vehicle parking, improvements of tree canopy, provision of bicycle parking, that sort of thing. CFEC regulations will apply, requirements will apply within and near these defined geographies and Metro steps in to require that there be these defined geographies. But as of right now Metro is not proposing any additional requirements for what occurs in and near those defined areas. That's all going to be requirements that exist right now in the CFEC rules, and we've not received any direction to start talking to local jurisdictions about additional requirements beyond what the state already requires in those spaces. We're just fulfilling the requirements that there be a defined space for the existing state rules to apply locally.

MOTION to approve staff recommendations of amendments to Title 6 as proposed in Attachment C to MPAC for adoption by the Metro Council.
Motion: Carol Chesarek Seconded: Joseph Edge
ACTION: Motion was approved unanimously with no abstentions.

10-minute meeting break taken

<u>Urban Growth Boundary discussion: Employment lands demand analysis</u> (Ted Reid, David Tetrick and Dennis Yee, Metro) Ted Reid began the presentation with a review of the project timeline.

Jamie Stasny asked for clarification that the public comment period on the draft Urban Growth Report is not beginning in June. It's going to wait until the UGR is released on July 9, correct? Mr. Reid confirmed the public comment period will not be July 9 through August 4.

The presentation resumed showing results employment lands capacity analysis. Three capacity types, Vacant, Infill and Redevelopment, were shown on maps. Buildable acres, reviewed by local jurisdiction showed a total of just under 6,000 industrial land, and 481 commercial acres.

Tom Armstrong noted if you go back to the redevelopment slide, there's an awful lot of dots in Portland, and that only equals 124 acres. That visually seems off to me. Mr. Reid noted we do a number of small parcels that are comprising this redevelopment supply. You're pointing out that most of our capacity for industrial is vacant and infill lands that modeling has not identified as a lot of free development potential in total. Mr. Armstrong asked will the Urban Growth Report have the proforma. Will we be able to see what the residual land value of these redevelop able sites is. Just to compare it to actual market activity. Mr. Reid noted I think that it may be a question of level of detail or what we publish versus what we can talk to you about.

Clint Chiavarini noted it's a real issue with mapping because what's happening with this redevelopment a lot of these redevelopment parcels, are very small pieces and that there's that probability that gets apportioned for the redevelopment as well. Each of these dots may represent a very small fraction of an acre. It's difficult to show very small magnitudes without the map looking blank. For redevelopment in particular it's hard because the way that the proforma model works the probability and the net acres are very small numbers.

Bret Marchant noted Mr. Reid had specific maps showing infill and the redevelopment able land. Do you have a similar one showing just the vacant land? This was shown from the presentation. It was suggested if having an appendix detailed maps by acreage, filtering out the small lots to help differentiate this size lots. Mr. Reid added later on in this presentation we will show a map of large industrial sites, 25 plus buildable acres.

Dennis Yee presented information on the employment land demand methodology. Converting jobs to acres was shown in detail:

- Regional (7-county MSA) employment forecast by sector
- Apply historic UGB capture rate by sector
- Deduct shares of work from home/hybrid by sector
- Assign shares of each sector to 6 building types
- Account for current excess office vacancies
- Apply square feet per employee by building type
- Apply floor area ratios by building type
- Acres determined

Manny Contreas asked on that surplus or deficit, when you make your evaluation, if a deficit is going to be a zero or would it be, for example, negative eight? Mr. Yee noted if we're talking about the deficit that just means that presently we're estimating more demand in the 20 year forecast relative to the supply that's been figured out. The deficit just means we're going to have to deal with it in some fashion. Chair Kehe added a negative number demonstrates that there is a need for land in that scenario.

Joseph Edge had a question about the map that showed different kinds of regional groups outside areas. Why are certain portions of land in Clackamas County that are inside the I-205 loop on the east side that are in outer Clackamas versus inner Clackamas? It just seems to be unintuitive with that last map. There are some portions that are west of I-205 adjacent to inner Clackamas and it seems more logical that would be inside the I-205 loop. Could you describe why this decision was made and what the implications would be adjusting this to reflect a more logical inner and outer Clackamas scenario.

Mr. Yee noted part of it is a census tract-based boundary that we're utilizing. Census tracts in Clackamas County tend to be largeish. So either take all of the census tract or none of it, and it creates these funny geographies as you pointed out. Secondly, the geography is based on what we call employment zones that were part of the now defunct land use model, MetroScope. When we were using that model more for analytical purposes that was one of the EA Zones. It is bordered into that outer I-205. If we have a new land use model that we're hoping to stand up in the next year or two and these boundaries are likely to change because the geographies are not as beholden to the large census tracts. This new model is more of a parcel-based approach. It's a hybrid between a parcel-based approach/block based or block group census. We'll have a greater chance of remapping these boundaries and possibly informing this UGB land demand analysis. But for now we're stuck between two of our analytical models.

Glen Bolen referred to a map of the commercial land need and it appeared a couple of ODOT facilities, Highway 99 and Oregon 10 for example, seemed to look very different at the county line. The Washington County side showed a bunch of red dots for commercial development potential. The Portland side of that line showed not dots at all. When I saw that map I assumed that must be because Portland has a mixed use zone rather than a pure commercial zone. I expected to see something fall out of this, the numbers here at the end. Mr. Reid noted my suspicion is that we have county assessor data that are influencing some of the redevelopment potential.

Mr. Bolen noted I was wondering if that was possibly too, if you're using a rate based on one city or county versus another, but it doesn't mesh with the logic. I'm struggling with this one because I fell this is then leading to that deficit that is showing potential commercial space, if Portland's classifications are somehow not showing opportunities that might be there. For consideration - with the "surface" modeling I think one could normalize the assessor data to adjust for high/low assessment based on both the spread within the county data, and via recent sale price per foot.

Clint Chiavarini added there's probably some subtleties in here. There are likely two things going on. One is there's not a lot of purely commercial zoning out there. Particularly in Portland, a lot of it is mixed use. That begs the question why no mixed use is showing up either. That gets into some of the market forces that are driving this proforma model. Mr. Yee agreed that it's mixed use versus commercial and the proforma mixed use cost structures and whatnot are different than the commercial. The other point with across the borderline that goes on with the mixed use is that it tends to be, with the sort of winner take all way that the proforma works, is that those mixed use are going towards residential and not towards commercial. Another point is that mixed use residential with this residential component could go one way or the other.

Tom Armstrong noted that winner take all methodology is probably the flaw here. When we do our local BLI we allocate in our mixed-use areas 20% of the space capacity to commercial because that's what we actually see happen on the ground in actual buildings that get developed. My questions actually had to do with the commercial reconciliation demand supply analysis and showing the deficit for the baseline and the high growth scenarios that in the face of that demand wouldn't you expect the probability in terms of the redevelopment capacity to increase. Will you be reporting some of those gross numbers stuff that is in play before you start slicing it with what's the probability that it will develop in the next 20 years? There's a lot of low value properties that in the face of high demand are going to turn over faster than your forecasting may show. So the capacity, especially on the commercial side, is probably there. It's just not getting captured by your probability rates.

Ted Reid noted we're trying to provide more of that context in our writeup of these numbers. I think the other thing that we could say about this is that we know commercial uses happen on industrial lands, so we would expect that some amount of commercial demand will continue to be met on industrial lands. We've shown we had a surplus on the industrial side. So I think there are a number of contextual pieces that we need to get there along with these numbers.

Mr. Yee noted I think there was a misspeak or a misunderstanding on the mixed use residential supply information or availability. We do have a split rate there and it's by area and I think many of the jurisdictions who reviewed them recall that we did call the question, what's the mixed use residential split rate. Mr. Armstrong used the example of 80/20. We have 5/95, or 10/90, or 50/50. It depends on the area of our mixed use residential. When I think we say all or nothing it's after we've done that split rate. Mr. Chiavarini added that split rate gets applied to the vacant side of things. It gets applied to the vacant land supply. But the MUR side of things is still basically a winner take all proposition for the readout. We could look at ways to correct that.

Greg Schrock had a question to do with the industrial land analysis, and how you account for the heterogeneity of industrial land, both the kind of supply and the demand, both in terms of the size, the characteristics, the location, given especially that industrial land tends to be very peripheral within the urban area. It's different if it's in Washington County versus Airport Way versus Wilsonville. For a perspective industrial user it may make a big difference whether the aggregate supply is all clustered in one end of the region, and the demand is over on another side. How does this overall supply demand picture account for that?

Mr. Reid noted we are tasked with performing a regional analysis of need. In the next slides we're going to talk a little about capacity and demand in aggregate and what the surplus or deficit may be in aggregate. We'll talk about the specific proposal we have from the City of Sherwood for an employment area addition to the urban growth boundary and whether that area has some unique characteristics that are otherwise in short supply.

Mr. Reid noted we did work with a consulting firm to do a quick update of the inventory of large industrial sites. This is 25 plus buildable acres. The consulting firm di this work to support the state semiconductor task force in the last year. We've been doing this inventory since 2011 and updated a few times. Over the years there has been absorption of these large industrial sites. Tier One is likely to be development ready in the next 6 months. Tier Two is likely to be development ready in 7 to 30 months, and the Tier Three likely to take over 30 months to become development ready. The challenge having the land is one question, and then whether appropriate investments and actions have been taken to make that land development ready. Repeatedly over the years as we've done this work, we've seen need for transportation investments, wetland mitigation, site assembly, patient investments in site assembly, those types of things need to happen to make sites development ready.

Steve Koper asked how buildable is defined in this context. The site that is in 12 on the map adjacent to the word Sherwood is likely currently an active rock quarry. I agree that it's Tier Three but am unsure if it's actually buildable as opposed to maybe redevelop able. Curious how those terms are being used. Mr. Reid agreed that is a good point with some of these sites. The development readiness of these is in part actions that need to happen and in part some serious challenges with the sites themselves. Mr. Chiavarini did a little work with what the consulting firm definitions were compared to our and the consulting form came up with higher acreage that we were in our work, generally.

David Tetrick presented the Sherwood West employment analysis. The project question was on an economic benefit to include employment acres above and beyond the regional growth forecast. The project approach included to market supply and site competitiveness.
Market supply: A diverse regional market supply of sites is essential to maintain an equilibrium in market pricing and to support a broad range of industries.
Site competitiveness: The Sherwood West site has characteristics that are suited to accommodate the industries that are likely to grow, which will support regional economic and business growth.

Tom Armstrong asked if there was anything given in the Title VI designation for Industrial Lands when it comes in. Will it be designated as prime industrial to meet these specific market needs that you've identified? Mr. Reid noted if Metro Council does decide to add this area to their growth boundary, they would apply some conditions of approval which would include presumably some Title 4, that's our industrial employment areas map designation. We have three different designations, the regionally significant industrial area, industrial areas, and employment areas. I think that would be a discussion with our Council about their policy objectives along with potentially adding the site, what do they hope to achieve with it and how would they like to protect it.

Mr. Armstrong asked will it be part of the draft. Will it be part of the COOs recommendation? Will it be part of our discussion impact, or is it all the way in December when this discussion takes place? Mr. Reid noted the COO recommendation will address topics like that and will give some substance for MTAC and other groups to react to and help improve.

Bill Marchant appreciated the additional analysis and this kind of next level analysis. This matches up with what we hear anecdotally from at Greater Portland, Inc. For the rest of you here, anecdotally from staff, the economic development staff we work with across the region, commercial realtors, and even site selectors from across the country are saying similar things. Sometimes we worry about just anecdotal data. This additional analysis you've done really helps to confirm what we're hearing as well. Thank you for that.

Chair Kehe reminded the committee we are getting close to the period where we'll make the recommendation to MPAC in September. The Urban Growth Report will be coming out before your next meeting and will provide a lot of data and information, but conclusions will come later with the COOs recommendation in August. Our meeting in July will show all the pieces along the way and talk about how it all comes together. It's a good opportunity for you to delve into that information. We can use that time to think about what technical information MTAC wants to recommend to MPAC.

2040 Planning and Development Grant program changes (Serah Breakstone, Metro) Serah Breakstone presented information on the 2040 Planning and Development Grants Program Updates. A program overview was provided. Following a program refresh with user survey, stakeholder conversation and input for improvement for effectiveness and streamlining the process to focus on expanded opportunities, ease of use and providing more support, program changes were made.

- Rolling cycle with quarterly awards
- Grants available for Tribes
- Grants available for unincorporated areas for annexation planning
- Simplified grant categories, clear criteria
- Up to 20% of grants can be used for local government staff time

Grant categories have been reduced to two: Concept planning and planning inside the UGB. The program will target $4 million each year. The general criteria for the 2040 grants were provided. The 2040 grants timeline was given with full applications due September 6. Asked when the next cycle would occur in 2025, Ms. Breakstone noted this was anticipated happening in late February 2025, then near the end of each quarter for the rest of the year.

Kerry Steinmetz asked how much funding normally goes to those that are outside the UGB versus inside. Or does that fluctuate all the time? Ms. Breakstone agreed it fluctuates. When the program first started a lot of the money was funding concept planning work in urban reserve areas. In more recent years the bulk of the money goes to planning work inside the urban growth boundary.

Glen Bolen noted we had a presentation earlier on Title 6 and CFEC, and I'm wondering if your program is getting interest or thinking about how to work with cities as they're doing CFEC related implementation, which is everything from parking to codes. Ms. Breakstone noted we had some interest last year in our 2023 grant cycle. We had maybe just one parking project that was CFEC related that we funded and is now underway. That was for the City of Gresham. I haven't seen anything this year. None of the letters of interest received are in the realm, but those projects are eligible for funding as long as they can meet our criteria.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:23 a.m.
Respectfully submitted,

Marie Miller

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting June 26, 2024

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	6/26/2024	6/26/2024 MTAC Meeting Agenda	062624M-01
2	MTAC Work Program	6/14/2024	MTAC Work Program as of 6/14/2024	062624M-02
3	Draft minutes	4/17/2024	Draft minutes from MTAC April 17, 2024 meeting	062624M-03
4	Draft minutes	5/15/2024	Draft minutes from MTPAC May 15, 2024 meeting	062624M-04
5	Memo	6/14/2024	TO: MTAC and interested parties From: Glen Hamburg, Associate Regional Planner RE: Proposed Amendments to UGMFP Title 6	062624M-05
6	Attachment A	N/A	Attachment A: CFEC-Required Amendments to UGMFP Title 6 for Regional and Town Centers	062624M-06
7	Attachment B	N/A	Attachment B: 2040 Growth Concept Map	062624M-07
8	Attachment C	N/A	Attachment C: Draft Proposed Title 6 Amendments	062624M-08
9	Presentation	6/26/2024	Proposed Amendments to UGMFP Title 6	062624M-09
10	Presentation	6/26/2024	Urban growth management: Employment land analyses	062624M-10
11	Presentation	6/26/2024	2040 Planning & Development Grants – Program Updates	062624M-11

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	Metro Technical Advisory Committee (MTAC)
Date:	Wednesday, June 26, 2024
Time:	9:00 a.m. to 12:00 p.m.
Place:	Virtual meeting held via Zoom
	video recording is available online within a week of meeting
	Connect with Zoom Passcode: 982966 Phone: 888-475-4499 (Toll Free)

9:00 a.m.	**Call meeting to order, Declaration of Quorum and Introductions**	Chair Kehe
9:10 a.m.	**Comments from the Chair and Committee Members** • Updates from committee members around the Region (all) **Public communications on agenda items** **Consideration of MTAC minutes, April 17, 2024** **Consideration of MTAC minutes May 15, 2024**	Chair Kehe
9:20 a.m.	**Proposed Amendments to Urban Growth Management Functional Plan (UGMFP) Title 6 Recommendation to MPAC (action item)** Purpose: Seeking feedback and recommendation to MPAC on UGMFP amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Centers	Glen Hamburg, Metro
10:20 a.m.	*10-minute break*	
10:30 a.m.	**Urban Growth Boundary discussion:** **Employment lands demand analysis** Purpose: Provide MTAC with information about employment land analyses that will be included in the Draft 2024 Urban Growth Report.	Ted Reid, Metro David Tetrick, Metro Dennis Yee, Metro
11:30 a.m.	**2040 Planning and Development Grant program changes** Purpose: Provide an update on last year's grant cycle, explain recent changes to the 2040 grants program, and provide information about the current grant cycle	Serah Breakstone, Metro
12:00 p.m.	**Adjournment**	Chair Kehe

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 14, 2024
To: Metro Technical Advisory Committee (MTAC)
From: Glen Hamburg, Associate Regional Planner
Subject: Proposed Amendments to UGMFP Title 6

PURPOSE
Seeking MTAC feedback and recommendation to MPAC on Urban Growth Management Functional Plan (UGMFP) amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Growth Concept Centers

BACKGROUND
Back in December 2023, Metro staff presented to MTAC on future amendments to UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*, that would be required by new state regulations as part of state's CFEC program. As noted in the December memo to MTAC (Attachment A), related Oregon Administrative Rules (OARs)[1] mandate that Metro amend Title 6 by the end of 2024 to require that local jurisdictions adopt by the end of 2025 formal boundaries for the regional and town centers that are shown on the 2040 Growth Concept Map (Attachment B) and have been planned for urban land uses.

Since December, Metro staff have continued to confer with staff of cities and counties in the region about the center boundary related CFEC requirements and necessary Title 6 amendments. Metro staff have so far not received any suggestions to modify the draft Title 6 amendments submitted to MTAC in December. Those draft amendments (Attachment C), which are unchanged from December and attached again here, would:

1. Apply the Title 6 boundary adoption requirement to all 2040 Growth Concept centers that have been planned for urban land uses, including the Central City;
2. Identify a timeframe for cities and counties to report their adopted boundaries to Metro in order for Metro to reflect those adopted boundaries on an updated Title 6 Map;
3. Make minor, non-substantive amendments to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

[1] OAR 660-012-0012(4)(d) states:

> Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:
>
> (A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;
>
> (B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and
>
> (C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

NEXT STEPS

Metro staff are interested in whether MTAC has any feedback on the draft proposed Title 6 amendments in Attachment C and are seeking a recommendation on the amendments to MPAC. MPAC will consider draft Title 6 amendments later this year and make their own recommendation to the Metro Council. Before consideration by the Metro Council at a public hearing, draft amendments to Title 6 will also be shared with cities and counties in Metro and submitted to the Department of Land Conservation and Development (DLCD).

ATTACHMENTS

Attachment A – December 13, 2023 MTAC Memo
Attachment B – 2040 Growth Concept Map
Attachment C – Draft Proposed Title 6 Amendments

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 13, 2023
To: Metro Technical Advisory Committee (MTAC)
From: Glen Hamburg, Associate Regional Planner
Subject: CFEC-Required Amendments to UGMFP Title 6 for Regional and Town Centers

PURPOSE
Provide background to, and an overview of, a state requirement to amend Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of Metro's Urban Growth Management Functional Plan in order to require local adoption of boundaries for regional and town centers

BACKGROUND
The '2040 Growth Concept', adopted by the Metro Council in 1995[1], is the long-range vision for development of our region's urban form. The '2040 Growth Concept Map' (Attachment A) is the geographic expression of that vision. Both the 2040 Growth Concept and Map are now incorporated in the Regional Framework Plan (RFP) adopted by the Metro Council in 1997[2] and are the unifying bases for the RFP's various regional policies, such as those concerning land use. RFP policies are implemented by Metro's functional plans, including the Urban Growth Management Functional Plan (UGMFP), which has certain requirements and recommendations for cities' and counties' comprehensive plans and land use regulations.

The 2040 Growth Concept's underlying philosophy is to "*preserve our access to nature and build better communities for the people who live here today and who will live here in the future*". In support of this philosophy, the Growth Concept foresees numerous walkable, higher-density, mixed-use **centers** of employment, housing, cultural and recreational activities, and transit service across the region, with those centers helping to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change.

There are three types of 'centers' envisaged in the 2040 Growth Concept:

1. The **Central City**, which includes areas such as Downtown Portland, Old Town/Chinatown, the Pearl, Goose Hollow, South Waterfront, the Lloyd District, Lower Albina, and the Central Eastside, is the region's business and cultural hub, indeed the primary center for finance, commerce, government, retail, tourism, arts, and entertainment with the most intensive development of housing and employment.

2. **Regional centers**, serving hundreds of thousands of people in major urban areas outside the Central City and surround high-quality transit service, multi-modal street networks, and nodes of regional through-routes. Regional centers are typically characterized by two- to four-story employment and housing development, larger commercial uses, healthcare

[1] Ordinance No. 95-625A
[2] Ordinance No. 97-715B

facilities, and local government services. There are eight regional centers in the 2040 Growth Concept:

- Downtown Oregon City and Clackamas Regional Center, both serving Clackamas County
- Gateway, serving central Multnomah County
- Downtown Gresham, serving eastern Multnomah County
- Downtown Hillsboro and Tanasbourne/AmberGlen, both serving western Washington County
- Downtown Beaverton and Washington Square, both serving eastern Washington County

3. **Town centers**, which are smaller than regional centers and serve populations of tens of thousands of people. They offer more locally-focused retail uses, like restaurants, cafes, brewpubs, child care facilities, cinemas, and dry cleaners and public amenities like libraries and community halls. Town centers are typified by one- to three-story buildings for employment and housing, as well as a strong sense of community identity.

   There are 32 town centers in the 2040 Growth Concept, which vary greatly in character across the region:

- Aloha
- Bethany
- Cedar Mill
- Cornelius
- Damascus
- Fairview
- Forest Grove
- Gladstone
- Happy Valley
- Hillsdale
- Hollywood
- King City
- Lake Grove
- Lake Oswego
- Lents
- Milwaukie
- Murray/Scholls
- Orenco
- Pleasant Valley
- Raleigh Hills
- Rockwood
- Sherwood
- St. Johns
- Sunset Transit
- Tigard
- Troutdale
- Tualatin
- West Linn – Bolton
- West Linn – Willamette
- West Portland
- Wilsonville
- Wood Village

CURRENT APPROACH

Existing RFP policies recognize that the success of the 2040 Growth Concept depends in part on the success of these centers serving as hubs of urban life in the region. RFP policies encourage the development of employment and housing opportunities, along with as transportation system improvements, in centers in partnership with cities, counties, and other stakeholders.

However, the UGMFP does not currently mandate that cities and counties take specific actions (e.g., local regulatory strategies) to develop their centers in accordance with the vision of the 2040 Growth Concept. Rather, Title 6 of the UGMFP has employed an incentive approach, tying eligibility

for optional regional investments[3] in centers to: local adoption of defined center boundaries; assessment of the center's physical and market conditions and of barriers to and ways to encourage mixed-use, pedestrian-friendly, and transit-supportive development; and a local plan of actions and investments that will be taken to enhance centers consistent with the 2040 Growth Concept. To be sure, these measures only need to be taken when pursuing a regional investment in the center.

Nonetheless, roughly three-quarters of the centers in the 2040 Growth Concept already have locally adopted geographic boundaries that either originate from a time when the UGMFP did require such boundaries or were otherwise adopted by local choice. Many jurisdictions have also adopted land use policies and implementing regulations applicable to their centers that, while not necessarily required by the UGMFP, encourage development and activation of centers consistent with the 2040 vision. Less than a dozen 2040 centers lack locally adopted boundaries today.

NEW STATE REQUIREMENTS

Over the last couple years, Oregon's Land Conservation and Development Commission (LCDC) has updated certain Oregon Administrative Rules (OARs) as part of the state's Climate Friendly and Equitable Communities (CFEC) program. CFEC aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the "greening" of Oregon's urban spaces.

To those ends, CFEC includes measures intended to accelerate the development and transformation of Metro's centers in ways that are consistent with the 2040 Growth Concept and RFP policies. Metro will continue to defer to Department of Land Conservation and Development (DLCD) on the specifics of those state measures, but they generally have obligations for cities and counties concerning the following in and near centers for which they have planning jurisdiction:

- Motor vehicle parking management (e.g., minimum off-street parking requirements, parking maximums, etc.);
- Provision of public bicycle parking;
- Design of streets to prioritize pedestrian, bicycle, and transit systems;
- Enhanced pedestrian crossings near transit stops;
- Improvements to tree canopies; and
- Reporting on housing production.

Implementing CFEC measures for centers necessitates defining a geographic area where those measures apply. OAR 660-012-0012(4)(d) therefore requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional and town centers for which they have land use planning authority and for which they have adopted urban land use designations. Cities and counties in the region then have until the end of 2025 to adopt those center boundaries. The locally adopted boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map.

[3] UGMFP Section 3.07.610 defines a "regional investment" as an investment in a new high-capacity transit line or an investment that is so designated in a grant or funding program administered by Metro or subject to Metro's approval.

DRAFT AMENDMENTS

Attachment B is an early working draft of amendments to UGMFP Title 6 intended to comply with CFEC requirements, specifically OAR 660-012-0012(4)(d). Over the next year, Metro staff will continue to have dialogue with staff of cities and counties, DLCD, and other stakeholders to refine this draft before submitting a formal proposal of amendments for review by MTAC, MPAC, and ultimately the Metro Council to be considered for adoption by the Metro Council with the 2024 Urban Growth Report.

Consistent with CFEC requirements, the draft amendments would only require adoption of boundaries for centers with urban land use designations; they would not require adoption of boundaries for any center on the 2040 Growth Concept Map that still has only rural land use plan designations in the comprehensive plan of the responsible jurisdiction.

The 2040 Growth Concept Map has conceptual depictions of centers that sometimes span county and/or city boundaries. However, CFEC and the draft amendments do not require multiple jurisdictions to adopt boundaries for portions of the same center. CFEC and the draft amendments only require that one jurisdiction adopt boundaries for each center with an urban land use plan designation.

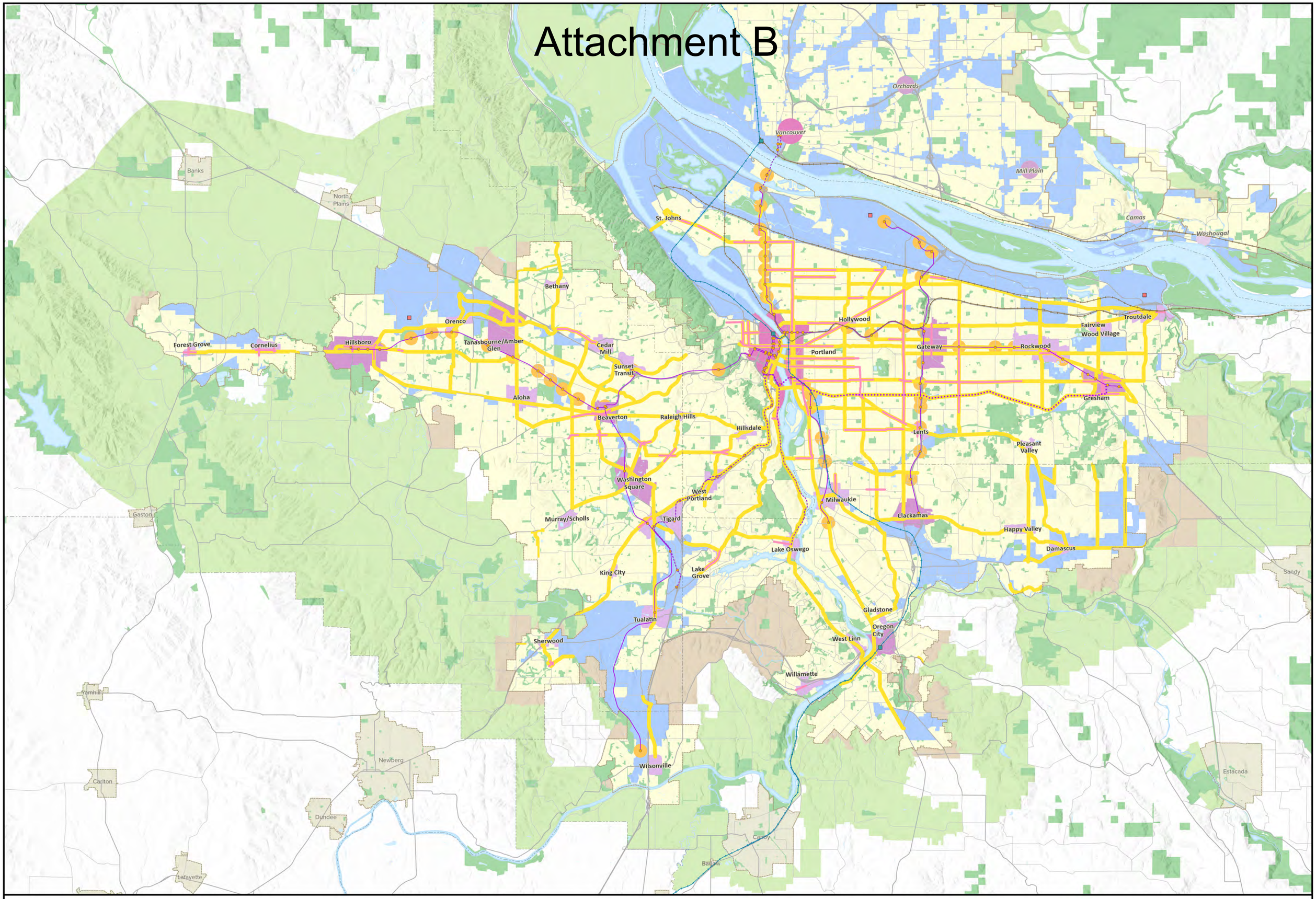
While CFEC specifically mandates that Metro require local adoption of boundaries for regional and town centers, Metro staff supports applying the Title 6 boundary adoption requirement to the Central City as well, with the same expectation for all centers in the 2040 Growth Concept that have been planned for urban uses. The draft Title 6 amendments therefore would require adoption of boundaries for all centers, including the Central City.

Metro staff also see it as useful to identify a timeframe for cities and counties to report their adopted boundaries to Metro so that Metro can reflect those boundaries in an updated 2040 Growth Concept Map and other relevant maps. The draft amendments say that, by February 1, 2026, cities and counties shall identify to Metro the boundaries of each center that they have adopted as of December 31, 2025. The draft amendments also require that cities and counties notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries after December 31, 2025.

Finally, the draft amendments propose a number of minor, non-substantive amendments to Title 6 that would clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

Metro staff welcome any feedback on these draft Title 6 amendments.

Attachment B



2040 Growth Concept Map

May 2023

0 6 12 Miles
0 9.5 19 Kilometers

Metro cannot accept any responsibility for errors, omissions, or positional accuracy.
There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail (proposed)
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal

Metro

For more information on these initiatives, visit http://www.oregonmetro.gov/2040

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, – Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to OAR 660-012-0012(4)(d), cities and counties must define the boundaries of Centers for areas that have urban land use designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments, to enhance this role. A "regional investment" is: an investment in a new high-capacity transit line; or a designated a regional investment in a grant or funding program that is either administered by Metro or subject to Metro's approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.615 Adoption of Boundaries for Centers

(a) By December 31, 2025, each city and county shall adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless another city or county has already adopted a boundary for the portion of the Center within its jurisdiction.

(b) Each city and county shall adopt boundaries for any other Center identified on Metro's 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.

(c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 shall be located in the general area of the Center as identified on the 2040 Growth Concept Map.

(d) By February 1, 2026, cities and counties shall identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties shall notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

(a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

DISCUSSION DRAFT

(1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(b);

(2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(c); and

(3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~Subsection 3.07.620(d).

(b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

(1) Be consistent with the general location shown in the ~~RFP~~ 2040 Growth Concept Map except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;

(2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

(3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and

(4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~ Subsection 3.07.820(a) ~~of section 3.07.820~~ of this chapter.

(c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:

(1) Physical and market conditions in the area;

(2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;

(3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;

(4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and

(5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under ~~subsection~~ Subsection 3.07.620(c) and include at least the following elements:

DISCUSSION DRAFT

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~ Section 3.07.640; and

(B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;

(3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230(a) and (b) of the RTFP, that includes:

(A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and

(C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~ Section 3.08.410 of the RTFP.

(e) A city or county that has completed all or some of the requirements of ~~subsections~~ Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

(f) Compliance with the requirements of this section is not a prerequisite to:

(1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or

(2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

(a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:

DISCUSSION DRAFT

(1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620(b); and

(2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640.

(b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:

(1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620(b);

(2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and

(3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230 (a) and (b)of the RTFP, that includes:

(A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and

~~(c)~~ (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

(a) ~~A~~ Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

(1) Central City - 250 persons

(2) Regional Centers - 60 persons

(3) Station Communities - 45 persons

(4) Corridors - 45 persons

(5) Town Centers - 40 persons

(6) Main Streets - 39 persons

DISCUSSION DRAFT

(b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

(1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;

(2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;

(3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.

(c) Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:

(1) The types of housing ~~listed in the~~identified as "needed housing" ~~statute,~~in ORS 197.303(1)(a)-(e);

(2) The types of housing identified in the city's or county's housing need analysis ~~done~~ completed pursuant to ORS 197.296 or ~~statewide~~ Statewide ~~planning~~ Planning Goal 10 (Housing); and

(3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

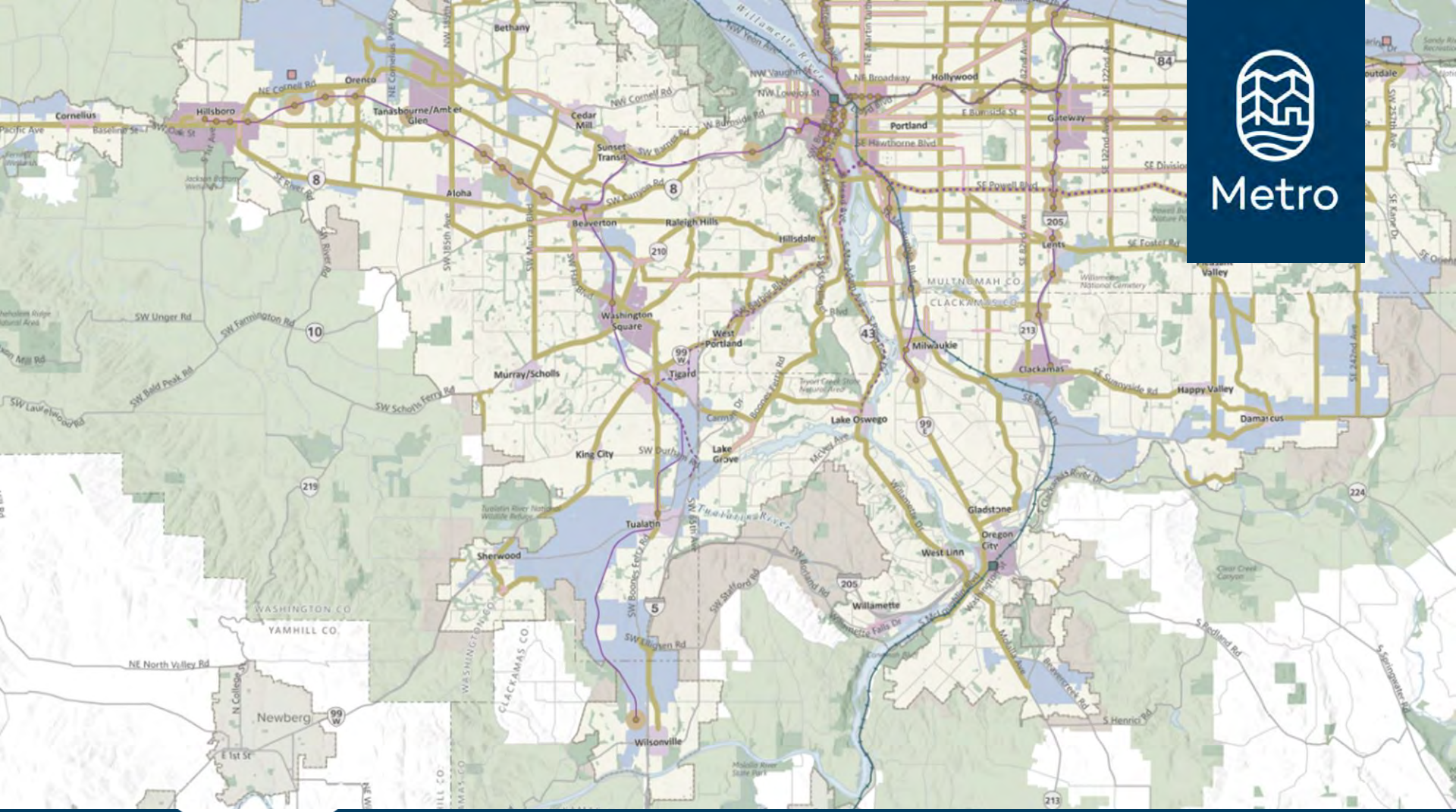
(a) The 2040 Growth Concept Map's depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the "Title 6 Centers, Corridors, Station Communities and Main Streets Map," ~~and is Metro's official depiction of their~~ which depicts the boundaries of those areas. ~~The map shows the boundaries established pursuant to this title.~~

(b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county shall provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection ~~(b) of section~~ 3.07.620(b).

(c) The COO shall revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform ~~the~~ such maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021 [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]

DISCUSSION DRAFT



Proposed Amendments to UGMFP Title 6

MTAC: June 26, 2024

006111

December 2023

Discussed with MTAC:

- 2040 Growth Concept
- Central City, Regional Centers, Town Centers
- UGMFP Title 6
- CFEC and its requirements for Center boundaries
- Draft Title 6 amendments












Draft Amendments

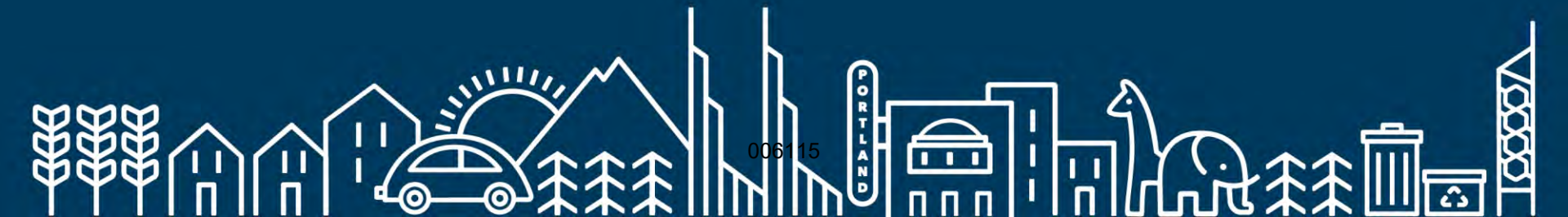
- Address CFEC requirements
- Boundaries required for Central City, as well as Regional and Town Centers, **if planned for urban uses**
- Adopted by ordinance by 2025
- **One jurisdiction per center** is sufficient
- Timeframe for reporting to Metro
- Minor, non-substantive “clean up” amendments

MTAC Recommendation

"Do you recommend that the amendments to Title 6, as proposed in Attachment C, be recommended by MPAC for adoption by the Metro Council?"

(YES *or* NO)

Thank you!

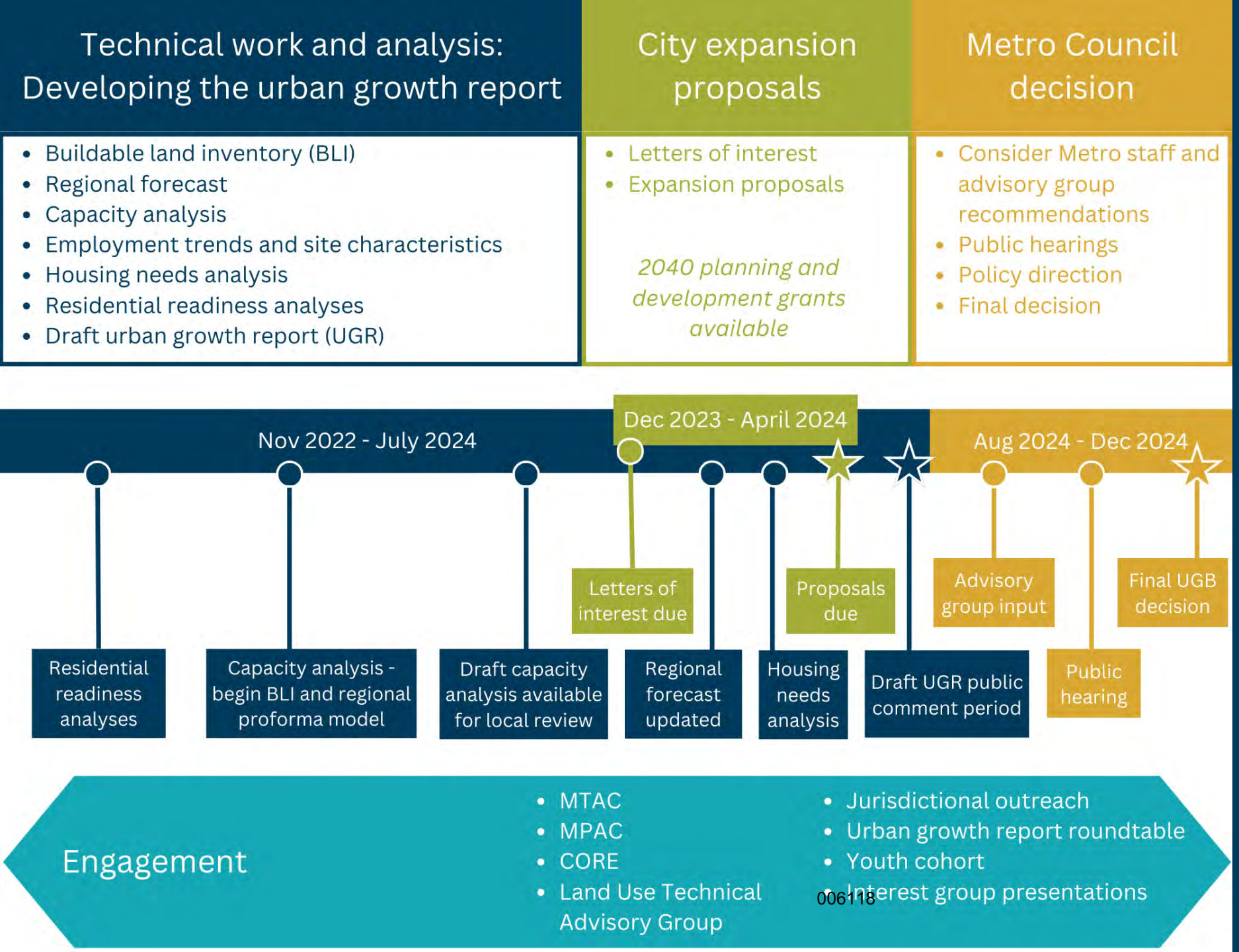


Materials following this page were distributed at the meeting.

Urban growth management: Employment land analyses

MTAC
June 26, 2024

Project timeline



The draft UGR and beyond

July 9: Draft UGR is released for public comment period (ends August 4)

Discussion of draft UGR:
July 9: Council Work Session
July 17: MTAC
July 24: MPAC
July 26: UGR roundtable

August 14: COO recommendation released

Discussion of COO recommendation:
August 21: MTAC
September 3: Council Work Session
September 11: MPAC

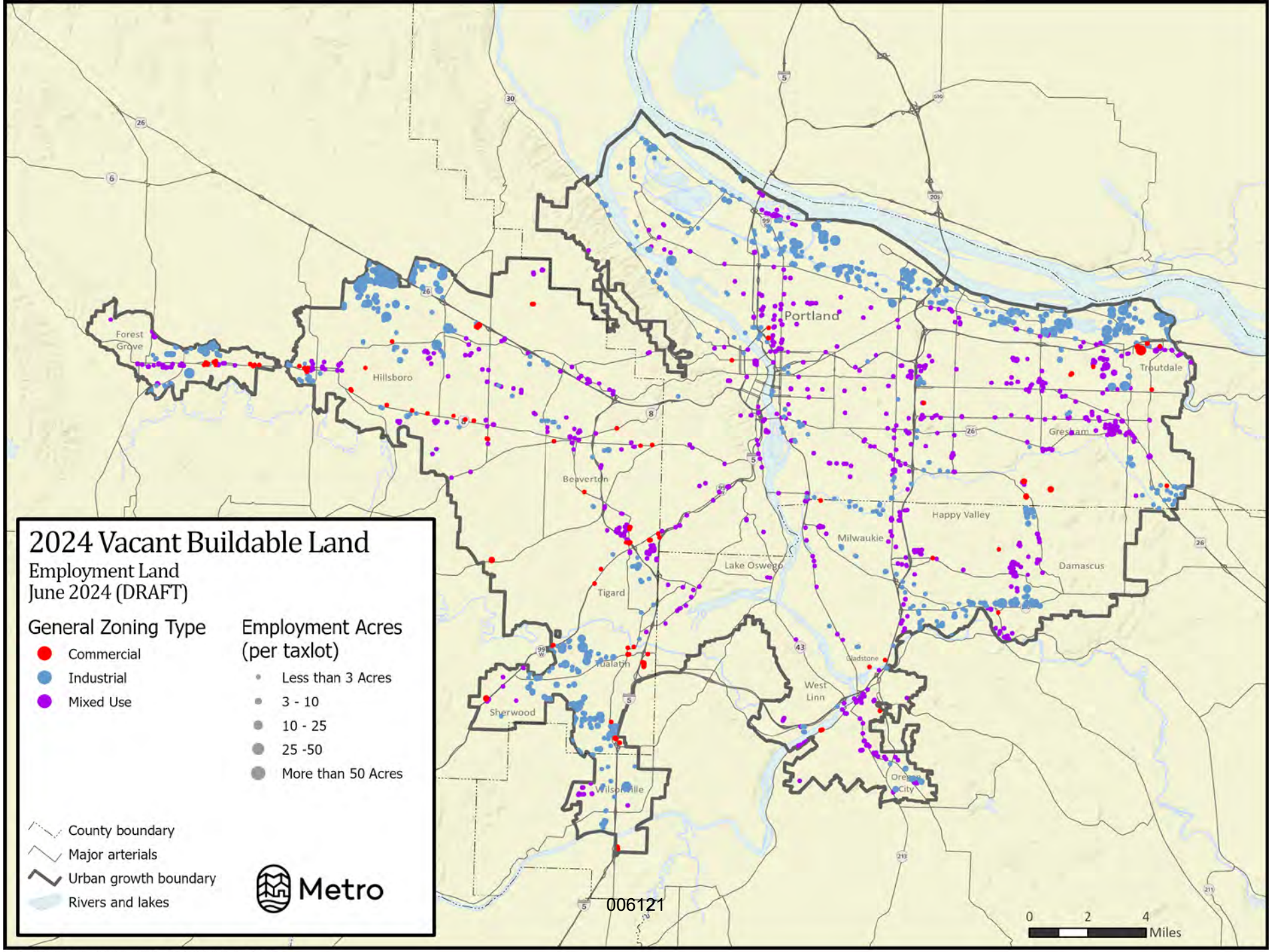
Discussion of final overall recommendations:
September 18: MTAC (recommendations to MPAC)
September 19: CORE (recommendations to Council)
September 21: Council holds public hearing on COO recommendation
September 25: MPAC (recommendations to Council)

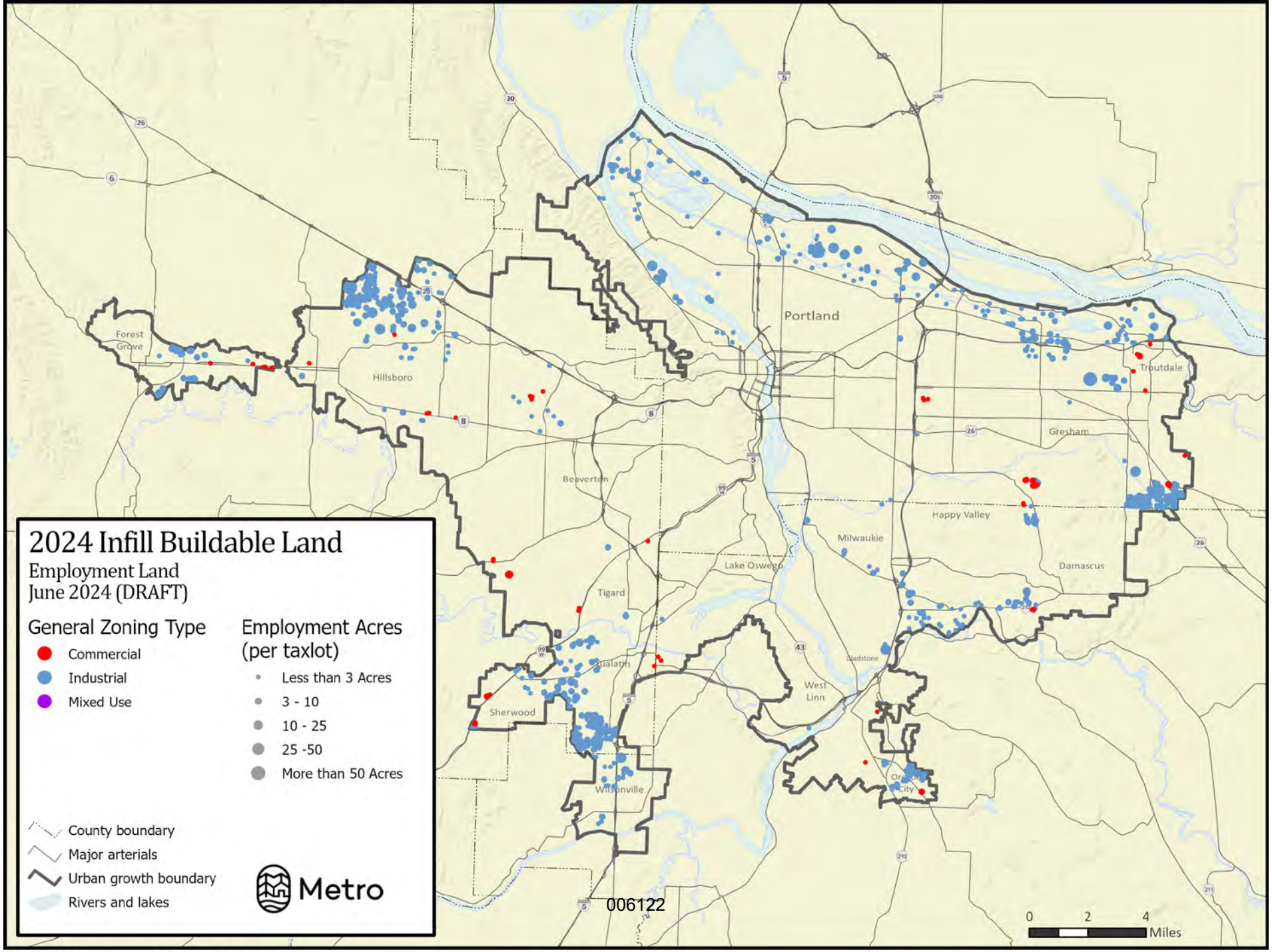
October 1: Final UGR prepared per Council direction

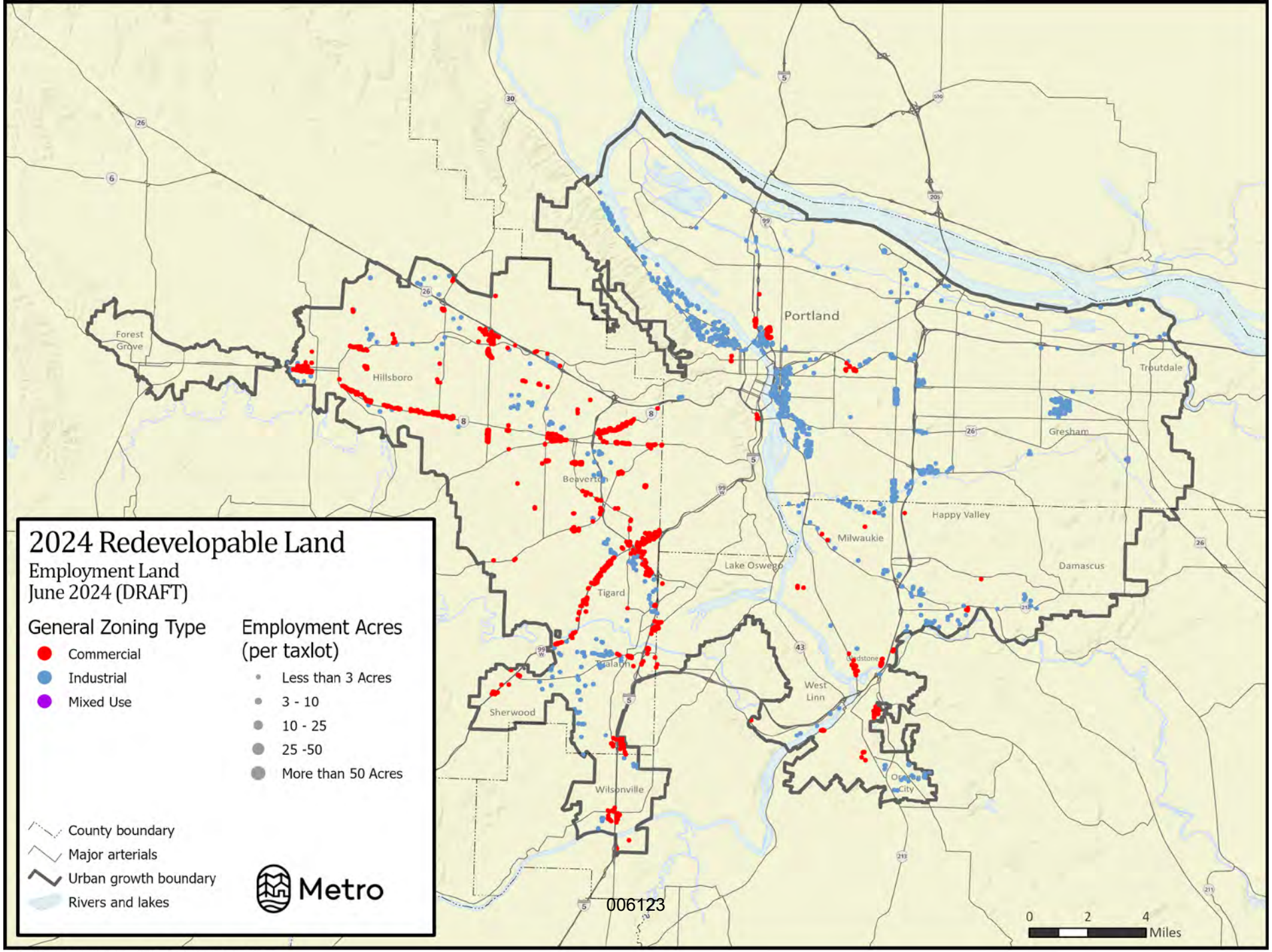
November 28: Council first reading of ordinance; public hearing

December 12: Council second reading of ordinance; final decision

Employment land: draft capacity results


2024 Vacant Buildable Land
Employment Land
June 2024 (DRAFT)
General Zoning Type
Commercial
Industrial
Mixed Use
Employment Acres
(per taxlot)
Less than 3 Acres
3 - 10
10 - 25
25 -50
More than 50 Acres
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Wilsonville
Lake Oswego
Milwaukie
Happy Valley
Damascus
Troutdale
Gresham
Gladstone
West Linn
Oregon City
006121
0
2
4
Miles


2024 Infill Buildable Land
Employment Land
June 2024 (DRAFT)
General Zoning Type
Commercial
Industrial
Mixed Use
Employment Acres
(per taxlot)
Less than 3 Acres
3 - 10
10 - 25
25 -50
More than 50 Acres
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Wilsonville
Lake Oswego
Milwaukie
Gladstone
West Linn
Happy Valley
Damascus
Gresham
Troutdale
006122
0
2
4
Miles


2024 Redevelopable Land
Employment Land
June 2024 (DRAFT)
General Zoning Type
Commercial
Industrial
Mixed Use
Employment Acres
(per taxlot)
Less than 3 Acres
3 - 10
10 - 25
25 -50
More than 50 Acres
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Lake Oswego
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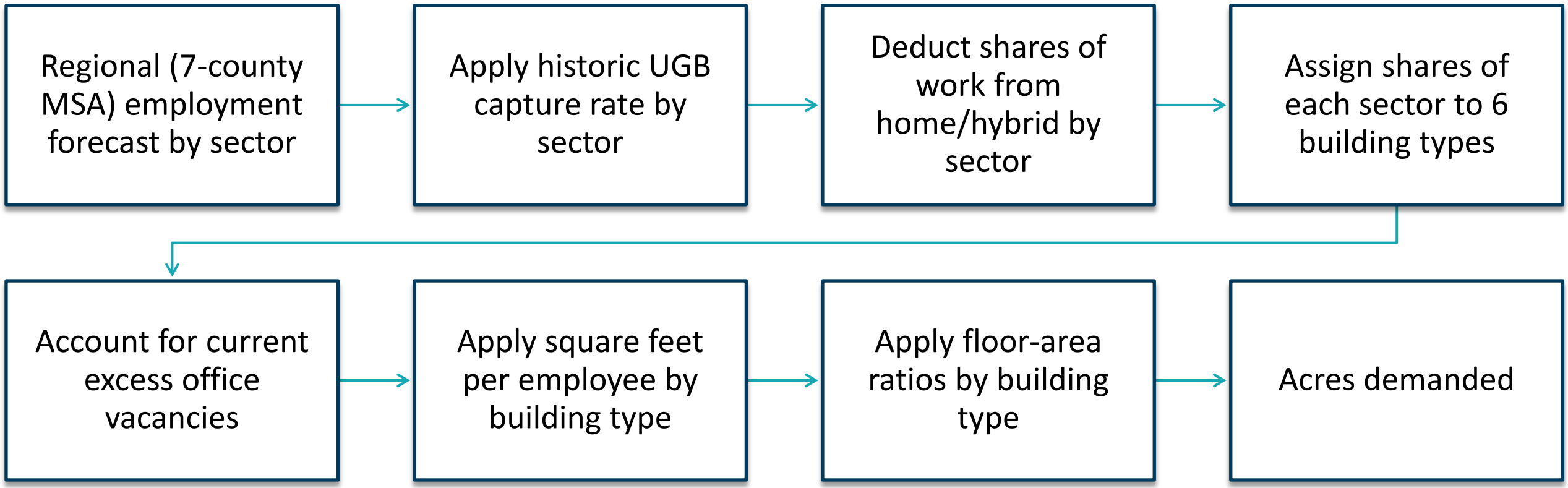
Employment capacity inside UGB

Buildable acres – reviewed by local jurisdictions

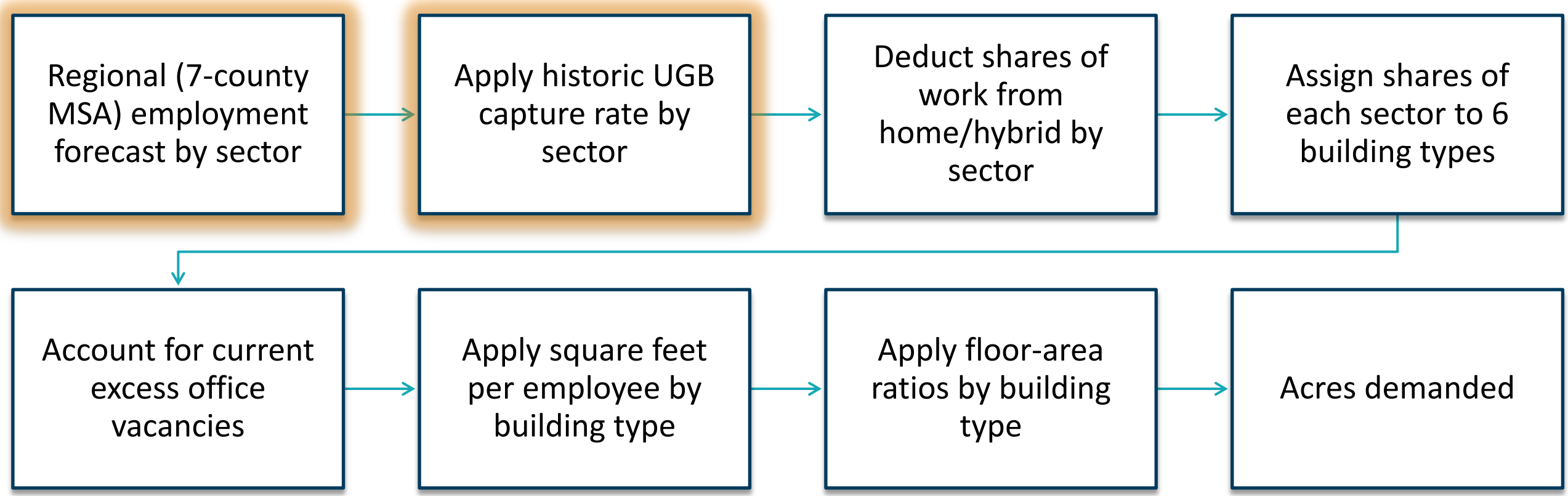
Capacity type	Industrial	Commercial
Vacant	2,574	288
Infill	3,252	147
Redevelopment	124	46
Total	**5,950**	**481**

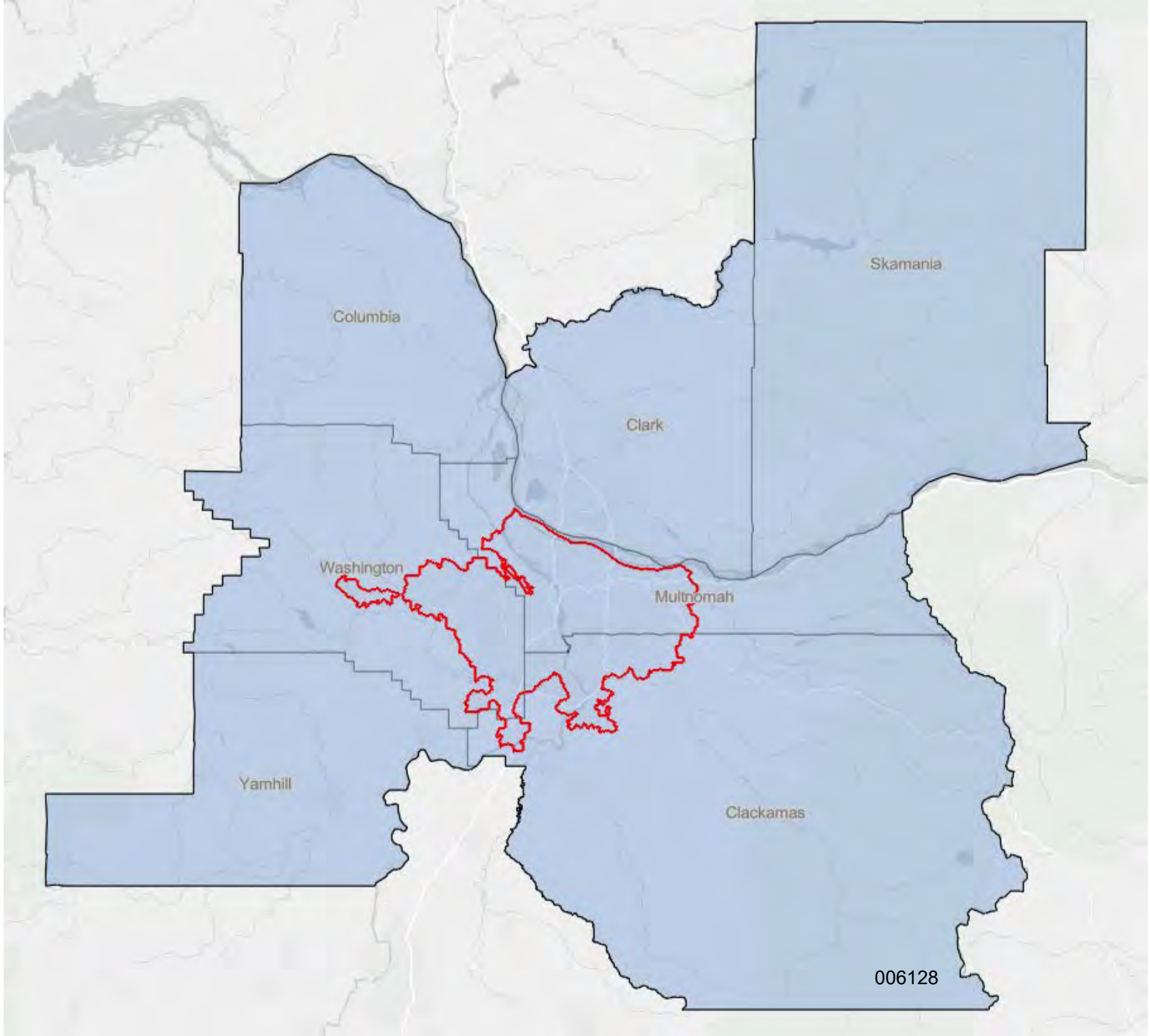
Employment land: demand analysis methodology

Converting jobs to acres



Converting jobs to acres

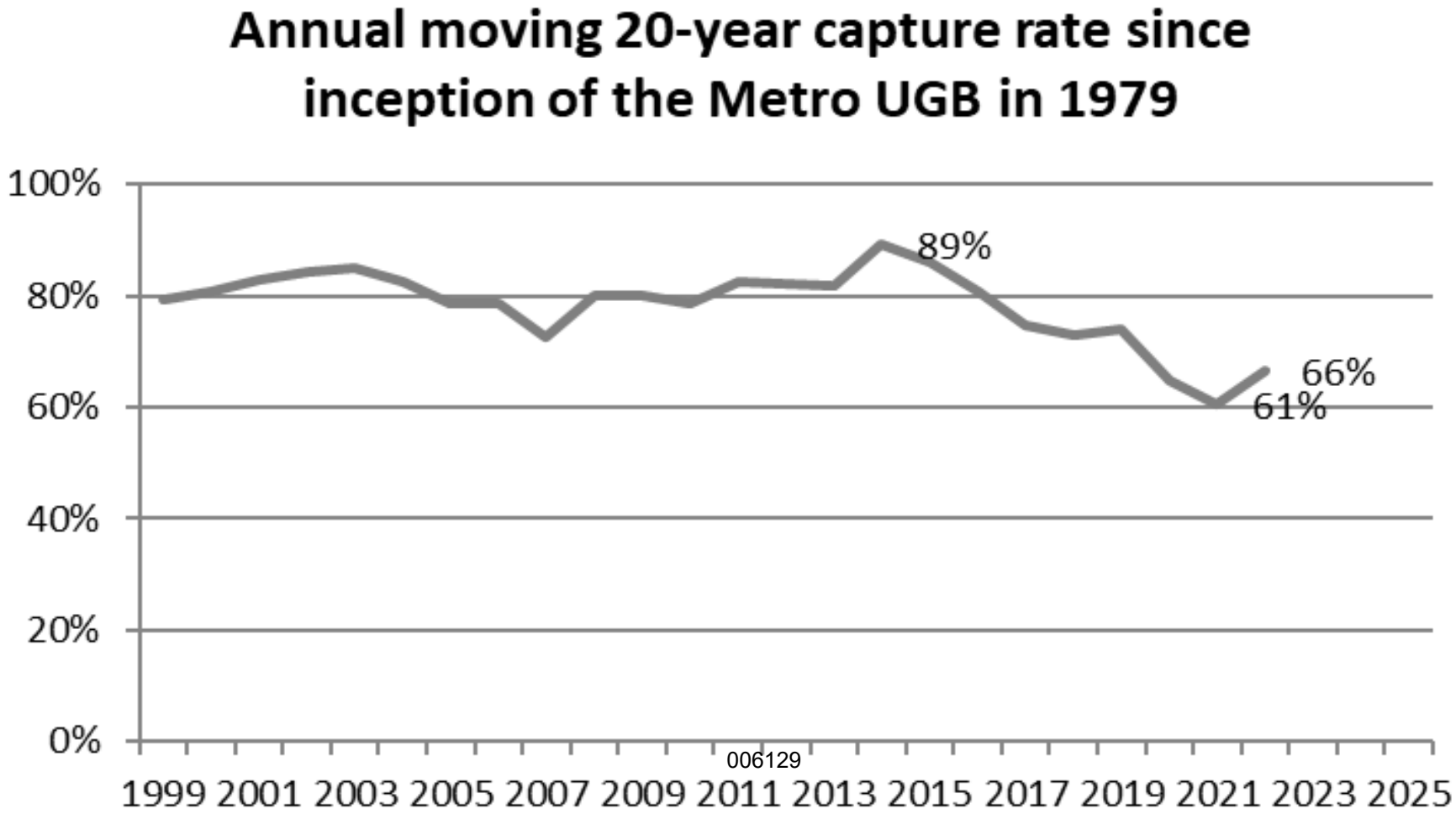




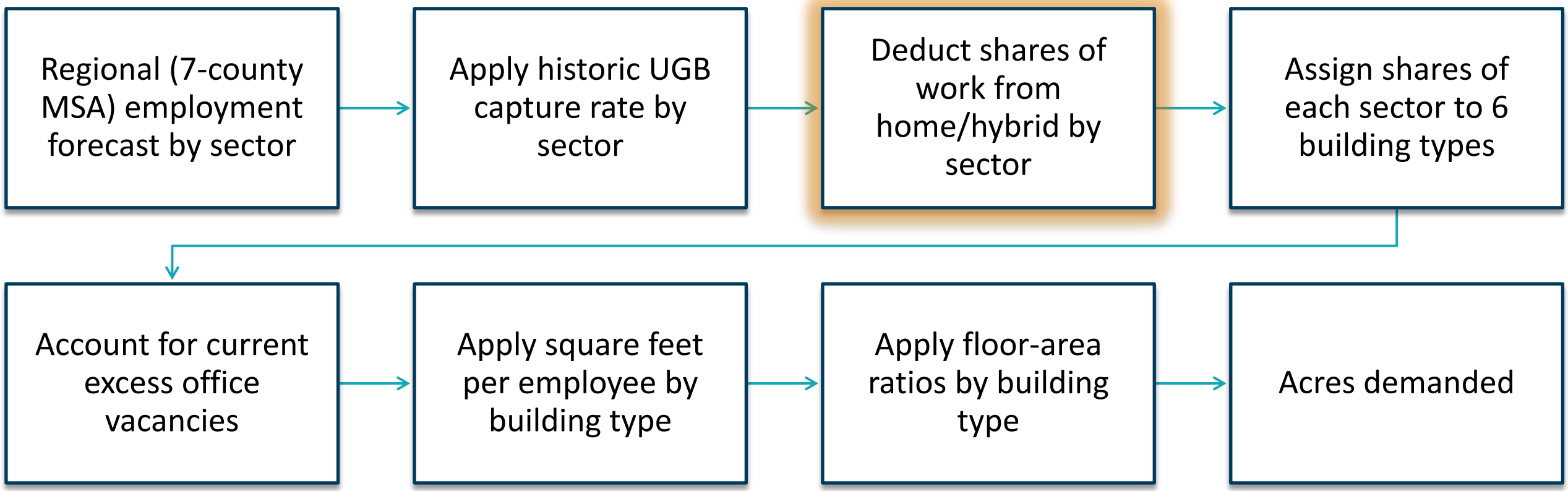
Regional forecast geography

75% average UGB capture rate

(assumptions vary by sector)



Converting jobs to acres



Deduction from demand: work from home and hybrid work



Mostly in-person sectors
10% or less WFH

- Construction
- Retail trade
- Transportation, warehousing, and utilities
- Arts, entertainment, recreation
- Accommodations and food service



Moderately hybrid sectors
10-20% WFH

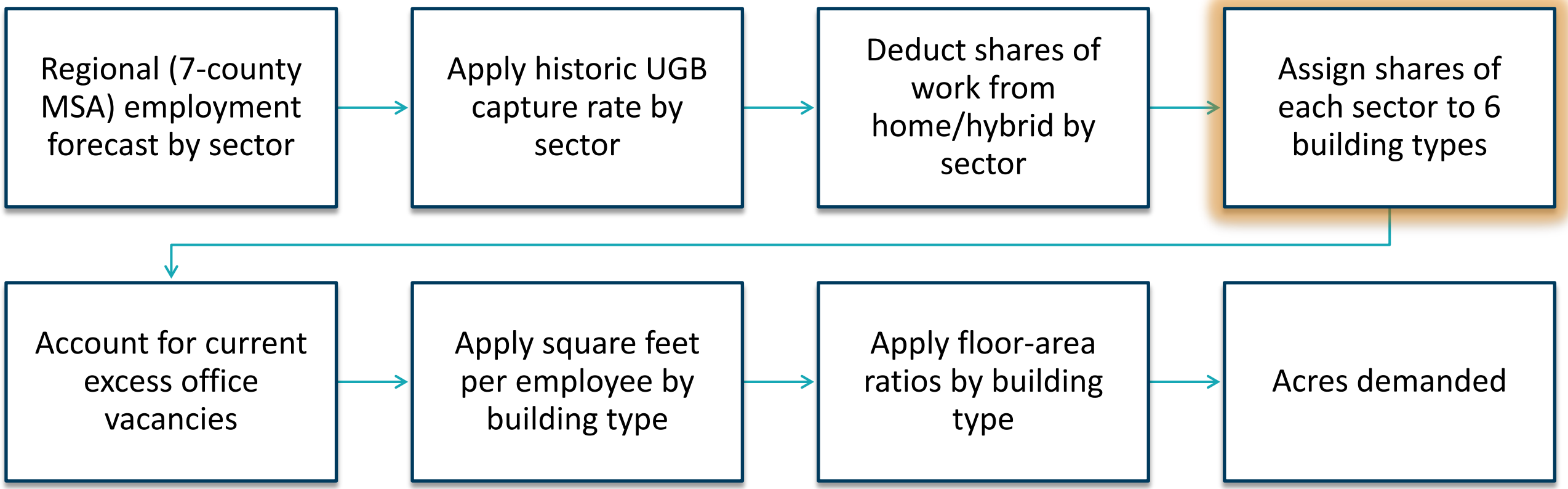
- Manufacturing
- Wholesale trade
- Private education
- Health and social services
- Other services



Hybrid sectors
20% + WFH

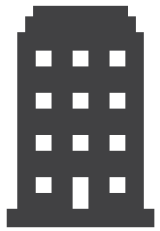
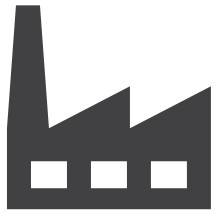
- Information
- Finance and insurance
- Real estate
- Professional services
- Management of companies
- Government

Converting jobs to acres

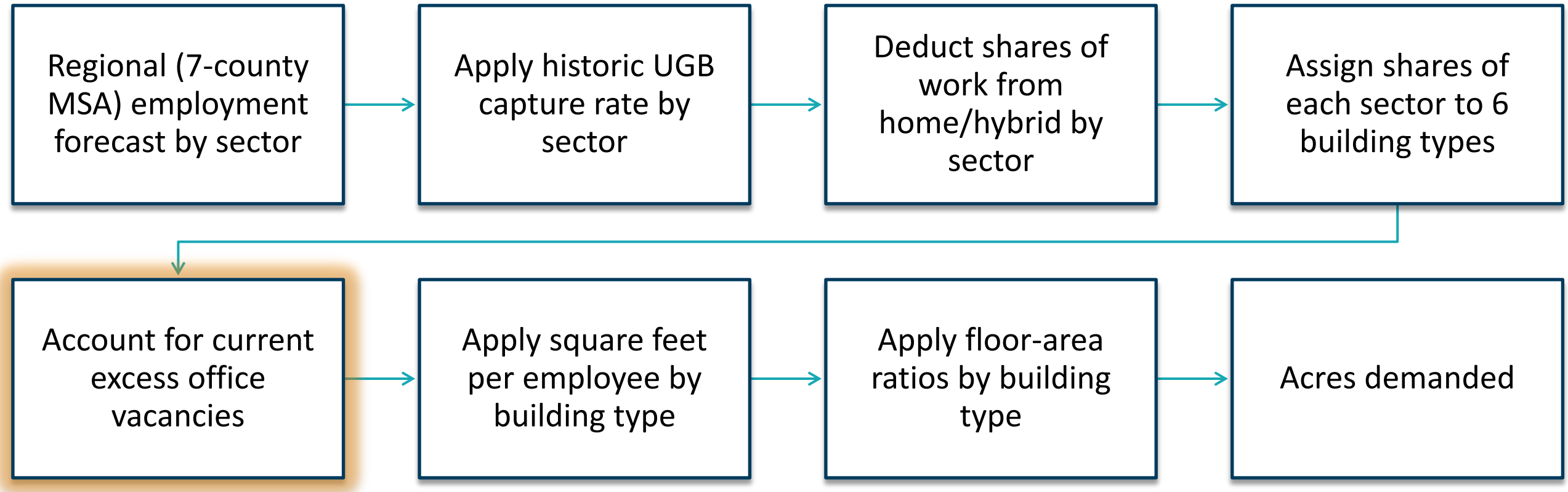


Manufacturing sector example

Shares of jobs are allocated to buildings

Office	Medical/ Institution	Flex/Business park	General industrial	Warehouse/ Distribution	Retail
					
3%	0%	33%	40%	20%	4%

Converting jobs to acres



Account for excess office vacancy

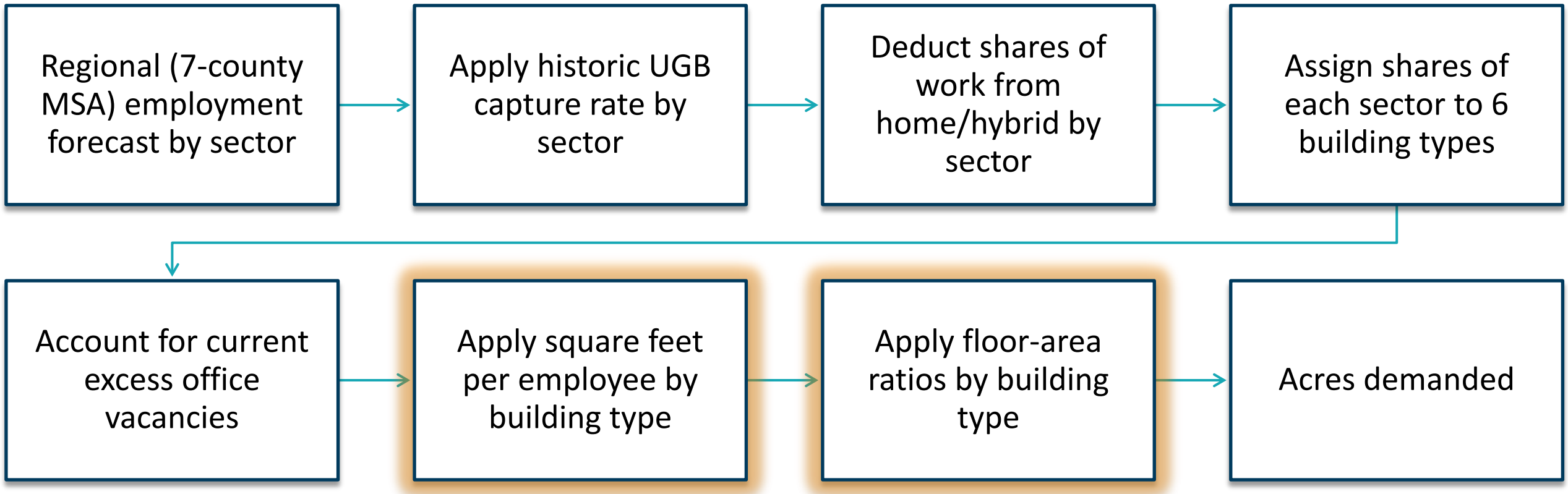
Total vacant office space

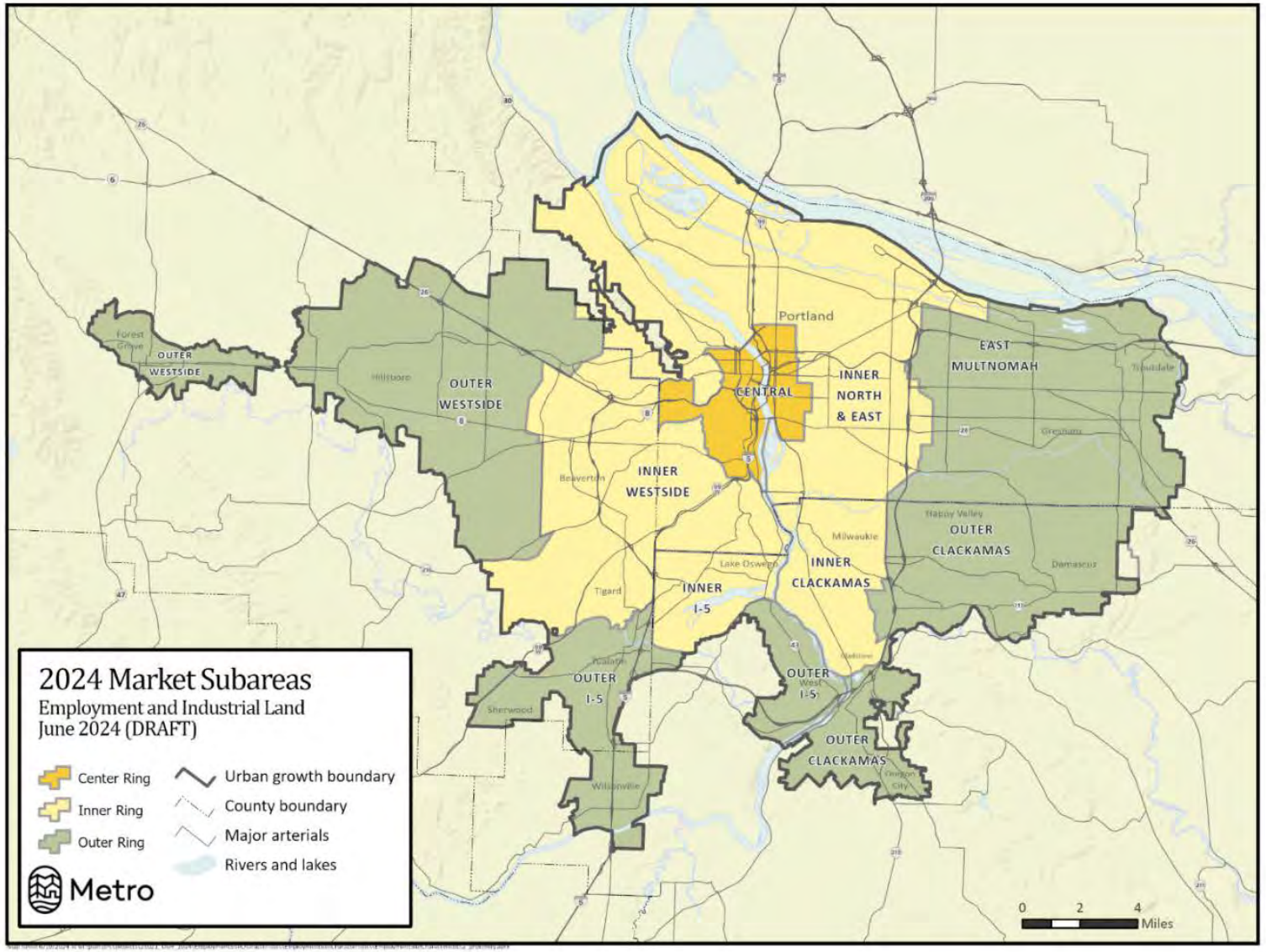
Healthy vacancy rate	Excess vacancy counted as **capacity** for future office space demand



006135

Converting jobs to acres





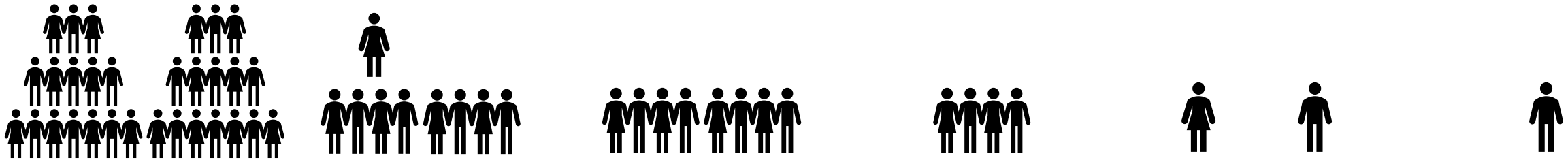
Analysis subareas: square feet per employee and floor-area ratios vary

006137

Job densities

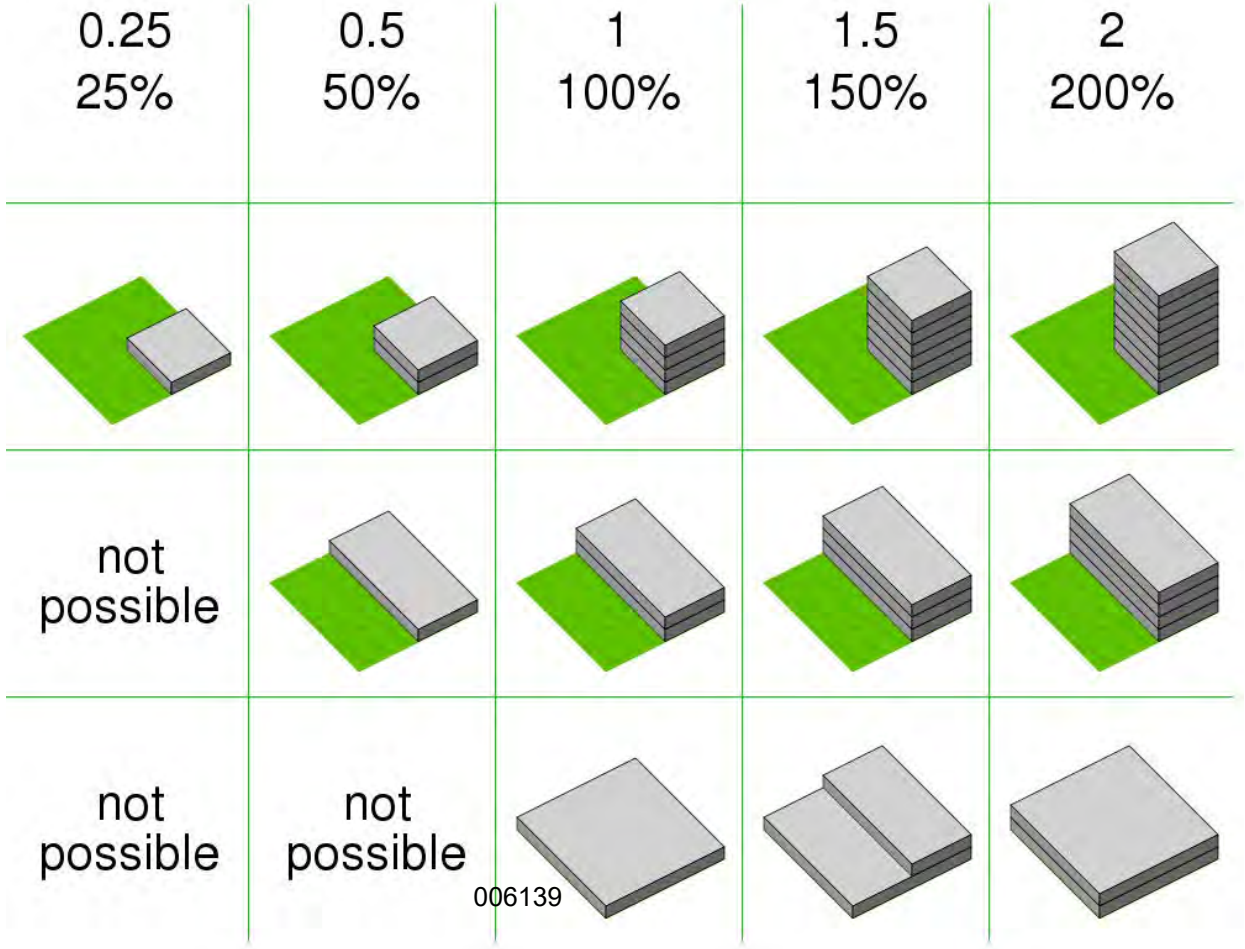
(vary by building type and submarket)

Office	Retail	Medical / Institution	Flex/ bus. park	General industrial	Warehouse /distr.



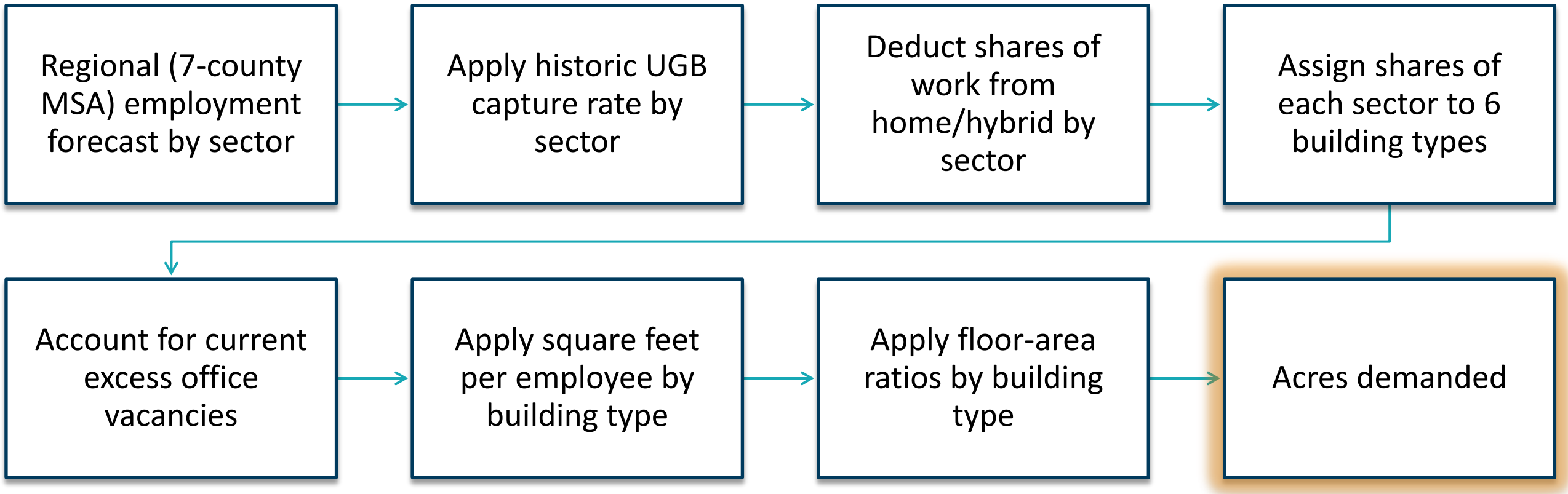
Floor-area ratios

(vary by building type and submarket)



This Photo by Unknown Author is licensed under CC BY-SA

Converting jobs to acres



Summarize two categories for results

Industrial	Commercial
Gen. Industrial	Office
Warehouse/Distribution	Retail
Flex/Business Park	Medical/Institution

Employment land gap analysis: draft results

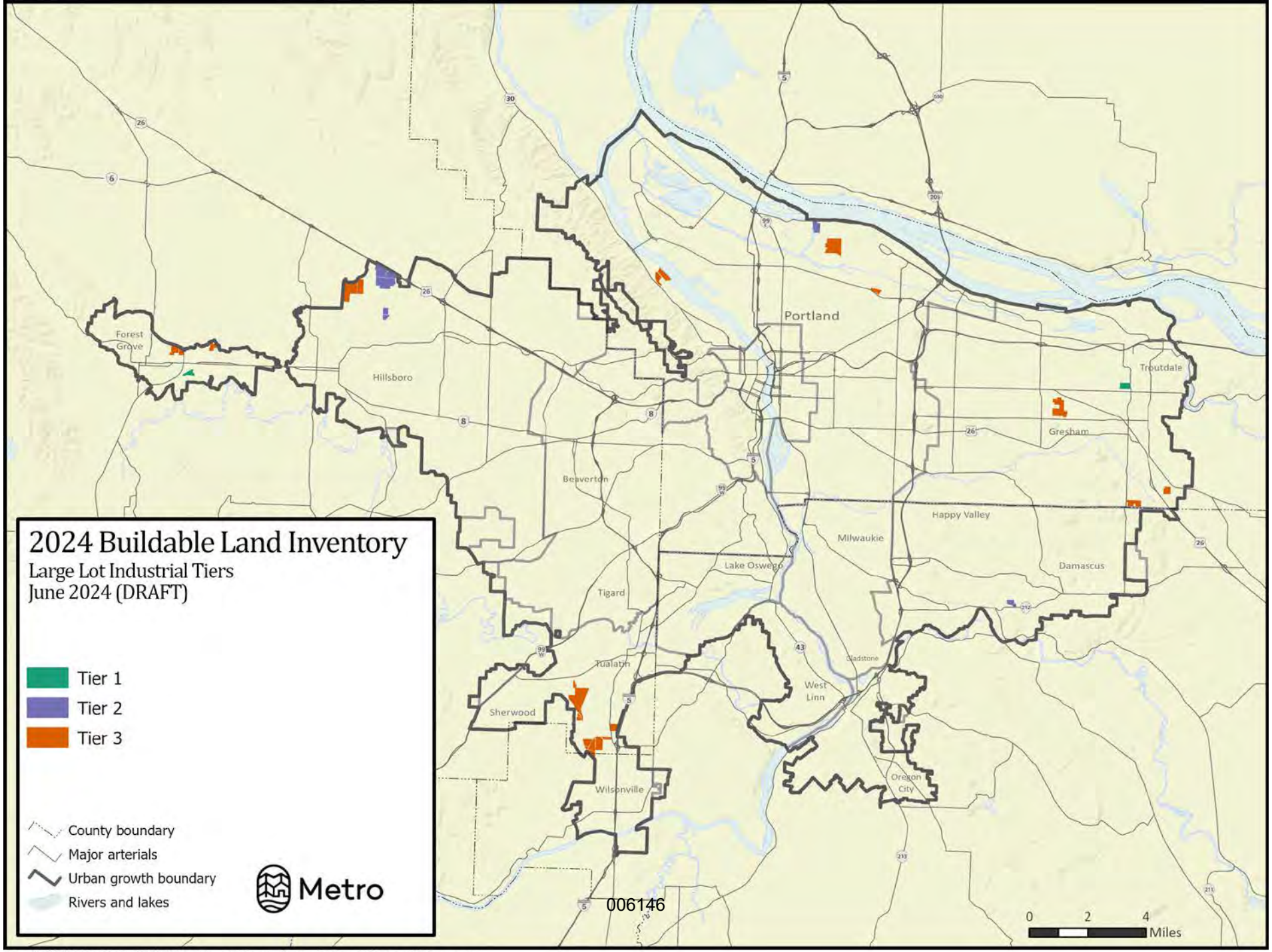
Industrial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750

Commercial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Large industrial site inventory


2024 Buildable Land Inventory
Large Lot Industrial Tiers
June 2024 (DRAFT)
Tier 1
Tier 2
Tier 3
County boundary
Major arterials
Urban growth boundary
Rivers and lakes
Metro
Portland
Forest Grove
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Wilsonville
Lake Oswego
Milwaukie
Gladstone
West Linn
Oregon City
Happy Valley
Damascus
Gresham
Troutdale
006146
0
2
4
Miles

Sherwood West employment analysis

Project Question

Is there an economic benefit to include employment acres above and beyond the regional growth forecast?

- How does an increase in employment land in Sherwood West support economic growth for the Metro Region?
- How could this approach and analysis be replicated and effective for reviewing future UGB expansion requests?

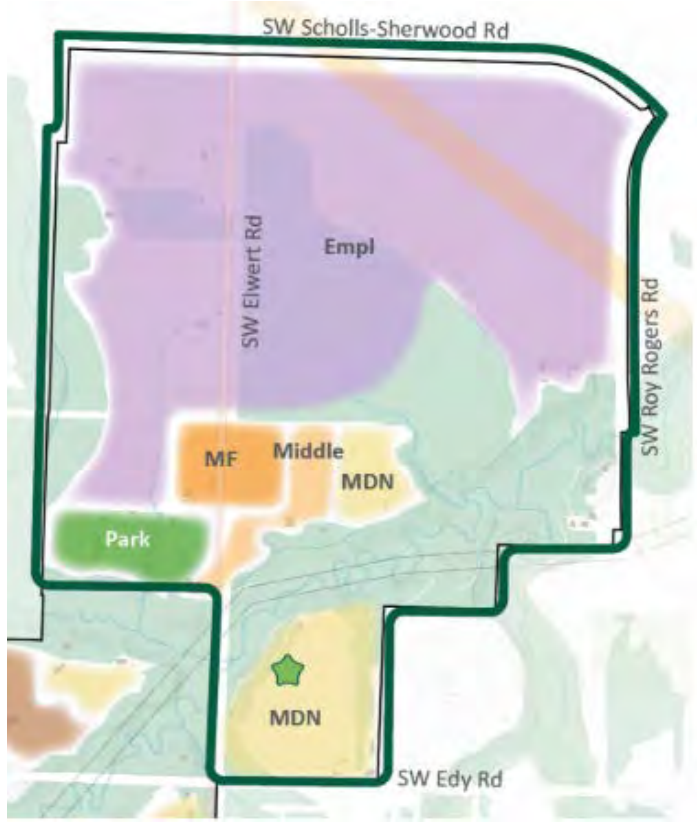
Project Approach

Market supply

A diverse regional market supply of sites is essential to maintain an equilibrium in market pricing and to support a broad range of industries.

Site competitiveness

The Sherwood West site has characteristics that are suited to accommodate the industries that are likely to grow, which will support regional economic and business growth.



Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Current industrial land supply and vacancy rates

Positive net absorption of industrial square footage in Washington County and Sherwood in 2023

Current vacant land that could support employment growth

Average parcel size: 10 acres
Median parcel size: 5 acres

Parcel assembly is likely needed to support industrial uses

Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Regional employment growth trends

Average annual growth rate, 2017-2022

	Sherwood	Regionwide
Industrial land users	5.8%	1.7%
Manufacturing	2.5%	1.1%



Site competitiveness

Does Sherwood West have a competitive advantage for employment growth over other available land in the region?

Site evaluation and readiness analysis

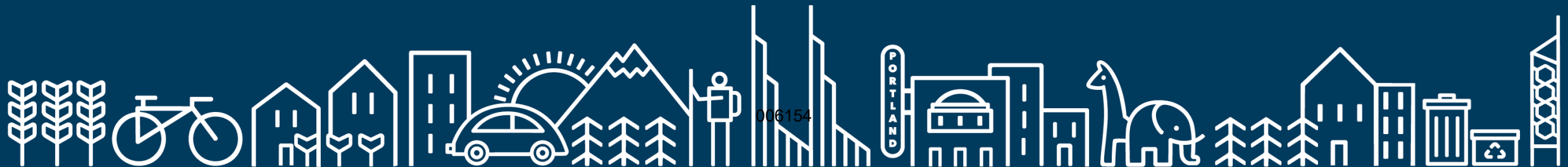
Pros: Parcel size, ownership, and slopes are competitive for industrial users
Cons: I-5 access
Needs: Infrastructure for water and sanitary sewer

Capacity constraints in existing industrial areas

Companies have relocated from smaller spaces in the region to new industrial parks in Sherwood to expand and consolidate operations

Questions?

oregonmetro.gov



Job densities
(participants in review of assumptions)

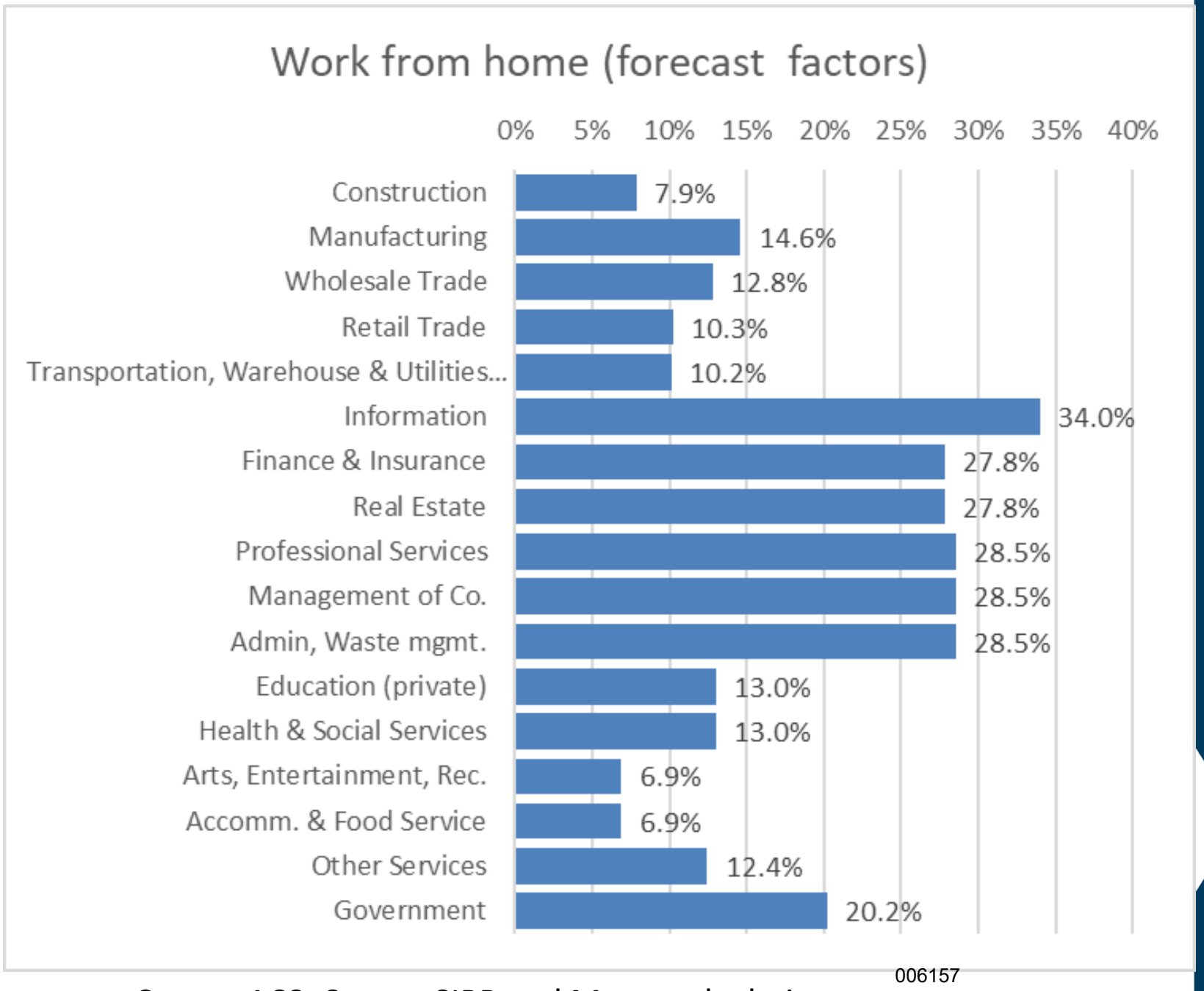
- Schnitzer Properties
- Johnson Economics
- Fulfillment and distribution firm (requested anonymity)
- Cities of Hillsboro, Sherwood, and Portland
- Specht Properties/Development
- Mackenzie
- Oregon Department of Land Conservation and Development
- Commercial Realty Advisors

Regional forecast
(economists & demographers at MPAC and Roundtable)

- Josh Lehner, OR Office of Economic Analysis
- Tyler Bump, ECONorthwest
- Mark McMullen, OR Office of Economic Analysis
- Jeff Renfro, Multnomah County
- Tom Potiowsky, former State Economist

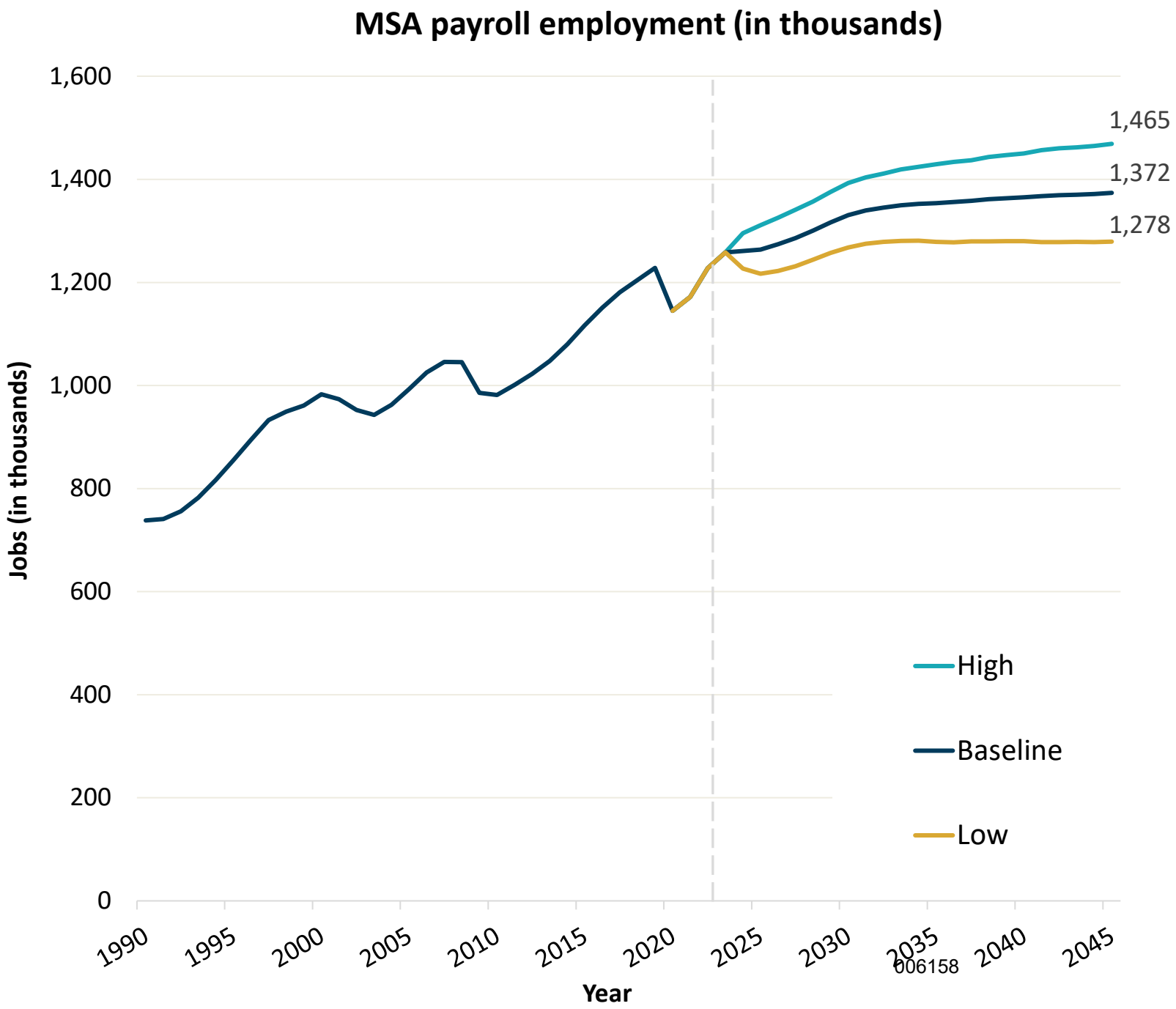
<u>Forecast expert panel review:</u>

- Peter Hulseman, City of Portland
- Neal Marquez, PSU Population Research Center
- Ethan Sharygin, PSU Population Research Center
- Amy Vandervliet, Oregon Employment Department



source: Census ACS, Census SIPP and Metro calculations

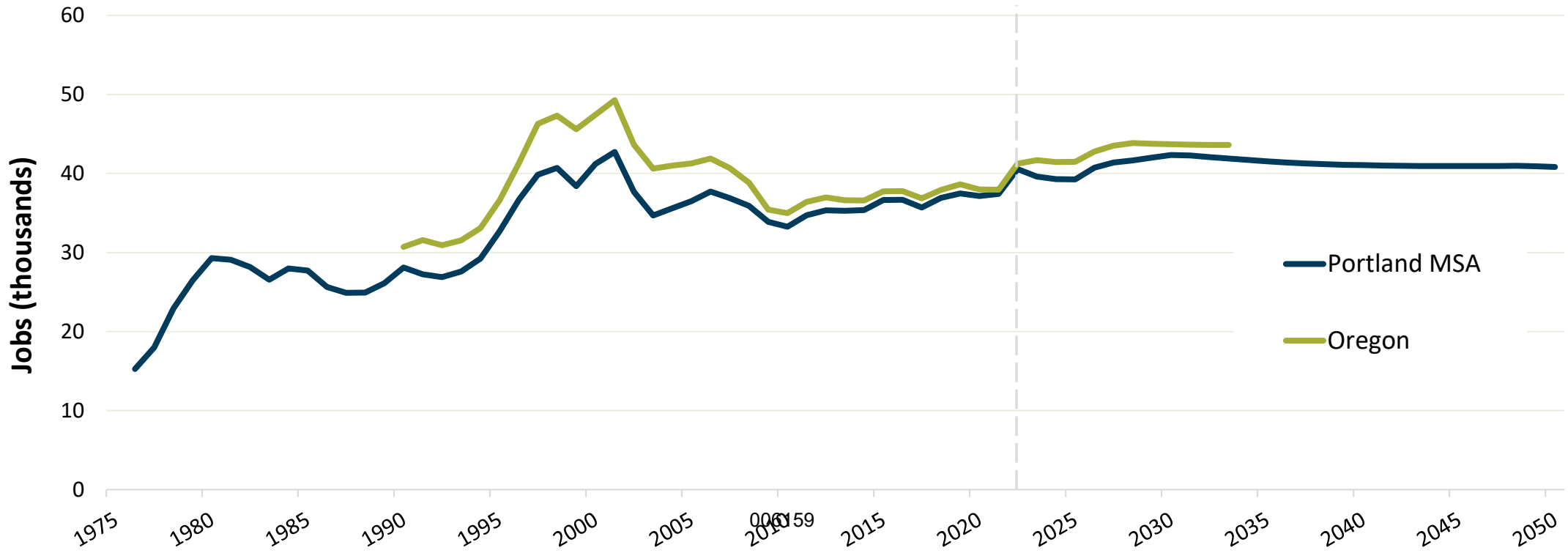
Deduction from demand: work from home and hybrid work



Regional employment outlook

Metro's forecast accounts for the CHIPS Act

State (OEA) and regional (Metro) computer and electronics manufacturing forecasts <u>with</u> CHIPS Act impacts



Jobs by sector assigned to buildings
(based on current data)

NAICS	Sectors Represented	Office	Institution	Flex/BP	Gen Industrial	Ware-house	Retail
23	Construction	27%	2%	1%	40%	20%	10%
31-33	Manufacturing	3%	0%	33%	40%	20%	4%
42	Wholesale Trade	12%	1%	23%	7%	50%	8%
44-45	Retail Trade	5%	1%	0%	2%	50%	42%
22, 48-49	Transportation, Warehouse & Utilities	31%	6%	10%	1%	43%	9%
51	Information	50%	2%	2%	1%	30%	15%
52	Finance	74%	2%	0%	0%	0%	23%
53	Real Estate	73%	3%	1%	2%	1%	21%
54	Professional Services	62%	4%	1%	2%	10%	20%
55	Management	78%	6%	1%	1%	0%	14%
56	Admin, Waste	69%	2%	2%	1%	5%	21%
61	Education (private)	33%	63%	0%	0%	0%	3%
62	Health & Social Services	17%	67%	0%	0%	0%	15%
71	Arts, Entertain, Rec	17%	13%	1%	1%	20%	49%
72	Accomm & Food Service	7%	1%	0%	1%	25%	65%
81	Other Services	34%	8%	1%	2%	35%	18%
92	Government	76%	0%	0%	0%	0%	3%
	TOTAL	36%	16%	6%	8%	5%	29%

source: QCEW 2019 data, Metro tabulation using LDMS information

Square feet per employee
(vary by building type and market subarea)

Building types	Central Hub	Inner Ring	Outer Ring
General Industrial	850	800	800
Warehousing/ Distribution	950	1,400	2,000
Flex	600	625	1,000
Office	300	300	300
Retail	450	450	475
Medical / Institution	500	500	550

006161

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <Ted.Reid@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>
Cc: Tim Rosener <RosenerT@SherwoodOregon.gov>; Keith Mays <MaysK@SherwoodOregon.gov>
Subject: [External sender]Re: Sherwood West UGB Support

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Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

From: Diann Matthews <diann.matthews@gmail.com>
Sent: Tuesday, June 25, 2024 6:41 AM
To: Gerritt.Rosenthal@oregonmetro.gov <Gerritt.Rosenthal@oregonmetro.gov>
Cc: marissa.madrigal@oregonmetro.gov <marissa.madrigal@oregonmetro.gov>; Lynn.Peterson@oregonmetro.gov <Lynn.Peterson@oregonmetro.gov>; Mary.Nolan@oregonmetro.gov <Mary.Nolan@oregonmetro.gov>; Tim Rosener <RosenerT@SherwoodOregon.gov>; Eric Rutledge <RutledgeE@SherwoodOregon.gov>; Keith Mays

<MaysK@SherwoodOregon.gov>
Subject: Sherwood West UGB Support

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

Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either Diann.Matthews@gmail.com or at (503) 708-3764.

Sincerely,

Diann Matthews and Marleen Mandel
--

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at (503) 625-5522 and delete the copy you received.

Sherwood
SCHOOL DISTRICT

Dr. Jeremy Lyon, Superintendent

Sherwood School District 88J
23295 SW Main St.• Sherwood, OR 97140
503.825.5003• Fax 503.825.5001

June 24, 2024

Dear Metro Council,

This letter is to express my strong support for the Sherwood West expansion application. As the outgoing superintendent of the Sherwood School District, I want to express my unequivocal support for this future development and the critical role Sherwood West plays for the continued growth of the Sherwood School District.

Sherwood is a high-performing district of approximately 5,000 students. In 2016, the citizens approved a bond program that was based upon expansion of the community. The bond passed and resulted in building the new Sherwood High School and re-configuring and remodeling five existing campuses. The bond work has been largely completed and district facilities are "student-ready." Now, we have a post-pandemic school district that has lost approximately 400 students, which is unfortunately proportional to student enrollment losses across the state. We need new students and new housing to keep our school system stable and to fulfill the community commitment of the 2016 bond program.

Parents move to Sherwood for their children to have the opportunity to attend Sherwood schools and live in a vibrant community. It's imperative that Sherwood continues to perform at a high level, reliant upon city and school district partnerships. The Sherwood West expansion project will contribute to the school district thriving in future decades. Our community will continue to grow economically, complimentary to having a strong and stable school system. This is not insignificant for the future prosperity of our region.

The greater vision for Sherwood is built upon responsible and thoughtful actions by community leaders. The school's receive tremendous parent and community support and the City of Sherwood leadership has provided a responsible and thoughtful plan for moving forward together. The Sherwood West expansion proposal, if approved, allows Sherwood to continue to execute a vision of responsible growth and serve as a model for our region.

Thank you for your consideration.

Sincerely,

Jeremy Lyon, PhD
Superintendent
Sherwood School District

Miriam Hanes

From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Monday, August 5, 2024 8:31 AM
To: Miriam Hanes
Cc: Eryn Kehe; Molly Cooney-Mesker
Subject: [External sender]UGR Testimony
Attachments: Letter to Metro Council - Support of Sherwood West Application .pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Miriam,

Another piece of testimony from the school district.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

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Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Committee on Racial Equity (CORE)
Date: June 20, 2024
Time: 5:30-7:30pm (Zoom room opens at 5pm)
Place: Virtual meeting via Zoom

5:30 PM **Welcome and Introductions**

5:35 PM **Public Comment**

5:40 PM **Metro Council Update**

5:45 PM **Committee Business**

6:00PM **Update on Regional Housing Funding**
Marissa Madrigal, Metro Chief Operating Officer

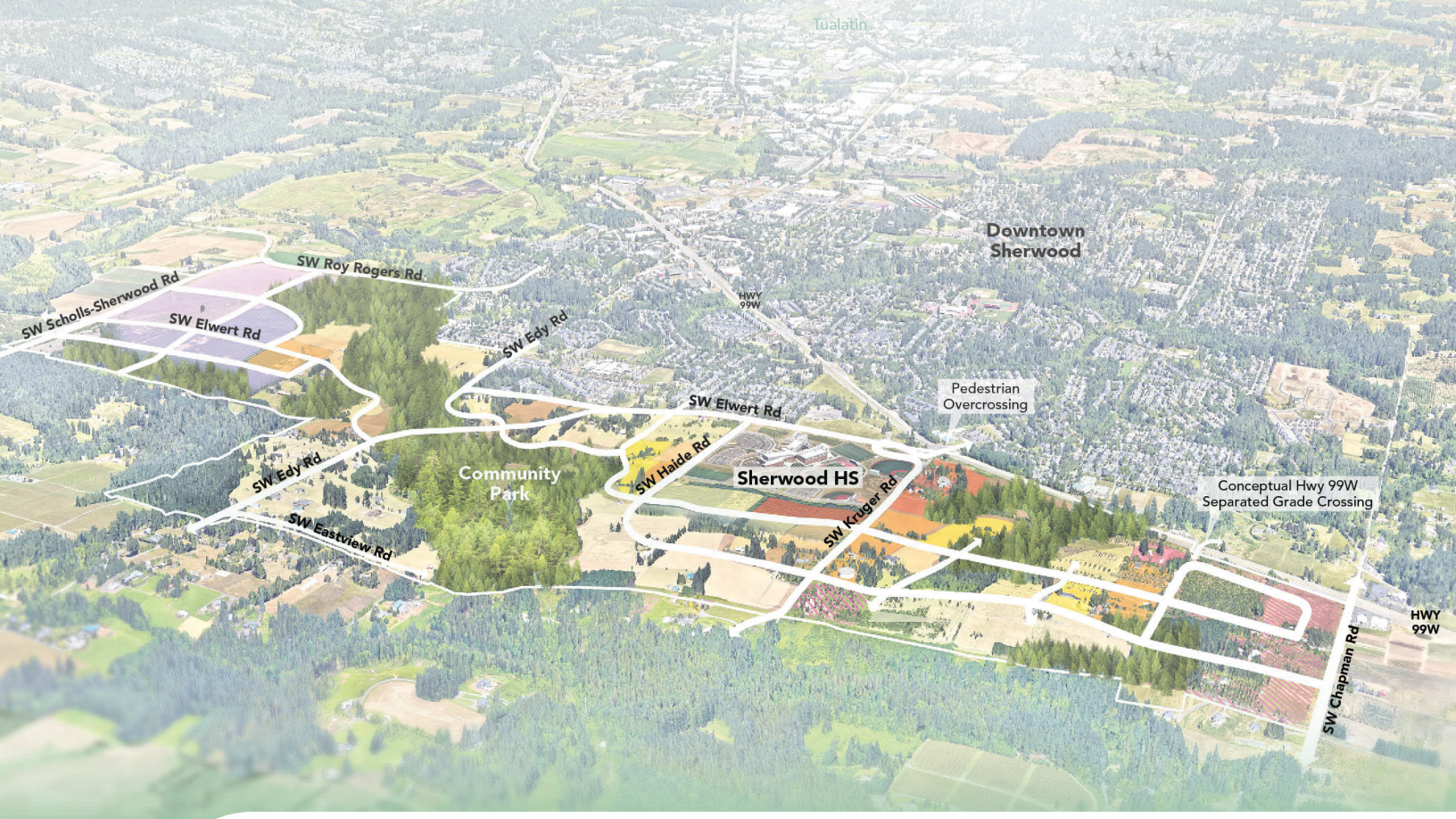
6:15PM **Committee planning for July 18 CORE meeting with City of Sherwood regarding UGB expansion proposal**
Staff from Metro's Planning, Development, and Research Department: Eryn Kehe, Laura Combs, Ted Reid

7:15PM **Community Updates**
Updates from Committee members

7:20 PM **CORE Debrief Time**

7:30 PM **Adjourn**

SHERWOOD WEST CONCEPT PLAN



15-page summary

Full submittal to Metro available at:
https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/47694/sherwood_west_full_application_4-3-24.pdf

City of Sherwood Oregon



EXECUTIVE SUMMARY

Overview

The Sherwood West Concept Plan is a long-range planning document intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Sherwood West is a large Urban Reserve area located just to the west of Sherwood city limits, which the City of Sherwood has identified as an area for future growth. Future development in Sherwood West will require expansion of the Metro urban growth boundary (UGB).

This Concept Plan is an update to the Sherwood West Preliminary Concept Plan accepted by Sherwood Council on February 16, 2016 (Resolution 2016-009). Since that time, the city and surrounding areas have seen significant changes including:

- Shifting of City Council priorities focusing on employment and job growth to diversify the city's tax base,
- Construction of a new high school within the Sherwood West study area,
- Adoption of the Sherwood 2040 Comprehensive Plan, and
- Recent changes to statewide and local housing regulations to plan for "missing middle housing" in residential areas.

This updated plan better reflects these changing conditions, while carrying forward ideas from the Preliminary Plan that are still valid and supported by the Sherwood community.

The Concept Plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. Once the area is brought into the UGB, the City will conduct additional analysis and undertake a comprehensive planning effort to refine the general concepts that are laid out in the Concept Plan – a necessary next step prior to land being eligible for future annexation and development.

VISION, GOALS & EVALUATION CRITERIA

Vision Statement

The vision statement was developed early in the Concept Plan Re-Look process, updating the vision from the 2016 Preliminary Concept Plan. The vision describes the community's desired future for the Sherwood West area. The vision and its associated goals were developed and revised through a visioning exercise and subsequent discussions with the Community Advisory Committee and reflect current community priorities for Sherwood West.

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







Study Area

Sherwood West is a 1,291-acre area just west of the existing Sherwood city limits—see Figure 2. The area is bounded on the east by Highway 99W, SW Elwert Road, and SW Roy Rogers Road. The area's southern boundary is SW Chapman Road; its northern extent is SW Lebeau Road and SW Scholls-Sherwood Road. The western boundary is the outer edge of Metro's Urban Reserves, with Rural Reserve land lying further to the west). Site topography generally slopes from west to east, with an elevation difference of approximately 150 to 200 feet.

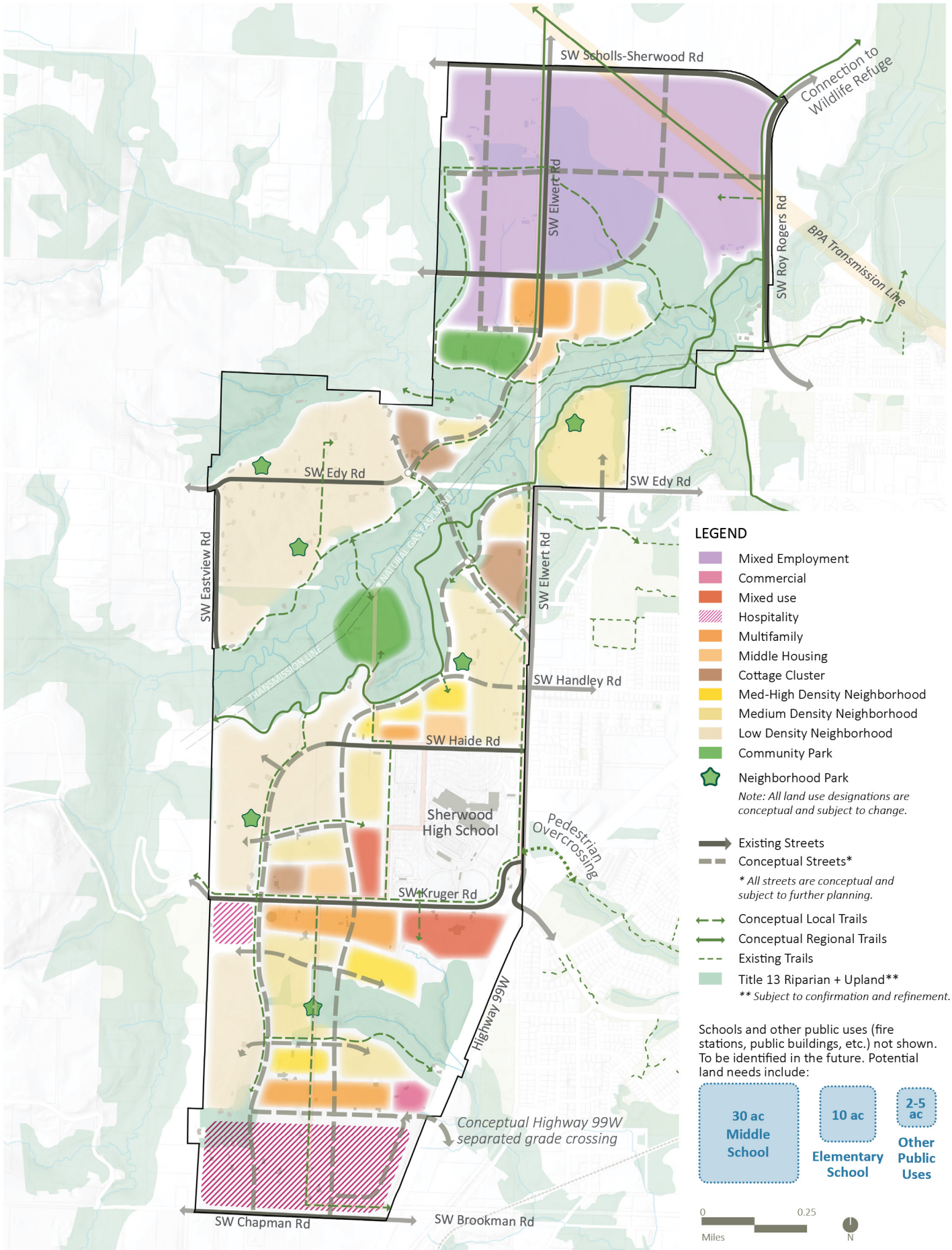
Figure 2. Sherwood West Study Area



CONCEPT PLAN



Figure 8. Composite Concept Plan Map



Overview

The map in Figure 8 illustrates the recommended land uses, street network, parks, and trails for the Sherwood West area. The map shows how all these components come together to form complete and connected neighborhoods in Sherwood West. The accompanying descriptions related to land use, transportation, green space, and utilities further explain how these elements are integrated into the Concept Plan.

Land Use Plan

Figure 13 depicts the preferred land use designations for Sherwood West, as well as key themes within each district – North, Far West, West, and Southwest. In Sherwood West, each of the four distinct subdistricts has unique qualities, shaped by the area's creeks, hills, valleys, and major roads. The land use plan for each district is described below.

North District

The North district is the employment center for Sherwood West. Located south of Scholls-Sherwood Road and north of Chicken Creek, this area features mostly flat terrain to the northeast, many large parcels, and good transportation access to SW Roy Rogers Road—all favorable qualities for Mixed Employment uses.

The plan for this area also features a mix of housing types clustered near Elwert Road, just north of Chicken Creek. A community park of roughly 13 acres (net) takes advantage of access from Elwert and adjacency to a Chicken Creek tributary.

Far West District

Located northwest of Chicken Creek with access to Sherwood via Edy Road, this area features mostly sloping terrain and has many existing parcels and rural residential homes. The plan for the Far West district includes low-density housing with a pocket of cottage cluster and medium-density residential near Edy Road and Chicken Creek.

Figure 9. North District

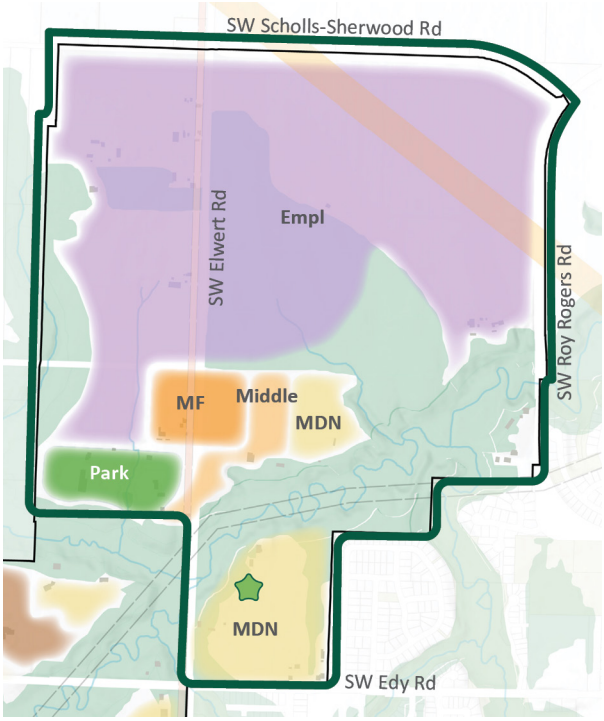
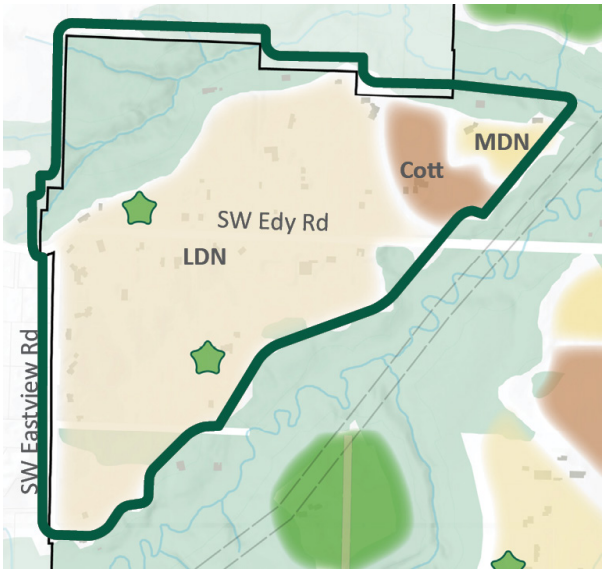


Figure 10. Far West District



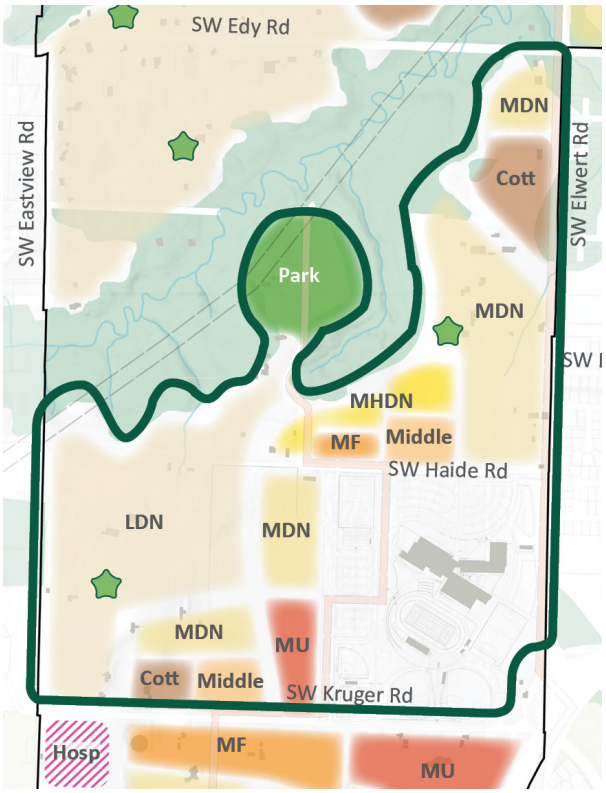
West District

Located in the middle of the planning area, directly west of Elwert Road, north of Kruger Road, and south of Chicken Creek, this area surrounds the new Sherwood High School and has relatively good access to existing infrastructure as compared to the other districts. The terrain features steeper slopes and higher elevations to the west.

The plan for the West district includes a mix of housing types west of the high school. Mixed use residential, cottage cluster, and middle housing are focused along Kruger Road. Medium-density and cottage cluster housing provide frontage along Elwert Road. The hilltop area to the west is designated for low-density residential.

A second, approximately 8-acre (net) community park is nestled into the Chicken Creek greenway. This area is relatively flat, with access to the future greenway trails, natural areas, and street access from the south.

Figure 11. West District



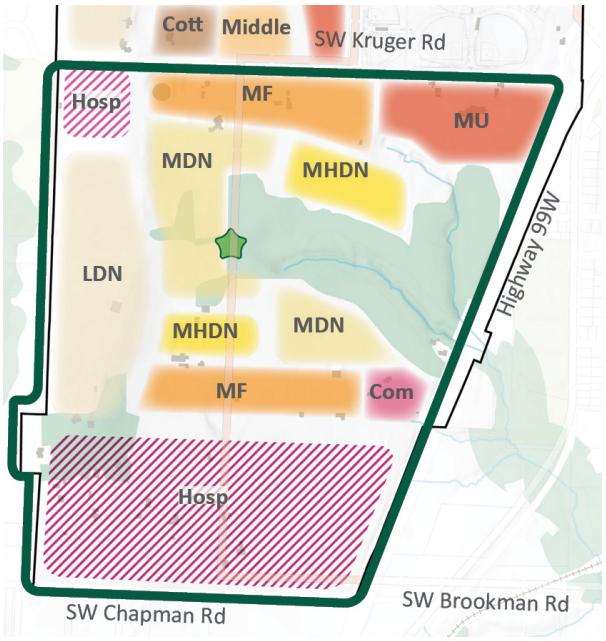
Southwest District

The Southwest district is located west of Highway 99W, between Kruger Road and Chapman Road. The terrain features steeper slopes and higher elevations to the west, but mostly flat land along Kruger Road.

The plan focuses mixed use development at the Kruger-99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops. Another hospitality node is also located at the west end of Kruger Road, where the current property owner has plans for a wine-related business.

A small commercial node along Highway 99W, a variety of housing, and a low-density area on the hilltop round out the remainder of the Southwest district.

Figure 12. North District



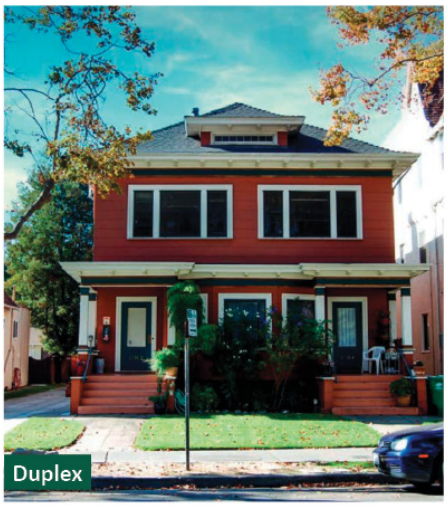
Housing

Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood. Examples of housing types that have designated places in Sherwood West include: single detached homes on smaller lots, cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

Residential Design Standards

Design standards will shape the look and feel of housing in Sherwood West. The City adopted new Residential Design Standards in 2021 to ensure middle housing (plexes, townhomes, etc.) and single-family housing fits into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garages and off-street parking areas, window coverage, minimum landscaping required in all residential zones, and other specific design details. These new standards will apply in Sherwood West to ensure that all new housing maintains design features that are within the context, scale, and compatibility with the Sherwood community. Additional design standards could also be customized for the Sherwood West area (see Section VII. Implementation for further discussion).


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached


Triplex

Custom Zoning

As described in Section V. Land Use Alternatives, custom land use designations were developed to plan for the middle housing types that are most favored for future development in Sherwood West: duplexes, townhomes, and cottage clusters. Sherwood West's custom designations for Cottage Cluster housing and Middle Housing would not allow single-family detached development. This will not only help ensure middle housing is built in Sherwood West, but it will also give the City more flexibility to customize the design and development standards that apply in these zones.

Housing Metrics

Based on the Land Use Map depicted in Figure 13, the total estimated amount of future housing in Sherwood West could range from roughly 3,120 units up to 5,580 units, depending on how much middle housing is developed in the Neighborhood zones (see Table 4). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood zones; the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

While middle housing will be permitted in the Neighborhood zones (if a Master Planned Community is not implemented), it is unknown how much will actually be developed. Currently there is still a strong market for single-family detached housing in the region. Based on current development trends and consultation with developers in the region and housing economists, a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing. Because of the number of variables that can impact the actual percentage built, it was important to test a range of potential outcomes. Table 4 calculates total units based on a range of middle housing scenarios in the Neighborhood zones: 0%, 10%, 20%, and 50%.

This results in an estimated overall residential density of 9.2 to 10.6 units per acre (or up to 16.4 in the less likely 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

See Appendix M, Housing Memo for additional information about the Concept Plan's consistency with state and regional requirements for housing.

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

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

Key employment concepts for Sherwood West are described below.

Mixed Employment

Mixed Employment, which involves a mix of office, light industrial, and flex space uses within the same development or area of the city, emerged as an important theme of the Concept Plan. The economic opportunities study (Appendix G) identified mixed employment as a key economic development and job creation opportunity for Sherwood West. The land use plan locates Mixed Employment areas in the North district based on favorable characteristics for siting this type of use: large sites (at least 40-50 acres), flat topography (less than 3-5% slopes), larger ownerships, and easy access to major freight routes. The City completed an additional study on the mixed-employment zone (Appendix R) that identifies opportunities to attract target industries and provides a detailed list of infrastructure improvements and costs needed to develop the area with employment uses.

Hospitality

The proposed hospitality-focused land use designation is intended to accommodate uses such as lodging, wine tasting rooms, restaurants, and small retail shops—which typically rely on strong visibility to the public, e.g., from Highway 99W. This informed the placement of the hospitality designation at Highway 99W and Kruger Road—visible from the highway and closest to the vineyard areas to the southwest of Sherwood.

Section VII, Implementation includes potential approaches to implementing a hospitality designation, including a new base zone and an overlay zone.

Precedent Example: The Allison Inn & Spa

A luxury hotel in Oregon's wine country, The Allison Inn & Spa in Newberg, Oregon is an example of a type of destination resort that could distinguish Sherwood's own "Gateway to Wine Country."



Image Source: The Allison

Employment Metrics

Table 5 presents estimated employment potential for Sherwood West, based on the Land Use Map depicted in Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs.

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

Sherwood's current jobs-to-housing ratio is 0.9, meaning that for every 10 households in the city, there are 9 jobs. The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates (see Table 6). The estimated ratio ranges from 0.8 to 1.5, depending on how much additional housing results from middle housing being built in the Neighborhood zones. A reasonable "most likely" scenario is 1.3 jobs for each unit of housing.

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

According to 2019 Census data, approximately 92% of local Sherwood residents work outside of the community. This suggests that some residents are seeking employment outside Sherwood because the jobs available within the city do not match their needs. Adding more employment land in Sherwood West is intended to help balance the jobs-housing ratio in the city, help balance the types of jobs in the community, and allow more residents to live and work in Sherwood.

Transportation Plan

Streets

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Figure 14 shows a conceptual framework of livable and connected streets for Sherwood West. Locations and alignments of proposed new streets (dashed gray lines) are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

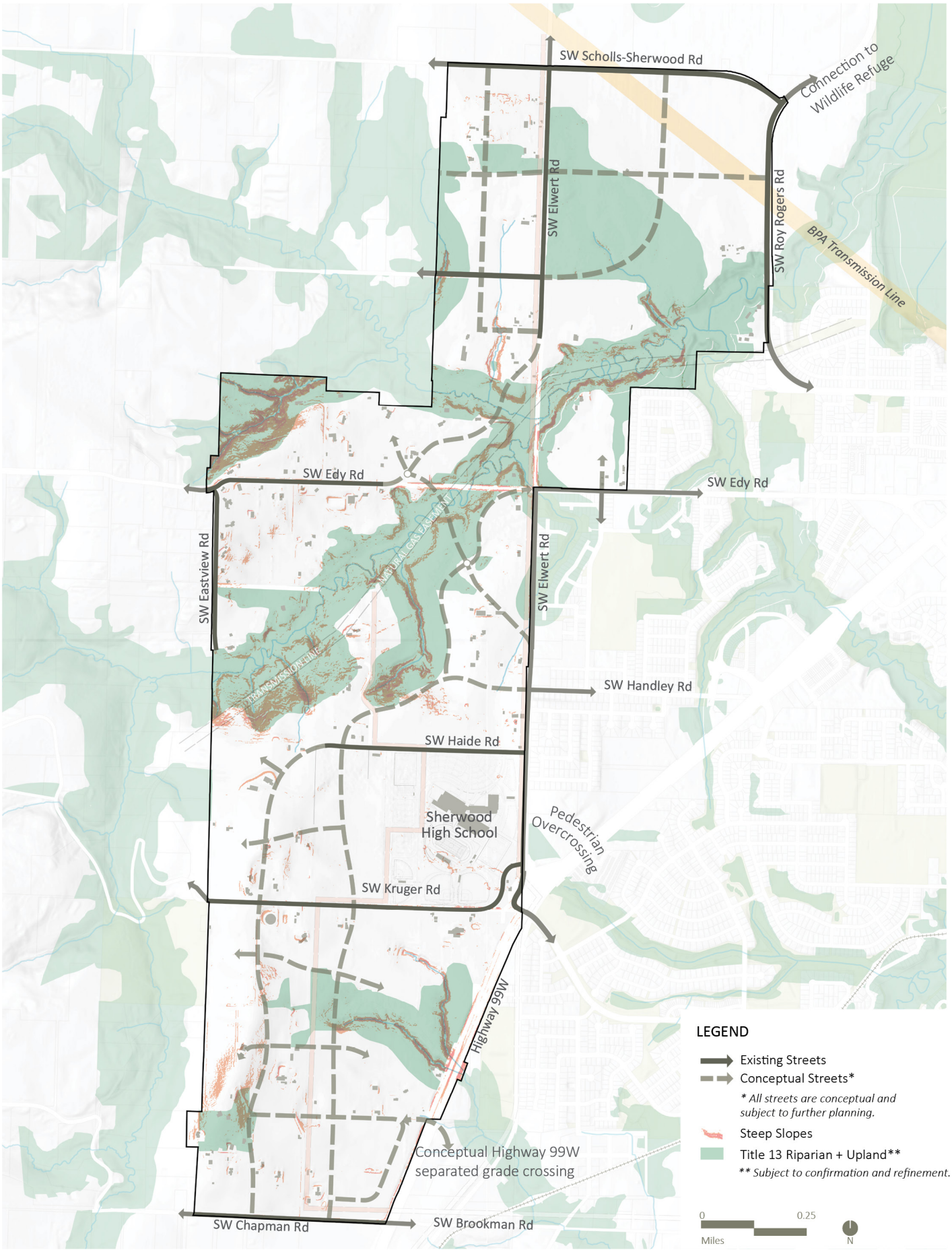
Key features of the streets framework include:

- North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements Elwert are minimized.
- The Elwert-Edy Road intersection is realigned as described below (and in the Preliminary Concept Plan).
- A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.
- A north-south hilltop route provides additional north-south access and a second continuous north-south route for emergency access and other services.



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



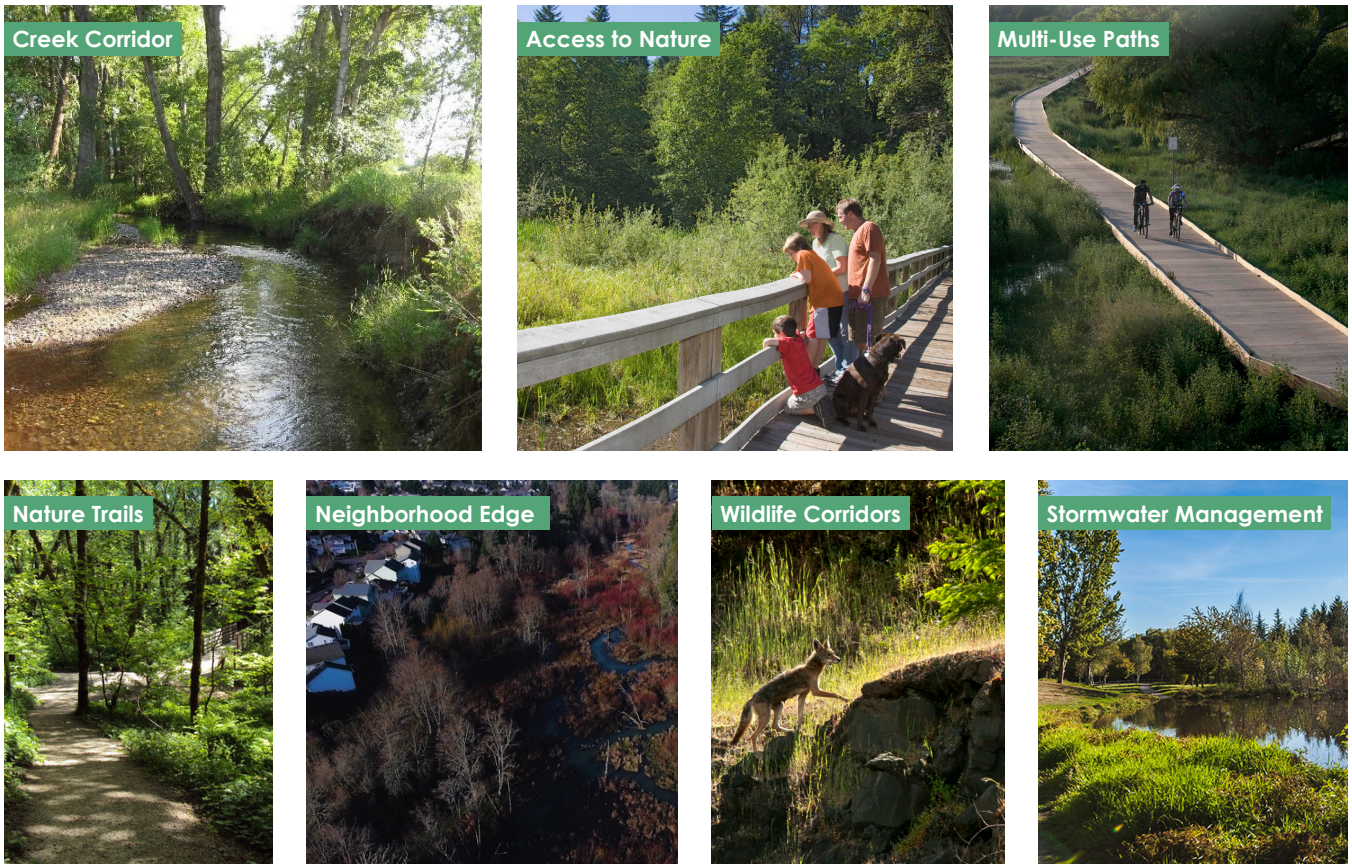
Green Space Network

A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge. Parks and open space illustrated in the Concept Plan take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network includes creek corridors and their habitat areas; trails and greenways; tree and tree canopy, as protected by Sherwood's code; stormwater facilities; and neighborhood parks, community parks, and school fields.

Chicken Creek Greenway

Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways: Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas (as shown in Figure 23).

Figure 23. Elements of a Greenway



Miriam Hanes

From: Shannon Dittler <sdittler@live.com>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Minutes - Final

Tuesday, May 28, 2024

10:30 AM

Metro Regional Center, Council Chamber, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free) https://www.youtube.com/live/4Ln69-1Kxwg?si=3T9cpFqNTTs-82iH

Council work session

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992

10:30 Call to Order and Roll Call

Present: 7 - Councilor Gerritt Rosenthal, Councilor Mary Nolan, Juan Carlos Gonzalez, Duncan Hwang, Christine Lewis, Lynn Peterson, and Ashton Simpson

10:35 Work Session Topics:

Deputy Council President Hwang called the Work Session to order at 10:30 a.m.

10:35 Lone Fir Memorial Design

Presenter(s): Jon Blasher (he/him), Parks and Nature Director, Metro
Karen Vitkay (she/her), Senior Regional Planner, Parks & Nature, Metro
Helen Ying (she/her), Lone Fir Cemetery Foundation
Neil Yee (he/him), Oregon Chinese Consolidated Benevolent Association
Marcus Lee (he/him), Lone Fir Cemetery Foundation

Attachments: Staff Report.pdf
Presentation.pdf

Deputy Council President Hwang introduced Jon Blasher (he/him), Parks and Nature Director, Metro, Karen Vitaky (she/her), Senior Reginal Planner, Parks and Nature, Metro, Helen Ying (she/her), Lone Fir Cemetery Foundation, Neil Yee (he/him), Oregon Chinese Consolidated Benevolent Association, Marcus Lee (he/him), Lone Fir Cemetery Foundation, to present on the topic.

Staff pulled up the Lone Fir Presentation to present to Council.
Karen Vitaky (She/her), Metro explained that Lone Fir Cemetery, located in southeast Portland, is the oldest

continuously operating cemetery in the area, opened in 1855, and is on the National Register of Historic Places. Vickay described Block 14, the site of the memorial project, as historically significant due to its use as the Chinese section of the cemetery since at least 1887, highlighting the long history of discrimination against Chinese people by both the cemetery industry and government agencies. Vitkay passes the presentation to Neil Yee.

Neil Yee (he/him), Oregon Chinese Consolidated Benevolent Association, Helen Ying (she/her), Lone Fir Cemetery Foundation, and Marcus Lee (he/him), Lone Fir Cemetery Foundation summarized their personal experiences with the deep historical background of the cemetery, as well as the support the CCBA aimed to provide to the Chinese community in housing, work and living in America during the Chinese Exclusion Act. It helped navigating laws, a community center, and even acted as a courthouse. The CCBA contributed significantly to Portland, including the creation of the Chinatown Gate in 1986 and the establishment of the Portland Kaohsiung Sister City Association. They organized dragon boat races and assisted Chinese immigrants with travel, including returning the bodies of the deceased to China. The CCBA managed the Chinese cemetery at Lone Fir, providing a segregated burial area for the Chinese community.

Council Discussion
All councilors were appreciative for the presentation and thanked the staff as well as the external presenters for their efforts and contribution to the Lone Fir Cemetery project.

11:20 2024 Urban Growth Management: Sherwood West Expansion Proposal

Presenter(s): Eryn Kehe, Urban Policy and Development Manager, Metro
Ted Reid, Principal Regional Planner, Metro

Eric Rutledge, Community Development Director, City of Sherwood
Bruce Coleman, Economic Development Manager

Attachments: 5-28-24 Council work session staff report
Sherwood West Concept Plan 15-Page Summary
Sherwood West Concept Plan
Sherwood West Concept Plan Appendices
2024 admin guidance for city UGB expansion proposals - FINAL

Deputy Council President Duncan Hwang called on Eryn Kehe, Urban Policy and Development Manager, Metro, Ted Reid, Principal Regional Planner, Meter, Eric Rutledge, Community Development Director, City of Sherwood, Bruce Coleman, Economic Development Manager, City of Sherwood to present to Council.

Staff pulled up the 2024 Urban Growth Management discussion on the Sherwood West Expansion Proposal.

Eryn Kehe (she/her), Urban Policy and Development Manager, introduced the guests from Sherwood, who were there to share their proposal for the Sherwood West concept plan and help the council understand it. She introduced Eric Rutledge, the community development director for the city of Sherwood, and Bruce Coleman, the economic development manager. She then turned it over to Eric to share information about their plans.
Eric Rutledge and Bruce Coleman, City of Sherwood, provided an overview of Sherwood's growth areas, highlighting Sherwood West's 1300 acres and the high school within the urban growth boundary. He explained the current residential and employment development, emphasizing the need for diverse housing types and employment land. Eric discussed the challenges of converting industrial land to development-ready status and the extensive community engagement efforts involved in the

Sherwood West concept plan. He outlined the vision for Sherwood West, including walkable communities, mixed-use zones, and green spaces like the Chicken Creek Greenway. Finally, he described infrastructure developments such as a pedestrian bridge and received support from various partners and stakeholders for the project.

Council Discussion
Councilor Nolan questioned how much of the land was zoned and taxed for agricultural and forestry uses.

Eric Rutledge states that it would be around 20% of future development and will need to refer to tax rules for further information on the land taxation.

Councilor Nolan further inquired on what BIPOC groups were involved in the community engagement process.

Eric Rutledge stated that the City of Sherwood would follow up on Councilor's questions.
Councilor Lewis inquired about the implementation plan if there are phases that projected out and were not mentioned in the presentation.

Eric Rutledge Eric explained that the project needed to be phased due to its size, with key nodes likely to develop first based on available infrastructure. He noted that the Brookman sewer line would serve the new Sherwood High School, making that area a prime candidate for early development. Similarly, the Chicken Creek trunk line would support the mixed employment zone, acting as a catalyst for further development. He emphasized the importance of a master planning process to ensure practical, phased development and mentioned updating the annexation code

to require development agreements that ensure sufficient infrastructure and protected resources.

Councilor Simpson inquired about the housing split between market-rate, affordable, and deeply affordable housing. He emphasized the need to support all community members, including those working service jobs, and inquired about the plans for housing affordability in the development area.

Eric Rutledge and Bruce Coleman explaining that the current concept plan focused on market-rate housing. They noted that while they were not yet at the stage of formally designating affordable housing, future comprehensive planning would explore ways to achieve affordability through a mix of housing types and increased supply, addressing the communities.
Councilor Nolan wondered about the financial ability of the roads and clean water. Does clean water management include clean and dirty water.

Eric Rutledge stated that clean water management does not include drinkable water but does include storm water management.

Councilor Nolan further wondered about the financial analysis of the infrastructure and its impact on both new developments and existing residents and businesses.

Eric Rutledge explained that there's a preliminary funding strategy focusing on analyzing the cost of regional infrastructure, such as main arterial roads and truck lines, excluding local roads, and smaller pipelines within residential neighborhoods.

Councilor Lewis expressed discomfort in with planning for

the future without a comprehensive approach to real affordability, emphasizing the need for deep affordability considerations for all community members. She appreciated the city's proactive engagement with various partner bureaucracies but called for intentional involvement of entities like the Washington County Housing Authority and nonprofits in the planning process. Additionally, she urged a more accelerated approach to planning, citing the importance of proactive measures in securing funding for affordable housing initiatives despite current limitations in bond allocations.

12:20 Council Discussion of Budget Notes and Amendments

Presenter(s): (Marissa Madrigal (she/her), COO, Metro
Brian Kennedy (he/him), CFO, Metro

Attachments: Attachment 1
Attachment 2
Attachment 3
Attachment 4
Attachment 5
Attachment 6

Deputy Council President Hwang introduced Marissa Madrigal (she/her), COO, Metro and Brian Kennedy (he/him), CFO, Metro to present on the Council Discussion of Budget Notes and Amendments.

Council Discussion:

Councilor Simpson provided an update noting that his initial budget estimate of $41,000 had to be increased to $45,000. He secured verbal agreements from TriMet and ODOT to also contribute $45,000 each to the project. With this increased funding, the class will expand its regional reach and bring in more speakers, aiming to educate a diverse group of future transportation professionals.

Councilor Lewis provided an update on budget amendment for using unallocated general fund reserves for capital projects that increase climate resilience, noting a small change to include projects eligible for direct pay tax credits as a prioritization criterion. She highlighted that direct pay tax credits, available to them recently, could provide a significant discount on certain projects, making them more cost-effective. Additionally, she mentioned a specific callout in the Washington Park Train Task Force amendment to examine the electrification of the train.

Councilor Nolan inquired if the task force had a mechanism to ensure community input would address potential increases in capital or operating investments within the entire zoo operation context. They expressed concern about one advocacy group requesting funds without considering trade-offs. They expected zoo staff and zoo foundation members to be involved and suggested considering multiple budgets, including those of Washington Park and Portland Parks and Recreation. They emphasized the importance of agreeing on cost assumptions before raising funds and ensuring the task force honored racial equity and climate objectives by evaluating trade-offs with the zoo and external projects.

Deputy Council President Hwang proposed a Social Innovation Budget and introduced Yohannes Wolday (he/him), Social Innovation Director, Metro to present on the budget discussion.

Wolday aimed to provide an update on an experiential platform for joint investment, combining resources from various stakeholders into a pilot initiative for testing impact and learning. The requested $50,000 was intended to

provide flexible funds from Metro to complement other stakeholders' resources. A pilot project, to be selected by the advisory committee or the Social Innovation Council, which included three Metro council members, was planned as part of this joint effort to promote best practices in public and private sector co-investment.

12:45 Chief Operating Officer Communication

There were none.

12:50 Councilor Communication

There were none.

12:55 Adjourn

There being no further business, Deputy Council President Hwang adjourned the Metro Work Session at 1:15p.m.

Respectfully submitted,

Anushka Kargathara, Legislative Assistant

Council work session agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Tuesday, May 28, 2024 **10:30 AM** **Metro Regional Center, Council Chamber, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free) https://www.youtube.com/live/4Ln69-1Kxwg?si=3T9cpFqNTTs-82iH**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
https://zoom.us/j/615079992

10:30 Call to Order and Roll Call

10:35 Work Session Topics:

10:35 Lone Fir Memorial Design **24-6074**

Presenter(s): Jon Blasher (he/him), Parks and Nature Director, Metro
Karen Vitkay (she/her), Senior Regional Planner, Parks & Nature, Metro
Helen Ying (she/her), Lone Fir Cemetery Foundation
Neil Yee (he/him), Oregon Chinese Consolidated Benevolent Association
Marcus Lee (he/him), Lone Fir Cemetery Foundation

Attachments: Staff Report.pdf
Presentation.pdf

11:20 2024 Urban Growth Management: Sherwood West Expansion Proposal **24-6075**

Presenter(s): Eryn Kehe, Urban Policy and Development Manager, Metro
Ted Reid, Principal Regional Planner, Metro
Eric Rutledge, Community Development Director, City of Sherwood
Bruce Coleman, Economic Development Manager

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Sherwood West Concept Plan 15-Page Summary
Sherwood West Concept Plan
Sherwood West Concept Plan Appendices
2024 admin guidance for city UGB expansion proposals - FINAL

12:20 Council Discussion of Budget Notes and Amendments **24-6082**

Presenter(s): (Marissa Madrigal (she/her), COO, Metro
Brian Kennedy (he/him), CFO, Metro

Attachments: Attachment 1
Attachment 2
Attachment 3
Attachment 4
Attachment 5
Attachment 6

12:45 Chief Operating Officer Communication

12:50 Councilor Communication

12:55 Adjourn

Metro respects civil rights

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Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែកាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءاً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

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Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

January 2021

2024 Urban Growth Management:
Sherwood West Expansion Proposal
Presentations

Metro Council Work Session
Tuesday, May 28th , 2024

2024 URBAN GROWTH MANAGEMENT:
SHERWOOD WEST EXPANSION PROPOSAL

Date: May 9, 2024
Department: Planning, Development, and Research
Meeting Date: May 28, 2024

Prepared by: Laura Combs, Associate Regional Planner
laura.combs@oregonmetro.gov
Presenter(s): Ted Reid; Eryn Kehe; Mayor Tim Rosener: City of Sherwood; Eric Rutledge: City of Sherwood; Bruce Coleman: City of Sherwood
Length: 45 minutes

ISSUE STATEMENT

The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates.

Over the course of the year so far, staff has presented the preliminary results for the demographic and economic regional forecast and the capacity analysis. These elements of the Urban Growth Report estimate how many people could come into the region over the next 20 years and if the land inside the existing UGB is sufficient to accommodate their homes and jobs. The draft 2024 Urban Growth Report, planned to be released this summer, is the analytical decision-making tool for Metro Council to determine if there is a demonstrated regional need for an expansion.

However, UGB expansions only produce jobs or housing when a city is ready to support development. That readiness is demonstrated through a concept plan. Cities that are interested in expansion submit their concept plan to Metro for consideration, along with governmental agreements, letters of support and findings that they have addressed applicable Metro code requirements.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

At the May work session, City of Sherwood staff and Mayor Tim Rosener will present the Sherwood West concept plan and answer Metro Council questions about the expansion proposal.

ACTION REQUESTED
Update the Council on implementation of the work program for the 2024 urban growth management decision, focusing on the expansion proposal submitted by the City of Sherwood for the Sherwood West urban reserve.

IDENTIFIED POLICY OUTCOMES
State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB is there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning.

POLICY QUESTION(S)
- Does the Council have any questions for Metro staff about evaluating the expansion proposal or about the public comment period?
- Does the Council have any questions about the Sherwood West concept plan?
- Does the Council have questions or direction regarding potential conditions of approval for a UGB expansion (pending its decision that there is a need for an expansion)?

POLICY OPTIONS FOR COUNCIL TO CONSIDER
The Council may provide staff with direction on:
- Advice that would be useful from MPAC or CORE
- Updates that the Council would like to have going forward

STAFF RECOMMENDATIONS
- Staff recommends proceeding with the work program

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

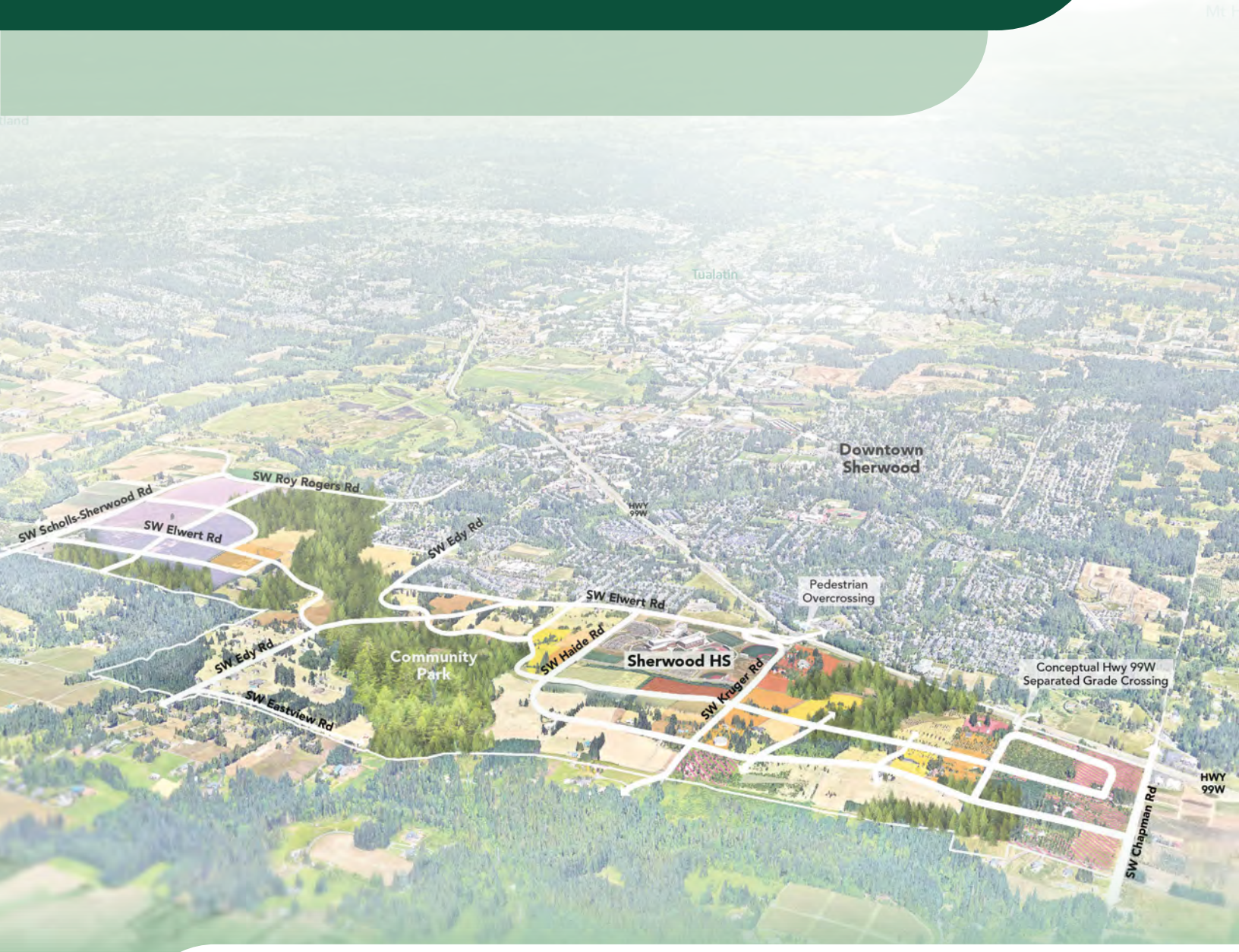
BACKGROUND

At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
    - Sherwood West concept plan excerpt
    - Sherwood West concept plan and appendices
    - Administrative guidance for cities proposing UGB expansions in the 2024 urban growth management decision process

SHERWOOD WEST CONCEPT PLAN



15-page summary

Full submittal to Metro available at:
https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/47694/sherwood_west_full_application_4-3-24.pdf

City of Sherwood Oregon



EXECUTIVE SUMMARY

Overview

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VISION, GOALS & EVALUATION CRITERIA

Vision Statement

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







Study Area

{KŜℕø22Ř ² Šăű λă I· мΣнфмπI·ŎℕŜ I·ℕŜI· ƨdzăű øŜăű 2ŦűKŜ ŜÈλăűűλyƎ {KŜ ø22Ř ŎλűèfΛYλűă τ ăŜŜ CλƎdzℕŜ н¢ ¢KŜ I·ℕŜI· λă ō2dzyŘŜŘ 2y˝űKŜ ŜI·ăű ōè I λƎKøI·è фф ²Σ { ² 9tøŜℕűw2I·ŘΣ I·yŘ { ² w2è w2ƎŜℕă w2I·Ř¢ ¢KŜ I·ℕŜI·ßă ă2dzűKŜℕy˝ō2dzyŘI·ℕè λă { ² /KI·LJYˇI·y˝w2I·ŘT λűă y2ℕűKŜℕy˝ŜÈűŜyű λă { ² [ŜōŜI·dz w2I·Ř I·yŘ { ² {ŎK2ffăπ {KŜℕø22Ř w2I·Ř¢ ¢KŜ øŜăűŜℕy˝ō2dzyŘI·ℕè λă űKŜ 2dzűŜℕ ŜŘƎŜ 2Ŧ a Ŝűℕ2ßă ¦ℕōI·y˝wŜăŜℕØŜăΣ øλűK wdzℕI·t wŜăŜℕØŜ fI·yŘ tèλyƎ ŦdzℕűKŜℕ ű2 űKŜ øŜăűú¢ {λűŜ ű2LJ2ƎℕI·LJKè ƎŜySℕI·ffè ăf2LJŜă Ŧℕ2Y˝ øŜăű ű2 ŜI·ăűΣ øλűK I·y˝ ŜfŜØI·ûλ2y˝Řλ ŜℕŜyŎŜ 2Ŧ I·LJLJℕ2ÈλYˇI·ûŜfè мрл ű2 нлл ŦŜŜű¢

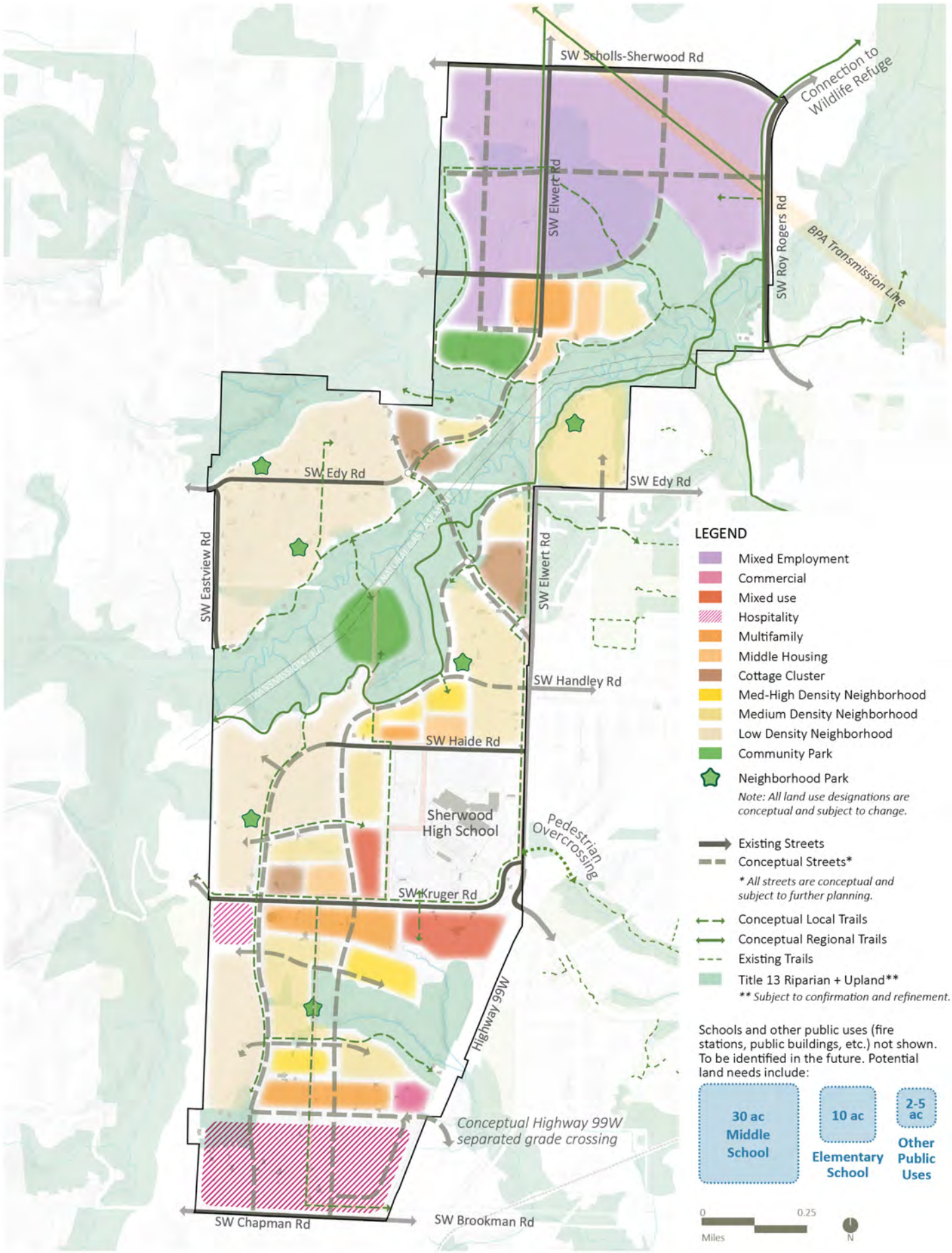
Figure 2. Sherwood West Study Area



CONCEPT PLAN



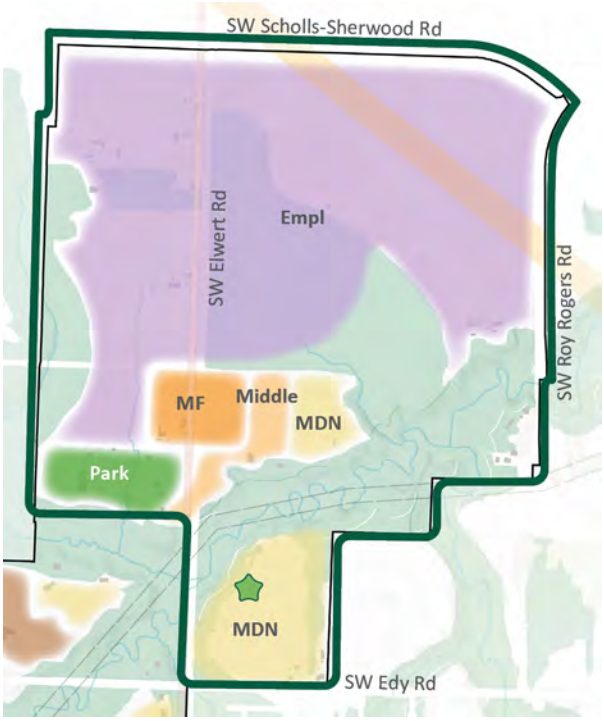
Figure 8. Composite Concept Plan Map



Overview

¢KŜ YˊI·LJ λyˊCλƎdzNJŜ y λffdzăűNJI·ûŜă ûKŜ NJŜŎƨYˊYˊŜyŘŜŘ fI·yŘ dzăŜăΣ ăűNJŜŜű ySűø2NJ]Σ LJI·NJ]ăΣ I·yŘ űNJI·λfă ₮2NJ ûKŜ {KŜNJø22Ř ² Ŝăű I·NJŜI·φ ¢KŜ YˊI·LJ ăK2øă K2ø I·ff ûKŜăŜ Ŏ2YˊLJ2ySyűă Ŏ2YˊŜ û2ƎŜűKŜNJ û2 ₮2NJYˊ ŎƨYˊLJfŜûŜ I·yŘ Ŏ2yySŎûŜŘ ySλƎKō2NJK22Řă λyˊ{KŜNJø22Ř ² Ŝăűφ ¢KŜ I·ŎŎ2YˊLJI·yêλyƎ ŘŜăÔNJλLJûλ2yã Ŝfl·ûŜŘ û2 fI·yŘ dzăŜΣ űNJI·yãLJ2NJűI·ûλ2yΣ Ǝ ŜŜyˊăLJI·ŎŜΣ I·yŘ dzûλfλûλŜă ₮dzNJûKŜNJ ÈLJfI·λyˊK2ø ûKŜăŜ ŜfŜYˊŜyűă I·NJŜ λyűŜƎNJI·ûŜŘ λyű2 ûKŜ /2yŎŜLJű tfI·y

Figure 9. North District



Land Use Plan

CλƎdzNJŜ мo ŘŜLJλŎûă ûKŜ LJNJŜ₮ŜNJNJŜŘ fI·yŘ dzăŜ ŘŜăλƎyl·ûλ2yã ₮2NJ {KŜNJø22Ř ² Ŝăű Σ I·ă øŜff I·ă]Ŝè ûKŜYˊŜă øλűKλyˊŜI·ŎK ŘλăűNJλŎű ç b2NJűKΣ CI·NJ ² Ŝăű Σ ² Ŝăű Σ I·yŘ {2dzűKøŜăűφ Lyˊ {KŜNJø22Ř ² Ŝăű Σ ŜI·ŎK 2₮ ûKŜ ₮2dzNJ ŘλăűλyŎű ădzōŘλ úNJλŎûă KI·ă dzyλljdzŜ ljdzI·fλûλŜăΣ ăKI·LJŜŘ ōè ûKŜ I· ŜI·Ωă ŎNJŜŜ]ăΣ Kλfťă Σ ØI·ffŜèăΣ I·yŘ YˊI·2NJ NJ2I·Řă¢ ¢KŜ fI·yŘ dzăŜ LJfI·yˊ₮2NJ ŜI·ŎK ŘλăűNJλŎű λă ŘŜăŎNJλōŜŘ ōŜf2ø¢

North District

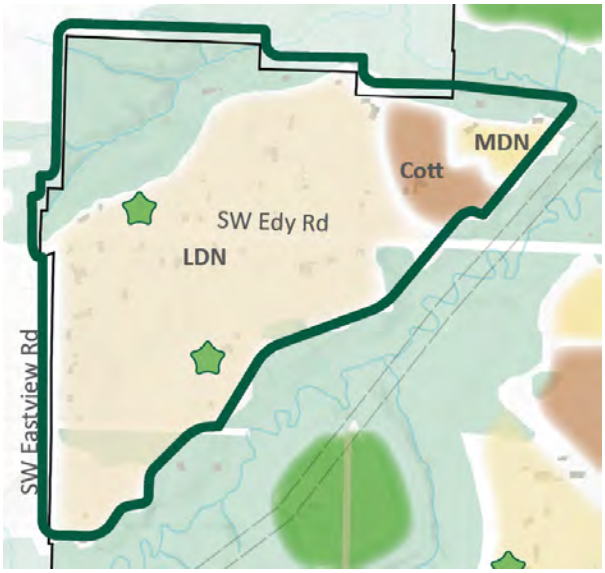
¢KŜ b2NJűK ŘλăűNJλŎű λă ûKŜ ŜYˊLJf2èYˊŜyű ŎŜyűŜNJ ₮2NJ {KŜNJø22Ř ² Ŝăű¢ [2ŎI·ûŜŘ ă2dzûK 2₮ {ŎK2ffăπ{KŜNJø22Ř w2I·Ř I·yŘ y2NJűK 2₮ /KλŎ]ŜyˊNJŜŜ]Σ ûKλă I·NJŜI· ₮ŜI·ûdzNJŜă YˊŽăűfè ₮f ú ûŜNJNJI·λyˊû2 ûKŜ y2NJűKŜI·ăűΣ YˊI·yê fI·NJƎŜ LJI·NJŎŜfăΣ I·yŘ Ǝ22Ř úNJI·yãLJ2NJűI·ûλ2yˊI·ŎŎŜää Ž { ² w2è w2ƎŜNJă w2I·Ř τ I·ff ₮I·Ø2NJI·ōfŜ ljdzI·fλûλŜă 2NJ aλÈŜŘ 9YˊLJf2èYˊŜyű dzăŜă¢

¢KŜ LJfI·yˊ₮2NJ ûKλă I·NJŜI· I·fă2 ₮ŜI·ûdzNJŜă I· YˊλÈ 2₮ K2dzăλyƎ ûèLJŜă Ŏfdzăű ŜNJŜŘ ySI·NJ 9føŜNJű w2I·ŘΣ ?dzăű y2NJűK 2₮ /KλŎ]ŜyˊNJŜŜ]¢ ! Ŏ2YˊYˊdzyλûè LJI·NJ] 2₮ NJ2dzƎKfè мo I·ŎNJŜă óyŜűú ûI·]Ŝă I·ŘØI·yűI·ƎŜ 2₮ I·ŎŎŜää ₮NJ2Yˊ 9føŜNJű I·yŘ I·Ř?I·ŎŜyŎè û2 I· /KλŎ]ŜyˊNJŜŜ] úNJλōdzûI·NJè¢

Far West District

[2ŎI·ûŜŘ y2NJűKøŜăű 2₮ /KλŎ]ŜyˊNJŜŜ] øλűK I·ŎŎŜää û2 {KŜNJø22Ř ØλI· 9Řè w2I·ŘΣ ûKλă I·NJŜI· ₮ŜI·ûdzNJŜă YˊŽăűfè ăf2LJλyƎ ûŜNJNJI·λyˊI·yŘ KI·ă YˊI·yê ŜÈλăűλyƎ LJI· ŎŜfă I·yŘ NJdzNJI·f NJŜăλŘŜyűλI·f K2YˊŜă¢ ¢KŜ LJfI·yˊ 2NJ ûKŜ CI·NJ ² Ŝăű ŘλăűNJλŎű λyŎfdzŘŜă f2øπŘŜyãλûè K2dzăλyƎ øλűK I· LJ2Ŏ]Ŝű 2₮ Ŏ2 I·ƎŜ Ŏfdzăű ŜNJ I·yŘ YˊŜŘλdzYˊπŘŜyãλûè NJŜăλŘŜyűλI·f ySI·NJ Řè w2I·Ř I·yŘ /KλŎ]ŜyˊNJŜŜ]¢

Figure 10. Far West District



West District

[ƶǑǀ·ΰŜŘ ƛƴΰKŜ ϒƛŘŘŕŜ ƶŦ ΰKŜ LJfǀ·yƴƛyƎ ǀ·ℕŜǀ·Σ ŘƛℕŜǑΰŕtè ǿŜăΰ ƶŦ 9ŕǿŜℕΰ w2ǀ·ŘΣ yƵℕΰK ƶŦ YℕdzƎŜℕ w2ǀ·ŘΣ ǀ·yŘ ă2dzΰK ƶŦ /KƛǑ℩Ŝƴ /ℕŜŜ℩Σ ΰKƛă ǀ·ℕŜǀ· ădzℕℕ2dzyŘă ΰKŜ yŜǿ {KŜℕǿƶ2Ř ǀ ƛƎK {ǑK22f ǀ·yŘ Kǀ·ă ℕŜfǀ·ΰƛ Ŝfè Ǝ22Ř ǀ·ǑǑŜăă ΰƶ ŜÈƛăΰΰyƎ ƛ Ŧℕǀ·ăΰℕdzǑΰdzℕŜ ǀ·ă ǑƶϒLJǀ·ℕŜŘ ΰƶ ΰKŜ 2ΰKŜℕ ŘƛăΰℕƛǑΰă¢ ¢KŜ ΰŜℕℕǀ·ƛƴŦŜǀ·ΰdzℕŜă ăΰŜŜLJŜℕ ăf2LJŜă ǀ·yŘ KƛƎKŜℕ ŜfŜØǀ·ΰƛ2yã 2 ΰKŜ ǿŜăΰ¢

¢KŜ LJfǀ·ƴŦ2ℕ ΰKŜ ² Ŝăΰ ŘƛăΰℕƛǑΰ ƛyǑfdzŘŜă ǀ· ϒƛÈ ƶŦ K2dzăƛyƎ ΰèLJŜă ǿŜăΰ ƶŦ ΰKŜ KƛƎK ăǑK22f¢ aƛÈŜŘ dzăŜ ℕŜăƛŘŜyΰƛǀ·fΣ 2 ǀ·ƎŜ ǑfdzăΰŜℕΣ ǀ·yŘ ϒƛŘŘŕŜ K2dzăƛyƎ ǀ·ℕŜ Ŧ2ǑdzăŜŘ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř¢ a ŜŘƛdzϒπŘŜyãƛΰè ǀ·yŘ Ǒ2 ǀ·ƎŜ ǑfdzăΰŜℕ K2dzăƛyƎ LJℕ2ØƛŘŜ Fℕ2yΰǀ·ƎŜ ǀ·f2yƎ 9fǿŜℕΰ w2ǀ·Ř¢ ¢KŜ KƛffΰƶLJ ǀ·ℕŜǀ· ΰƶ ΰKŜ ǿŜăΰ ƛă ŘŜăƛƎyǀ·ΰŜŘ Ŧ2ℕ f2ǿπŘŜyãƛΰè ℕŜăƛŘŜyΰƛǀ·f

! ăŜǑ2yŘΣ ǀ·LJLJℕ2Èƛϒǀ·ΰŜfè yπǀ·ǑℕŜ óyŜΰú Ǒ2ϒϒdzyƛΰè LJǀ·ℕ℩ ƛă ySăΰfŜŘ ƛyΰ2 ΰKŜ /KƛǑ℩Ŝƴ /ℕŜŜ℩ ƎℕŜŜyǿǀ·è ¢Kƛă ǀ·ℕŜǀ· ƛă ℕŜfǀ·ΰƛ Ŝfè Ŧf ΰΣ ǿƛΰK ǀ·ǑǑŜăă ΰ2 ΰKŜ ŦdzΰdzℕŜ ƎℕŜŜyǿǀ·è ΰℕǀ·ƛfăΣ yǀ·ΰdzℕǀ·f ǀ·ℕŜǀ·ăΣ ǀ·yŘ ăΰℕŜŜΰ ǀ·ǑǑŜăă Fℕ2ϒ ΰKŜ ă2dzΰK¢

Southwest District

¢KŜ {ƶdzΰKǿŜăΰ ŘƛăΰℕƛǑΰ ƛă fƶǑǀ·ΰŜŘ ǿŜăΰ ƶŦ ǀ ƛƎKǿǀ·è ¢¢ ² Σ ōŜΰǿŜŜyϒℕdzƎŜℕ w2ǀ·Ř ǀ·yŘ /Kǀ·LJϒǀ·yϒw2ǀ·Ř¢ ¢KŜ ΰŜℕℕǀ·ƛyϒŦŜǀ·ΰdzℕŜă ăΰŜŜLJŜℕ ătƶLJŜă ǀ·yŘ KƛƎKŜℕ ŜfŜØǀ·ΰƛ2yã ΰƶ ΰKŜ ǿŜăΰΣ ōdzΰ Yƶ2ăΰfè Ŧf ΰ fǀ·yŘ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř¢

¢KŜ LJfǀ·ƴŦ2ǑdzăŜă YƛÈŜŘ dzăŜ ŘŜØŜfƶLJϒŜyΰ ǀ·ΰ ΰKŜ YℕdzƎŜℕ¢¢ ² ƛyΰŜℕăŜǑΰƛ2yΣ ǿƛΰK KƛƎKŜ πŘŜyãƛΰè K2dzăƛyƎ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř¢ ¢KŜ ă2dzΰKŜℕƴϒŜyŘ 2Ŧ ΰKŜ ŘƛăΰℕƛǑΰ ƛă Ŧ2ǑdzăŜŘ 2ƴōŜƛyƎ ΰKŜ άDǀ·ΰŜǿǀ·è ΰ2 ² ƛyŜ /2dzyΰℕèΦ€ {KŜℕǿƶ2Ř Kǀ·ă ǀ·ƴ2LJLJ2ℕΰdzyƛΰè ΰ2 Ǒǀ·LJƛΰǀ·ŦƛÎŜ 2ƴØƛăΰ2ℕă ŜyΰŜℕƛyƎ 2ℕ fŜǀ·ØƛyƎ ǿƛyŜ Ǒ2dzyΰℕè 2ƴ ǀ ƛƎKǿǀ·è ¢¢ ² ¦ ăŜă ƛϒΰKƛă ǀ·ℕŜǀ· Ǒǀ·ƴŦ2Ǒdză 2ƴΰKŜ Ǝℕ2ǿƛyƎ ǿƛyŜ ǀ·yŘ ăLJŜǑƛǀ·fΰè ǀ·ƎℕƛǑdzfΰdzℕŜ ΰ2dzℕƛăϒ ƛyŘdzăΰℕè ǀ·yŘ LJℕ2ØƛŘŜ f2ŘƎƛyƎΣ ΰǀ·ăΰƛyƎ 22YăΣ ℕŜăΰǀ·dzℕǀ·yΰăΣ ǀ·yŘ ăYǀ·ff ℕŜΰǀ·ƛf ăK2LJă¢ ! y2ΰKŜℕ K2ăLJƛΰǀ·fΰè y2ŘŜ ƛă ǀ·fă2 f2Ǒǀ·ΰŜŘ ǀ·Σ ΰKŜ ǿŜăΰ ŜyŘ 2Ŧ YℕdzƎŜℕ w2ǀ·ŘΣ ǿKŜℕŜ ΰKŜ ǑdzℕℕŜyΰ LJℕ2LJŜℕΰè 2ǿySℕ Kǀ·ă LJfǀ·yã Ŧ2ℕ ǀ· ǿƛySπℕŜfǀ·ΰŜŘ ōdzăƛySăă¢

! ăYǀ·ff Ǒ2ϒYŜℕǑƛǀ·f y2ŘŜ ǀ·f2yƎ ǀ ƛƎKǿǀ·è ¢¢ ² Σ ǀ· Øǀ·ℕƛŜΰè 2Ŧ K2dzăƛyƎΣ ǀ·yŘ ǀ· f2ǿπŘŜyãƛΰè ǀ·ℕŜǀ· 2yΰKŜ KƛffΰƶLJ ℕ2dzyŘ 2dzΰ ΰKŜ ℕŜYǀ·ƛyŘŜℕ 2Ŧ ΰKŜ {ƶdzΰKǿŜăΰ ŘƛăΰℕƛǑΰ¢

Figure 11. West District

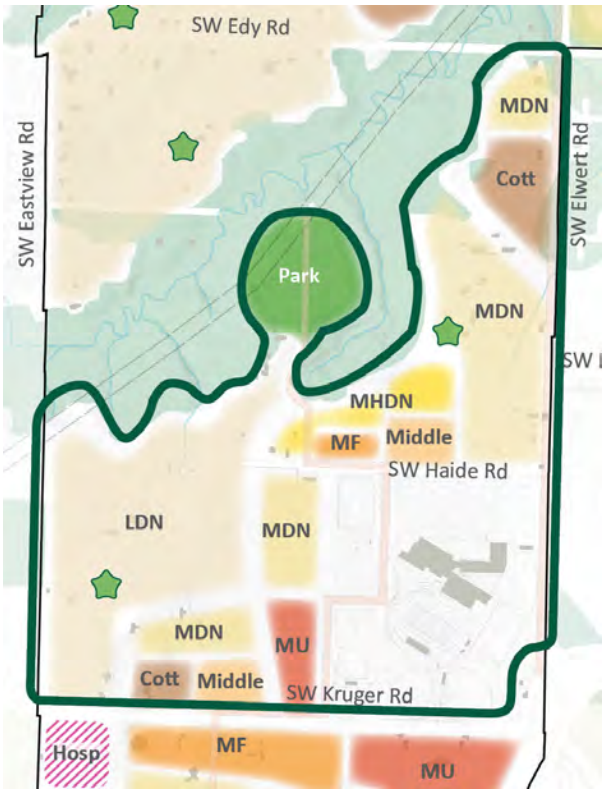
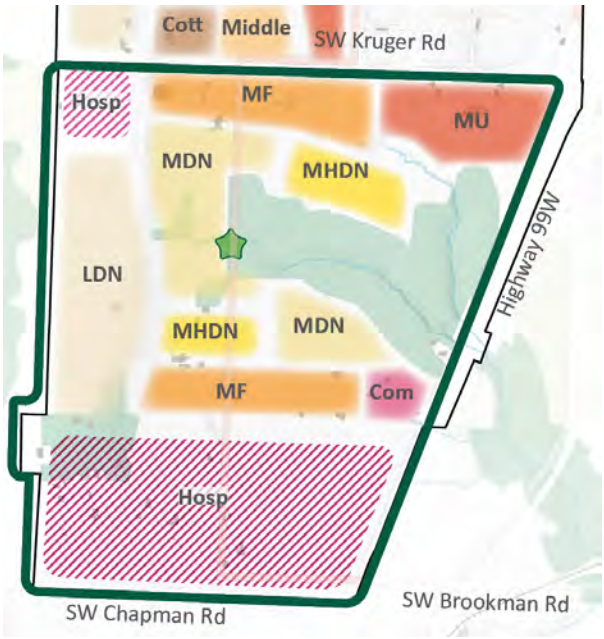


Figure 12. North District



Housing

tfl·yƴʎyƎ ŦƩℕ l· ØI·ℕɅŜűề 2Ŧ K2dzăʎyƎ 2LJűʎ2yã űK ú ǿʎfƒ YˇŜŜű űKŜ yŜŜŘă 2Ŧ l· ǿʎŘŜ ℕl·yƎŜ 2Ŧ {KŜℕǿ22Ř ² Ŝăű ℕŜăɅŘŜyűă ǿl·ă l· ˥Ŝè 2ō?ŜŎűɅ Ŝ 2Ŧ űKŜ Ŏ2yŎŜLJú LJfl·yƴʎyƎ LJℕ2ŎŜăǿ tℕ2ØɅŘʎyƎ K2dzăʎyƎ 2LJLJ2ℕűdzƴűɅŜă 2ℕ Ŧʎ ăűπ űʎYˇŜ K2YˇŜ ōdz ŜℕăΣ ăŜyɅ2ℕă ǿK2 YˇlˑèLJℕŜŦŜℕ ű2 l·ƎŜ ʎyˇLJfl·ŎŜ 2ℕ Ř2ǿyãʎÎŜ űKŜʎℕ K2dzăʎyƎΣ l·yŘ Yˇ2ŘŜℕl·ûŜπ ʎyŎ2YˇŜ K2dzăŜK2tŘă ǿʎfƒ ℕŜljdzʎℕŜ l· ǿʎŘŜℕ ℕl·yƎŜ 2Ŧ K2dzăʎyƎ ûèLJŜă űKl·yˇKl·ă ûèLJɅŎl·ffè ōŜŜyˇLJℕ2ØɅŘŜŘ ʎyˇ {KŜℕǿ22Ř℗ 9Èl·YˇLJfŜă 2Ŧ K2dzăʎyƎ ûèLJŜă űKl·ú Kl·ØŜ ŘŜăɅƎyl·ûŜŘ LJfl·ŎŜă ʎyˇ{KŜℕǿ22Ř ² Ŝăű ʎyŎfdzŘŜʏ ăɅyƎfŜ ŘŜűl·ŎKŜŘ K2YˇŜă 2yˇăYˇlˑffŜℕ f2ûăΣ Ŏ2 l·ƎŜ ŎfdzăűŜℕăΣ ű2ǿyK2YˇŜăΣ ŘdzLJfŜÈŜăΣ ûℕɅLJfŜÈŜăΣ Ŧ2dzℕLJfŜÈŜăΣ ƎIˑℕŘŜyˇ lˑLJlˑℕűYˇŜyűăΣ l·yŘ YˇʎŘπℕɅăŜ l·LJlˑℕűYˇŜyűă℗ ¢KŜăŜ ûèLJŜă ǿʎff ōŜ ʎyˇlˑŘŘʎűɅ2yˇ 2 űKŜ ăűl·yŘlˑℕŘ ăɅyƎfŜ ŘŜűl·ŎKŜŘ K2dzăʎyƎ ûKl·ú Kl·ă ûèLJɅŦɅŜŘ {KŜ ǿ22Ř℗ ŘŜØŜf2LJYˇŜyű ă2 ŦIˑℕ℗

Residential Design Standards

5ŜăɅƎyˇăűl·yŘl·ℕŘă ǿʎfƒ ăKl·LJŜ űKŜ f22˥ l·yŘ ŦŜŜf 2Ŧ K2dzăʎyƎ ʎyˇ{KŜℕǿ22Ř ² Ŝăű℗ ¢KŜ /ʎűè l·Ř2LJűŜŘ ySǿ wŜăɅŘŜyűʎl·f 5ŜăɅƎyˇ{ l·yŘl·ℕŘă ʎyˇнлнм ű2 Ŝyãdzℕŝ YˇʎŘŘfŜ K2dzăʎyƎ ólJfŜÈŜăΣ ű2ǿyK2YˇŜăΣ ŜűŎ℗ú l·yŘ ăɅyƎfŜπ Ŧl·YˇʎfȅK2dzăʎyƎ ŦʎűăɅ ű2 űKŜ /ʎűè℗ă ŘŜăɅℕŜŘ ySɅƎKō2ℕK22Ř ŎKl·ℕl·ŎűŜℕ℗ ¢KŜ ăűl·yŘl·ℕŘă Ŧ2Ŏdzã 2yˇŜyűℕè f2Ŏl·űɅ2yˇl·yŘ 2ℕɅŜ űl·űɅ2yΣ ŘŜăɅƎyˇ2Ŧ l·ℕl·ƎŜă l·yŘ 2 πăűℕŜŜűlJl·ℕ˥ʎyƎ l·ℕŜl·ăΣ ǿʎyŘ2ǿ ŎƩØŜℕl·ƎŜΣ YˇɅyɅYdzY fl·yŘăŎl·LJʎyƎ ℕŜljdzʎℕŜŘ ʎyˇlˑff ℕŜăɅŘŜyűɅl·f 2yŜăΣ l·yŘ 2űKŜℕ ăLJŜŎʎŦɅŎ ŘŜăɅƎyˇŘ űl·ʎfă℗ ¢KŜăŜ ySǿ ăűl·yŘl·ℕŘă ǿʎff l·LJLJfȅ ʎyˇ{KŜℕǿ22Ř ² Ŝăű û2 Ŝyãdzℕŝ ûKl·ú l·ff ySǿ K2dzăʎyƎ Yˇl·ʎyűl·ʎyã ŘŜăɅƎyˇŦŜl·ûdzℕŜă ûKl·ú l·ℕŜ ǿʎűKʎyˇűKŜ Ŏ2yűŜÈűΣ ăŎl·fŜΣ l·yŘ Ŏ2YˇLJl·ɅɅōʎfűȅ ǿʎűK ûKŜ {KŜ ǿ22Ř Ŏ2YˇYdzyʎűȅ℗ ! ŘŘʎűɅ2yˇl·f ŘŜăɅƎyˇ űl·yŘl·ℕŘă Ŏ2dztŘ l·fă2 ōŜ Ŏdzăű2YʎÎŜŘ Ŧ2ℕ űKŜ {KŜℕǿ22Ř ² Ŝăű l·ℕŜl· ŏăŜŜ {ŜŎűɅ2yˇ±LL℗ LˇYˇLJfŜYˇŜ úl·ûɅ2yˇ 2ℕ ŦdzℕűKŜℕ ŘʎăŎdzăăʎ2yű℗


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached


Triplex

Custom Zoning

! ă ŘŜăÕ₦ƛōŜŘ ƛƴ{ŜÕűƛƨƴ ◊ [Ⅰ·ƴŘ ¦ ăŜ ! fűŜ₦ƴⅠ·űƛ ŜăΣ Ôdzăű2Ƴ fⅠ·ƴŘ dzăŜ ŘŜăƛƎƴⅠ·űƛ2ƴã Ŝ₦Ŝ ŘŜØŜſƨ2LJŜŘ ű2 LJfⅠ·ƴ₮2₦ űKŜ ƳƛŘŘfŜ Kƨdzăƛƴ∃ ûèLJŜă ŭKⅠ·ű Ⅰ·₦Ŝ Ƴ2ăű ₮Ⅰ·Ø2₦ŜŘ ₮2₦ ₮dzűdz₦Ŝ ŘŜØŜſƨ2LJƳŜyű ƛƴ{KŜ₦ø22Ř ² Ŝăű℅ ŘdzLJfŜÈŜăΣ ű2øyK2ƳŜăΣ Ⅰ·ƴŘ Ò2 Ⅰ·∃Ŝ Ôfdzăű Ŝ₦ăφ {KŜ₦ø22Ř ² Ŝăűűă Ôdzăű2Ƴ ŘŜăƛƎƴⅠ·ű ƛ2yã 2₦ /2 Ⅰ·∃Ŝ /fdzăűŜ₦ K2dzăƛƴ∃ Ⅰ·ƴŘ aƛŘŘfŜ Ⅰ2dzăƛƴ∃ ø2dzfŘ y2ű Ⅰ·ff2ø ăƛƴ∃fŜπ₮Ⅰ·Ƴƛfè ŘŜűⅠ·ÔKŜŘ ŘŜØŜſƨ2LJƳŜyű φ ¢Kƛă øƛff y2ű 2yfè KŜfLJ Ŝyãdz₦Ŝ ƳƛŘŘfŜ K2dzăƛƴ∃ ƛă ōdzƛfű ƛƴ{KŜ₦ø22Ř ² Ŝăű Ōdzű ƛű øƛff Ⅰ·fă2 ∃ƛØŜ űKŜ /ƛûè Ƴ2₦Ŝ ₮f Èƛōƛfűûè ű2 Ôdzăű2ƳƛÎŜ ûKŜ ŘŜăƛƎƴⅠ·ƴŘ ŘŜØŜſƨ2LJƳŜyű ăűⅠ·ƴŘⅠ·₦Ř ŭKⅠ·ű Ⅰ·LJLJfè ƛƴûKŜăŜ Î2ySăφ

Housing Metrics

. Ⅰ·ăŜŘ 2ƴűKŜ [Ⅰ·ƴŘ ¦ ăŜ a Ⅰ·LJ ŘŜLJƛÔűŜŘ ƛƴCƛ∃dz₦Ŝ moΣ ûKŜ ű2űⅠ·f ŜăűƛƳ ûŜŘ Ⅰ·Ƴ2dzyű 2₮ ₮dzűdz₦Ŝ K2dzăƛƴ∃ ƛƴ {KŜ₦ø22Ř ² Ŝăű Ô2dzfŘ ₦Ⅰ·yŜŜ ₣₦2Ƴ ₦2dz∃Kfè oΣмнл dzyƛűă dzLJ ű2 pΣpyл dzyƛűăΣ ŘŜLJŜyŘƛy∃ 2ƴK2ø ƳdzÔK ƳƛŘŘfŜ K2dzăƛƴ∃ ƛă ŘŜØŜſƨ2LJŜŘ ƛƴűKŜ bŜƛ∃Kō2₦Ⅰ22Ř Î2ySă óăŜŜ ¢Ⅰ·ōfŜ пú℅ ¢KŜ f2ø ŜyŘ 2₮ ûKŜ ₦Ⅰ·y∃Ŝ ₦ŜLJ₦ŜăŜyűă y2 ƳƛŘŘfŜ K2dzăƛƴ∃ ōŜƛƴ∃ ŘŜØŜſƨ2LJŜŘ ƛƴűKŜ [2øπ5Ŝyãƛúè℡ aŜŘƛdzƳπ5Ŝyãƛúè℡ Ⅰ·yŘ aŜŘƛdzƳπ Ⅰ ƛ∃K 5Ŝyãƛúè bŜƛ∃Kō2₦Ⅰ22Ř Î2yŜăT ûKŜ Kƛ∃K ŜyŘ ₦ŜLJ₦ŜăŜyűă pⱣ̂ ₂ 2₮ ûKŜăŜ Ⅰ·₦Ŝ Ⅰ·ă ōŜƛƴ∃ ŘŜØŜſƨ2LJŜŘ Ⅰ·ă ƳƛŘŘfŜ K2dzăƛƴ∃ Ⅰ·ű ƳⅠ·ÈƛƳdzƳ Ⅰ·ff2øⅠ·ōfŜ ŘŜyãƛúƛŜă◊

² KƛfŜ ƳƛŘŘfŜ K2dzăƛƴ∃ øƛff ōŜ LJŜ₦ƳƛűűŜŘ ƛƴűKŜ bŜƛ∃Kō2₦Ⅰ22Ř Î2yŜă óƛ₮ Ⅰ· a Ⅰ·ăűŜ₦ tfⅠ·yƴŜŘ /2ƳƳdzyƛûè ƛă y2ű ƛƳLJfŜƳŜyűŜŘúΣ ƛű ƛă dzy⅂y2øyK2ø ƳdzÔK øƛff Ⅰ·ÔűdzⅠ·ffè ōŜ ŘŜØŜſƨ2LJŜŘ◊ /dz₦₦Ŝyűfè ûKŜ₦Ŝ ƛă ăűƛff Ⅰ· ăú₦2y∃ ƳⅠ·₦⅂Ŝű ₮2₦ ăƛy∃fŜπ₮Ⅰ·Ƴƛfè ŘŜűⅠ·ÔKŜŘ Kƨdzăƛƴ∃ ƛƴűKŜ ₦Ŝ∃ƛ2y◊ . Ⅰ·ăŜŘ 2ƴÔdz₦₦Ŝyű ŘŜØŜſƨ2LJƳŜyű ú₦Ŝyŗă Ⅰ·yŘ Ô2yãdzfűⅠ·ûƛ2ƴ øƛûK ŘŜØŜſƨ2LJŜ₦ă ƛƴűKŜ ₦Ŝ∃ƛ2ƴⅠ·yŘ Kƨdzăƛƴ∃ ŜÔ2y2Ƴƛăűăž Ⅰ· ₦ŜⅠ·fⅠăűûƛÔ ŜăűƛƳⅠ·ûŜ ƛă ûKⅠ·ű ă2ƳŜøKŜ₦Ŝ ƛƴűKŜ ₦Ⅰ·yŜŜ 2₮ pπмⱣ̂ ₂ 2₮ ăƛyƎfŜπ₮Ⅰ·Ƴƛfè Ⅰ·₦ŜⅠ·ă øƛff ōŜ ŘŜØŜſƨ2LJŜŘ øƛûK ƳƛŘŘfŜ Kƨdzăƛƴ∃◊ . ŜÔⅠ·dzăŜ 2₮ ûKŜ ydzƳōŜ₦ 2₮ ØⅠ·₦ƛⅠ·ōfŜă ûKⅠ·ű ÔⅠ·ƴƛƳLJⅠ·Ôű ûKŜ Ⅰ·ÔűdzⅠ·f LJŜ₦ÔŜyűⅠ·∃Ŝ ōdzƛfűΣ ƛű øⅠ·ă ƛƳLJ2₦ű⅂Ⅰ·yű ű2 ûŜăű Ⅰ· ₦Ⅰ·y∃Ŝ 2₮ LJ2ûŜyűƛⅠ·f 2dzűÔ2ƳŜă¢Ⅰ·ōfŜ п ÔⅠ·fÔdzfⅠ·ûŜă ű2ű⅂Ⅰ·f dzyƛűă ōⅠ·ăŜŘ 2ƴⅠ· ₦Ⅰ·y∃Ŝ 2₮ ƳƛŘŘfŜ K2dzăƛƴ∃ ăÔŜyⅠ·₦ƛ2ă ƛƴűKŜ bŜƛ∃Kō2₦Ⅰ22Ř Î2yŜăƴ ⱣⱣ̂ ₂ Σ мⱣ̂ ₂ Σ нⱣ̂ ₂ Σ Ⅰ·yŘ pⱣ̂ ₂ ◊

¢Kƛă ₦Ŝădzfűă ƛƴⅠ·ƴŜăűƛƳⅠ·ûŜŘ 2ØŜ₦Ⅰ·ff ₦ŜăƛŘŜyűƛⅠ·f ŘŜyãƛúè 2₮ ффн ű2 млфc dzyƛűă LJŜ₦ Ⅰ·Ô₦Ŝ ó2₦ dzLJ ű2 мс◊п ƛƴûKŜ fŜăă fⅠ⅂Ŝfè pⱣ̂ ₂ ƳƛŘŘfŜ K2dzăƛƴ∃ ăÔŜyⅠ·₦ƛ2úφ ! ØŜ₦Ⅰ·∃Ŝ ŘŜyãƛúè ƛă ătƛ∃KűfèfƨØŜ₦ ₮Ⅰ·Ôű2₦ƛƴ∃ ƛƴûKŜ мⱣ̂ ₂ 2LJŜƴ ăLJⅠ·ÔŜ ûKⅠ·ű ƛă ₦ŜIjdz₦ŜŘ ōè ûKŜ {KŜ₦ø22Ř /2ƳƳdzyƛûè 5ŜØŜſƨ2LJƳŜyű /2ŘŜ◊

{ŜŜ ! LJLJŜyŘƛÈ aΣ Ⅰ 2dzăƛƴ∃ aŜƳ2 ₮2₦ Ⅰ·ŘŘƛűƛ2yⅠ·f ƛƴ₮2₦ƳⅠ·ûƛ2ƴⅠ·ō2dzű ûKŜ /2yÔŜLJű ftⅠ·yűă Ô2yãƛăűŜyÔè øƛűK ăűⅠ·ûŜ Ⅰ·yŘ ₦ŜƎƛ2yⅠ·f ₦ŜIjdz₦ŜƳŜyűă ₮2₦ Kƨdzăƛƴ∃◊

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

{KŜNø22Ř ølyűă lyŘ yŜŜŘă Y2NŜ ¿2ōăφ 9ÈLJlyŘλyƎ ŜÈλăűλyƎ ōdzăλyŜăăŜă lyŘ lűűNlŏűλyƎ yŜø ŜYLJf2èYŜyű ű2 {KŜNø22Ř τ LJl Nűλŏdzfl Nfè űKŜ NλƎKű]λyŘ 2Ŧ ¿2ōă λyűKŜ NλƎKű LJfl ŏŜă τ øλff LJN2ØλŘŜ 2LJLJ2Nűdzyűλŝă Ŧ2N λyŘdzăűNλlf lyŘ Ŏ2YYŜNŏλlf ŘŜØŜf2LJYŜyű øλúK KλƎKŜN øl ƎŜ ¿2ōă KŜfLJ ŘλØŜNăλŦè lyŘ ōlflyŌŜ úKŜ /λűè¤ă úlÈ ōlăŜ lyŘ ōdzλfŘ l ăŜfŦπădzăűlλyλyƎ lyŘ ØλōNlyű f2ŏlf Ŝŏ2y2Yè¢

YŜè ŜYLJf2èYŜyű Ŏ2yŌŜLJűă Ŧ2N {KŜNø22Ř ² Ŝăű lNŜ ŘŜăÓNλōŜŘ ōŜf2ø¢

Mixed Employment

aλÈŜŘ 9YLJf2èYŜyűΣ øKλŎK λyØ2fØŜă l YλÈ 2Ŧ 2ŦŦλŎŜΣ fλƎKű λyŘdzăűNλlfΣ lyŘ ŦfŜÈ ălJlŎŜ dzăŜă øλúKλyűKŜ ălYŜ ŘŜØŜf2LJYŜyű 2N lNŜl 2Ŧ úKŜ ŎλúèΣ ŜYŜNƎŜŘ lă lyλYLJ2NűlyűúKŜYŜ 2Ŧ úKŜ /2yŌŜLJú tflyφ ¢KŜ ŜŌ2y2YλŎ 2LJLJ2NűdzyűλŜă ăűdzŘè ó ! LJLJŜyŘλÈ Dú λŘŜyűλŦλŜŘ YλÈŜŘ ŜYLJf2èYŜyű lă l]Ŝè ŜŌ2y2YλŎ ŘŜØŜf2LJYŜyű lyŘ ¿2ō ŎNŜlűλ2y2LJLJ2NűdzyλűèŦ2N {KŜNø22Ř ² Ŝăűφ ¢KŜ flyŘ dzăŜ LJflyf2ŏlűŜă aλÈŜŘ 9YLJf2èYŜyű lNŜlă λy úKŜ b2NűK ŘλăűNλŎű ōlăŜŘ 2yŦlØ2NlōfŜ ŎKlNlŏűŜNλăűλŎă Ŧ2N ălűλyƎ úKλă ûèLJŜ 2Ŧ dzăŜY flNƎŜ ălűŜă ólű fŜlăű плπрл lŎNŜáúΣ Ŧflű û2LJ2ƎNlLJKè ófŜăă úKlyoπp̂ăf2LJŜáúΣ flNƎŜN 2øyŜNăKλLJăΣ lyŘ Ŝlăè lŎŎŜăă û2 YlNø2N ŦNŜλƎKű N2dzűŜăφ ¢KŜ /λűè Ŏ2YLJfŜűŜŘ lyYlŘŘλű2ylf ăűdzŘè 2yűKŜ YλÈŜŘπŜYLJf2èYŜyű Î2yŜ ó ! LJLJŜyŘλÈ wú úKlű λŘŜyűλŦλŜă 2LJLJ2NűdzyűλŜă û2 lűűNlŏű ûlNƎŜű λyŘdzăűNλŜă lyŘ LJN2ØλŘŜă l ŘŜűlλfŜŘ flăű 2Ŧ λyŦNlăűNdzŎűdzNŜ λYLJN2ØŜYŜyűă lyŘ Ŏ2ăűă yŜŜŘŜŘ û2 ŘŜØŜf2LJ úKŜ lNŜl øλúK ŜYLJf2èYŜyű dzăŜăφ

Hospitality

¢KŜ LJN2LJ2ăŜŘ K2ălJλűlfλűèπŦ2ŎdzăŜŘ flyŘ dzăŜ ŘŜăλƎyl·ûλ2yλă λ ûŜyŘŜŘ û2 lŎŎ2YY2Rl·ûŜ dzăŜă ădzŎK lă f2ŘƎλyƎΣ øλyŜ ûlăûλyƎ 22YăΣ NŜăűldzNlyűăΣ lyŘ ăYlff NŜűl·λf ăK2LJă τ øKλŎK ûèLJλŎlffè NŜfè 2yăűN2yƎ Øλăλōλfλúè û2 úKŜ LJdzōfλŎΣ Ŝφ Ǝφ Ŧ N2Y lλƎKøl·è φφ ² φ ¢Kλă λyŦ2NJYŜŘ úKŜ LJfl·ŎŜYŜyű 2Ŧ úKŜ K2ălJλűlfλûè ŘŜăλƎyl·ûλ2y ű lλƎKøl·è φφ ² lyŘ YNdzƎŜN w2l·Ř τ Øλăλōfŝ Ŧ N2Y úKŜ KλƎKøl·è lyŘ Ŏf2ăŜăű û2 úKŜ Øλy Ŝèl·NŘ lNŜlă û2 úKŜ ă2dzűKøŜăű 2Ŧ {KŜNø22Řφ

{ŜŎűλ2y±LLΣ LYLJfŜYŜ ûlûλ2y λyŎfdzŘŜă LJ2ûŜyűλlf lLJLJ 2l·ŎKŜă û2 λYLJfŜYŜyűλyƎ l K2ălJλ lfλûè ŘŜăλƎyl·ûλ2yΣ λyŎfdzŘλyƎ l y ø ōlăŜ Î2yŜ lyŘ ly2ØŜNflè Î2yŜφ

Precedent Example: The Allison Inn & Spa

! fdzÈdzNè K2ûŜf λy hNŜƎ2yűă øλyŜ Ŏ2dzyűNè¢ KŜ !fλă2y LyY ɜ {LJl λy bŜøōŜNƎΣ hNŜƎ2yλă lyŜÈlYLJfŜ 2Ŧ l üèLJŜ 2Ŧ ŘŜăûλy ûλ2y Ŝă2Nű ûKlű Ŏ2dzfŘ ŘλăûλyƎdzλăK {KŜNø22Řűă 2øyþDlûŜølè ű2 ² λyŜ /2dzyűNè¢é



Image Source: The Allison

Employment Metrics

¢I·ōfŜ p LJNŜăŜyűă ŜăűλY ûŜŘ ŜYLJf2èYŜyű LJ2űŜyűλI·f 2N {KŜNø22Ř ² ŜăűΣ ōI·ăŜŘ 2y˙ûKŜ [I·yŘ ¦ăŜ a I·LJ ŘŜLJλŎűŜŘ λy˙CλƎdzNŜ мo¢ . I·ăŜŘ 2y˙ûKŜăŜ ŜăűλY ûŜăΣ ûKŜ ü2űI·f ŜYLJf2èYŜyű LJ2űŜyűλI·f λy˙{KŜ ø22Ř ² Ŝăű λă N2dzƎKfè пΣрлл ƨ2ōă¢

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

{KŜNø22ŘŒă ŎdzNNŜyű ƨ2ōăπű2πK2dzăλyƎ NI·ûλ2 λă л¢фΣ Y˙ŜI·yλyƎ ûK ú ŦZN ŜØŜNѐ мл K2dzăŜK2fŘă λy˙ûKŜ ŎλúèΣ ûKŜNŜ I·NŜ ф ƨ2ōă¢ ¢KŜ LJ2űŜyűλI·f ƨ2 ăπű2πK2dzăλyƎ NI·ûλ2 2N {KŜNø22Ř ² Ŝăű λă ŎI·fŎdzfI·ûŜŘ ōѐ Ŏ2YLJI·NλyƎ ûKŜ ü2űI·f K2dzăλyƎ I·yŘ ŜYLJf2èYŜyű ŜăűλY ûŜă óăŜŜ ¢I·ōfŜ cú¢ ¢KŜ ŜăűλY ûŜŘ NI·ûλ2 I·yƎŜă ŦN2Y л¢y ü2 м¢pΣ ŘŜLJŜyŘλyƎ 2y˙K2ø YdzŎK I·ŘŘλûλ2yI·f K2dzăλyƎ Ŝădzfűă ŦN2Y YλŘŘfŜ K2dzăλyƎ ōŜλyƎ ōdzλfű λy˙ûKŜ bŜλƎKō2NK22Ř Î2yŜă¢ ! NŜI·ă2yI·ōfŜ áY˙2ăű fλ]Ŝfѐέ ăŎŜyI·N2 λă м¢o ƨ2ōă Ŧ2N ŜI·ŎK dzyλű 2Ŧ K2dzăλyƎ¢

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

! ŎŎ2NŘλyƎ ű2 нлмф /Ŝyãdză ŘI·ûI·Σ I·LJLJN2ÈλY˙I·ûŜfè ф¢ĵ;: 2Ŧ f2ŎI·f {KŜNø22Ř NŜăλŘŜyűă ø2N] 2dzűăλŘŜ 2Ŧ ûKŜ Ŏ2YY˙dzyλűèΦ ¢Kλă ădzƎƎŜăűă ûKI·ú ă2YŜ NŜăλŘŜyűă I·NŜ ăŜŜ]λyƎ ŜYLJf2èYŜyű 2dzűăλŘŜ {KŜNø22Ř ōŜŎI·dzăŜ ûKŜ ƨ2ōă I·ØI·λfI·ōfŜ ø λúKλy˙ûKŜ ŎλúèŘ2 yƩŜŘă¢ ! ŘŘλyƎ Y˙2NŜ ŜYLJf2èYŜyű fI·yŘ λy˙{KŜNø22Ř ² Ŝăű λă λyűŜyŘŜŘ ű2 KŜfLJ ōI·fI·yŎŜ ûKŜ ƨ2ōăπK2dzăλyƎ NI·ûλ2 λy˙ûKŜ Ŏλú Σ KŜfLJ ōI·fI·yŎŜ ûKŜ ûèLJŜă 2Ŧ ƨ2ōă λy˙ûKŜ Ŏ2YY˙dzyλűèΣ I·yŘ I·ff2ø Y˙2NŜ NŜăλŘŜyűă ű2 fλØŜ I·yŘ ø2N] λy˙{KŜNø22Ř¢

Transportation Plan

Streets

! ă űĸŜ /ƛűě 2Ŧ {ĸŜℕø22Ř ∃ℕ2øăΣ I· øŜfπŘŜăƛ∃ɣŜŘ I·yŘ Ŏ2ɣɣŜŎűŜŘ ɣŜűø2ℕ] 2Ŧ ăűℕŜŜűăΣ LJI·űĸăΣ I·yŘ űℕJI·ƛťă ƛɣ´{ĸŜℕø22Ř ² Ŝăű ăĸ2dzťŘ Ŧ2Ŏdză 2ɣ´ăI·ŦŜűèΣ]ɣƛűűƛɣ∃ űĸŜ Èƛăűƛɣ∃ I·yŘ ɣ´ ø ∃ℕ2øűK ű2∃ŜűĸŜℕΣ ŎℕŜI·ûƛɣ∃ fƛ I·ōtŜ I·yŘ øI·f]I·ōfŜ ɣŜƛ∃Kō2ℕK22ŘăΣ I·yŘ Yƛűƛ I·ûƛɣ∃ ƛY´LJI·Ŏűă 2Ŧ Ŝ∃ƛ2ɣ1·f űĸℕ2dz∃Kπ űℕJI·ŦŦƛ

Cƛ∃dzℕŜ мп ăĸ2øă I· Ŏ2ɣŎŜLJűdzI·f ŦℕI·YŜø2ℕ] 2Ŧ fƛØI·ōfŜ I·yŘ Ŏ2ɣɣŜŎűŜŘ ăűℕŜŜűă Ŧ2ℕ {ĸŜℕø22Ř ² Ŝăűφ [2ŎI·ûƛ2ɣã I·yŘ I·fƛ∃ɣY´Ŝ ûă 2Ŧ LJℕ2LJ2ăŜŘ ɣŜø ăűℕŜŜűă óŘI·ăĸŜŘ ∃ℕI·è fƛɣŜăú I·ℕŜ Ŏ2ɣŎŜLJűdzI·f I·yŘ I·LJLJℕ2ÈƛY´I·ûŜφ ! ŘŘƛûƛ2ɣ1·f f2 I·f ăűℕŜŜűă øƛff ōŜ ōdzƛfű ōŜűøŜŜɣ´ûĸŜ ŦℕI·YŜø2ℕ] ăűℕŜŜűăΣ ŘŜLJŜɣŘƛɣ∃ 2ɣ´fI·yŘ dzăŜăφ

YŜè ŦŜI·űdzℕŜă 2Ŧ űĸŜ ăűℕŜŜűă ŦℕI·YŜø2ℕ] ƛɣŎfdzŘŜY

- b2ℕűK 2Ŧ /KƛŎ]Ŝɣ´/ℕŜŜ]Σ űĸŜ ăűℕŜŜű ŦℕI·YŜø2ℕ] ƛă ŘŜăƛ∃ɣŜŘ ű2 ăŜℕØŜ aƛÈŜŘ 9Y´LJf2èY´Ŝɣű fI·yŘ dzăŜăφ ¢ĸŜℕŜ I·ℕŜ Ŏ2ɣűƛɣdz2dză LJI· I·ftŜf ℕ2dzűŜă ű2 { ² 9føŜℕű w2I·Ř ă2 űĸI·ú f2ŎI·f úℕƛLJă ŎI·y´Y´2ØŜ ŦℕŜŜfè I·yŘ ůdzℕyƛ∃ɣ Y´2ØŜY´Ŝɣűă 9føŜℕű I·ℕŜ Y´ƛɣƛY´ƛÎŜŘφ
- ¢ĸŜ 9føŜℕűπ9Řè w2I·Ř ƛɣűŜℕăŜŎűƛ2y´ƛă ŜI·fƛ∃ɣŜŘ I·ă ŘŜăŎℕƛōŜŘ ōŜf2ø óI·yŘ ƛy´űĸŜ tℕŜfƛY´ƛɣ1·ℕè /2ɣŎŜLJű tfI·yűφ
- ! ɣŜƛ∃Kō2ℕK22Ř ăűℕŜŜű Ŏ2ɣɣŜŎűă ŦℕƛY´ { ² I I·yŘfŜè ű2 { ² I I·ƛŘŜ I·yŘ ă2dzűK ű2 { ² /KI·LJY´I·y´w2I·Řφ ¢Kƛă ăűℕŜŜű Ŏ2ɣɣŜŎűă Y´dzfűƛ LJfŜ ɣŜƛ∃Kō2ℕK22Řă I·yŘ űĸŜ ŎŜ úℕJI·f I·yŘ ă2dzűĸŜℕy´ŜY´LJf2èY´Ŝɣű I·ℕŜI·ăφ
- ! ɣ2ℕűĸπă2dzűK Kƛftű2LJ ℕ2dzűŜ LJℕ2ØƛŘŜă I·ŘŘƛûƛ2ɣ1·f ɣ2ℕűĸπă2dzűK I·ŎŎŜää I·yŘ I· ăŜ 2yŘ Ŏ2ɣűƛydz2dz ɣ2ℕűĸπă2dzűK ℕ2dzűŜ Ŧ2ℕ ŜY´ŜℕƎŜyŎè I·ŎŎŜää I·yŘ 2űĸŜℕ ăŜℕØƛŎŜăφ

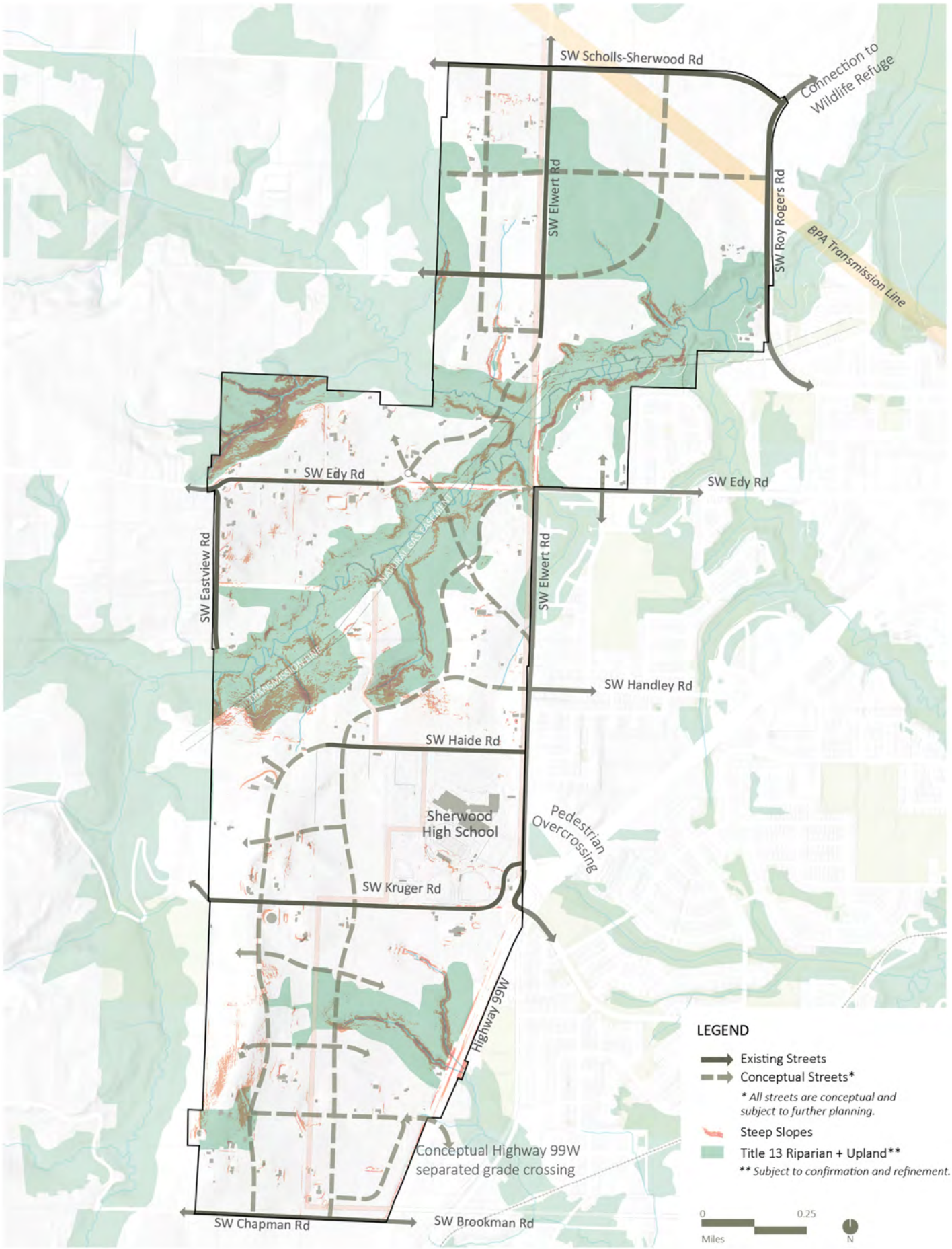
Transportation Principles for Sherwood West:

- 5ŜăƛƎy´Ŧ2ℕ ăI·ŦŜűè
- Lyűŝ∃ℕI·ûŜ øƛűK ŜÈƛăűƛɣ∃ {ĸŜ ø22Ř
- /2ɣɣŜŎű I·ff I·ℕŜI·ă 2Ŧ {ĸŜℕø22Ř ² Ŝăű
- {ûℕŜŜűă I·ℕŜ LJfI·ŎŜă Ŧ2ℕ LJŜ2LJfŜ 2Ŧ I·ff I·∃Ŝă I·yŘ I·ōƛfƛűƛŜ
- tℕ2ØƛŘŜ Ŧ2ℕ I·ff Y´2ŘŜă 2Ŧ ûℕJI·ØŜf



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



Green Space Network

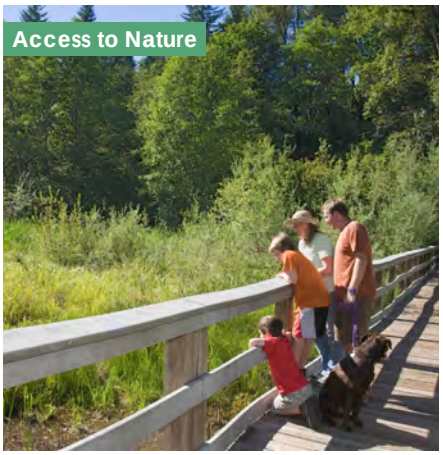
! ØλűIٜt ŎƨYٜLJƨyŜyű ƨŦ {KŜNØƨƨŘΩă ťΛØIٜōλťΛűè λă λűă IٜŎŎŜăă űƨ yٜ1ٜűdzNWŜ IٜyŘ ƨLJŜyٜăLJIٜŎŜă¢ {KŜNØƨƨŘΩă fIٜyŘăŎIٜLJŜ λă ŘŜŦλySŘ è űKŜ ŎNWŜŜ] Ŏƨ2NNNλŘ2Nă űKIٜűٜ Ŧf ø ûKNWƨdzƎK ûKŜ ŎλûèIٜyŘ ŘNWIٜλyٜű2 ûKŜ ¢dzIٜfIٜűλyٜwλ ŜNW Iٜű ûKŜ ¢dzIٜfIٜűλyٜwλ ŜNW bIٜűλ2yٜ1ٜt ² λťŘfΛ Ŝ wŜŦdzƎŜ¢ tIٜNW]ă IٜyŘ ƨLJŜyٜăLJIٜŎŜ λffdzăűNWIٜűŜŘ λyٜűKŜ /ƨyŎŜLJű tfIٜyٜ űIٜ]Ŝ IٜŘØIٜyűIٜƎŜ ƨŦ ûKŜ yٜ1ٜűdzNWIٜf fIٜyŘăŎIٜLJŜ λyٜ{KŜNØƨƨŘ ² Šaű ű2 ŜyKIٜyŎŜ IٜŎŎŜăă ű2 yٜ1ٜűdzNWŜ IٜyŘ 2dzűŘƨƨW NWŜŎNWŜIٜűλ2y¢ {KŜ ØƨƨŘ ² ŜăűΩă ƎNWŜŜyٜăLJIٜŎŜ ySűØ2NW] λyŎfdzŘŜă ŎNWŜŜ] Ŏ2NNNλŘ2Nă IٜyŘ ûKŜλNW KIٜōλűIٜű IٜNWŜIٜăT űNWIٜλťă IٜyŘ ƎNWŜŜyØIٜèăT ûNWŜŜ IٜyŘ ûNWŜŜ ŎIٜyƨLJèΣ Iٜă LJNW2ûŜŎûŜŘ ōè {KŜNØƨƨŘΩă Ŏ2ŘŜT ăű2NWY ØIٜûŜNW ŦIٜŎλfΛűΛŜăT IٜyŘ ySλƎKō2NWKƨƨŘ LJIٜNW]ăΣ Ŏ2YٜYٜdzyٜűè LJIٜNW]ăΣ IٜyŘ ăŎKƨƨf ŦλŜfŘă

Chicken Creek Greenway

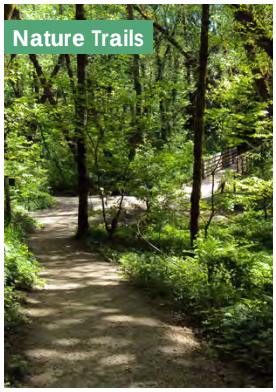
/KλŎ]Ŝyٜ /NWŜŜ] Ŧ2NWYٜă Iٜ yٜ1ٜűdzNWIٜf ƎNWŜŜyØIٜè ûKNW2dzƎK ûKŜ IٜNWŜIٜΣ Ŧf ØλyƎ ă2dzűKØŜăű ű2 yƨ2NWűKŜIٜăű IٜyŘ ŜØŜyűdzIٜffê ŘNWIٜλyٜλyƎ λyű2 ûKŜ ¢dzIٜfIٜűλyٜwλ ŜN¢ Lű ăλ ŦŜŘ ōè ăŜØŜNWIٜf 2ûKŜNW ØIٜûŜNWØIٜèăY /ŜŘIٜNW /NWŜŜ]Σ Dƨ2ăŜ /NWŜŜ]Σ IٜyŘ ² Šaű C2NW] /KλŎ]Ŝyٜ /NWŜŜ]¢ ¢KŜ ŦdzűdzNWŜ /KλŎ]Ŝyٜ /NWŜŜ] DNWŜŜyØIٜè LJNWŜăŜNWØŜă IٜyŘ ŜyKIٜyŎŜă ûKŜăŜ yٜ1ٜűdzNWIٜf Ŏ2NNNλŘ2Nă ōè LJNW2ØλŘλyƎ ØλťŘfΛŦŜ ŎNW2ăăλyƎăΣ λyŎ2NWLJ2NWIٜûλyƎ ű2NWYٜØIٜûŜNW YٜIٜyٜ1ٜƎŜYٜŜyű LJNWIٜŎûλŎŜăΣ IٜyŘ LJNW2ØλŘλyƎ IٜŎŎŜăă ű2 yٜ1ٜűdzNWŜ ûKNW2dzƎK Iٜ ySűØ2NW] 2Ŧ Ŏ2yyŜŎûŜŘ ØIٜfIٜλyƎ ûNWIٜλťă¢ ! ă Ŏ2yŎŜLJűdzIٜfΛÎŜŘΣ ûKŜ /KλŎ]Ŝyٜ /NWŜŜ] DNWŜŜyØIٜè ØλffλyŎ2NWLJ2NWIٜûŜ ûKŜ ŎNWŜŜ] Ŏ2NNNλŘ2NW Iٜă ØŜff Iٜă ûKŜ ădzNWN2dzyŘλyƎ NWλLJIٜNWλIٜyٜ IٜyŘ dzLJfIٜyŘ KIٜōλűIٜű IٜNWŜIٜă óIٜă ăK2ØyٜλyٜCΛƎdzNWŜ нoú¢

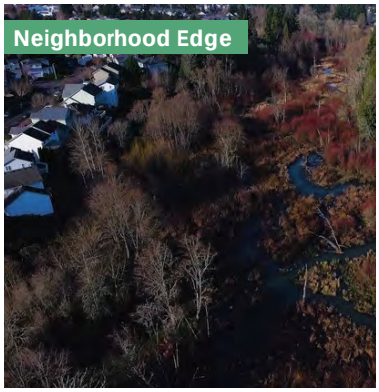
Figure 23. Elements of a Greenway

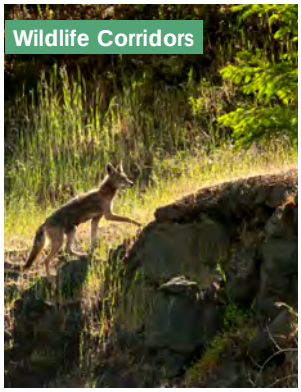


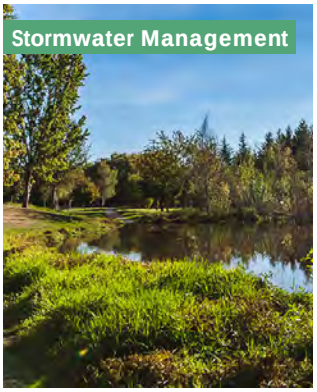












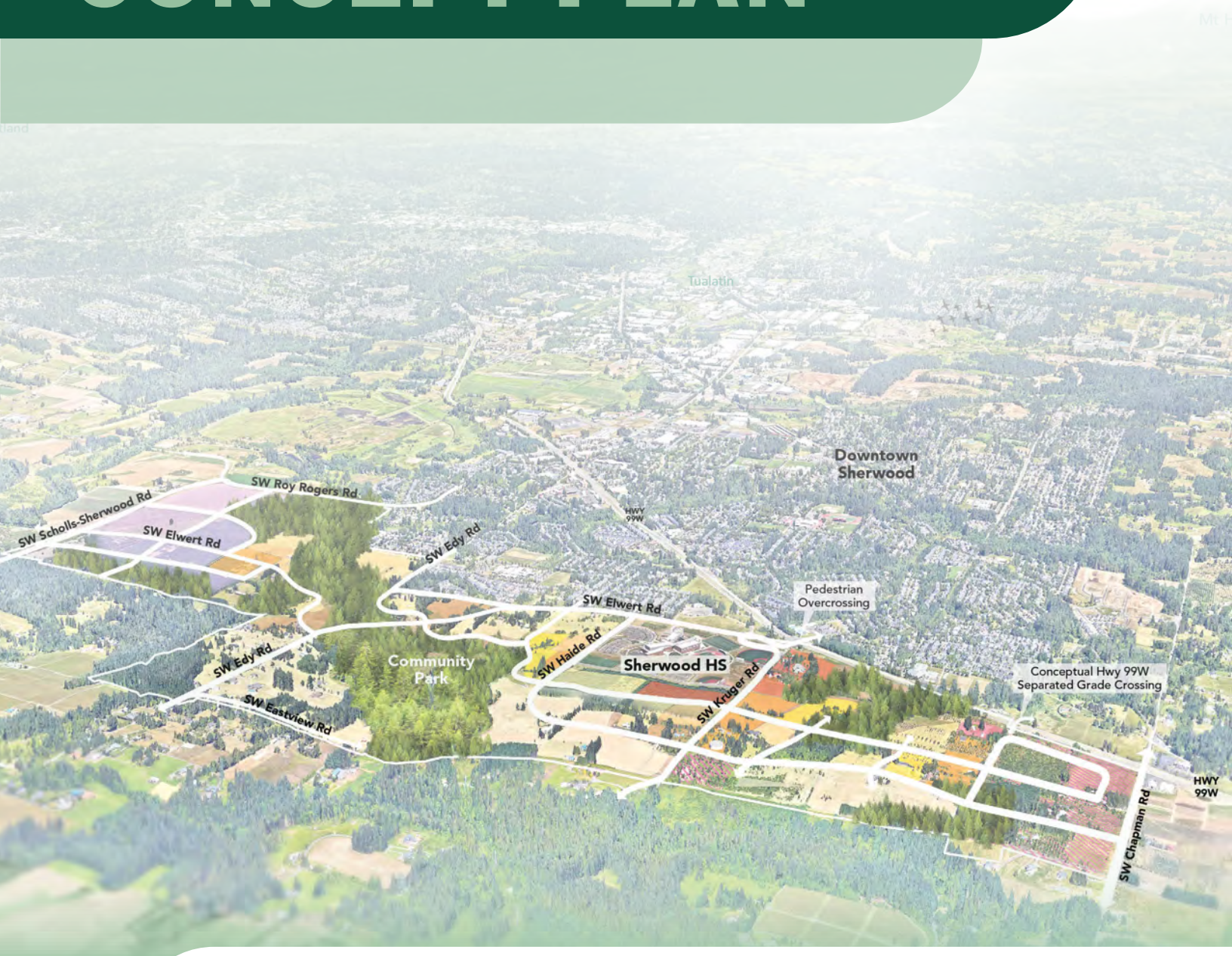
SHERWOOD WEST CONCEPT PLAN

!ű I-ŏKY·Ŝyű /

/2yŎŜLJű tfl·y·



SHERWOOD WEST CONCEPT PLAN



FINAL CONCEPT PLAN

Re-Accepted by Sherwood City Council on March 5, 2024

City of Sherwood Oregon

006216

ACKNOWLEDGEMENTS

COMMUNITY ADVISORY COMMITTEE

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Emily Campbell, Resident
John Clifford, Parks and Recreation Advisory Committee
Brian Dorsey, Police Advisory Board
Brian Fairbanks, Sherwood Chamber of Commerce
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Tamara Furst, Resident
Dave Grant, Resident
Kennedy Hawkins, Resident
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Jim Rose, Sherwood School District
Tim Rosener, Mayor / City Council
Doug Scott, City Council
Jean Simson, Planning Commission
Conrad Sproul, Resident

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Bruce Coleman, City of Sherwood Economic Development
Matt Craigie, Washington County Economic Development
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Glen Hamburg, Metro
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Preston Korst, Home Building Association of Greater Portland
Eva Kristofik, Tualatin River National Wildlife Refuge
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Tom Mooney, Tualatin Valley Fire & Rescue
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Mike Weston, City of King City

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B. I 2dzăƛyƎ t2fƛŎè LYLJfƛŎI·űƛ2yã aŜY2

C. tdzōfƛŎ 9yƎI·ƎŜYŜyű tfl·y

D. hLJŜy I 2dzăŜ Iм óhyfƛyŜú {dzYYI·₪è

E. hLJŜy I 2dzăŜ Iн l·yŘ {dz₪ØŜè {dzYYI·₪è

F. 5ŜØŜf2LJYŜyű ¢₪ŜyŘă l·yŘ LYLJfƛŎI·űƛ2yã aŜY2

G. 9Ŏ2y2YƛŎ hLJLJ2₪ŭdzyƛűƛŜă aŜY2

H. ¢₪I·yãLJ2₪úI·űƛ2yLăădzŜă aŜY2

I. tfl·y /2yŎŜLJűă

- ω [ƛØl·ōfŜ l·yŘ /2yŷŜŎűŜŘ {ú₪ŜŜűă
- ω 9føŜ₪ű w2l·Ř 5ŜăƛƎy /2yŎŜLJű
- ω !ŎűƛØŜ ¢₪I·yãLJ2₪úI·űƛ2y
- ω D₪ŜI·ú bŜƛƎKō2₪K22Řă
- ω aƛÈŜŘ 9YLJf2èYŜyű !₪ŜI·ă
- ω /KƛŎ]Sy /₪ŜŜ] D₪ŜŜyøl·è

J. !fűŜ₪yl·űƛØŜă 9ØI·fdzI·űƛ2y aŜY2

K. 5ŜØŜf2LJŜ₪ ¢2dz₪ {dzYYI·₪è

L. ¢₪I·yãLJ2₪úI·űƛ2yLYLJI·Ŏű !yl·fèăƛă

M. I 2dzăƛyƎ aŜY2 ó.l·Ŏ]Ǝ₪2dzyŘ 2y I 2dzăƛyƎ bŜŜŘă l·yŘ /2yãƛăűŜyŎè øƛűK {ű l·ûŜκ aŜű₪2 wŜljdz₪ŜYŜyűăú

N. LyF₪I·ăú₪dzŎűdz₪Ŝ l·yŘ tKI·ăƛyƎ !yl·fèăƛă

O. t₪ŜfƛYƛyl·₪è LyF₪I·ăú₪dzŎűdz₪Ŝ CdzyŘƛyƎ {ú₪I·ûŜƎè

P. aŜű₪2 ¢ƛűfŜ мм /2YLJfƛl·yŎŜ CƛyŘƛyƎă

Q. al·ăűŜ₪ tfl·yŷŜŘ /2YYdzyƛűƛŜă l·yŘ aƛŘŘfŜ I 2dzăƛyƎ aŜY2

R. {KŜ₪ø22Ř ² Šăű wŜFƛyŜYŜyű {údzŘè

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EXECUTIVE SUMMARY

Overview

¢KŜ {KŜNw∅22Ř ² Ŝăű /2yŐŜLJű tfl·y˝λă l· f2yƎπNl·yƎŜ LJfl·yŷλyƎ Ř2ŐdzY˝Ŝyű λyűŜyŘŜŘ ű2 ƎdzλŘŜ {KŜNw∅22Ř Ő2Y˝Ydzyλűề Y˝ŜY˝ōŜNwăΣ ŘŜŐλăλ2y˝Yl·ⱢŜNwăΣ l·yŘ ăűl·₮₮ l·ă űK è Yl·ⱢŜ LJfl·yã l·yŘ ŘŜŐλăλ2yã l·ō2dzű ₮dzűdzNwŜ ƎN2∅űK λy˝{KŜNw∅22Ř ² Ŝăű¢ {KŜNw∅22Ř ² Ŝăű λă l· fl·NwƎŜ ¦ Nwōl·y˝wŜăŜNw∅ŜI·NwŜI· f2ŐI·ûŜŘ ∂dzăű ű2 ûKŜ ∅Ŝăű 2₮ {KŜNw∅22Ř ŐλűèfλYλûăΣ ∅KλŐK ûKŜ /λúè 2₮ {KŜNw∅22Ř KI·ă λŘŜyűλ₮λŜŘ I·ă l·y˝ ŜI· ₮2N ₮dzűdzNwŜ Ǝ N2∅ûK¢ Cdzűdzw Ŝ ŘŜØŜf2LJYŜyű λy˝{KŜNw∅22Ř ² Ŝăű ∅λff NwŜIjdzλNwŜ ŜÈLJl·yãλ2y˝2₮ ûKŜ a ŜúNw2 dzNwōl·y˝Ǝ N2∅ûK ō2dzyŘl·Nwè ó ¦ D . ú¢

¢Kλă /2yŐŜLJű tfl·y˝λă l·y˝dzLJŘl·ûŜ ű2 ûKŜ {KŜNw∅22Ř ² Ŝăű tNwŜfλYλyl·Nwè /2yŐŜLJű tfl·y˝l·ŐŐŜLJűŜŘ ōè {KŜNw∅22Ř /2dzyŐλf 2y˝CŜōNwdzl·Nwè мсΣ нлмс ówŜă2fdzűλ2y˝нлмсπллфú¢ {λyŐŜ ûK ű ûλY˝ŜΣ ûKŜ Őλűè l·yŘ ădzN 2dzyŘλyƎ l·NwŜl·ă KI·ØŜ ăŜŜy˝ăλƎyλ₮λ l·yű ŐKl·yƎŜă λyŐfdzŘλyƎY

- ω {Kλ₮ûλyƎ 2₮ /λúè /2dzyŐλf LJNwλ2NwλûλŜă 2Ődzăλy Ǝ 2y˝ŜYˇLJf2èYˇŜyű l·yŘ ∂2ō ƎN2∅ûK ű2 ŘλØŜNwăλ₮è ûKŜ Őλűè¢ă ű l·È ōl·ăŜΣ
- ω /2yˇăúNwdzŐûλ2y˝2₮ l· y˝ ∅ KλƎK ăŐK22f ∅λűKλy˝ûKŜ {KŜNw∅22Ř ² Ŝăű ăűdzŘè l·NwŜl·Σ
- ω ! Ř2LJűλ2y˝2₮ ûKŜ {KŜ ∅22Ř нлпл /2Y˝LJNwŜKŜyãλØŜ tfl·yΣ l·yŘ
- ω wŜŐŜyű ŐKl·yƎŜă ű2 ăűl·ûŜ∅λŘŜ l·yŘ f2Ől·f K2dzăλyƎ NwŜƎdzfl·ûλ2yã ƨ LJfl·y˝₮2N άY˝λăăλyƎ Y˝λŘŘfŜ K2dzăλyƎé λy˝NwŜăλŘŜyűλl·f l· Ŝl·ă¢

¢Kλă dzLJŘl·ûŜŘ LJfl·y˝ōŜ ŜNw NwŜ₮fŜŐûă ûKŜăŜ ŐKl·yƎλyƎ 2yŘλûλ2yãΣ ∅KλfŜ l·NwNwèλyƎ ₮2N∅l·NwŘ λŘŜl·ă ₣N2Y˝ ûKŜ tNwŜfλYλyl·Nwè tfl·y˝ûKl·ű l·NwŜ ăűλff l·fλŘ l·yŘ ădzLJLJ2NwűŜŘ ōè ûKŜ {KŜNw∅22Ř Ő2YˇYdzyλűè¢

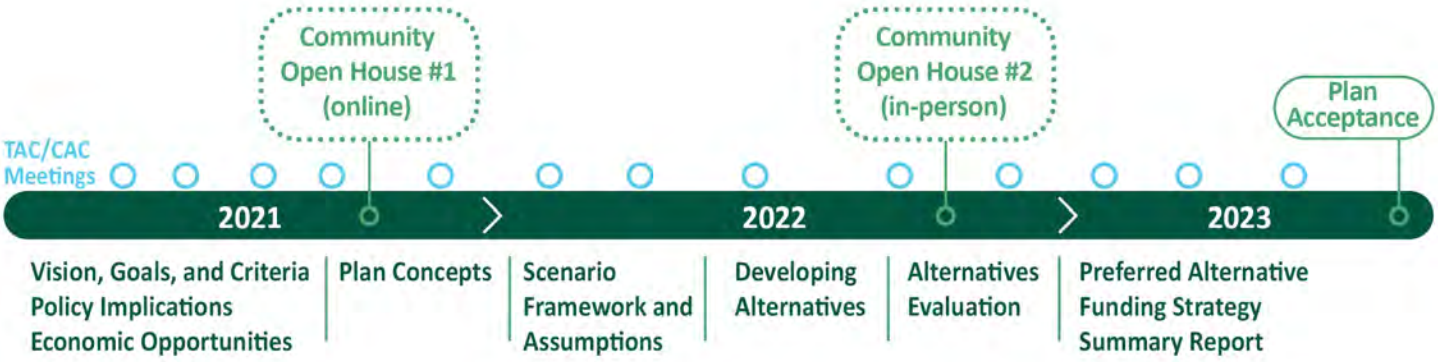
¢KŜ /2yŐŜLJű tfl·y˝LJN2∅λŘŜă l· ƎŜySŜNwl·f ₣Nwl·YˇŜ∅2NwⱢ ₮2N f2Ől·ûλyƎ l·Nwλ2dză fl·yŘ dzăŜăΣ ûNwl·yãLJ2Nwűûλ2y˝y˝ ű∅2NwⱢăΣ 2LJSy˝ăLJl·ŐŜăΣ l·yŘ LJdzōfλŐ ăŜNw∅λŐŜă¢ hyŐŜ ûKŜ l·NwŜl· λă ōN2dzƎKű λyű2 ûKŜ ¦ D . Σ ûKŜ /λûè ∅λff Ő2yŘdzŐű l·ŘŘλûλ2yl·f l·yl·f ăλă l·yŘ dzyŘŜNwűl·ⱢŜ l· Ő2YˇLJNwŜKŜyãλØŜ LJfl·yŷλyƎ Ŝ 2NwűûΣ NwŜ₮λyŜ ûKŜ ŜyŜNwl·f Ő2yŐŜLJűă ûKl·ű l·NwŜ fl·λŘ 2dzű λy˝ûKŜ /2yŐŜLJű tfl·y˝ς l· ySŐŜăăl·Nwè ySÈű ăűŜLJ LJNwλ2N ű2 fl·yŘ ōŜλyƎ ŜfλƎλōfŜ ₮2N ₮dzűdzNwŜ l·yŷŜÈl·ûλ2y˝l·yŘ Ř ØŜf2LJYˇŜyű¢

EXECUTIVE SUMMARY

Planning and Engagement Process

¢KŜ {KŜNø22Ř ² Šaű /2yŎŜLJű tfl·y˙ø l·ă ŘŜØŜf2LJŜŘ ōŜűøŜŜy˙ăLJNλyƎ нлнм l·yŘ ăLJNλyƎ нлно űKN2dzƎK l· Ŏ2tfl·ō2NJl·űλ Ŝ LJfl·yŷλyƎ LJN2ŎŜää űKl·ű ŜyƎl·ƎŜŘ l· Y˙dztűλűdzŘŜ 2Ŧ {KŜ ø22Ř NŜäλŘŜyűäΣ ōdzäλySää l·yŘ LJN2LJŜNűè 2øyŜNäΣ f2Ŏl·f 2NƎl·yχÎl·űλ2yãΣ ŜŎKyλŎl·f l·ŘØλă2NäΣ /λűè ăűl· Σ l·yŘ Ŏ2yãdztűl·yűä¢ ¢KŜ LJN2ŝŜŎű űλY˙ŜfλyŜ λă ŘŜLJλŎűŜŘ ōŜf2ø¢

Project Timeline



¢KŜ /λűè Ŏ2yØŜySŘ ű ø2 ăűl·ʅŜK2fŘŜNJ ƎN2dzLJă ű2 KŜfLJ ƎdzλŘŜ űKŜ LJN2ŝŜŎű τ űKŜ /2Y˙dzyλűè !ŘØλă2Nè /2Y˙λ ŜŜ ó/ ! /ú l·yŘ űKŜ ¢ŜŎKyλŎl·f !ŘØλă2Nè /2Y˙λ ŜŜ ó¢! /ú τ øKλŎK NŜLJNŜăŜyűŜŘ l· ōN2l·Ř NJl·yƎŜ 2Ŧ λyűŜNŜăűä¢ ¢2ƎŜűKŜNΣ űKŜäŜ Ŏ2Y˙λ ŜŜă NŜLJNŜăŜyűŜŘ l· ōN2l·Ř NJl·yƎŜ 2Ŧ λyűŜNŜăűä l·yŘ ŜĖLJŜNűλäŜ űK ű KŜfLJŜŘ ăKl·LJŜ űKŜ ŘλNŜŎűλ2y˙l·yŘ Ŝădztű 2Ŧ űKλă LJN2ŎŜää¢

Ly˙l·ŘŘλűλ2yΣ űKŜ /λűè LJ 2ØλŘŜŘ l· øλŘŜ NJl·yƎŜ 2Ŧ ŜyƎl·ƎŜY˙Syű 2LJLJ2NűdzyλűλŜäΣ λyŎfdzŘλyƎ 2Y˙Ydzyλűè 2LJŜy˙ K2dzäŜäΣ 2yfλyŜ ädzNØŜèäΣ űl·NƎŜűŜŘ 2dzúNŜl·ŎK ű2 KλƎK äŎK22f ăűdzŘŜyűäΣ Y˙ŜŜűλyƎä øλűK ySλƎKō2NK22Ř l·ää2ŎλI·űλ2yãΣ úl·ʅŜK2fŘŜNJ λyűŜNØλŜøäΣ l· LJN2ŝŜŎű øŜōLJl·ƎŜΣ l·yŘ LJŜNλ2ŘλŎ ŜY˙l·λfä ű2 λyűŜNŜăűŜŘ LJl·NűλŜä¢

9ØŜNè ăűŜLJ 2Ŧ űKŜ øl·èΣ {KŜNø22Ř Ŏ2Y˙Ydzyλűè Y˙ŜY˙ōŜNä LJN2ØλŘŜŘ Y˙Ŝl·yλyƎŦdzf ƎdzλŘl·yŎŜ l·yŘ ŦŜŜŘōl·Ŏʅ¢ ¢Kλä ƎdzλŘl·yŎŜ Kl·ä ōŜŜy˙ŜääŜyűλl·f 2 űKŜ {KŜNø22Ř ² Šaű LJfl·yŷλyƎ LJN2ŎŜää l·yŘ űKŜ ŘŜäλƎy˙2Ŧ űKŜ /2yŎŜLJű tfl·y˙λä l· NŜŦfŜŎűλ2y˙2Ŧ űKλă 2Nʅ¢

Project Goals

¢KŜ LJN2ŝŜŎű ØλäλI·2yΣ Ǝ2l·fäΣ l·yŘ ŜØl·fdzl·ûλ2y˙ŎNλ ŜNλl· øŜNŜ ŘŜØŜf2LJŜŘ Ŝl·Nfè λy˙űKŜ LJfl·yŷλyƎ LJN2ŎŜää ű2 ƎdzλŘŜ /2yŎŜLJű tfl·y˙ŘŜØŜf2LJY˙Syű¢ ¢KŜ Ŧ2ff2øλyƎ äλÈ Ǝ2l·fä KŜfLJŜŘ ű2 ŘŜØŜf2LJ l·yŘ ŜØl·fdzl·ûŜ űKŜ Ŏ2yŎŜLJűäΣ l·fűŜNyl·ûλ Ŝä l·yŘ NŜŎ2Y˙Y˙ŜyŘl·ûλ2yã

- **M¢** ¢KŜ l·NŜl· λă ŘŜäλƎyŜŘ l·ä l· yl·ûdzNJl·f ŜĖűŜyãλ2y˙2Ŧ {KŜNø22Ř l·yŘ λă λyűŜƎNJl·ûŜŘ λyű2 ûKŜ ŜĖλäűλy˙ LJl· ŜNy˙2Ŧ ƎN2øűK λy˙2NŘŜN ű2 LJNŜäŜNØŜ ûKŜ Ŏ2Y˙Ydzyλűè¢ä KŜNλűl·ƎŜ l·yŘ äY˙l·ftπú2øy˙ŦŜŜf¢
- **H¢** ¢KŜ l·NŜl· l·ûű l·Ŏűă l· Øl·NλŜûè 2Ŧ ōdzäλySääŜä l·yŘ ŜY˙LJf2èY˙Syű 2LJLJ2NűdzyλűλŜäΣ øKλŎK KŜfLJ ä ûλ Ŧè ûKŜ /λűè¢ä ySŜŘ Ŧ2N l·y˙ŜĖLJl·yŘŜŘ úl·È ōl·äŜ¢
- **O¢** ¢Nl·yãLJ2NűÍl·ûλ2y˙ l·ŎλfλűλŜä äŜ ØŜ ű2 Ŏ2yŷŜŎűΣ Nl·ûKŜN ûKl·y˙ŘλØλŘŜΣ ySλƎKō2NK22Řä¢

EXECUTIVE SUMMARY

n¢ wŜăλŘŜyűă KI·ØŜ I·ŎŎŜăă ű2 I· ØI·NλŜűè 2Ŧ LJI·N٦ă I·yŘ yl·űdzNJI·f I·NŜI·ăΣ I·yŎK2NŜŘ ōè űKŜ /KλŎ٦Ŝy´/NŜŜ٦ DNŜŜyØI·è¢

p¢ ¢KŜ I·NŜI· λă ăŜNØŜŘ ōè I· N2ōdzăű ySűø2N٦ 2Ŧ I·Ŏűλ Ŝ úNJI·yãLJ2NúI·ûλ2y´2 ûλ2yã űK ú I·NŜ λyűŜ∃NJI·ûŜŘ λyű2 {KŜNJø22ŘΩă ŜÈλăűλy∃ y´ ûø2N٦¢

c¢ DN2øűK I·yŘ ŘŜØŜf2LJY´Syű I·NŜ øŜftπLJfI·yỳŜŘ I·yŘ λY´LJfŜY´Syű I·ûλ2y´2Ŧ űKŜ I· ŜI· λă LJNJI·∃Y´I·ûλŎ

Concept Plan

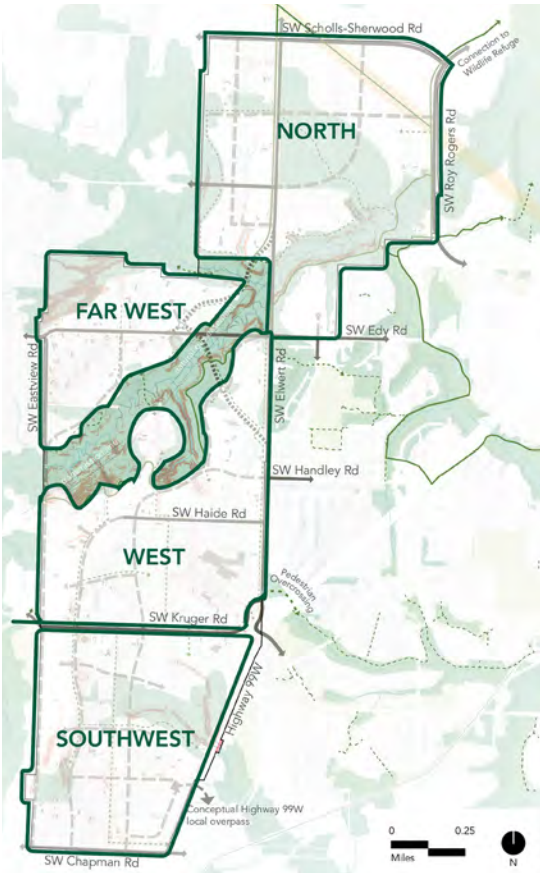
Land Use

¢KŜ /2yŎŜLJú tfI·y´λŘŜyűλŦŦλŜă 2yŎŜLJúdzI·f f2ŎI·ûλ2yã 2N ŦdzűdzNŜ NJŜăλŘŜyűλI·fΣ 2Y´Y´ŜNJŎλI·fΣ ŜY´LJf2èY´Syű∑ I·yŘ 2LJSy´ăLJI·ŎŜ I·NŜI·ă¢

ω [I·yŘ ¦ăŜ ¢KŜY´Ŝă ς YŜè fI·yŘ dzăŜ űKŜY´Ŝă I·NJŜ I·ăă2ŎλI·ûŜŘ øλúK Ŧ2dzNJ ŘλăűλyŎű ădzōŘλ úNJλŎűăY

- **b2NJűK 5λăúNJλŎű** ς aλÈŜŘ 9Y´LJf2èY´Syű λă űKŜ Y´I·λy´ Ŧ2Ŏdză 2Ŧ űKλă I·NJŜI· ŘdzŜ ű2 λűă Ŧf ú ű2LJ2∃NJI·LJKè I·yŘ úNJI·yãLJ2NúI·ûλ2y´I·ŎŎŜăă¢ ¢KŜ LJfI·y´I·fă2 f2 I·ûŜă I· Ŏfdzăű ŜNJ 2Ŧ K2dzăλy∃ ySI·NJ { ² 9føŜNJú w2I·Ř I·yŘ I· Ŏ2Y´Ydzyλűè LJI·N٦ ySI·NJ ² Ŝăű C2N٦ /KλŎ٦Sy´/NŜŜ٦¢
- **CI·NJ ² Ŝăű 5λăúNJλŎű** ς ¢KŜ LJfI·y´ŘŜăλ∃yI·ûŜă űKλă I·NJŜI· Ŧ2NJ Y´2ăűfè f2øπŘSyãλúè K2dzăλy∃Σ ŘdzŜ ű2 ŜÈλăűλy´ NJdzNJI·f K2Y´Ŝă I·yŘ ăf2LJλy∃ ûŜNJNJI·λy¢
- **² Ŝăű 5λăúNJλŎű** ς ¢Kλă I·NJŜI· ădzNJN2dzyŘă úKŜ ySø {KŜNJø22Ř I λ∃K {ŎK22f I·yŘ KI·ă NJŜfI·ûλ Ŝfè ∃22Ř I·ŎŎŜăă ű2 ŜÈλăűλy∃ λ ŦNJI·ăúNJdzŎűdzNJŜ¢ ¢KŜ LJfI·y´ λyŎfdzŘŜă I· Y´λÈ 2Ŧ Y´ŜŘλdzY´ I·yŘ Kλ∃KŜNJπŘSyãλúè K2dzăλy∃ ûèLJŜă ySI·NJ úKŜ Kλ∃K ăŎK22f I·yŘ ă2YŜ Y´λÈŜŘ dzăŜ fI·yŘ I·f2y∃ YNJdz∃ŜNJ w2I·Ř¢ ¢KŜ LJfI·y´ I·fă2 f2ŎI·ûŜă I· Ŏ2Y´Ydzyλűè LJI·N٦ ySăűfŜŘ λyű2 úKŜ /KλŎ٦Sy´/NŜŜ٦ DNŜŜyØI·è¢
- **{2dzűKøŜăű 5λăúNJλŎű** ς ¢KŜ LJfI·y´Ŧ2ŎdzăŜă Y´λÈŜŘ dzăŜ ŘŜØŜf2LJY´Syű I·ú úKŜ YNJdz∃ŜNJπ I λ∃KøI·è ф¢ ² λyűŜNJăŜŎűλ2y∑ øλúK Kλ∃KŜ πŘSyãλúè K2dzăλy∃ I·f2y∃ YNJdz∃ŜNJ w2I·Ř¢ ¢KŜ ă2dzűKŜNJy´SyŘ 2Ŧ úKŜ ŘλăúNJλŎű λă Ŧ2ŎdzăŜŘ 2y´ōŜλy∃ úKŜ άDI·ûŜøI·è ű2 ² λyŜ /2dzyűNJè¢é {KŜNJø22Ř KI·ă I·y´2LJLJ2NJűdzyλűè ű2 ŎI·LJλúI·fλÎŜ 2y´ØλăλúŋNJă Ŝyű∑NJλy∃ 2NJ fŜI·Øλy∃ øλyŜ Ŏ2dzyűNJè 2y´ I λ∃KøI·è ф¢ ² ¦ăŜă λy´úKλă I·NJŜI· ŎI·y´Ŧ2Ŏdză 2y´úKŜ ∃N2øλy∃ øλyŜ I·yŘ ăLJŜŎλI·fûè I·∃NJλŎdzfűdzNJŜ ű2dzNJλăY´ λyŘdzăúNJè I·yŘ LJN2ØλŘŜ f2Ř∃λy∃Σ úI·ăúλy∃ 22Y´ăΣ NJŜăúI·dzNJI·yűăΣ I·yŘ ăY´I·ff NJŜúI·λf ăK2LJă¢

Study Area and Subdistricts



EXECUTIVE SUMMARY

- **I 2dzăλyƎ** ς tfl·yŷλyƎ ŦƵℕ l· Øl·ℕΛŜűè 2Ŧ K2dzăλyƎ 2LJűλ2yã űK ű øλff YˇŜŜű űKŜ ySŜŘă 2Ŧ l· øλŘŜ ℕl·yƎŜ 2Ŧ {KŜℕø22Ř ² Ŝăű ℕŜăλŘŜyűă øl·ă l· ˩Sè 2ō?ŜÕűλ Ŝ 2Ŧ űKŜ Õ2yÕŜLJű LJfl·yŷλyƎ LJℕ2ÕŜăă℗ tℕ2ØλŘλyƎ K2dzăλyƎ 2LJLJ2ℕűdzyλűλŜă 2ℕ Ŧλ ăűπűλYˇŜ K2YˇŜ ōdz ŜℕăΣ ăŜyλ2ℕă øK2 Yˇl·è LJℕŜŤŜℕ ű2 l·ƎŜ λyˇLJfl·ÕŜ 2ℕ Ř2øyãλÎŜ űKŜλℕ K2dzăλyƎΣ l·yŘ YˇŘŘŜℕl·ûŜπλyÕ2YˇŜ K2dzăŜK2fŘă øλff ℕŜ˩dzλℕŜ l· øλŘŜℕ ℕl·yƎŜ 2Ŧ K2dzăλyƎ ûèLJŜă űKl·yˇ Kl·ă úèLJλÕl·ffè ōŜŜyˇLJℕ2ØλŘŜŘ λyˇ{KŜℕø22Ř℗

  l 2dzăλyƎ ûèLJŜă űKl·ű Kl·ØŜ ŘŜăλƎyl·ûŜŘ LJfl·ÕŜă λyˇ{KŜℕø22Ř ² Ŝăű λyÕfdzŘŜ ăλyƎfŜ ŘŜűl·ÕKŜŘ K2YˇŜă 2yˇăYˇl·ffŜℕ f2ûăT Õ2 l·ƎŜ Õfdzăű Ŝℕă T ű2øyˇK2YˇŜăT ŘdzLJfŜÈŜăΣ úℕλLJfŜÈŜăΣ l·yŘ Ŧ2dzℕLJfŜÈŜăT Ǝl·ℕŘŜyˇ l·LJl·ℕűYˇŜyűăT l·yŘ YˇλŘπℕλăŜ l·LJl·ℕűYˇŜyűă℗ ¢KŜăŜ ûèLJŜă øλff ōŜ λyˇl·ŘŘλûλ2yˇ 2 űKŜ ăűl·yŘl·ℕŘ ăλyƎfŜ ŘŜűl·ÕKŜŘ K2dzăλyƎ ûKl·ű Kl·ă ûèLJλŦλŜŘ {KŜ ø22Řă ŘŜØŜf2LJYˇŜyű ă2 Ŧl·ℕ℗

- **9YˇLJf2èYˇŜyű** ς {KŜℕø22Ř øl·yűă l·yŘ ySŜŘă Yˇ2ℕŜ ?2ōă℗ 9ÈLJl·yŘλyƎ ŜÈλăűλyƎ ōdzăλyŜăăŜă l·yˇ l·űű l·Õűλy Ǝ yˇ ø ŜYˇLJf2èYˇŜyű ű2 {KŜℕø22Ř τ LJl·ℕűλÕdzfl·ℕfè ûKŜ ℕλƎ ú ˩λyŘ 2Ŧ ?2ōă λyˇűKŜ ℕλƎKű LJfl·ÕŜă τ øλff LJℕ2ØλŘŜ 2LJLJ2ℕűdzyλűλŜă 2ℕ λyŘdzăúℕλl·f l·yŘ Õ2YˇYˇŜℕÕλl·f ŘŜØŜf2LJYˇŜyű øλűK KλƎKŜℕ øl·ƎŜ ?2ōăΣ KŜfLJ ŘλØŜℕăλŦè l·yŘ ōl·fl·yÕŜ ûKŜ /λûèŒă úl·È ōl·ăŜΣ l·yŘ ōdzλfŘ l· ăŜfŦπădzăűl·λyλyƎ l·yŘ ØλōℕI·yű f2Õl·f Ŝŏ2y2Yˇè℗

  ! ˩Sè ûKŜYˇŜ 2Ŧ ûKŜ {KŜℕø22Ř ² Ŝăű /2yÕŜLJű tfl·yˇλă ű2 ŘŜăλƎyl·ûŜ fl·yŘ Ŧ2ℕ aλÈŜŘ 9YˇLJf2èYˇŜyűΣ øKλÕK λyÕfdzŘŜă l· YˇλÈ 2Ŧ 2ŦŦλŏŜΣ fλ ú λyŘdzăűℕλl·fΣ l·yŘ Ŧf È ălJl·ÕŜ dzăŜă λyˇûKŜ ăl·YˇŜ ŘŜØŜf2LJYˇŜyű 2ℕ l·ℕŜl· 2Ŧ ûKŜ Õλűè℗ ¢KŜ LJfl·yˇλŘŜyűλŦλŜă LJ Ŝyűλl·f l· Ŝl·ă Ŧ2ℕ Ŧdzűdzℕŝ aλÈŜŘ 9YˇLJf2èYˇŜyű ŘŜØŜf2LJYˇŜyűΣ λyűŜyŘŜŘ ű2 l·ÕÕ2YˇYˇ2Řl·ûŜ ûKŜ ûèLJŜ 2Ŧ ?2ō Ǝℕ2øûK ŘŜăλℕŜŘ Ŧ2ℕ {KŜℕø22Ř ² Ŝăű℗

- **{ŏK22fă l·yŘ /λØλŏ Cl·Õλfλűλ$** ς {KŜℕø22Ř øλff ŜØŜyűdzl·ffè ySŜŘ yŜø ăÕK22fă l·yŘ 2ûKŜℕ ÕλØλŏ Ŧl·Õλfλűλŝă ădzÕK l·ă Ŧλ Ŝ ăűl·ûλ2yãΣ fλō l·ℕèΣ l·yŘ 2ûKŜℕ LJdzōfλŏ ăŜℕØλŏŜă ű2 l·ÕÕ2YˇYˇ2Řl·ûŜ Ŧdzűdzℕŝ K2dzăŜK2fŘă λyˇ {KŜℕø22Ř ² Ŝăű℗ ¢KŜ /2yÕŜLJű tfl·yˇl·yűλÕλLJ ûŜă l·yˇŜØŜyűdzl·f ySŜŘ Ŧ2ℕ ú ø2 ăÕK22fă λyˇûKŜ l·ℕŜl· τ 2yŜ YˇλŘŘfŜ ăÕK22f l·yŘ 2yŜ ŜfŜYˇŜyűl·ℕè ăÕK22f℗ t2ûŜyűλl·f fl·yŘ ySŜŘă K ØŜ ōŜŜyˇŦl·Õű2ℕŜŘ λyű2 ûKŜ LJfl·yˇ Ŧ2ℕ ûKŜăŜ Ŧl·ÕλfλűλŜă ōdzűΣ ōŜ l·dzăŜ ûKŜè øλff y2ű ōŜ ySŜŘŜŘ dzyűλf f ûŜℕ ăűl·ƎŜă 2Ŧ Ǝℕ2øûK λyˇûKŜ l·ℕŜl·Σ ălJŜÕλŦλÕ f2 l·ûλ2yã l· Ŝ y2ű λŘŜyűλŦλŜ

Transportation

! ă ûKŜ /λûè 2Ŧ {KŜℕø22Ř Ǝℕ2øăΣ l· øŜffπŘŜăλƎySŘ l·yŘ Õ2yŷŜÕűŜŘ ySűø2ℕ˩ 2Ŧ ăűℕŜŜűăΣ LJl·ûKăΣ l·yŘ ûℕl·λfă λyˇ {KŜℕø22Ř ² Ŝăű ăK2dzfŘ Ŧ2Ödzä 2yˇăl·ŦŜûè˩ λyλűûλyƎ ûKŜ È˩ăûλyƎ l·yŘ yˇ ø Ǝℕ2øûK ű2ƎŜûKŜℕΣ ÕℕŜl·ûλyƎ fλ l·ōfŜ l·yŘ øl·f˩l·ōfŜ ySλƎKō2ℕK22ŘăΣ l·yŘ Yλûλ l·ûλyƎ λYˇLJl·Õűä 2Ŧ ŜƎλ2yl·f ûKℕ2dzƎKπûℕl·ŦŦλÕ

YŜè ŜfŜYˇŜyűă 2Ŧ ûKŜ ûℕl·yãLJ2ℕűl·ûλ2yˇLJfl·yˇ 2ℕ {KŜℕø22Ř ² Ŝăű Ŧ2Ödzä 2yˇy2ℕűKπă2dzűK Õ2yŷŜÕűλØλúè ûK 2dzƎK ûKŜ l·ℕŜl· l·yŘ LJℕ2ØλŘλyƎ Ŧ2ℕ l·Õűλ Ŝ óy2yπØŜKλÕdzfl·ℕú ûℕl·yãLJ2ℕűl·ûλ2y℗

- **{ ² 9føŜℕű w2l·Ř** ς ¢Kλă ˩Sè y2ℕűKπă2dzűK l·ℕúŜℕλl·f ăúℕŜŜű λă l·yˇλYˇLJ2ℕűl·yű 2LJLJ2ℕűdzyλûè Ŧ2ℕ LJℕ2ØλŘλyƎ l·ÕÕŜăă l·yŘ ŘŜŦλyλyƎ dzℕōl·yˇŘŜăλƎyˇλyˇ{KŜ ø22Ř ² Ŝăű℗ 5ŜăλƎyˇÕ2yÕŜLJűă Ŧ2ℕ ûKŜ ℕ2l·Řøl·è l·ℕŜ l·λYˇŜŘ l·ű Yˇl·˩λyƎ 9føŜℕű l· fløl·ōfŜ l·yŘ LJ2ăλûλ Ŝ l·ŘŘλûλ2yˇ 2 űKŜ Ǝℕ2øûK 2Ŧ {KŜℕø22Ř ² Ŝăű l·yŘ ûKŜ l·Ř?l·ÕŜyű yŜλƎKō2ℕK22Řă 2yˇλûă Ŝl·ăű ăλŘŜ℗ ¢KŜ Õ2yÕŜLJű λă ű2 ÕℕŜl·ûŜ l· ăl·ŦŜΣ Õ2yŷŜÕűŜŘΣ l·yŘ l·ûű l·Õűλ Ŝ ō2dzfŜØl·ℕŘ λyãLJλℕŜŘ ōè { ² {dzyãŜű . 2dzfŜØl·ℕŘΣ ûKl·ű λyÕfdzŘŜăY ōdz ŜℕŜŘ ăλŘŜøl·f˩ăΣ ăl·ŦŜ ÕℕΣăăλyƎăΣ ōλ˩Ŝ fl·ySăΣ l· LJfl·yűŜŘ YˇŜŘλl·yˇøλúK Ól·y2LJè úℕŜŜăΣ l·yŘ LJl·ûK Õ2yŷŜÕűλ2yã 2 ˩Sè ăλûŜă l·yŘ ŘŜăűλyˇ ûλ2yã

EXECUTIVE SUMMARY

- **t2űŜyűλI·f 9f ŜNűm9Řè wŜI·fλƎyY'Ŝyű** ς ¢KŜ /2yÖŜLJű tfl·y'ŜÈLJf2NŜă ű ø2 2LJűλ2yã 2N ŦdzűdzNŜ dzLJƎNI·ŘŜă ű2 { ² 9føŜNű w2I·Ř I·yŘ { ² 9Řè w2I·ŘY NŜI·fλƎyλyƎ űKŜ N2I·Řă ű2 NŜŘdzÖŜ λY'LJI·Öűă ű2 yl·ůdzNI·f NŜă2dzNÖŜă 2N Y'I·λyűl·λyλyƎ űKŜ ÖdzNNŜyű λyűŜNăŜÖűλ2y'f2 I·ůλ2y¢ Ly'ŜλűKŜNJ I·ăŜΣ 9føŜNű w2I·Ř øλff ySŜŘ ű2 ōŜ dzLJƎNI·ŘŜŘ ű2 ÖdzNNŜyű ăűI·yŘI·NJŘă øKŜy'ŘŜØŜf2LJY'Ŝyű 2ÖÖdzNăλy'{KŜNø22Ř ² Ŝăű¢ ¢KŜ /!/ I·yŘ LJN2?ŜÖű űŜI·Y' NŜÖ2Y'Y'ŜyŘ űKŜ NŜI·fλƎyY'Ŝyű 2LJűλ2yΣ I·fűK2dzƎK ŦdzNűKŜNJ I·yl·f ăλă øλff ōŜ ySÖŜăăI·N̈è ōŜŦ2NŜ űKŜ ŘŜÖλăλ2y'I·ō2dzű 9føŜNű w2I·Řűă I·fλƎyY'Ŝyű λă ŦλyI·fλ ŜŘ¢

- **! Öűλ Ŝ ¢NI·yăLJ2NűI·ûλ2y'I·yŘ** NI·λfă ς ¢NJI·λfăΣ ÔèÖfλyƎ N2dzűŜăΣ úNJI·yăλúΣ áY'λÖN2Y'2ōλfλúèŠ£ I·yŘ 2űKŜNJ øI·ëă 2Ŧ ƎŜűűλyƎ 2dzyŘ øλúK2dzű I·ÖI·NJ I·NŜ ŘŜăλƎySŘ λyű2 {KŜNJø22Ř ² Ŝăű¢ ¢KŜăŜ I·ÖűλŜ úNJI·yăLJ2NűI·ûλ2 2LJűλ2yã øλff 2yySÖű ōŜűøŜŜy'f2ÖI·f LJI·NJ'lăΣ ƎNJŜŜy'ăLJI·ÖŜăΣ ăÖK22făΣ ySλƎKō2NJK22ŘăΣ I·yŘ ŜY'LJf2èY'Ŝyű I·NJŜI·ă ű2 ŜyÖ2dzNJI·ƎŜ øI·f'lλyƎΣ N2ftλyƎΣ I·yŘ ōλ'lλyƎ¢ ¢KŜ /2yÖŜLJű tfl·y'úNJI·λf ŦNJI·Y'Ŝø2N'l λŘŜyűλŦλŜă LJ Ŝyűλl·f ŦdzűdzŜ úNJI·λf Ö2yySÖűλ2yã ō ű øŜŜy'ySø ƎN2øűK λy'{KŜNJø22Ř ² Ŝăű I·yŘ ŜÈλăűλy' I·NJŜI·ă 2Ŧ {KŜNJø22ŘT ŦdzűdzNŜ ăl·ŦŜ N2dzűŜă ű2 ăÖK22fT I·yŘ 2LJLJ2NűdzyλűλŜă 2 ŜyãdzNŜ ŦdzűdzNŜ úNJI·yăλú ÖI·y' ōŜ I·ă ădzÖÖŜăăŦdzf I·ă LJ2ăăλōfŜ¢

Green Space Network

¢KŜ /2yÖŜLJű tfl·y'Ŧ2NJ LJI·N'lă I·yŘ 2LJŜy'ăLJI·ÖŜ úI·'lŜ I·ŘØI·yűI·ƎŜ 2Ŧ úKŜ yl·ůdzNJI·f fl·yŘăÖI·LJŜ λy'{KŜNJø22Ř ² Ŝăű ű2 ŜyKI·yÖŜ I·ÖÖŜăă ű2 yl·ůdzNŜ I·yŘ 2dzűŘ22NJ NJŜÖNJŜI·ûλ2y¢ {KŜ ø22Ř ² Ŝăű¤ă ƎNJŜŜy'ăLJI·ÖŜ ySűø2N'l øλff λyÖfdzŘŜ ÖNJŜŜ'l Ö2NJNJλŘ2Nă I·yŘ úKŜλNJ KI·ōλúI·ú I·NJŜI·ăΣ úNJI·λfă I·yŘ ƎNJŜŜyøI·ëăΣ úNJŜŜ I·yŘ úNJŜŜ ÖI·y2LJè LJN2ûŜÖûŜŘ ōè {KŜNJø22Ř¤ă Ö2ŘŜΣ ăű2NY'øI·ûŜNJ ŦI·ÖλfλúλŜăΣ ySλƎKō2NJK22Ř LJI·NJ ăΣ Ö2Y'Y'dzyλúè LJI·N'lăΣ I·yŘ ăÖK22f ŦλŜfŘă

- **/KλŎ'lŜy' /NŜŜ'l DNŜŜy'øI·è** ς ¢KŜ Ö2yÖŜLJű Ŧ2NJ I· ŦdzűdzNŜ /KλŎ'lŜy' /NŜŜ'l DNŜŜy'øI·è λă I·y' 2LJLJ2NűdzyλúèűΣ LJNJŜăŜNJØŜ I·yŘ ŜyKI·yÖŜ yl·ůdzNJI·f ăúNJŜI·Y' Ö2NJNJλŘ2NăΣ LJN2ØλŘŜ øλfŘfλfŜ ÖN2ăăλyƎăΣ λyÖ2NJLJ2NJI·ûŜ ăű2NJY'øI·ûŜNJ Y'I·yl·ƎŜY'Ŝyű LJNJI·ÖűλÖŜăΣ I·yŘ LJ 2ØλŘŜ I·ÖÖŜăă ű2 yl·ůdzNŜ úKNJ2dzƎK I· ySűø2N'l 2Ŧ Ö2yySÖűŜŘ øI·f'lλyƎ úNJI·λfă¢

Chicken Creek Natural Area



- **bŜλƎKō2NJK22Ř I·yŘ /2Y'Ydzyλúè tI·N'lă** ς tI·N'l ăLJI·ÖŜă I·NJŜ λyűŜƎNJI·ûŜŘ λyű2 {KŜNJø22Ř ² Ŝăűűă 2ØŜNJI·ff úNJI·λf I·yŘ 2LJŜy'ăLJI·ÖŜ ySűø2N'l¢ ¢KŜ /2yÖŜLJű tfl·y'ŘŜyűλŦλŜă 2 LJ2ăăλōfŜ f2ÖI·ûλ2yã 2N ŦdzűdzNŜ Ö2Y'Y'dzyλúè LJI·N'lăΣ øKλÔK LJN2ØλŘŜ 2LJLJ2NűdzyλúλŜă 2N I·ÖűλŜ NŜÖNŜI·ûλ2y'I·yŘ 2 ƎI·yλÎŜŘ LJfI·è øKŜNŜ úKŜè ÖI·y'ōŜăű I·ÖÖ2Y'Y'2ŘI·ûŜ I·yűλÖλLJ ûŜŘ λyÖNŜI·ăŜŘ ŘŜY'I·yŘ¢ ¢KŜ LJfI·y'I·fă2 λŘŜyűλŦλŜă 2yÖŜLJűdzI·f f2ÖI·ûλ2yã 2N ăY'I·ffŜNΣ ySλƎKō2NJK22Ř LJI·N'lă ű2 ăŜNJØŜ ySI·NJōè NŜăλŘŜyűă¢

- **bI·ûdzNJI·f wŜă2dzNÖŜă** ς bI·ûdzNJI·f NŜă2dzNÖŜ I·NJŜI·ă λy'{KŜNJø22Ř ² Ŝăű øλff ōŜ LJNJŜăŜNJØŜŘ I·yŘ λyűŜƎNJI·ûŜŘ λyű2 ûKŜ 2LJŜy'ăLJI·ÖŜ ySűø2N'l¢ Ly'I·ŘŘλúλ2y' 2 úKŜ /KλŎ'lŜy' /NŜŜ'l DNŜŜy'øI·èΣ NŜƎdzfI·ûλ2yã ű ûKŜ NŜƎλ2yl·fΣ ăűI·ûŜΣ I·yŘ ŦŜŘŜNJI·f fŜØŜf øλff NŜIjdzλNŜ LJNJ2ûŜÖûλ2y'2Ŧ ŜűfI·yŘăΣ KI·ōλúI·ú I·NJŜI·ăΣ I·yŘ 2ûKŜNJ yl·ůdzNJI·f NŜă2dzNÖŜă I·ă LJI·NJű 2Ŧ ŦdzűdzNŜ ŘŜØŜf2LJY'Ŝyű¢

EXECUTIVE SUMMARY

Utilities

LY I·ŘŘλűλ2Y 2 űNJI·yãLJ2NűI·űλ2Y λ FNJI·ăűNJdzŎűdzNJŜΣ Fdzűdz NJŜ ŘŜØŜf2LJYŜyű λY {KŜNJø22Ř ² Ŝăű øλff NJŜIjdzλNJŜ LJN2Ølăλ2Y2F øI·úŜNΣ ăI·yλűI·N\è ăŜøŜNΣ I·yŘ ăű2NJYøI·úŜNJ dzűλfλűλŜăφ . Ŝ ø λă I· ădzYYI·N\è 2F 2LJLJ2NűdzyλűλŜa I·yŘ LJ2űŜyűλI·f LJKI·ăλyΞ 2F Fdzűdz Ŝ dzűλfλűè ÈűŜyãλ2yφ

- **² I-úŜ**NJ ς ¢KŜ I·NJŜI·ŭă ² Ŝăű I·yŘ {2dzűKøŜăű Řλăű NJλŎűă ŎI·Y ōŜ ăŜNJØŜŘ øλűK øI·úŜNJ λyFNJI·ăűNJdzŎűdzNJŜ λY űKŜ yŜI·NJ Fdzűdz NJŜφ ² I·úŜNJ λyFNJI·ăűNJdzŎűdzNJŜ øλff yŜŜŘ ű2 ōŜ ŜĚűŜyŘŜŘ ŜI·ăű ű2 øŜăű ű2 ăŜNJØŜ űKŜ KλffăλŘŜă φ ¢KŜ CI·NJ ² Ŝăű Řλăű NJλŎű ŎI·Y ōŜ ăŜNJØŜŘ I·FűŜNJ øI·úŜNJ λyFNJI·ăűNJdzŎűdzNJŜ λY LJN2ØŜYŜyűăΣ ădzŎK I·ă I·Y I·ŘŘλűλ2yl·f LJdzYLJ ăűI·úλ2yΣ I·NJŜ Ŏ2yãűNJdzŎűŜŘφ ¢KŜ b2NJűK Řλăű NJλŎű øλff yŜŜŘ FdzNJűKŜNJ ăűdzŘè I·yŘ ăλΞyλFλŎI·yű øI·úŜNJ λyFNJI·ăűNJdzŎűdzNJŜ λY LJN2ØŜYŜyűă ű2 ōŜ ăŜNJØŜŘφ
- **{ŜøŜ**NJ ς ¢KŜ ² Ŝăű I·yŘ {2dzűKøŜăű Řλăű NJλŎűă I·fă2 ŎI·Y ōŜ ăŜNJØŜŘ øλűK ăI·yλűI·N\è ăŜøŜNJ λyFNJI·ăűNJdzŎűdzNJŜ λY űKŜ yŜI·NJ Fdzűdz NJŜΣ űKN2dzΞK Ŏ2yŷŜŎűλ2Y ű2 ŜĚλăűλyΞ I·yŘ LJfI·yŷŜŘ ăŜøŜNJ fλySăφ {I·yλűI·N\è ăŜøŜNJ λyFNJI·ăűNJdzŎűdzNJŜ ø2dzfŘ yŜŜŘ ű2 ōŜ ŜĚűŜyŘŜŘ λyű2 űKŜ KλffăλŘŜ I·NJŜI· 2F űKŜ ² Ŝăű I·yŘ {2dzűKøŜăű Řλăű NJλŎűă I·yŘ CI·NJ ² Ŝăű Řλăű NJλŎű I·ă űK2ăŜ I·NJŜI·ă ŘŜØŜf2LJφ ! y dzLJΞNJI·ŘŜ ű2 űKŜ ŜĚλăűλyΞ {KŜNJø22Ř ¢NJdzy[[λyŜ λă NJŜIjdzλNJŜŘ LJNJλ2N ű2 I·yè ădzōăűI·yűλI·f ŘŜØŜf2LJYŜyű λY űKŜ ² Ŝăű I·yŘ {2dzűKøŜăű Řλăű NJλŎűăφ ¢KŜ b2NJűK 5λăű NJλŎű øλff ōŜ ăŜNJØŜŘ ōè űKŜ /KλŎ[ŜY /NJŜŜ[tdzYLJ {űI·ûλ2Y I·yŘ C2NJŎŜ a I·λY øKλŎK λă LJI·NJűλI·ffè dzyŘŜN Ŏ2yãűNJdzŎűλ2Y y2øφ ¢KŜ NJŜYI·λyŘŜNJ 2F űKŜ F2NJŎŜ YI·λY λă NJŜIjdzλNJŜŘ ű2 ōŜ Ŏ2yãűNJdzŎűŜŘ øλűKλY I λΞKøI·è φφ ² ōŜF2NJŜ ŘŜØŜf2LJYŜyű ŎI·Y 2ŎŎdzNJ λY űKŜ b2NJűK 5λăű NJλŎűφ

- **{ű2NJYøI-úŜ**NJ ς ! ff I·NJŜI·ă øλűKλY {KŜNJø22Ř ² Ŝăű ŎI·Y KI·yŘfŜ ăű2NJYøI·úŜNJ øλűK NJŜIjdzλNJŜŘ λyFNJI·ăűNJdzŎűdzNJŜ λYLJN2ØŜYŜyűă I·ă ŘŜØŜf2LJYŜyű 2ŎŎdzNJăφ ¢KŜ ² Ŝăű I·yŘ {2dzűKøŜăű Řλăű NJλŎűă λY {KŜNJø22Ř ² Ŝăű YI·è ōŜ űKŜ ŜI·ăλŜăű ű2 ăŜNJØŜφ

Implementation

¢KŜ /2yŎŜLJű ttI·Y øλff yŜŜŘ ű2 ōŜ F2NJYI·ffè I·ŎŎŜLJűŜŘ ōè űKŜ {KŜNJø22Ř /λűè /2dzyŎλfφ /λűè /2dzyŎλf I·Ř2LJűλ2Y øλff ŜyI·ōfŜ ûKŜ /2yŎŜ ű ttI·Y ű2 ăŜNJØŜ I·ă I· NJŜă2dzNJŎŜ F2NJ FdzűdzNJŜ ŘλăŎdzăăλ2Y I·ō2dzű ŜĚLJI·yŘλyΞ ûKŜ ¦D. I·yŘ Y2NJŜ ŘŜűI·λfŜŘ LJfI·yŷλyΞ F2NJ ΞN2øûK I·yŘ ŘŜØŜf2LJYŜyű λY {KŜNJø22Ř ² Ŝăűφ ¢KŜNJŜ I·NJŜ I· NJI·yΞŜ 2F λŘŜyűλFλŜŘ LJ Ŝyűλl·f ûNJI·ûŜΞλŜa I·yŘ Ŏ2yãλŘŜNJI·ûλ2yã 2NJ λYLJfŜYŜyűλyΞ ûKŜ 2yŎŜLJűă fI·λŘ 2dzű λY ûKŜ LJfI·yΣ λyŎfdzŘλyΞY

- **¦D. 9ĚLJI·yãλ2Y wŜIjdzŜăű** ς ¢KŜ /λűè 2F {KŜNJø22Ř øλff KI·ØŜ ûKŜ I·ōλfλűè ű2 NJŜIjdzŜăű ŜĚLJI·yãλ2Y 2F ûKŜ ¦D. ű2 λyŎfdzŘŜ {KŜNJø22Ř ² Ŝăű λY нлнпφ
- **LyFNJI-ăűNJdzŎűdzNJŜ CdzyŘλyΞ {ûNJI-úŜΞè** ς ¢KŜ tNJŜfλYλyI·N\è LyFNJI·ăűNJdzŎűdzNJŜ CdzyŘλyΞ {ûNJI·úŜΞè λyŎfdzŘŜă I· KλΞKπfŜØŜf ŜăűλY ûŜ 2F λyFNJI·ăűNJdzŎűdzNJŜ Ŏ2ăűăΣ NJŜØŜyűdzŜăΣ I·yŘ LJ2űŜyűλI·f 22fă F2NJ FdzyŘλyΞ ûKŜ ŘŜØŜf2LJYŜyű 2F LJNJλ2NJλűè Řλăű NJλŎűă λY {KŜNJø22Ř ² Ŝăűφ bŜĚű ăűŜLJă λyØ2fØŜ Ŏ2yűλyűzŜŘ ŜFλySYŜ ű 2F LJNJ2?ŜŎűă I·yŘ Ŏ2ăűă I·yŘ FλyI·yŎλI·f Y2ŘŜfλyΞ I·yŘ ŘλăŎdzăăλ2yã øλűK Ř ØŜf2LJŜNJă 2Y LJ2űŜyűλI·f FdzyŘλY ăűNJI·ûŜΞλŜăφ
- **CdzűdzNJŜ /2YLJNJŜKŜyãλØŜ tfI·yyλyΞ** ς ! ŘŜűI·λfŜŘ Ŏ2YLJNJŜKŜyãλØŜ LJfI·yyλyΞ LJN2ŎŜăă øλff I·ăăλΞY fI·yŘ dzăŜ ŘŜăλΞyI·ûλ2yã I·yŘ 2yλyΞΣ λŘŜyűλ è ăLJŜŎλFλŎ f2 I·ûλ2yã 2NJ YI·?2NJ N2I·Ř Ŏ2yyŜŎűλ2yãΣ LJ 2űŜŎű yI·ûdzNJI·f NJŜă2dzNJŎŜăΣ I·yŘ ŘŜØŜf2LJ λyFNJI·ăűNJdzŎűdzNJŜ LJfI·yãφ

EXECUTIVE SUMMARY

- **bI·ŭdzNJI·f wŜă2dzNJŎŜ tNJ2ŭŜŎŭłł2** ς C2NJ NJŜă2dzNJŎŜ I·NJŜI·ă ădzō?ŜŎŭ a ŜŭNJ2 ¢łŭfŜ mo κ {ŭI·ŭŜøłŘŜ D2I·f pΣ ŭKŜ /łŭè øłtf ySŜŘ ŭ2 ŦdzNJŭKŜNJ I·yI·fèÎŜ ălJŜŎłŦłŎ Ŝă2dzNJŎŜăΣ Y I·ļŜ ăłƎyłŦł I·yŎŜ ŘŜŭŜNJYłyI·ŭł2yãT 2yŘdzŎŭ I·y9{99 I·yI·fèălăT I·yŘ I·Ř2LJŭ LJfI·yã Ŧ2NJ NJŜă2dzNJŎŜ LJNJ2ŭŜŎŭłł2y ŭK 2dzƎK ŭKŜ /2YLJNJŜKŜyãłØŜ tfI·y I·yŘ 5ŜØŜf2LJYŜyŭ /2ŘŜ
- **CdzŭdzNJŜ 5ŜØŜf2LJYŜyŭ /2ŘŜ wŜƎdzfI·ŭł2y**
  - *Custom Zoning* ς ¢KŜ fI·yŘ dzăŜ LJfI·y NJŜŎ2YYŜyŘă ŭø2 NJŜălŘŜyŭłI·f ŘŜălƎy ŭł2yã ó/2 I·ƎŜ /fdzăŭŜNJ I·yŘ ałŘŘfŜ I2dzălyƎú I·yŘ I· I2ălJłŭI·fłŭě ŘŜălƎyI·ŭł2y ŭK ŭ ø2dzfŘ ōŜ łYLJfŜYŜyŭŜŘ ŭKNJ2dzƎK Ödzăŭ2Y Î2yłyƎ ăŭNJI·ŭŜƎłŜă¢
  - *Master Planning or "Village Planning"* ς a I·ăŭŜNJ LJfI·yyłyƎ Ŧ2NJ ŭKŜ Ŝyŭł Ŝ I·NJŜI·Σ 2NJ ălJŜŎłŦł I·ffè Ŧ2ÖdzăŜŘ 2y ăY I·ffŜNJ áØłtfI·ƎŜăžé ÖI·y KŜfLJ LJNJŜLJI·NJŜ ŭKłă ŦdzŭdzNJŜ ¦D. ŜÈLJI·yãł2y I·NJŜI· Ŧ2NJ I·yyŜÈI·ŭł2y I·yŘ Ř ØŜf2LJYŜyŭ¢ ! Y I·ăŭŜNJ LJfI·y I·LJLJNJ2I·ÖK ø2dzfŘ I·ff2ø Ŧ2NJ Y2NJŜ ÖŜNJŭI·łyŭè Ŧ2NJ Ö22NJŘłyI·ŭłyƎ Ydzfŭł LJfŜ ØŜf2LJYŜyŭă łyŭ2 Ö2KŜălØŜ ySłƎKō2NJK22ŘăT I·ōłfŭè ŭ2 Ö22NJŘłyI·ŭŜ dzyłIjdzŜ LJfI·y ŜfŜYŜyŭăT I·yŘ Ö22NJŘłyI·ŭł2y 2Ŧ ł ŦNJI·ăŭNJdzÖŭdzNJŜ LJKI·ăłyƎ I·yŘ ŦdzyŘłyƎ¢
  - *Future Annexation* ς ¢KŜ /łŭè Ö2dzfŘ Ö2yãłŘŜNJ NJŜIjdzłNJłyƎ 2NJ I·ff2øłyƎ ! yySÈI·ŭł2y ! Ǝ ŜŜYŜyŭă óōłyŘłyƎ Ö2yŭNJI·Ödă ōŜŭøŜŜyŭKŜ LJNJ2LJŜNJŭè 2øySNJ I·yŘ /łŭèú ŭ2 Ŝyădzw ŭKI·ú LJNJ2LJ2ăŜŘ I·yySÈI·ŭł2yã I· Ŝ ōŜySŦłÖłI·f 2 ŭKŜ /łŭè I·yŘ ŭKI·ú ļŜè ŜfŜYŜyŭă 2Ŧ ŭKŜ {KŜNJø22Ř ² Ŝăŭ /2yÖŜLJŭ tfI·y I·NJŜ łYLJfŜYŜyŭŜŘ¢
- **¢NJI·yãLJ2NJŭI·ŭł2y I·yŘ L ŦNJI·ăŭNJdzÖŭdzNJŜ**
  - *Future Alternatives/Feasibility Studies* ς ¢KŜ /łŭè øłtf ySŜŘ ŭ2 Ö2yŘdzŎŭ ăŜØŜNJI·f I·fŭŜNJyI·ŭł Ŝă I·yI·fèăŜă I·yŘ ŦŜI·ălōłfŭè ăŭdzŘłŜă ŭ2 ŘŜŭŜNJYłyŜ ŭKŜ ŦłyI·f f2 I·ŭł2yΣ I·fłƎyYŜ ŭΣ I·yŘ ŘŜălƎy2Ŧ ļŜè ŭNJI·yãLJ2NJŭI·ŭł2yłYLJ 2ØŜYŜyŭă¢
  - *Public Facility Plans* ς ¦LJŘI·ŭŜă ŭ2 ŭKŜ {KŜNJø22Ř ¢NJI·yãLJ2NJŭI·ŭł2y èăŭŜY tfI·y I·yŘ /I·LJłŭI·f LYLJNJ2ØŜYŜyŭ tfI·y øłtf ōŜ ySŎŜăăI·NJè ŭ2 łyÖ2NJLJ2NJI·ŭŜ ăŭNJŜŜŭ ŘŜălƎy ăŭI·yŘI·NJŘă I·yŘ łYLJNJ2ØŜYŜyŭ LJNJ2?ŜÖŭă Ŧ2NJ ŦI·ÖłfłŭŜă øłŭKły {KŜ ø22Ř ² Ŝăŭ¢ ¢KŜ /łŭè¢ø I·ŭŜNJ I·yŘ ăŜøŜNJ Y I·ăŭŜNJ LJfI·yã ăK2dzfŘ I·fă2 ōŜ dzLJŘI·ŭŜŘ ŭ2 łyÖ2NJLJ2NJI·ŭŜ ŦdzŭdzNJŜ dzŭłfłŭè ĖŭSyãł2y ły {KŜNJø22Ř ² Ŝăŭ¢
  - *Funding Tools* ς ¢2 Ŝăŭ I·ōfłăK ŘŜŭI·łfŜŘ łyŦNJI·ăŭNJdzÖŭdzNJŜ ŦdzyŘłyƎ LJfI·yãΣ Y2NJŜ ŘŜŭI·łfŜŘ Ö2ăŭ ŜăŭłY ŭŜăΣ NJŜØŜyŭzŜ LJNJ2?ŜÖŭł2yãΣ I·yŘ ł ŦNJI·ăŭNJdzÖŭdzNJŜ LJfI·yyłyƎ łă ySŜŘŜŘ¢
- **/2yŭłyŭdzŜŘ /2YYdzyłŭè 9y I·ƎŜYŜyŭ** ς ¢KŜ /łŭè ăK2dzfŘ Ö2yŭłyŭdzŜ Ŝy I·ƎłyƎ øłŭK LJNJ2LJŜNJŭè 2øySNJă I·yŘ ŭKŜ {KŜNJø22Ř Ö2YYdzyłŭè I·ō2dzŭ {KŜNJø22Ř ² Ŝăŭ¢ ¢Kłă ăK2dzfŘ łyÖfdzŘŜ 2dzŭNJŜI·ÖK ØłI· LJŜNJł2ŘłÖ ŜY I·łf dzLJŘI·ŭŜăΣ ŭKŜ LJNJ2?ŜÖŭ øŜōăłŭŜΣ I·yŘ ySłƎKō2NJK22Ř ŜyƎI·ƎŜYŜyŭ¢

Next Steps

¢KŜNJŜ łă YNJŜ ø2NJ¦ ŭ2 ōŜ Ř2yŜ ŭ2 LJNJŜLJI·NJŜ {KŜNJø22Ř ² Ŝăŭ Ŧ2NJ Ŧdzŭdzw ƎNJ2øŭK I·yŘ ŘŜØŜf2LJYŜyŭ¢ ¢KŜ Ö2YLJNJŜKŜyãłØŜ LJfI·yyłyƎ I·yŘ Î2yłyƎ LJNJ2ÖŜăă 2 ŜNJă I·y2LJLJ2NJŭdzyłŭè Ŧ2NJ ŭKŜ /łŭè ŭ2 NJŜI·ÖK 2dzŭ ŭ2 I· ŜÖŭŜŘ LJNJ2LJŜNJŭè 2øySNJă I·yŘ ŭKŜ fI·NJƎŜNJ Ö2YYdzyłŭè ŭ2 NJŜŦłyŜ KłƎKŜ ππfŜØŜf Ö2yÖŜLJŭă¢ w2ōdzăŭ Ö2YYdzyłŭè ŜyƎI·ƎŜYŜyŭΣ ły I·ŘŘłŭł2y 2 ŦdzNJŭKŜNJ ŜØI·fdzI·ŭł2y 2Ŧ ŭKŜ 2LJłÖă I·ŘŘNJŜăăŜŘ ły ŭKłă LJfI·yΣ øłtf ōŜ I·y ŜăăŜyŭłI·f Ö2YLJ2ySyŭ 2Ŧ ŭKŜ /łŭè¢ă ySĚŭ ăŭŜLJă ły ŘŜØŜf2LJłyƎ NJŜŦłySŘ LJfI·yã I·yŘ Ŧdzŭdz Ŝ NJŜƎdzfI·ŭł2yã 2NJ {KŜNJø22Ř ² Ŝăŭ¢

INTRODUCTION



INTRODUCTION

Concept Plan Background and History

{KŜNø22Ř ² Ŝăű λă I· ƎŜ2ƎNI·LJKλÕ I·NŜI· f2ÕI·ûŜŘ øŜăű 2ŦűKŜ ŜÈλăűλyƎ {KŜ ø22Ř Õλúè fλYλûă I·yŘ I·Ř2I·ÕŜyű û2 ûKŜ a ŜűN2 ¦NōI·y˝DN2øúK .2dzyŘI·Nè ó¦D.úΦ {KŜNø22Ř ² Ŝăű λă I· ŘŜăλƎyI·ûŜŘ a ŜűN2 dzNōI·y˝NŜăŜNØŜ ó¦NōI·y˝ wŜăŜNØŜ !NŜI· pōú I·yŘΣ I·ű мΣнфм û2ûl·f I·ÖNŜăΣ λă I· fI·NƎŜ I·NŜI· Ŧ2NJ LJ2ûŜyűλI·f Ŧdzûdz Ŝ ƎN2øúKΦ

¦NōI·y˝NŜăŜNØŜă I·NŜ ŘŜăλƎyI·ûŜŘ ōè a ŜűN2 λy˝Õ22NŘλyI·ûλ2y˝ øλúK LJI·NúyŜN ÕλúλŜă I·yŘ 2dzyűλŜă I·yŘ λŘŜ ûλ è fI·yŘ ûKI·ű øλtf ōŜ Õ2yãλŘŜNŜŘ Ŧ2NJ I·ŘŘλûλ2y˝ 2 ûKŜ NŜƎλ2yΩă ¦D. Ŧ2NJ dzNōI·yΛÎI·ûλ2y˝ ØŜNJ I· рл èŜI·NJ LJŜN2Ř Dλ/ØŜy˝λûă ăλÎŜΣ I·yŘ ûKŜ f2ÕI·ûλ2y˝2Ŧ È\ăúλyƎ λ ŦNJI·ăúNdzÕûdzNŜΣ {KŜNø22Ř ² Ŝăű λă fƎƎλÕI·ftê ûKŜ ōŜăű ŘλNŜÕúλ2y˝ Ŧ2NJ ûKŜ /λúè û2 Õ2yãλŘŜN ƎN2øúK λy˝ûKŜ Ŧdzûdz NŜΦ

Preliminary Concept Plan

{ûI·NúλyƎ λy˝нлмрΣ ûKŜ /λúè 2Ŧ {KŜ ø22Ř dzyŘŜNúƎ2˥ I· Õ2Y˝Y˝dzyλúè LJN2ÕŜăă û2 ŘŜØŜf2LJ I· f2yƎπNI·yƎŜ LJtI·yŷλyƎ ûƎ2tf ûKI·ű ø2dztŘ KŜfLJ ƎdzλŘŜ Ŧdzûdz NŜ Õ2Y˝Y˝dzyλúè ŘλăÕdzăăλ2yã I·yŘ ŘŜÕλăλ2yã I·ō2dzű ûKŜ Õλúè΀ă f2yƎπ ûŜNY˝ ƎN2øúKΦ ¢KŜ NŜădztű øI·ă ûKŜ {KŜNø22Ř ² Ŝăű tNŜfλYλyI·Nè /2yÕŜLJú tfI·yΣ øKλÕK øI·ă I·ÕÕŜLJúŜŘ ōè /λúè /2dzyÕλt λy˝нлмсΦ

Re-Look Project

{λƎyλŦλ I·yű ÕKI·yƎŜă λy˝{KŜNø22Ř I·yŘ ûKŜ ădzNNN2dzyŘλyƎ I·NŜI·ă ăλyÕŜ ûKŜ I·Ř2LJúλ2y˝2Ŧ ûKŜ t ŜfλYλyI·Nè /2yÕŜLJú tfI·y˝ălJdzNNŜŘ ûKŜ /λúè û2 NŜÕ2yãλŘŜN ƎN2øúK 2LJúλ2yã 2N {KŜNø22Ř ² Ŝăű I·yŘ ŜYōI·N˥ 2y˝ûKŜ {KŜNø22Ř ² Ŝăű /2yÕŜLJú tfI·y˝wŜπf22˥ LJN2ΩŜÕúΦ

Shifting priorities...

- {KŜNø22Ř /λúè /2dzyÕλt KI·ă LJNλ2Nλúλ ŜŘ I·ŘŘλyƎ ŜY˝LJf2èY˝Ŝyű fI·yŘ I·yŘ Ω2ō ƎN2øúK I·ă I· Y˝I·Ω2N Ǝ2I·f û2 ÕNŜI·ûŜ I· Y˝2NŜ ŘλØŜNăλŦλŜŘ I·È ōI·ăŜΦ {KŜNø22Ř ² Ŝăű λă I·y˝2LJLJ2Nűdzyλúè û2 KŜfLJ I·ÕKλŜØŜ ûKI·ű Ǝ2I·fΦ
- ¢KŜ /λúè I·Ř2LJúŜŘ ûKŜ {KŜNø22Ř нлпл /2Y˝LJNŜKŜyăλØŜ tfI·y˝λy˝нлнмΣ øKλÕK dzLJŘI·ûŜŘ ûKŜ Øλăλ2yΣ Ǝ2I·fãΣ I·yŘ LJ2fλÕλŜă Ŧ2N ûKŜ Õλúè I·ă I· øK2fŜΦ
- ¢KŜ /λúè dzLJŘI·ûŜŘ LJfI·yã Ŧ2N .N22˥Y˝I·y˝w2I·Ř I·ă I· NŜŦλyŜYŜ û 2Ŧ ûKŜ .N22˥Y˝I·y˝ ! ŘŘλúλ2 /2yÕŜLJú tfI·yΣ ûKŜ ƎdzλŘλyƎ LJfI·yŷλyƎ Ř2ÕdzY˝Ŝyű Ŧ2N ûKŜ I·NŜI· Ωdzăű ă2dzűKŜI·ăű 2Ŧ {KŜNø22Ř ² ŜăúΦ

Changing conditions...

- ¢KŜ {KŜNø22Ř {ÕK22f 5λăúNλÕû Õ2yãúNdzÕûŜŘ ûKŜ yŜø орлΣллл ăljdzI·NŜ Ŧ22ű {KŜNø22Ř I λƎK {ÕK22f 2y˝то I·ÕNŜă λyãλŘŜ ûKŜ {KŜNø22Ř ² Ŝăű I·NŜI·Φ
- ¢KŜ Õλúè Õ2yűλy˝dzŜă 2 ăŜŜ NJI·LJλŘ ƎN2øúK I·yŘ ŘŜØŜf2LJY˝Ŝyű΀ {λyÕŜ мффлΣ {KŜNø22Ř KI·ă I·ŘŘŜŘ KdzyŘ˝NŜŘă 2Ŧ NŜăλŘŜyűă ŜØŜN˝è èŜI·NΣ øλúK I·yŷdzI·f ƎN2øúK NI·ûŜă ōŜűøŜŜy˝oπ΀ΦΦ
- ² I·ăKλyƎű2y˝ /2dzyűè Õ2Y˝LJfŜûŜŘ λûă ¦NōI·y˝wŜăŜNØŜ ¢NI·yãLJ2Nűl·ûλ2y˝{ûdzŘè ó¦ ¢{úΣ øKλÕK LJN2ØλŘŜă dzLJŘI·ûŜŘ ûNJI·yãLJ2Nűl·ûλ2y˝λ Ŧ2NY˝I·ûλ2y˝ 2 KŜfLJ øλúK Ŧdzûdz NŜ LJfI·yŷλyƎ λy˝dzNōI·y˝NŜăŜNØŜ I·NŜI·ă΀
- ¢KŜ {ûI·ûŜ ŜyI·ÕûŜŘ yŜø fI·øă NŜfI·ûŜŘ ű2 /fλYλI·ûŜ CNλŜyŘfê I·yŘ 9IjdzλűI·ōfŜ /2Y˝Y˝dzyλúλŜăΣ K2dzăλy˝ I· 2NŘI·ōλfλúèΣ I·yŘ 2ûKŜNJ λăădzŜă ûKI·ű øλtf I· ŜÕű LJfI·yŷλyƎ λy˝{KŜNø22Ř΀

Changing housing regulations...

- ¢KŜ {ΰl·ΰŜ 2ŦhWŜƎ2ƴl·Ř2LJΰŜŘ l 2dzăŜ .λff нллм λƴнлмфΣ ǿKλǑK ŘλWŜǑΰă ǑλΰΛŜă 2 l·ff2ǿ Ŧ2W άYλŘŘfŜ K2dzăλyƎé óădzǑK l·ă ŘdzLJfŜÈŜăΣ ΰ2ǿyK2YŜăΣ l·yŘ Ǒ2 l·ƎŜ ǑfdzăΰŜWăú ǿλΰKλƴ l·WŜl·ă Î2ySŘ ăλyƎfŜπŦl·Yλfè WŜăλŘŜyΰλl·fΦ ó ŜŦŜW ΰ2 !LJLJŜyŘλÈ .Σ l 2dzăλyƎ t2fΛǑè LYLJfΛǑl·ΰλ2yã aŜY2 2W Y2WŜ λyŦ2WYl·ΰλ2yΦú ¢KŜ /λΰè l·Ř2 ΰŜŘ ySǿ wŜăλŘŜyΰλl·f 5ŜăλƎY{ l·yŘl·WŘă λƴнлнм ΰ2 Ŝyãdz WŜ YλŘŘfŜ K2dzăλyƎ l·yŘ 2ΰKŜW K2dzăλyƎ ΰèLJŜă Ŧλΰ λ ΰ2 ΰKŜ /λΰèΩă ŘŜăλWŜŘ ySλƎKō2WK22Ř ǑKl·Wl·ǑΰŜN℗

² KλfŜ Yl·yê 2Ŧ ΰKŜ λŘŜl·ă l·yŘ Ǒ2yǑŜLJΰă λƴΰKŜ tWŜfλYλyl·Wè /2yǑŜLJΰ tfl·yǑ2yΰλydzŜ 2 ōŜ Ǿl·fλŘ l·yŘ l·WŜ WŜŦfŜǑ ŜŘ λƴΰKλă dzLJŘl·ΰŜΣ ΰKŜ ǑdzNWŜyΰ LJfl·yǑōŜ ŜW WŜŦfŜǑΰă ÈλăΰλyƎ l·yŘ ÈLJŜǑΰŜŘ Ǒ2yŘλΰλ2yãΦ {LJŜǑλ l·ffèΣ ΰKŜ {KŜWǿ22Ř ² Ŝăΰ /2yǑŜLJΰ tfl·yǑōdzλfŘă 2ŦŦ ΰKŜ ŜI·WfλŜW l·ǑǑŜ ΰŜŘ LJfl·yǑōè l·ŘŘWŜăăλyƎ ySǿ fl·yŘ dzăŜ l·yŘ ƎN2ǿΰK LJl· ŜWyãΣ ΰNl·yãLJ2Wΰΰl·ΰλ2yLJfl·yãΣ K2dzăλyƎ ŜƎdzfl·ΰλ2yãΣ l·yŘ 2LJLJ2WΰdzyλΰλŜă 2W ŜYLJf2èYŜyΰ l·yŘ ŜǑ2y2YλǑ ƎN2ǿΰK℗

The Role of the Concept Plan

¢KŜ /2yǑŜLJΰ tfl·yǑλă l· f2yƎπNl·yƎŜ LJfl·yyλyƎ ΰ22f λyΰŜyŘŜŘ ΰ2 ƎdzλŘŜ {KŜWǿ22Ř Ǒ2YYdzyλΰè YŜYōŜWăΣ ŘŜǑλăλ2yYl·ΰŜWăΣ l·yŘ ăΰl·ŦŦ l·ă ΰK è Yl·ΰŜ LJfl·yã l·yŘ ŘŜǑλăλ2yã l·ō2dzΰ ŦdzΰdzWŜ ƎN2ǿΰK λyY{KŜWǿ22Ř ² ŜăΰΦ {LJŜǑλŦλ l·ffèΣ ǑNWŜl·ΰλyƎ l·yŘ l·Ř2LJΰλyƎ l· Ǒ2yǑŜLJΰ LJfl·yǑλă l· NŜljdzλWŜŘ ăΰŜLJ LJNλ2N ΰ2 l·YŜyŘλyƎ ΰKŜ ¦D.Σ ǿKλǑK λă l· ySǑŜăăl·Wè LJWŜǑdzNă2N ΰ2 ŘŜǑŜf2LJYŜyΰ λy{KŜWǿ22Ř ² Ŝăΰ℗ ¢KŜWŜ l·WŜ ăLJŜǑλŦλǑ ŜljdzλWŜYŜyΰă Ŧ2N ΰKŜ ΰèLJŜă 2Ŧ λyŦ2WYl·ΰλ2yΰK ΰ Ydzăΰ ōŜ λyǑΰdzŘŜŘ l·yŘ ǿKl·ΰ λăădzŜă Ydzăΰ ōŜ Ǒ2yãλŘŜWŜŘ λyl· Ǒ2yǑŜLJΰ LJfl·yλyƎ2NŘŜN ΰ2 λyŦ2WY ¦D. l·YŜyŘYŜyΰ ŘŜǑλăλ2yã℗ aŜΰW2 l·yŘ ΰKŜ {ΰl·ΰŜ dzfΰλY ΰŜfè Yl·ΰŜ ΰK2ăŜ ŘŜǑλăλ2yã℗

/2yǑŜLJΰ LJfl·yyλyƎ l·fă2 LJN2ǿλŘŜă l· Ŧ2dzyŘl·ΰλ2y 2N ΰKŜ YŜWŜ ŘŜΰl·λfŜŘ Ǒ2YLJNŜKŜyãλǿŜ LJfl·yyλyƎ ǿ2N¶ ΰKl·ΰ ǿλff Ŧ2ff2ǿ ¦D. ŜÈLJl·yãλ2y℗ ¢KŜ Ǒ2yǑŜLJΰ LJfl·yLJN2ǿλŘŜă l· ƎŜySWl·f FNl·YŜǿ2N¶ Ŧ2N f2Ǒl·ΰλyƎ l·Nλ2dză fl·yŘ dzăŜăΣ ΰNl·yãLJ2Wΰΰl·ΰλ2yy ΰǿ2N¶ăΣ 2LJŜyăLJl·ǑŜăΣ l·yŘ LJdzōfλǑ ăŜWǿλǑŜă℗ ² KλfŜ ǿλΰl·ffè λYLJ2Wΰΰl·yΰ l·ă l· LJ2fλǑè Ř2ǑdzYŜyΰ ΰ2 LJN2ǿλŘŜ LJfl·yyλyƎ ŘλWŜǑΰλ2yΣ l· 2yǑŜLJΰ LJfl·yλă y2ΰ l· NŜƎdzfl·ΰ2Wè Ř2ǑdzYŜyΰΣ l·yŘ ΰKŜ /λΰè Ydzăΰ ΰl·¶Ŝ l·ŘŘλΰλ2yl·f l·Ǒΰλ2yã 2 Ǝ2ǿŜWyŦdzΰdzNŜ dzW ōl·yλÎl·ΰλ2y℗ hyǑŜ l·yl· Ŝl· λă ōW2dzƎKΰ λyΰ2 ΰKŜ ¦D.Σ l· Ǒλΰè ǿλff Ǒ2yŘdzǑΰ l·ŘŘλΰλ2yl·f l·yl·f ăλă l·yŘ dzyŘŜWΰl·¶Ŝ l· Ǒ2YLJNŜKŜyãλǿŜ LJfl·yyλyƎ Ŝ 2Wΰ ΰ2 l·ăăλƎyfl·yŘ dzăŜ ŘŜăλƎyl·ΰλ2yã l·yŘ 2yλyƎΣ λŘŜyΰλ è ălJŜǑλŦλǑ f2 l·ΰλ2yã 2N Yl·?2N N2l·Ř Ǒ2yyŜǑΰλ2yãΣ LJ 2ΰŜǑΰ yl·ΰdzNl·f NŜă2dzNǑŜăΣ l·yŘ ŘŜǿŜf2LJ λyŦNl·ăΰNdzǑΰdzNŜ LJfl·yã ǿλΰKλY{KŜWǿ22Ř ² Ŝăΰ℗ C2N {KŜWǿ22ŘΣ ΰKl·ΰ fl·ΰŜN LJNW2ǑŜăă ǿλff NŜŦλyŜ ΰKŜ ŜyŜNl·f Ǒ2yǑŜLJΰă ΰKl·ΰ l·NŜ fl·λŘ 2dzΰ λyΰKλă LJfl·yς l· ySǑŜăăl·Wè ySÈΰ ăΰŜLJ LJNW2N ΰ2 fl·yŘ ōŜλyƎ ŜfλƎλōfŜ Ŧ2N l·yyŜÈl·ΰλ2yl·yŘ Ř ǿŜf2LJYŜyΰ℗

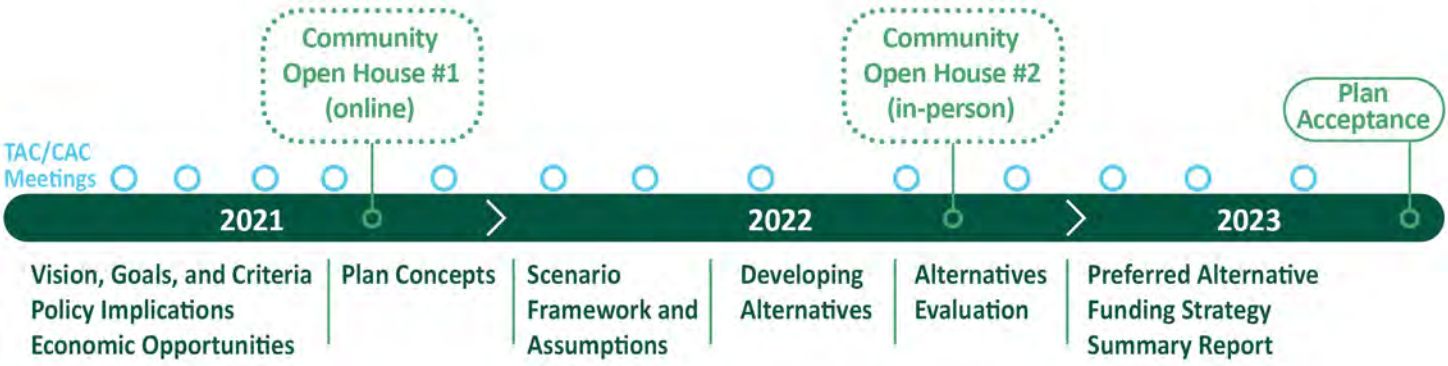
PLANNING & ENGAGEMENT PROCESS



PLANNING & ENGAGEMENT PROCESS

¢KŜ {KŜNWø22Ř ² Ŝăű /2yŎŜLJű tfl·y˝ø l·ă ŘŜØŜf2LJŜŘ ōŜűøŜŜy˝ăLJNWλyƎ нлнм l·yŘ ăLJNWλyƎ нлно űKN2dzƎK l·Ŏƨtfl·ō2NWl·ű̂λ Ŝ LJfl·yŷλyƎ LJN2ŎŜăă űKl·ű Ŝy∃l·ƎŜŘ l· Y˝dzfűλűdzŘŜ 2Ŧ {KŜ ø22Ř NWŜăλŘŜyűăΣ ōdzăλySăă l·yŘ LJN2LJŜNWűè 2øyŜNWăΣ f2Ŏl·f 2N∃l·yλÎl·űλ2yăΣ ŜŎKyλŎl·f l·ŘØλă2NWăΣ /λűè ăűl· Σ l·yŘ Ŏ2yădzfűl·yűă¢ ¢KŜ ŘλI·ƎNWI·Y˝ ōŜf2ø LJN2ØλŘŜă l·y˝2ØŜNWØλŜø 2Ŧ űKŜ /2yŎŜLJű tfl·y˝LJN2ŎŜăă¢

Figure 1. Concept Plan Process



Community Engagement

9y∃l·∃λyƎ øλűK {KŜNWø22Ř NWŜăλŘŜyűă l·yŘ 2űKŜNW ăűl·ˆŜK2fŘŜNWă øl·ă Ŏ2yăλŘŜNWŜŘ ŜăăŜyűλl·f 2NW LJN2ŘdzŎλyƎ l· LJfl·y˝űKl·ű NWŜŦfŜŎűă 2Y˝dzyλűè Ølfdz Ŝă øλűK λyűŜ∃NWλűè l·yŘ Ŧ2NWŜăλ∃Kú¢ ¢2 KŜfLJ ∃dzλŘŜ űKŜ LJN2ŝŜŎűΣ ű ø2 ăűl·ˆŜK2fŘŜNW Ŏ2Y˝λ ŜŜă øŜNWŜ Ŧ2NWY˝ŜŘ ű2 λyŎfdzŘŜ l· ōN21·Ř NWl·yƎŜ 2Ŧ λyűŜNWŜăűăY űKŜ /2Y˝dzyλűè ! ŘØλă2NWè /2Y˝λ ŜŜ ó/ ! /ú l·yŘ űKŜ ¢ŜŎKyλŎl·f ! ŘØλă2NWè /2Y˝λ ŜŜ ó¢! /ú¢ ¢2∃ŜűKŜNΣ űKŜăŜ Ŏ2Y˝λ ŜŜă ø2NWˆŜŘ ű2 KŜfLJ ăKl·LJŜ űKŜ ŘλNWŜŎűλ2y˝l·yŘ Ŝădzfű 2Ŧ űKλă LJN2ŎŜăă¢

- **¢KŜ / ! /** øl·ă Yl·ŘŜ dzLJ 2Ŧ мс Ŏ2Y˝dzyλűè Y˝ŜY˝ōŜNWă øK2 fλØŜ 2NW 2øy˝LJN2LJŜNWűè øλűKλy˝űKŜ Ŏλűè l·ă øŜff l·ă űK2ăŜ λy˝űKŜ ăűdzŘè l·NWŜl·Σ l·yŘ NWŜLJNWŜăŜyűl·ûλ Ŝă ŦNW2Y˝ űKŜ /λűè¢ă tl·NWˆă .2l·NWŘΣ tfl·yŷλyƎ /2Y˝λăăλ2y˝ /λűè /2dzyŎλfΣ űKŜ {KŜNWø22Ř {ŎK22f 5λăúNWλŎúΣ l·yŘ {KŜNWø22Ř /Kl·Y˝ōŜNW 2Ŧ /2Y˝Y˝ŜNWŎŜ¢ ¢KŜè øŜNWŜ ŎKl·NWƎŜŘ øλűK NWŜØλŜøλyƎ Y˝l·ûŜNWλl·tă ŦNW2Y˝ űKŜ Ŏ2yădzfűl·yű ûŜl·Y˝Σ LJN2ØλŘλyƎ ōN21·Ř LJŜNWălJŜŎűλ Ŝă ű2 Ŝyădz NWŜ űKŜ {KŜNWø22Ř ² Ŝăű /2yŎŜLJű tfl·y˝NWŜŦfŜŎűă Řλ ŜNWăŜ yŜŜŘăΣ LJl·NWúλŎλLJ ûλyƎ λ LJdzōfλŎ 2dzúNWŜl·ŎK NWŜƎl·NWŘλyƎ űKŜ LJfl·y˝Σ l·yŘ LJN2ØλŘλyƎ NWŜŎ2Y˝Y˝ŜyŘl·ûλ2yă 2y˝LJfl·y˝l·f ŜNWyl·ûλ Ŝă¢ ¢KŜè øŜNWŜ NWŜŎNWdzλúŜŘ l·yŘ ăŜfŜŎúŜŘ ōè űKŜ /λűè /2dzyŎλf űKN2dzƎK l·y˝2LJŜy˝l·LJLJfλŎl·ûλ2y˝LJ 2ŎŜăă¢ ¢øŜyűè¤ űKNWŜŜ λyŘλØλŘdzl·fă l·LJLJfλŜŘ ű2 ōŜ 2y˝űKŜ / ! / l·yŘ мс øŜNWŜ ăŜfŜŎúŜŘ¢

- **¢KŜ ¢! /** øl·ă Ŏ2Y˝LJNWλăŜŘ 2Ŧ ŜăăŜyűλl·f LJdzōfλŎ ăŜ ØλŎŜ LJN2ØλŘŜNW NWŜLJNWŜăŜyűl·ûλ Ŝăy /λűè tdzōfλŎ ² 2NWˆăΣ 9y∃λyŜŜNWλyƎΣ /2Y˝dzyλűè {ŜNWØλŎŜăΣ t2fλŎŜ 5ŜLJl·NWúY˝ŜyűΣ /fŜl·y˝ ² l·úŜNW {ŜNWØλŎŜăΣ ¢dzl·fl·ûλ wλØŜNW bl·ûλ2yl·f ² λfŘfλ Ŝ wŜŦdzƎŜΣ ¢dzl·fl·ûλy˝ l·ffŜè CλNWŜ l·yŘ wŜăŎdzŜΣ ûKŜ hNWŜ2y˝5ŜLJl·NWúY˝Ŝyű 2Ŧ ¢NWl·yăLJ2NWűl·ûλ2y˝ól5 ¢úΣ aŜűN2 hNWŜ∃2y˝l2Y˝Ŝ .dzλfŘŜNWăΣ /λűè 2Ŧ Yλy∃ /λűè¢Σ ² l·ăKλyƎú2y˝ /2dzyűè [l·yŘ ¦ăŜ ø ¢NWl·yăLJ2NWűl·ûλ2yΣ l·yŘ a ûN2¢ ¢! / Y˝ŜY˝ōŜNWă NWŜØλŜøŜŘ LJN2ŝŜŎű ŘŜfλØŜNWl·ōfŜă Ŧ2NW ûŜŎKyλŎl·f l·ŘŜljdzl·ŎèΣ LJ2fλŎèΣ l·yŘ NWŜ∃dzfl·ú2NWè Ŏ2Y˝LJfλl·yŎŜ¢

PLANNING & ENGAGEMENT PROCESS

9ØŜNwè ăűŜLJ 2ŦűKŜ ǿl·èΣ {KŜNwǿ22ŘÔ2YΥdzyλűè ΥŜΥōŜNwă LJNw2ØλŘŜŘ ΥŜl·yλyƎŦdzf ƎdzλŘl·yÔŜ l·yŘ ŦŜŜŘōl·Ô]Σ Əl·űKŜNwŜŘ űKNw2dzƎK λyűŜNwØλŜǿăΣ LJdzōfλÔ ŜØŜyűăΣ / ! / LJdzōfλÔ űŜăűλΥ2yλŜăΣ 2yfλyŜ ădz ØŜèă l·yŘ 2LJŜyΥK2dzăŜă℗ LyΥl·ŘŘλűλ2yΣ KλƎK ăÖK22f ûdzŘŜyűăΩ λyLJdzű ǿl·ă NwŜÖŜλØŜŘ űKNw2dzƎK l·yΥ2yfλyŜ ădzNwØŜè℗ ¢Kλă ƎdzλŘl·yÔŜ Kl·ă ōŜŜyΥ ŜăăŜyűλl·f 2 űKŜ {KŜNwǿ22Ř ² Ŝăű LJfl·yyλyƎ LJNw2ÔŜăă℗ ¢KŜ ŘŜăλƎyΥ2Ŧ űKŜ /2yÔŜLJú tfl·yΥlă l· NwŜŦfŜÖűλ2yΥ2Ŧ űKλ ǿ2Nw]℗ ¢2ƎŜűKŜNwΣ ØŜY

M℗ **wŜŦNwŜăKŜŘ űKŜ Øλăλ2yΣ Ǝ2l·tă l·yŘ ŜØl·fdzl·ûλ2yΥÔNwλ ŜNwλl· űKl·ű ƎdzλŘŜŘ űKŜ /2yÔŜLJű tfl·y℗** ¢Kλă ǿ2Nw] ǿl·ă λyŦ2NwYŜŘ ōè / ! / l·yŘ ¢! / λyLJdzű l·yŘ ōl·Ô]ƎNw2dzyŘ NwŜăŜl·NwÔK λyű2 dzLJŘl·ûŜŘ LJ2fλÔλŜăΣ NwŜƎdzfl·ûλ2yã ûNwl·yãLJ2NwűI·ûλ2yΥλăădzŜăΣ l·yŘ Ŝ 2y2YλÔ 2LJLJ2Nwûdzyλűλ Să

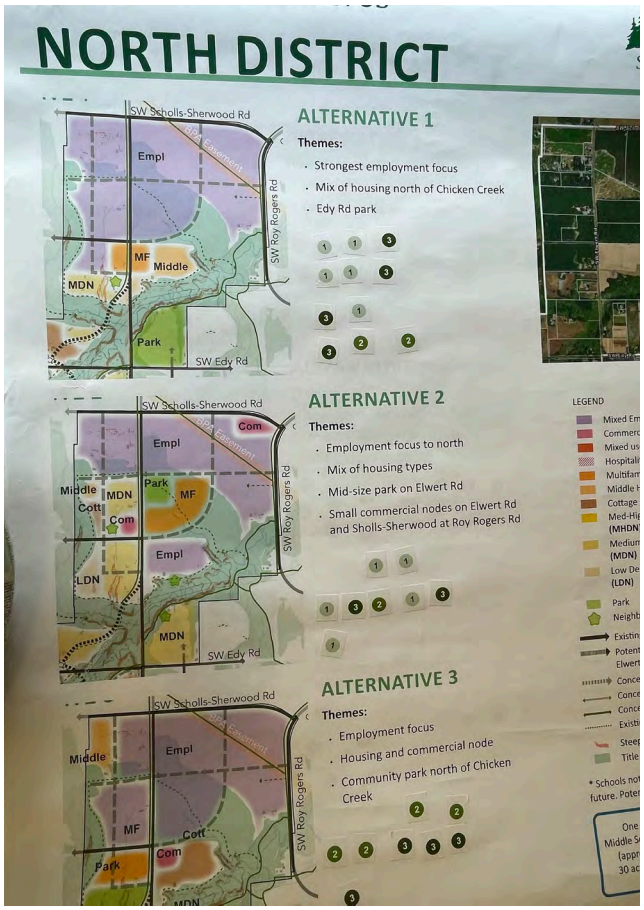
H℗ **5ŜăλƎyŜŘ l·fûŜNwyl·ûλ Ŝ Ô2yÔŜLJű LJfl·yΥăÔŜyl·NwλǼă℗** . l·ăŜŘ 2yΥÔ2YΥdzyλűè Ô2NwŜ Øl·fdzŜăΣ Øλăλ2yΣ ŜÈλăűλyΥ Ô2yŘλűλ2yã l·yŘ Řλă Ödzăăλ2yã ǿλűK űKŜ / ! / l·yŘ ! /Σ ûKNwŜŜ ŘNwl·Ŧű l·f ŜNwyl·ûλ Ŝ Ô2yÔŜLJű LJfl·yΥăÔŜyl·NwλǼă ǿŜNwŜ ŘŜØŜf2LJŜŘ û2 ŜÈLJf2NwŜ l· Øl·NwλŜűè 2Ŧ λŘŜl·ă Ŧ2Nw Ô2YΥLJl·Nwăă2y℗

O℗ **/2yãλŘŜNwŜŘ űKŜ NwŜfl·ûλ Ŝ YŜNwλűă 2Ŧ Ŝl·ÖK ăÔŜyl·Nwλ2 l·yŘ űKŜ]Ŝè ŦŜl·ûdzNwŜă ûKl·ű ōŜăű NwŜLJNwŜăŜyű ûKŜ Ǝ2l·tă l·yŘ 2ō2ŜÔűλ Ŝă 2Ŧ {KŜNwǿ22Ř ² Ŝăű℗** ¢KNw2dzƎK l· Ô2YΥdzyλűè 2LJŜyΥK2dzăŜ l·yŘ ǿ2Nw]ăK2LJ l·yŘ 2yfλyŜ ădzNwØŜèăΣ ûKŜ / ! /Σ ¢! /Σ ăűl· Σ l·yŘ Ô2yãdzfűl·yű ûŜl·Y ǿ2Nw]ŜŘ ű2 λŘŜyűλ è LJNwŜŦŜNwŜyÔŜă Ŧ2Nw λyŘλØλŘdzl·f l·yŘ Ö2ffŜÔűλ Ŝ LJfl·yΥŜfŜYŜyűă dzăλyƎ ûKŜ ŜØl·fdzl·ûλ2yΥÔNwλ ŜNwλl· ûKŜè KŜfLJŜŘ ŘŜØŜf2LJ℗

П℗ **5ŜăλƎyŜŘ l· /2yÔŜLJű tfl·yΥűKl·ű ōdzλfŘă dzLJ2yΥÔ2YΥdzyλűè ŦŜŜŘōl·Ô]Σ ûŜÖKyλÔl·f ƎdzλŘl·yÔŜΣ l·yŘ l· fl·yŘŦ2NwY l·yl·fèăλă℗** ¢KŜ /2yÔŜLJű tfl·yΥlă l· Kèō NwλŘ 2Ŧ űKŜ ûKNwŜŜ l·fûŜNwyl·ûλ ŜăΣ Ô2YΥōλyλyƎ ûKŜ LJNwŜŦŜNwNwŜŘ ŜfŜYŜyűă λyű2 l· NwŜÖ2YΥŜyŘŜŘ ŘNwl·Ŧű á èōNwλŘε /2yÔŜLJű tfl·y℗







PLANNING & ENGAGEMENT PROCESS

9l·ŎK ăűŜLJ 2ŦűKŜ LJfl·yŷλyƎ LJNJ2ŎŜăă λyŎ2NJLJ2NJl·ûŜŘ l· Øl·NJλŜűè 2Ŧ Ŏ2ϒϒdzyλûè ŜyƎl·ƎŜϒŜyű l·ŎűλØλűλŜăΣ l·ă f ûŜŘ ōŜf2øΣ ŘŜăλƎyŜŘ ű2 NJŜl·ŎK l· ōNJ2l·Ř ăLJŜŎűNJdzϒ 2Ŧ {KŜNJø22Ř NJŜăλŘŜyűă℗

Community Engagement Activities

- /2ϒϒdzyλûè !ŘØλă2NJè /2ϒϒλ ŜŜ ó/ ! /ú aŜŜűλyƎă π 2űl·f 2Ŧ мп ϒŜŜűλyƎ
- tdzōfλŎ ¢Săűλϒ2 è l·ű / ! / aŜŜűλyƎ
- / ! / LyűŜNJŜăűŜŘ tl·NJűλŜă 9ϒl·λf {dz ăŎNJăLJűλ2
- tNJ2ΣŜŎű ² Ŝōăλ ûŜ
- {2ŎλI·f aŜŘλI· óCl·ŎŜō22ʅΣ ¢øλ ŜNΣ bŜÈű 522NJú
- {KŜNJø22Ř ¦ûλfλûè .λftλyƎ 9ϒl·λf [λ ûλyƎă b2ûλŎ
- {KŜNJø22Ř !NJŎKŜNJ bŜøătŜ ŜNJ
- tNJ2ΣŜŎű ±λŘŜ2
- tNJ2LJŜNJûè høyŜNJ a l·λfλyƎ π LyűNJ2ŘdzŎûλ2y 2 LJNJ2ΣŜŎű óWdzyŜ нлнмú
- hyfλyŜ {dzNJØŜè ç Ly Ŧ2NJϒl·ûλ2yl·f l·yŘ LyλûλI·f /2yŎŜLJűă óh 2ōŜNJ нлнмú
- /2 ŜŜ Yfl·ûŎKŜă øλûK bŜλƎKō2NJă l·yŘ l2ϒŜ2øyŜNJă !ăă2ŎλI·ûλ2yã ó{dzϒϒŜNJ нлнм
- a2ØλŜă λyűKŜ tl·NJʅ ó!dzƎdzăű нлннú
- /ŜŘl·NJ /NJŜŜʅ ¢NJl·λf DNJl·yŘ hLJŜyλyƎ ó{ŜLJûŜϒōŜNJ нлннú
- /2ϒϒdzyλûè hLJŜy l2dzăŜ øλûK tNJ2LJŜNJûè høyŜNJ a l·λfλyƎ óhŎű2ōŜNJ нлннú
- ±λNJűdzl·f hLJŜy l2dzăŜ óhŎű2ōŜNJ нлннú
- ¢ŜŎKyλŎl·f !ŘØλă2NJè /2ϒϒλ ŜŜ ó¢! /ú aŜŜűλyƎă ç 2űl·f 2Ŧ мн ϒŜŜűλy
- aŜűNJ2 l2ϒŜ .dzλftŘŜNJă !ăă2ŎλI·ûλ2y t ŜăŜyűl·ûλ2y ó!dzƎdz ű нлнмú
- {KŜNJø22Ř ² Ŝăü 9Ŏ2y2ϒλŎ 5ŜØŜf2LJϒŜyű {ûl·ʅŜK2fŘŜNJ LyűŜNJØλŜøă óWdzyŜ нлнмú
- aŜűNJ2 ¢ŜŎKyλŎl·f !ŘØλă2NJè /2ϒϒλ ŜŜ óa¢! /ú tNJŜăŜyűl·ûλ2y óWdzfè нлнн

¢2 fŜl·NJy ϒ2NJŜ l·ō2dzű ŜyƎl·ƎŜϒŜyű l·LJLJNJ2l·ŎKŜă l·yŘ NJŜădzfűăΣ NJŜŦŜNJ űKŜ l·LJLJŜyŘλŎŜă ó!LJLJŜyŘλÈ /Σ tdzōfλŎ 9yƎl·ƎŜϒŜyű tfl·yŤ !LJLJŜyŘλÈ 5Σ hLJŜy l2dzăŜ lм óhyfλyŜú {dzϒϒl·NJèŤ l·yŘ !LJLJŜyŘλÈ 9Σ hLJŜy l2dzăŜ lн l·yŘ {dzNJØŜè {dzϒϒl·NJèú℗

Note: Due to the COVID-19 pandemic, prior to June 2022 all public engagement activities occurred virtually. Starting in June 2022, all CAC meetings and public events took place in person, with virtual participation options also made available.

VISION, GOALS & EVALUATION CRITERIA



VISION, GOALS & EVALUATION CRITERIA

Vision Statement

¢KŜ ØłăłƧƴăűłˑűŜƳŜyűØłˑăŘŜØŜfƧLJŜŘŜłˑ№fèłyƴűKŜ /ƧyŎŜLJű tfłˑƴwŜπ[ƧƧ] LJ№ƧŎŜăăΣdzLJŘłˑűłyƎűKŜ ØłăłƧƴ₮№ƧƳ űKŜ нлмc t№ŜfłƳłyłˑ№è /ƧyŎŜLJű tfłˑy¢KŜ ØłăłƧƴŘŜăŎ№łōŜă űKŜ ŎƧƳƳdzyłűè¤ă ŘŜăłNŜŘ ₮dzűdz№Ŝ ₮Ƨ№ űKŜ {KŜ№ØƧƧŘ ² Ŝăű łˑ№Ŝłˑ¢ ¢KŜ ØłăłƧƴłˑyŘ łűă łˑăăƧŎłłˑűŜŘ ƎƧłˑfă ØŜ№Ŝ ŘŜØŜfƧLJŜŘ łˑyŘ №ŜØłăŜŘ űK№ƧdzƎK łˑØłăłƧyłyƎ ŜĒŜ№ŎłăŜ łˑyŘ ădzōăŜljdzŜyű ŘłăŎdzăăłƧyã øłűK űKŜ /ƧƳƳdzyłűè !ŘØłăƧ№è /ƧƳƳł ŜŜ łˑyŘ №ŜŦfŜŎű ŎdzNN№Ŝyű Ŏ₂ƳƳdzyłűè LJNłƧN№łűłŜă Ƨ№ {KŜ№ØƧƧŘ ² Ŝăű¢

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







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Goals and Evaluation Criteria

C2ff2ø1yƎ I·NŜ ăLJŜŎ1ŦλŎ 21·fă Ŧ2N Ø1·Nλ2dză I·ăLJŜŎúă 2Ŧ {KŜNø22Ř ² Ŝăúßă ŦdzúdzNŜ I·yŘ Ŏ2NNŜăLJ2yŘλyƎ ŎNλúŜNλI· Ŧ2N ŜØI·fdzI·úλyƎ /2yŎŜ ú tfI·y˝I·fűŜNyI·úλ Ŝăφ [λ]Ŝ úKŜ Ø1ăλ2y˝ăú1·úSϒŜyúΣ úKŜ Ǝ21·fă I·yŘ ŎNλúŜNλI· øŜNŜ dzLJŘI·úŜŘ ŦN2Y˝ úKŜ нлмс tNŜfλY1yI·Nè /2yŎŜLJú tfI·y˝ú2 NŜŦfŜŎű ŎdzN Ŝyű Ŏ2ϒϒdzyλűè LJNλ2NλúλŜă I·yŘ ŘŜăλ Ŝă Ŧ2N {KŜNø22Ř ² Ŝăűφ

Table 1. Goals and Evaluation Criteria

GOAL	EVALUATION CRITERIA
Mφ ¢KŜ I·NŜI· λă ŘŜăλƎySŘ I·ă I· yI·údzNI·f ŜĚűŜyãλ2y˝2Ŧ {KŜNø22Ř I·yŘ λă λyűŜƎNI·úŜŘ λyű2 úKŜ ŜĚλăúλyƎ LJ ŜNy˝2Ŧ Ǝ2ø1úK λy˝2NŘŜN ú2 LJNŜăŜNØŜ úKŜ Ŏ2ϒϒdzyλűèΩă KŜNλúI·ƎŜ I·yŘ ăϒI·ffnú2øy˝ŦŜŜfφ	ω ¢KŜNŜ λă I· ōI·fI·yŎŜŘ Y˝λĚ 2Ŧ 2ŦŦλŎŜΣ λyŘ úNλI·fΣ Ŏ2ϒϒŜNŎλI·fΣ I·yŘ NŜăλŘŜyűλI·f fI·y˝ dzăŜă I·yŘ 2LJŜy˝ăLJI·ŐŜă ω ! ØI·NλŜúè 2Ŧ K2dzăλyƎ 2LJúλ2yã I·Ŏ 2ϒϒ2ŘI·úŜă I· ŘλØŜNăŜ NI·yƎŜ 2Ŧ ŦI·Yλfè ăúNdzŎúdzNŜăΣ λyŎ2YˆŜ fŜØŜfăΣ I·yŘ fλŦŜăúèfŜă ω bŜƎKō2NK22Ř NŜúI·λf y2ŘŜă LJN2ØλŘŜ NŜăλŘŜyűă øλúK ø1·f]I·ōfŜ I·ŎŎŜăă ú2 Ǝ22Řă I·yŘ ăŜNØλŎŜă ω I 2dzăλyƎ ŘŜyãλúè I·yŘ λY˝LJfŜY˝Syű1·úλ2y˝λă LJ I·ƎY˝I·úλ ω ±λŜø Ŏ2NNλŘ2Nă I·yŘ ăŜLJI·NI·úλ2y˝Ŧ 2Y˝ 2úKŜN ŎλúλŜă 2yűNλōdzúŜ ú2 {KŜNø22Řűă dzyλIjdzŜ λŘŜyűλú	
Hφ ¢KŜ I·NŜI· I·úű I·Ŏűă I· Ø1·NλŜűè 2Ŧ ōdzăλySăăŜă I·yŘ ŜY˝LJf2èY˝Syű 2LJLJ2NúdzyλúλŝăΣ øKλŎK KŜf ăI·úλ Ŧè úKŜ /λűèΩă ySŜŘ Ŧ2N I·y˝ ŜĚLJI·yŘŜŘ úI·È ōI·ăŜφ	ω LyŦNI·ăúNdzŎúdzNŜ λă øŜfŦπLJfI·yŷŜŘ ú2 Y˝I·]Ŝ {KŜNø22Ř ² Ŝăú I·úű I·Ŏűλ Ŝ ú2 ŘŜØŜf2LJŜNă I·yŘ fI·NƎŜ ŜY˝LJf2èŜNă ω ¢KŜNŜ I·NŜ fI·NƎŜ f2ø˝πλY˝LJI·Ŏű ŜY˝LJf2èY˝Syű I·NŜI·ă I·ØI·λfI·ōfŜ Ŧ2N úKŜ ƎN2øúK 2Ŧ úŜŎKy2f2Ǝè LJI·N]ă I·yŘ 2úKŜNKλƎKŜNπø1·ƎŜ ²2ōă ω ¢KŜNŜ I·NŜ 2LJLJ2NúdzyλúλŜă 2 fŜØŜNI·ƎŜ úKŜ I·NŜI·Ωă dzyλIjdzŜ f2ŐI·úλ2y˝ 2N ŘŜăúλy˝ úλ2y˝ ŜúI·λfΣ K2ăLJλúI·fλúèΣ I·yŘ Øλăλú2NπNŜfI·úŜŘ dzăŜă	
Oφ ¢NI·yãLJ2NúI·úλ2y˝ I·ŎλfλúλŜă ăŜ ØŜ ú2 Ŏ2yŷŜŎúΣ NI·úKŜN úKI·y˝ŘλØλŘŜΣ yŜλƎKō2NK22Řăφ	ω ! ySűø2N]Ŧ ăúNŜŜúă LJN2ØλŘŜă yƵNúKπă2dzúK Ŏ2yŷŜŎúλ2yã 2 I·yŘ úKN2dzƎK úKŜ I·NŜI· ω ¢KŜ /2yŎŜLJú tfI·y˝KŜfLJă NŜI·fλÎŜ úKŜ 2LJLJ2NúdzyλűèŦ2N I· I λƎKøI·è φφ LJŜŘŜăúNλI·y˝ ŎN2ăăλyƎ ω {úNŜŜúă I·NŜ ŘŜăλƎySŘ ú2 ōI·fI·yŎŜ I·ŎŎ2YˆY2ŘI·úλyƎ ŜKλŎfŜ úNI·ŦŦλŎ I·yŘ LJI·N]λ øKλfŜ I·fă2 ōŜλyƎ øŜfŎ2YˆλyƎ LJfI·ŎŜă Ŧ2N LJŜ2LJfŜ ω {úNŜŜúă I·NŜ ŘŜăλƎySŘ øλúK Ŏ2yãλŘŜNI·úλ2y˝ 2N ăI·ŦŜűè I·yŘ ŜY˝ŜN3ŜyŎè NŜăLJ2yãŜ ØŜKλŎfŜă ω {KŜNø22Ř λă άúNI·yãλúπNŜI·Řè€ Ŧ2N Ŧdzúdzn̂Ŝ úNI·yãλú ăŜNØλŎŜ

VISION, GOALS & EVALUATION CRITERIA

GOAL	EVALUATION CRITERIA
n¢ wŠǎλŘŜyűă KI·ØŜ I·ÔÖÔŜǎă ű2 I· ØI·NWŜűě 2₮ LJI·NW]ă I·yŘ yl·údzNWI·f I·NWŜI·ăΣ I·yÔK2NWŜŘ ōè ŭKŜ /KλÖ]Ŝy´/NWŜŜ] DNWŜŜyØI·è¢	ω ¢KŜ /KλÖ]Ŝy´/NWŜŜ] Ô2NWNWλŘ2NW λă LJNW2ŭŜŜÔűŜŘ ω /NWŜŜ] Ô2yŷŜÖűλ2yã 2 ŭKŜ ¢dzI·fI·ûλy´wλ ŜNW bI·ûλ2yl·f ² λfŘfλ Ŝ wŜ₮dzƎŜ I·NWŜ LJNWŜăŜNWØŜŘ I·yŘΣ ØKŜNWŜ LJ2ăăλōfŜΣ ŜyKI·yÔŜŘ ω wŜǎλŘŜyűă KI·ØŜ I·ÔÖŜǎă ű2 yl·údzNWŜ ŭKNW2dzƎK I· ySűØ2NW] 2₮ Y´dzfűλπdzăŜ I·yŘ ă2 π ădzNW₮I·ÔŜ ŭNWI·λfă ω t I·NW]ă I·yŘ yl·údzNWI·f I·NWŜI·ă ăŜNWØŜ I·ă LJfI·ÔŜă ØKŜNWŜ ₮I·Y´λfλŜă I·yŘ Ô2Y´Y´dzyλűê Y´ŜY´ōŜNWă ÔI·y´ƎI·ŭKŜNW ű2ƎŜűKŜNW ω 9ÈλăűλyƎ Y´ údzNWŜ úNWŜŜă I·yŘ I·NWŜI·ă 2₮ ŘŜyãŜ úNWŜŜ ÔI·y2LJè I·NWŜ LJNWŜăŜNWØŜŘ ØKŜNWŜ ₮ŜI·ăλōfŜ
p¢ ¢KŜ I·NWŜI· λă ăŜNWØŜŘ ōè I· NW2ōdzăű ySűØ2NW] 2₮ I·ÖűλŜ űNWI·yãLJ2NWűI·ûλ2y´2 ûλ2yã ŭK ű I·NWŜ λyűŜƎNWI·ûŜŘ λyű2 {KŜNWØ22ŘŒă ŜÈλăűλyƎ y´ úØ2NW]¢	ω wŜǎλŘŜyűă ÔI·y´ŜI·ǎλfè ØI·f] 2NW ōλ]Ŝ ű2 I·ÖÖŜăă f2ÔI·f ŘŜăűλy´ ûλ2yã ădzÔK I·ă ăÔK22fă LJI·NW]ăΣ ŜY´LJf2èY´Ŝyű I·NWŜI·ăΣ I·yŘ ăK2LJLJλyƎ ÔŜyűŜNWă ω ! ÖűλŜ úNWI·yãLJ2NWűI·ûλ2y´ I·ÖλfŒűλŜă 2yŷŜÖű ű2 ŜÈλăűλyƎ {KŜ Ø22Ř ySλƎKō2NWK22Řă I·yŘ yŜI·NWōè NWŜƎλ2yl·f ŘŜăűλy´ ûλ2y´ ω {údzŘŜyűă KI·ØŜ ăI·₮Ŝ 2LJûλ2yã 2 ØI·f] 2NW ōλ]Ŝ ű2 ăÔK22f
c¢ DNW2ØűK I·yŘ ŘŜØŜf2LJY´Ŝyű I·NWŜ ØŜfπLJfI·yŷŜŘ I·yŘ λY´LJfŜY´Ŝyű I·ûλ2y´2₮ ŭKŜ I· ŜI· λă LJNWI·ƎY´I·ûλÖ	ω ¢KŜ ŜÈűŜyãλ2y´2₮ LJdzōfλÖ ₮I·ÖλfλûλŜă I·yŘ ăŜ ØλÖŜă I·NWŜ LJKI·ăŜŘ I·yŘ Ô22NWŘλyI·ûŜŘ ØλűK ŘŜØŜf2LJY´Ŝyű ω [I·yŘ dzăŜă ăŜNWØŜ {KŜNWØ22ŘŒă ySŜŘă I·yŘ I·NWŜ Ô2Y´LJfŜY´Ŝyű I·NWè ű2 2ŭKŜNW ŜÈLJI·yãλ2y´I·NWŜI·ă I·f2yƎ ûKŜ ØŜăűŜNWy´ ¦ NWōI·y´DN2ØűK . 2dzyŘI·Nwè



EXISTING CONDITIONS



Study Area

{KŜℕø22Ř ² Šăű λă I· мΣнфмπI·ŎℕŜ I·ℕŜI· ƨdzăű øŜăű 2ŦűKŜ ŜÈλăűλyƎ {KŜ ø22Ř ŎλűèfΛΥλűă τ ăŜŜ CλƎdzℕŜ н℗ ¢KŜ I·ℕŜI· λă ō2dzyŘŜŘ 2y˝űKŜ ŜI·ăű ōè I λƎKøI·è фф ²Σ { ² 9tøŜℕűw2I·ŘΣ I·yŘ { ² w2è w2ƎŜℕă w2I·Ř℗ ¢KŜ I·ℕŜI·ℚă ă2dzűKŜℕy˝ō2dzyŘI·ℕè λă { ² /KI·LJΥI·y˝w2I·ŘT λűă y2ℕűKŜℕy˝ŜÈűŜyű λă { ² [ŜōŜI·dz w2I·Ř I·yŘ { ² {ŎK2ffăπ {KŜℕø22Ř w2I·Ř℗ ¢KŜ øŜăűŜℕy˝ō2dzyŘI·ℕè λă űKŜ 2dzűŜℕ ŜŘƎŜ 2Ŧ a Ŝűℕ2ℚă ¦ℕōI·y˝wŜăŜℕØŜăΣ øλűK wdzℕI·t wŜăŜℕØŜ fI·yŘ tèλyƎ ŦdzℕűKŜℕ ú2 űKŜ øŜăűú℗ {λűŜ ű2LJ2ƎℕI·LJKè ƎŜySℕI·ffè ăf2LJŜă ŦℕΣ2Υ øŜăű ű2 ŜI·ăűΣ øλűK I·y˝ŜfŜØI·ûλ2y˝Řλ ŜℕŜyŎŜ 2Ŧ I·LJLJℕ2ÈλΥI·ûŜfè мрл ű2 нлл ŦŜŜű℗

Figure 2. Sherwood West Study Area



EXISTING CONDITIONS

Land Use and Zoning

9ÈλăűλyЭ fl·yŘ dzăŜ λy´{KŜ ø22Ř ² Ŝăű λyŎfdzŘŜă l· Y´λÈ 2ŦŦl·ЍYŦfl·yŘΣ 2ЍŎKl·ЍŘăΣ ЍdzЍl·f K2YŜăΣ l·yŘ yl·ůdzЍl·f l·ЍŜl·ă¢ ¢KŜ ySø {KŜЍø22Ř l λ3K {ŎK22f l·yŘ ůKŜ l·Ř?l·ŎŜyű /2dzyűЍèăλŘŜ /2YYdzyλűè /KdzЍŎK ЍŜLJЍŜăŜyű ůKŜ ŦŜø y2yŦЍdzЍl·f dzăŜă λy´ůKŜ ăűdzŘè l·ЍŜl·¢ {KŜЍø22Ř ² Ŝăű λă Ŏ2yãλŘŜЍŜŘ KλЭKfè άLJl·ЍŎŜfλÎŜŘέ ōŜŎl·dzăŜ λű λă ŘλØλŘŜŘ dzLJ λyű2 yűzY´ŜЍ2dză λyŘλØλŘdzl·f LJЍ2LJŜЍűλŜă τ мнс l·È f2ůă λy´ű2ůl·f¢ ! Y´l·?2ЍXλűè 2Ŧ ůK2ăŜ LJЍ2LJŜЍűλŜă óтр LJŜЍŎŜyűú l·ЍŜ dzyŘŜЍ мл l·ŎЍŜă λy´ăλÎŜ¢

¢KŜ fl·yŘ λyãλŘŜ {KŜЍø22Ř ² Ŝăű λă ŎdzЍЍŜyűfè dzyŘŜЍ ² l·ăKλyЭűy´/2dzyűèQă ?dzЍXăŘλŎűλ2y´l·yŘ λă 2ySŘ ŦzЍ l·ЭXλŎdzfűdzЍl·f l·yŘ ŦzЍŜăű dzăŜă óŜÈŎŜLJú ŦzЍ ůKŜ KλЭK ăŎK22fΣ øKλŎK λă λyãλŘŜ Ŏλűè fλY´λűă l·yŘ λă Î2ySŘ ŦzЍ λyãűλűdzűλ2yl·fкLJdzōfλŎ dzăŜ

bŜl·Ѝōè fl·yŘY´l·Ѝ]ă l·yŘ ŘŜØŜf2LJŜŘ ySλЭKō2ЍK22Řă λyãλŘŜ {KŜЍø22Ř λyŎfdzŘŜ wλŘЭŜă 9fŜY´ŜyűlЍè {ŎK22fΣ ůKŜ hЍŜЭ2y´¢Ѝl·λf ySλЭKō2ЍK22ŘΣ a l·yŘŜf Cl·ЍY´ăΣ l·yŘ aλŘŘfŜű2y¢

Economic Opportunities

hyŜ 2Ŧ ůKŜ Y´l·λy´Э2l·fă ŦzЍ dzLJŘl·ůλyЭ ůKŜ {KŜ ø22Ř ² Ŝăű /2yŎŜLJú tfl·y´λă ű2 LJfl·y´ŦzЍ l·ŘŘλűλ2yl·f ŜY´LJf2èY´Ŝyű fl·yŘ l·yŘ ű2 LJЍXλ2ЍXλűλ Ŝ ?2ō ЭЍ2øűK l·yŘ ŜÈLJl·yãλ2y´2Ŧ ůKŜ /λűèQă ůl·È ōl·ăŜΣ l·ă ŘXЍŜŎűŜŘ ōè ůKŜ {KŜЍø22Ř /λűè /2dzyŎλf¢ ! ōŜ ŜЍ ŦdzűdzЍŜ ?2ōăπű2πK2dzăλyЭ Ѝl·ůλ2 øλftLJ 2ØλŘŜ ůKŜ 2LJLJ2Ѝűdzyλűè ŦzЍ Y´2ЍŜ {KŜЍø22Ř ЍŜăλŘŜyűă ű2 ø2Ѝ] λy´ůKŜ ŎλűèΣ Ѝl·ůKŜЍ ůKl·y´Kl·ØλyЭ ű2 Ŏ2YYdzűŜ ŜtăŜøKŜЍŜ ŦzЍ ø2Ѝ]¢ ¢Kλă Kl·ă ōŜySŦλůă λy´ ŜЍYă 2Ŧ ljdzl·fλűè 2Ŧ fλŦŜΣ ůЍl·ŦŦλ Ŏ2yЭŜăűλ2yΣ l·yŘ f øŜЍ ŜY´λăăλ2yã¢

Economic Opportunities Analysis (EOA)

¢KŜ /λűèQă нлно 9h ! ¦LJŘl·ůŜ λŘŜyűλŦλŜă l· ŦλŎλű 2Ŧ нтт l·ŎЍŜă 2Ŧ λyŘdzăűЍλl·f l·yŘ Ŏ2YYŜЍŎλl·f fl·yŘă ű2 YŜŜű {KŜЍø22ŘQă LJЍ2?ŜŎűŜŘ нлπèŜl·Ѝ ŜY´LJf2èY´Ŝyű ySŜŘă¢ ² λűKλy´ůKŜ ŎdzЍЍŜyű Ŏλűè fλY´λűă ůKŜЍŜ λă l· ăK2ЍűÍ·ЭŜ 2Ŧ l·LJLJЍ2LJЍXλl·ůŜ ăλűŜă ŦzЍ λyŘdzăűЍXλl·f ŘŜØŜf2LJY´Ŝyű ς LJl·ЍűλŎdzfl·Ѝfè ăλ Ŝă ōŜűøŜŜy´мл l·yŘ рл l·ŎЍŜă λy´ăλÎŜ 2Ѝ fl·Ѝ3ŜЍ¢ ¢KŜ fl·Ŏ] 2Ŧ ōdzλfŘl·ōfŜ ăλűŜă 2ØŜЍ млπl·ŎЍŜă λă y2ůl·ōfŜΣ ŜăLJŜŎλl·ffè ăλyŎŜ ůKλă ăλÎŜ 2Ŧ λyŘdzăűЍXλl·f fl·yŘ ădzLJLJ2Ѝűă KλЭK ůŜŎK Y´l·yűzŦl·ŎűdzЍXλyЭ l·yŘ ůЍl·ŘŜŘπăŜŎű2Ѝ ?2ōă¢ {KŜЍø22Ř ² Ŝăű LJЍ2ØλŘŜă l·y´2LJLJ2ЍűdzyλűèůŘ2 l·ŘŘЍŜää ă2Y´Ŝ 2Ŧ ůKŜ λŘŜyűλŦλŜŘ ŜY´LJ èY´Ŝyű fl·yŘ ŘŜŦλŎλűΣ λyŎfdzŘλyЭ LJЍ2LJ2äŜŘ ŜY´LJf2èY´Ŝyű fl·yŘ ŘŜăλЭyl·ûλ2yã øλűK LJl·ЍŎŜfă ōŜűøŜŜy´мл ς рл l·ŎЍŜă λy´ăλÎŜ¢

Target Industries and Sectors

¢KŜ ŦzŦf2øλyЭ ăŜŎű2Ѝă ЍŜLJЍŜăŜyű fλ]Sfè ŜY´LJf2èY´Ŝyű l·yŘ ŘŜØŜf2LJY´Ŝyű 2LJLJ2ЍűdzyλűλŜă λy´{KŜ ø22Ř ² ŜăűY

- **ω 9Y´LJf2èY´ŜyűкLyŘdzăűЍXλl·f¢** ¢KŜЍŜ λă ăűЍ2yЭ LJ2ůŜyűλl·f 2Ѝ Y´λÈŜŘ ŜY´LJf2èY´Ŝyű l·yŘ λyŘdzăűЍXλl·f ŘŜØŜf2LJY´ŜyűΣ Ŏ2yãλŘŜЍXλyЭ ůKŜ λyŎЍŜl·ăλyЭ ŘŜY´l·yŘ Ŧ2ЍΣ l·yŘ fλY´λűŜŘ ădzLJLJfè 2ŦΣ KλЭKπljdzl·fůè ōdzλfŘl·ōfŜ ŜY´LJf2èY´Ŝyű fl·yŘ λy´ůKŜ ЍŜЭλ2yΣ LJl·ЍűλŎdzfl·Ѝfè fl· ЭŜ ăλűŜă¢

EXISTING CONDITIONS

- **¢ŜŎK /ftdzăúŜŃă¢** {KŜŃǿ22Ř λă ŎŜyúŃI·ffè f2ŎI·ŭŜŘ ōŜŭǿŜŜʏ ŜÈλăúλyƎ ŭŜŎK ŎftdzăúŜŃă λʏ ² λfă2yØλftŜ I·yŘ ŭKŜ {dzyγâŜű /2ŃŃŃĂŘ2ŃΣ I·yŘ ŘŜØŜf2LJŜŃă I·ŃŜ f22ʅλyƎ ₮2Ń 2LJLJ2ŃűdzyλűλŜă ŜfăŜǿKŜŃŜ λʏűKŜ ŃŜƎλ2y¢ ¢KŜ {KŜŃǿ22Ř I·ŃŜI· λă ōŜƎλyγλyƎ ű2 ŘŃI·ǿ λyúŜŃŜăű ₮Ń2Y ŜÈλăúλyƎ ŭŜŎK Ŏ2YLJI·yλŜă λʏ I λftăō2Ń2 I·yŘ ŜfăŜǿKŜŃŜ¢ {λyŎŜ нлнмΣ {KŜŃǿ22Ř KI·ä I·ŭúŃI·ŎűŜŘ I·ŘØI·yŎŜŘ Y I·yʊz₮I·ŎűdzNλyƎ Ŏ2YLJI·yλŜă λyŎftdzŘŜ [I·Y wŜăŜI·ŃŎKΣ b{L a I·yʊz₮I·ŎűdzNλyƎΣ I·yŘ hfèYLJdză /2yúŃ2fă¢
- **² λyŜ .dzăλyŜăăŜă¢** ¢KŜ ǿλyŜ λyŘdzăúŃè λă I·yʏλYLJ2Ńű I·yű LJI·Ńű 2₮ ŭKŜ f2ŎI·f I·yŘ ŃŜƎλ2yI·f ŜŎ2y2Yè ǿKλŎK Y I·è Ř2ØŜűI·λf ǿλúK λyŘdzăúŃλI·fΣ ŃŜűI·λfΣ I·yŘ K2ăLJλűI·fλúè dzăŜă λʏ{KŜŃǿ22Ř¢
- **I 2ăLJλűI·fλúè¢** I 2ŭŜfă I·ŃŜ λʏŘŜY I·yŘ λʏűKŜ ŃŜƎλ2yΣ I·yŘ {KŜŃǿ22Ř λă ǿŜff LJ2ăλúλ2yŜŘ ǿλúK λúă LJN2ÈλYλűè ű2 ǿλyŜ Ŏ2dzyűNè I·yŘ I ƎKǿI·è ф¢ ² I 2ǿŜØŜΣ 2ŭKŜŃ ŎλúλŜă ű2 ŭKŜ ă2dzűK I·ŃŜ ŌŜúŭŜŃ f2ŎI·ŭŜŘ ₮2Ń I·yʏλYYŜŃăλØŜ ǿλyŜ Ŏ2dzyűNè ŜÈLJŜŃλŜyŎŜ¢ bŜǿ K2ŭŜfă λʏ{KŜŃǿ22Ř ǿλff fλʅŜfè ŌŜ ₮ŜI·ăλōfŜ I·ă I· ₮2ff2ǿπ2yʏdzăŜ 2yŎŜ ŜYLJf2èYŜyű ƎN2ǿűK 2ŎŎdzNăΣ I·yŘ ŭKŜ Y I·ŃʅŜű λă LJN2ØŜy¢
- **wŜűI·λf¢** {KŜŃǿ22Ř ăK2dzfŘ ₮2Ŏdză 2yʏŎ2yØŜyλŜyŎŜπōI·ăŜŘ ŃŜűI·λfΣ ădzŎK I·ă ƎN2ŎŜŃè I·yŘ KŜI·fűK I·yŘ LJŜNă2y1·f ŎI·ŃŜΣ I·ă ǿŜff I·ă yŜλƎKō2ŃK22ŘπăŜŃØλyƎ ŃŜűI·λfΣ ădzŎK I·ă ₮22Ř ăŜNØλŎŜ I·yŘ ŘNλyʅλyƎ LJfI·ŎŜă¢

Strategies and Recommendations

¢KŜ ű2LJ ŃŜŎ2YYŜyŘI·ûλ2yã Ŝf I·ŭŜŘ ű2 LJfI·yγλyƎ ₮2Ń ŜYLJf2èYŜyű dzăŜă I·yŘ LJ2ăλúλ2yλyƎ {KŜ ǿ22Ř ² Ŝăű ₮2Ń ădzŎŎŜăă₮dzf ŜŎ2y2YλŎ ŘŜØŜf2LJYŜyű λyŎftdzŘŜY

- **tfI·y₮2Ń aλÈŜŘ 9YLJf2èYŜyú¢** a 2ăű 2₮ ŭKŜ 2LJLJ2ŃűdzyλűλŜă 2Ń f2yƎπűŜŃY ¿2ō ŎŃŜI·ûλ2y ǿλff fλ Ŝfè ŃŜIjdzλŃŜ I· YλÈŜŘ ŜYLJf2èYŜyű I·LJLJN2I·ŎK τ yI·YŜfè λyŘdzăúNλI·fΣ ₮f ÈΣ I·yŘ 2₮₮λŎŜ¢ a ŜŘ 9YLJf2èYŜyű λyŎŜyűŜŃăκLJI·Ńʅă 2₮ нлπмлл I·ŎŃŜă λă ŭKŜ ăúM2yƎŜăű YI·Ńʅŝű¢



- **wŜăŜŃØŜ fI·ŃƎŜΣ ₮f ű LJI·ŃŎŜfă ǿλúK úŃI·yãLJ2ŃűI·ûλ2 I·ŎŎŜää ₮2Ń ŜYLJf2èYŜyű dzăŜă¢** [I·yŘ ySŜŘă ₮2Ń YλÈŜŘ ŜYLJf2èYŜyű ŃI·yƎŜ ₮Ń2Y пл ű2 рл I·ŎŃŜă LJŜŃ ǿŎŜyűŜŃε 2Ń ǿLJI·Ńʅ℘ ¢KŜ /λűè ăK2dztŘ ûI·ŃƎŜű I·ŃŜI·ä 2₮ {KŜŃǿ22Ř ² Ŝăű ǿλúK ŭKŜ fI·ŃƎŜăű I·yŘ ₮f Ŝăű Ŏ2yűλƎdz2dză ű I·Ŏűä 2₮ fI·yŘ ₮2Ń ŭKŜăŜ ŘŜØŜf2LJYŜyűäΣ ǿλúK ătf2LJŜă 2₮ fŜää ŭKI·yʊoфл LJŜŃŎŜyű¢



- **¢I·ŃƎŜű I λƎKǿI·è ф¢ ² ₮2Ń ŭŃI·yãLJ2ŃűI·ûλ2y ŘŜLJŜyŘŜyű dzăŜă¢** /2yãλŘŜŃλyƎ ŭKŜ fλYλűŜŘ ₮Ń2yűI·ƎŜΣ ŃŜűI·λyʊф¢ ² ₮2Ń ŎŜŃűI·λyʊdzăŜŃă ŭKI·ű ŃŜIjdzλŃŜ I·ŎŎŜää I·yŘ Øλăλōλfλúè¢
- **.Ŝ CfŜÈλōfŜ¢** a I·λyűI·λyʊI·ă YdzŎK ₮f ÈλōλfλúèóÎ2yλyƎΣ fI·yŘΣ ű22făΣ I·LJLJN2I·ŎKú I·ă LJ2ăăλōfŜ λyʊLJfI·yγλyƎ ₮2Ń ŜYLJf2èYŜyű ƎN2ǿűK I·ă YI·ŃʅŜű ŎèŎfŜă I·yŘ úŃŜyŘă 2ØŜŃ ŭKŜ ySÈű нл èŜI·Ńă I·ŃŜ dzyŎfŜI·Ń¢ ¢Kλă YŜI·yã YI·λyűI·λyλyƎ fI·ƎŜΣ Ŏ2yűλƎdz2dză ăλ Ŝă ōdzű y2ű YI·yŘI·ûλyƎ fI· ƎŜπf2ű ăλúŜă¢

Transportation

¢KŜ ădzYˇYˇIˑNŴè ƛyˇűKƛă ăŜŎűƛ2yˇŘŜăŎNŴƛōŜă Ŝè ŦŜIˑúdzNŴŜă 2Ŧ űKŜ {KŜNŴø22Ř ² Ŝăű úNŴIˑyãLJ2NŴűIˑűƛ2yˇyˇ úø2NŴ]Σ Iˑă ƛffdzăűNŴIˑűŜŘ ƛyˇCƛƎdzNŴŜ oΣ Iˑyŕ ŎdzNNŴŜyű LJfIˑyã Ŧ2NŴ Ŧdzűdz NŴŜ ƛYˇLJNŴ2ØŜYˇŜyűăφ ! LJLJŜyŘƛÈ I Σ ¢NŴIˑyãLJ2NŴűIˑűƛ2yˇLăădzŜă aŜYˇ2Σ Ŏ2yűIˑƛyã Yˇ2NŴŜ ŘŜúIˑƛfŜŘ ƛyŦ2NŴYˇIˑűƛ2yˇ2yˇúKŜ ÈƛăűƛyƎ Iˑyŕ LJfIˑyŷŜŘ ú Iˑyãlj2NŴűIˑűƛ2yˇ èăúŜYˇφ

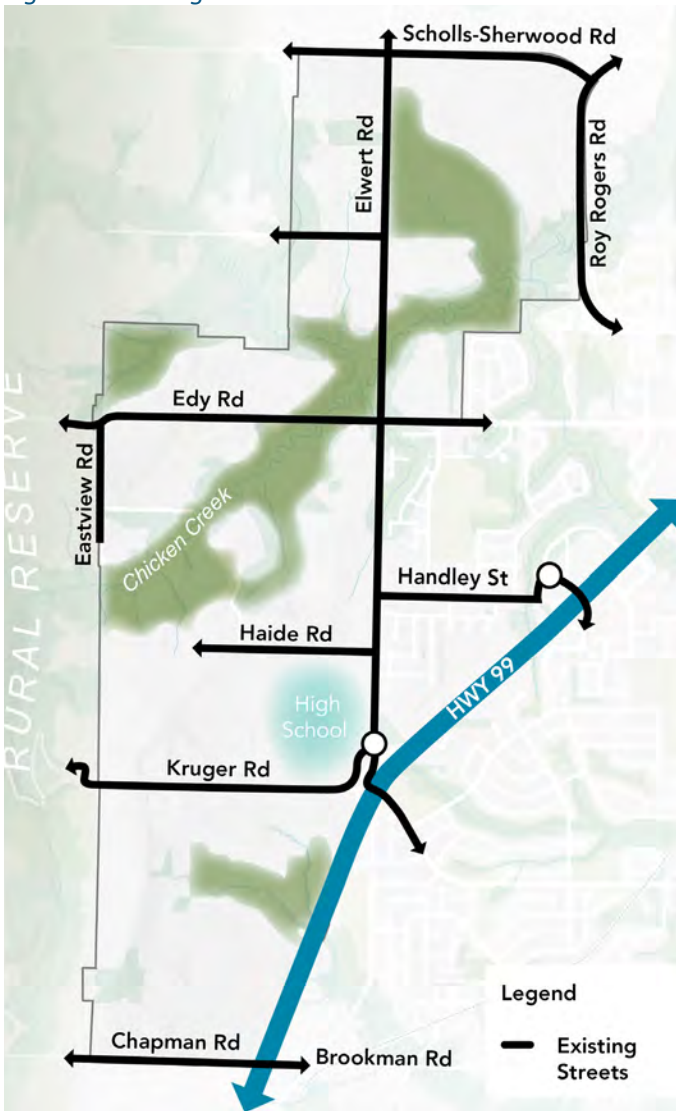
Elwert Corridor

{LJIˑyŷƛyƎ űKŜ fŜyƎűK 2Ŧ űKŜ {KŜNŴø22Ř ² Ŝăű IˑNŴŜIˑΣ ŦNŴ2Yˇ { ² {ŎK2ffăπ{KŜNŴø22Ř w2IˑŘ ű2 { ² YNŴdzƎŜNŴ w2IˑŘΣ { ² 9føŜNŴű w2IˑŘ ƛă Iˑ]Ŝè yŽNŴűKπ ă2dzűK N2dzűŜφ 5ŜăƛƎyŜŘ Iˑă Iˑ ű ø2πfIˑyŜ NŴdzNŴIˑf IˑNŴűŜNŴƛIˑf dzyŘŜNŴ ² IˑăkƛyƎű2yˇ / 2dzyűè ∂dzNŴƛăŘƛŎűƛ2yΣ ƛű ƛă yŽø Ŏ2YˇYˇ2yfè dzăŜŘ Iˑă Iˑyˇ Iˑfűŝ NŴyIˑűƛ Ŝ N2dzűŜ ű2 IƛƎKøIˑè φφ ² Ŧ2NŴ ō2űK f2ŎIˑf Iˑyŕ Ŏ2YˇYˇdzűŜNŴ óűKN2dzƎKú úNŴIˑØŜfφ

¢NŴIˑØŜf Iˑf2yƎ 9føŜNŴű w2IˑŘ ƛă ŎKIˑNŴIˑŎűŜNŴƛÎŜŘ ōè N2ffƛyƎ Kƛffă úKIˑű ƛyŎfdzŘŜ IˑŎdzűŜ ØŜNŴúƛ Iˑf ăIˑƎă Iˑyŕ ŎNŴŜăűăΣ øKƛŎK NŴŜădzfű ƛyˇLJ22NŴ ØŜNŴúƛ Iˑf ăƛƎKú ŘƛăűIˑyŎŜă Iˑyŕ ƛyűŜNŴăŜŎűƛ2yˇăƛƎ ű ŘƛăűIˑyŎŜăφ ² KƛfŜ ăƛŘŜøIˑf]ă KIˑØŜ ōŜŜyˇŎ2yãűNŴdzŎűŜŘ Iˑf2yƎ LJ2NŴűƛ2yã 2Ŧ 9føŜNŴű w2IˑŘ IˑŘ?IˑŎŜyű ű2 ŘŜØŜf2LJŜŘ fIˑyŘ ó2yˇ úKŜ ŜIˑăű ăƛŘŜúΣ 9føŜNŴű w2IˑŘ øƛff ŜØŜyűdzIˑffè yŜŜŘ ű2 ōŜ dzLJƎNŴIˑŘŜŘ ű2 dzNŴōIˑyˇăűIˑyŘIˑNŴŘă Iˑă Yˇ2NŴŜ fIˑyŘ ŘŜØŜf2LJă Iˑyŕ ØŜKƛŎdzfIˑNŴ úNŴƛLJă ƛyŎNŴŜIˑăŜφ

. 2űK úKŜ ² IˑăkƛyƎű2yˇ / 2dzyűè ¢NŴIˑyãLJ2NŴűIˑűƛ2yˇ {èăűŜYˇ tfIˑyˇó¢{ tú Iˑyŕ úKŜ /ƛűè 2Ŧ {KŜNŴø22Ř ¢{ t ƛŘŜyűƛ è úKŜ ŦdzűdzNŴŜ ōdzƛfŘπ2dzű Ŏ2yŘƛűƛ2yˇ2Ŧ 9f ŜNŴű w2IˑŘ Iˑă Iˑ oπfIˑyŜ IˑNŴűŜNŴƛIˑf øKƛŎK øƛff ƛyŎfdzŘŜ ăƛŘŜøIˑf]ă Iˑyŕ ōƛ]Ŝ fIˑyŜă 2yˇō2űK ăƛŘŜă 2Ŧ úKŜ NŴ2IˑŘφ Lű øƛff ōŜ ƛYˇLJ2NŴűIˑyű ű2 ăűNŴƛ]Ŝ Iˑ ōIˑfIˑyŎŜ ōŜűøŜŜyˇf2ŎIˑf Ŏ2yŷŜŎűƛØƛűè Iˑyŕ ŜƎƛ2yIˑf úNŴIˑØŜf yŜŜŘă øKŜyˇŘŜØŜf2LJƛyƎ úKŜ dzfűƛYˇ ûŜ ŘŜăƛƎyˇ2Ŧ űKƛă ŦIˑŎƛfűèφ

Figure 3. Existing Street Network



Regional Transportation Improvements

Highway 99W



Intersection of Elwert and Edy.

Roy Rogers Road

Brookman Road

Multimodal Transportation

!]Sè Ò2Y LJ2ySyú 2ŦúKŜ {KŜNø22Ř ² Sãú úNI·yãLJ2NúI·ûλ2y´y´ úø2N] λã úKŜ λyÕ2NLJ2NI·ûλ2y´2Ŧ ã ŦŜ I·yŘ Ò2yØŜyλSyú ø I·f]λyƎ I·yŘ ōλÒèÒtλyƎ ŦI·ÒλtûúλSã λ ú2 úKŜ KλƎKŜN Òt I·ããλŦλ I·ûλ2y´ úNŜŜú ŦI·ÒλtûúλSã¢ tfI·yySŘ λY´LJN2ØŜY´Syúã ú2 I·NúŜNXI·f I·yŘ Ò2ftŜÒú2N Òt I·ãä ãúNŜŜûã øλtf λyÕtdzŘŜ úKŜãŜ ŜtŜY´SyúãP Ly´I·ŘŘλúλ2y£ úKŜ y´ údzNI·f I·NŜI·ã I·yŘ ØI·NXŜŘ ûŜNNI·λy´λy´{KŜNø22Ř ² Sãú 2 ŜN 2LJLJ2NúdzyλúλSã 2N I· ãŜLJI·NI·úŜ úNI·λf ãèãúŜY´ ú2 LJN2Y´2úŜ y2yπY´2ú2NXÎŜŘ úNI·ØŜt I·øI·è ŦN2Y´ úKŜ N2I·ŘøI·è ySúø2N]¢

¢NI·yãλú Ř2Sã y2ú ÒdzNNSyúfè ãŜNØŜ úKŜ λY´Y´ŜŘλI·ûŜ {KŜNø22Ř ² Sãú I·NŜI·¢ ¢KŜ Òf2ãŜãú ¢NXa Sú ãŜNØλÒŜ λã w2dzûŜ ¢n øKλÒK Ò2yySÒúã ú2 t2NúfI·yŘ I·f2yƎ IλƎKøI·è ¢¢ ²¢ ¢KŜ ySI·NŜãú ãú2LJ ãã 2ØŜN I· Y´λfŜ I·øI·è¢ ¢KŜ /2yÒŜLJú tfI·y´ŜÈLJf2NŜã K2ø ú2 YI·]Ŝ úKŜ I·NŜI· áúNI·yãλúπNŜI·Řè£ øλúK úNI·yãλúπãdzLJLJ2Núλ Ŝ fI·yŘ dzãŜ I·yŘ ãdzŦŦλÒλ ú Ò2yySÒúλØλúè 2Ŧ úKŜ úNŜŜú ãèãúŜY´¢

Parks, Trails, and Open Spaces

¢KŜNŜ I·NŜ y2 Ŧ2NY´I·f Y´dztúλπdzãŜ ú I·λtã 2N LJI·N]ã λy´{KŜNø22Ř ² Sãú¢ /KλÒ]Sy´ /NŜŜ] Ŧ2NY´ã I· yI·údzNI·f ƎNŜŜyøI·è Ŧf øλyƎ ã2dzúKøSãú ú2 y2NúKŜI·ãú úKN2dzƎK úKŜ ãúdzŘè I·NŜI·Σ ŜØSyúdzI·ftê ŘNJI·λyλyƎ ú2 úKŜ ¢dzI·fI·ûλy´ wλØŜN Øλ I· /ŜŘI·N /NŜŜ]¢ ¢KŜ /ŜŘI·N /NŜŜ] ƎNŜŜyøI·è úKN2dzƎK úKŜ Òλúè Ò2yySÒúã I·ú /KλÒ]Sy´ /NŜŜ]¢ ² Sãú C2N] /KλÒ]Sy´ /NŜŜ] I·yŘ D22ãŜ /NŜŜ] Ŧ2NY´ ãY´I·ftŜN yI·údzNI·f ƎNŜŜyøI·èã λy´úKŜ ÒSyúNI·f I·yŘ ã2dzúKŜI·ãú LJ2Núλ2yã 2Ŧ úKŜ ãúdzŘè I·NŜI·Σ NŜãLJŜÒúλ Ŝtè¢ ¦LJLJŜN /KλÒ]Sy´ /NŜŜ]Σ I· oyπI·ÒNŜ aŜúN2π2øySŘ yI·údzNI·f I·NŜI·Σ λã f2ÒI·ûŜŘ ?dzãú 2dzúãλŘŜ úKŜ ãúdzŘè I·NŜI· I·yŘ I·ōdzúã λúã øSãüŜNy´ŜŘƎŜ ã2dzúK 2Ŧ YNdzƎŜN w2I·Ř¢

{KŜNø22Řûã dzLJŘI·ûŜŘ tI·N]ã I·yŘ wŜÒNŜI·ûλ2y´aI· ûŜN tfI·y´онлнмúΣ ŘλãÒdzããŜã NŜÒ2YY´SyŘI·ûλ2yã 2N LJI·N]Σ úNI·λtΣ I·yŘ ŦI·Òλtûúè ŘŜØŜf2LJY´Syú úKN2dzƎK2dzú úKŜ /λúè I·yŘ øλúKλy´LJfI·yySŘ ƎN2øúK I·NŜI·ã ãdzÒK I·ã {KŜNø22Ř ² Sãú¢ wŜÒ2YY´SyŘI·ûλ2yã 2N LJI·N]ã I·yŘ ŦI·ÒλtûúŜã øλúKλy´{KŜ ø22Ř ² Sãú λyÕtdzŘŜ úKŜ Ŧ2ff2øλyƎY

- tN2ØλŘŜ LJI·N]ã 2N LJI·N] I·YSyλúŜã λy´y´ údzNI·f I·NŜI·ã I·yŘ I·f2yƎ úNI·λt Ò2NNXŘ2Nã ú2 Y´ŜŜú **úKŜ млπY´λyдzúŜ øI·f] Ǝ2I·f¢**
- tN2ØλŘŜ I· **Ò2yySÒúŜŘ úNI·λt ySúø2N]** úKN2dzƎK2dzú úKŜ Ò2yÒŜLJú LJfI·y´I·NŜI·¢ 9ÈLJf2NŜ úKŜ LJ2úŜyúλI·f 2Ŧ úNI·λt λy´úKŜ LJ2øŜNfλySÒ2NNXŘ2N I·yŘ I·y´2 πãúNŜŜú ãKI·NŜŘ dzãŜ LJI·úK I·f2yƎ úKŜ 9tøŜNú w2I·Ř Ò2NNXŘ2N¢
- {λúŜ I· Ò2YY´dzyλúè LJI·N] ã2dzúK 2Ŧ 9Řè w2I·ŘΣ LJ2úŜyúλI·ftê I·Ř?I·ÒŜ ú ú2 I· yI·údzNI·f I·NŜI·¢
- **/2yãλŘŜN I· ãLJ2Núã Ò2Y´LJfŜÈ øλúKλy´{KŜNø22Ř ² Sãú** ú2 λyÕtdzŘŜ NŜÒúI·yƎdzfI·N ŦλŜfŘã øλúK fλƎ úλyƎ I·y´ LJ2úŜyúλI·ftê I· y´ ø ŦλŜfŘK2dzãŜ¢ ú fŜI·ãú мл I·ÒNŜã 2Ŧ NŜfI·úλ Ŝtè fŜØŜfΣ ŘŜØŜf2LJI·ōfŜ fI·yŘ λã ySŜŘŜŘ ú2 I·ÒÒ2YY´2ŘI·ûŜ I· Ò2Y´LJfŜÈ 2Ŧ úKλã úèLJŜ¢ {LJŜÒλŦλÒ 2yãλŘŜNI·ûλ2yã 2N úKŜ dzãŜ I·yŘ ãλúλyƎ 2Ŧ úKλã úèLJŜ 2 ŦI·Òλtûúè I·NŜ ŘŜúI·λfŜŘ λy´/KI·LJúŜN n 2Ŧ úKŜ tI·N]ã I·yŘ wŜÒNŜI·ûλ2y´aI· ûŜN tfI·y´ótwatú¢

¢KŜ twat I·fã2 Ŝãú I·ōfλãKŜã Y´λyλY´dzY´ ãúI·yŘI·NŘã Ŧ2N LJI·N]ã I·yŘ 2LJSy´ãLJI·ÒŜ τ λyÕtdzŘλyƎ Y´λyλY´dzY´ ãλÎŜã I·yŘ fŜØŜfã 2Ŧ ãŜNØλÒŜ Ŧ2N ySλƎKō2NK22Ř LJI·N]ãΣ Ò2Y´Y´dzyλúè LJI·N]ãΣ I·yŘ 2úKŜN úèLJŜã 2Ŧ ŦI·ÒλtûúλSã óãŜŜ twat /KI·LJúŜN oú¢

Environment and Natural Resources

Floodplains

¢KŜNWŜ λă l· ŘŜŦλγŜŘ млл ëŜl·NJ Ŧf22ŘLJfl·λγ 2NJ l· LJ2NJΰλ2γ2Ŧ /KλŎ Ŝγ /NJŜŜ]l·yŘ ² Ŝăΰ C2NJ] /KλŎ]Ŝγ /NJŜŜ] ǿλΰKλγ{KŜNJǿ22Ř ² Ŝăΰ óCλƎdzNJŜ пύφ ¢KŜ Ŧf22ŘLJfl·λγ 2NJ /ŜŘl·NJ /NJŜŜ] l·ΰ λΰă λγΰŜNJăŜŎΰλ2γ ǿλΰK /KλŎ Ŝγ /NJŜŜ] λă l·fă2 ŘŜŦλγŜŘφ ¢KŜ dzLJLJŜNJ Ŝl·ŎKŜă 2Ŧ /KλŎ]Ŝγ /NJŜŜ] l·yŘ D22ăŜ /NJŜŜ] Ř2 y2ΰ Kl·ØŜ l·Ø1·λfl·ōfŜ Ŧf22Ř ΰdzŘè Řl·ΰl·φ

Wetlands



² Ŝΰfl·yŘă ΰKl·ΰ l·NJŜ Yl·LJLJŜŘ ōè ΰKŜ bl·ΰλ2y1·f ² Ŝΰfl·yŘ LyØŜyΰ2NJè l·yŘ a ŜΰNJ2ΩăλyØŜyΰ2NJè Ŏ2YLJNJλăŜ ƨdzăΰ 2ØŜNJ ом l·ŎNJŜă ǿλΰKλγΰKŜ ăΰdzŘè l·NJŜl·φ a 2ăΰ LJNJ2Yλγŝyΰfè΢ ΰKŜăŜ l·NJŜ Ŧ2dzyŘ l·f2yƎ ΰKŜ NJλLJl·NJλl·γŎ2NJNJλŘ2NJ 2Ŧ /KλŎ]Ŝγ /NJŜŜ]΢ ōdzΰ l·fă2 yŜl·NJ ΰKŜ KŜl·Řǿl·ΰŜNJă 2Ŧ D22ăŜ /NJŜŜ]φ !ŘŘλΰλ2y1·f Ŝΰfl·yŘ l·NJŜl·ă l·NJŜ l·fă2 ŜÈLJŜŎΰŜŘ ΰ2 ŜÈλăΰ ǿλΰKλγΰKŜ ăΰdzŘè l·NJŜl·΢ Yl·2ăΰ fλ]Ŝfè l·f2yƎ ăYl·ffŜNJ ΰNJλōdzΰl·NJλŜă 2Ŧ /KλŎ]Ŝγ /NJŜŜ]΢ /ŜŘl·NJ /NJŜŜ]΢ l·yŘ D22ăŜ /NJŜŜ]φ !γ λγØŜyΰ2NJè ǿλff ōŜ yŜŎŜăăl·NJè ΰ2 ŘŜΰŜNJYλyŜ ΰKŜ fλ]Ŝfè ŜÈΰŜyΰ 2Ŧ ΰKŜăŜ ǿŜΰfl·yŘăφ

Metro Title 13 Habitat

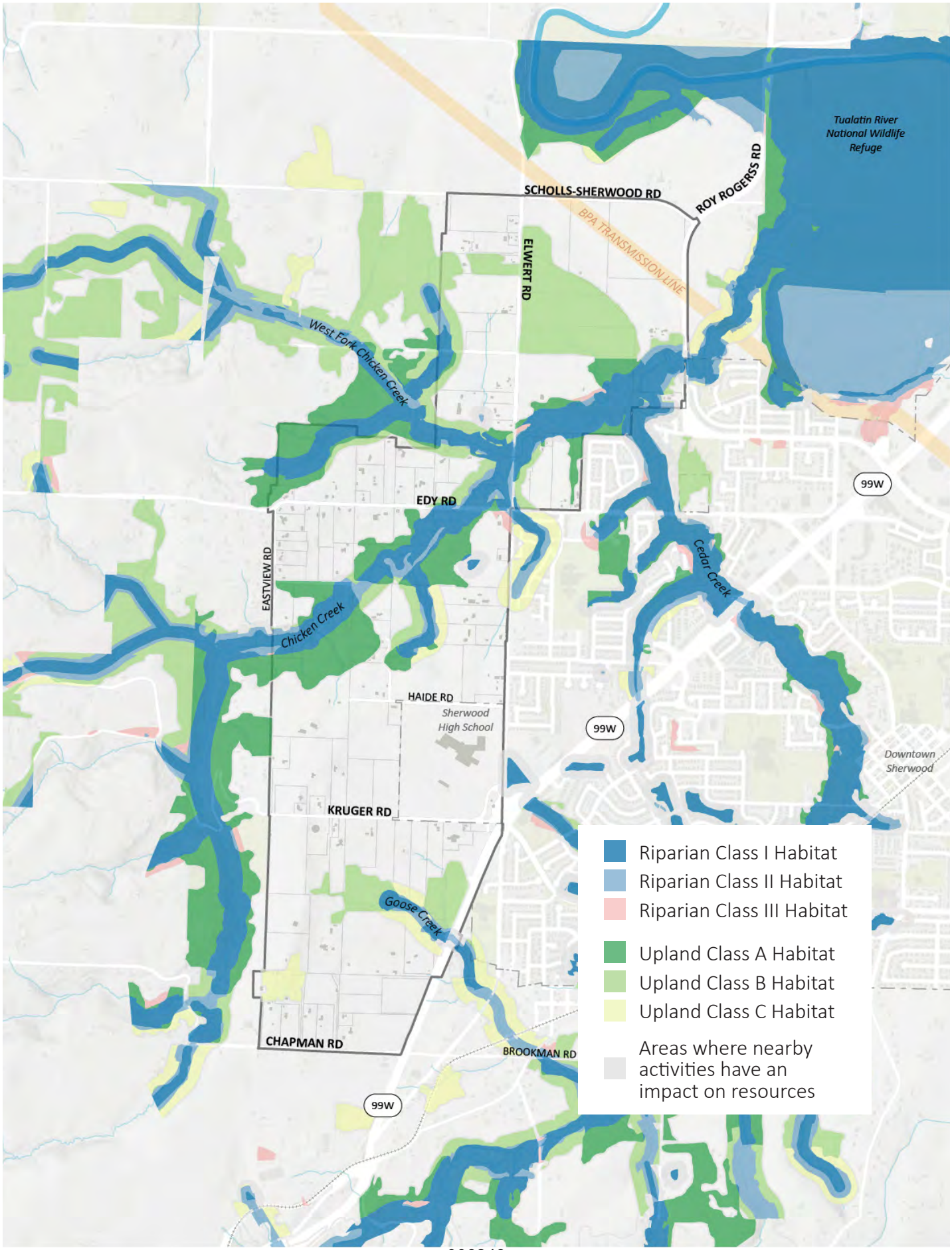
a ŜΰNJ2 ¢λΰfŜ мо Kl·ōλΰl·ΰ l·NJŜl·ă l·NJŜ l·fă2 ŘŜLJλŎΰŜŘ λγCλƎdzNJŜ пφ ¢λΰfŜ мо Ŝăΰl·ōfλăKŜă ōl·ăŜfλyŜ NJŜljdzΛNJŜYŜyΰă ΰ2 LJNJ2ΰŜŎΰΣ Ŏ2yãŜNJØŜΣ l·yŘ NJŜăΰ2NJŜ ΰKŜ NJŜƎλ2yΩă ăλƎyλŦλ l·yΰ NJλLJl·NJλl·γŎ2NJNJλŘ2NJă l·yŘ ǿλfŘfλŦŜ Kl·ōλΰl·ΰ NJŜă2dzNJŎŜăΣ Ŏ2ffŜŎΰλ Ŝfè NJŜŦŜNJNJŜŘ ΰ2 l·ă l l·ōλΰl·ΰ /2yãŜNJØl·ΰλ2γ ! Ŝl·ăφ l l·ōλΰl·ΰ /2yãŜNJØl·ΰλ2γ ! Ŝl·ă λγŎfdzŘŜ NJλØŜNJăΣ ăΰNJŜl·YăΣ ǿŜΰfl·yŘăΣ l·yŘ l·Ř?l·ŎŜyΰ NJŜă2dzNJŎŜ l·NJŜl·ăΣ l·ă ǿŜff l·ă dzLJfl·yŘ ǿλfŘfλŦŜ Kl·ōλΰl·ΰ LJl·ΰŎKŜă l·yŘ Kl·ōλΰl·ΰă 2Ŧ Ŏ2yŎŜNJyφ wλLJl·NJλl·γ l l·ōλΰl·ΰ l·NJŜl·ă l·NJŜ Ŏfl·ăăλŦλŜŘ l·ă ŜλΰKŜNJ /fl·ăă LΣ LLΣ 2NJ LLL l·yŘ ¦LJfl·yŘ l l·ōλ l·ΰ l·NJŜl·ă l·NJŜ Ŏfl·ăăλŦλŜŘ l·ă /fl·ăă Σ .Σ 2NJ /φ ¢KŜ Yl·LJLJλyƎ 2Ŧ ¢λΰfŜ мо Kl·ōλΰl·ΰ l·NJŜl·ă ǿλff ōŜ ŦdzNJΰKŜNJ NJŜŦλγŜŘ l·yŘ LJNJ2ΰŜŎΰλ2yã ǿλff ōŜ Ŝ ΰl·ōfλăKŜŘ l·ă LJl·NJΰ 2Ŧ ΰKŜ Ŏ2YLJNJŜKŜyãλØŜ LJfl·yγλyƎ Ŧ2NJ {KŜNJǿ22Ř ² Ŝăΰ 2yŎŜ λΰ λă ōNJ2dzƎKΰ λyΰ2 ΰKŜ ¦D.φ

Steep Slopes

¢KŜ {KŜNJǿ22Ř ² Ŝăΰ l·NJŜl· Yăΰfè Ŏ2yãλăΰă 2Ŧ ƎŜyΰfè ăf2LJŜŘ ΰŜNJNJl·λyΣ ōdzΰ ΰKŜNJŜ l·NJŜ l·fă2 l·NJŜl·ă 2Ŧ ăΰŜŜLJ ăf2LJŜă óнβ̂ 2NJ ƎNJŜl·ΰŜNJΰφ {dzŎK ăΰŜŜLJ ăf2LJŜă l·NJŜ Ŧ2dzyŘ l·f2yƎ ŘNJl·λyl·ƎŜ Ŏ2NJNJλŘ2NJă Ŧ2NJ /KλŎ]Ŝγ /NJŜŜ]΢ ² Ŝăΰ C2NJ] /KλŎ]Ŝγ /NJŜŜ]΢ D22ăŜ /NJŜŜ]΢ l·yŘ ΰKŜλNJ ΰNJλōdzΰl·NJλŜă΢ l·ă ǿŜff l·ă l·ΰ l· KλƎKŜNJ LJ2λyΰ λγΰKŜ ă2dzΰKǿŜăΰ LJ2NJΰλ2γ2Ŧ ΰKŜ ΰdzŘè l·NJŜl· óCλƎdzNJŜ pύφ ¢KŜăŜ l·NJŜl·ă l·NJŜ ƎŜyŜNJl·ffè Ŏ2yãλŘŜNJŜŘ dzyŏdzλfŘl·ōfŜφ

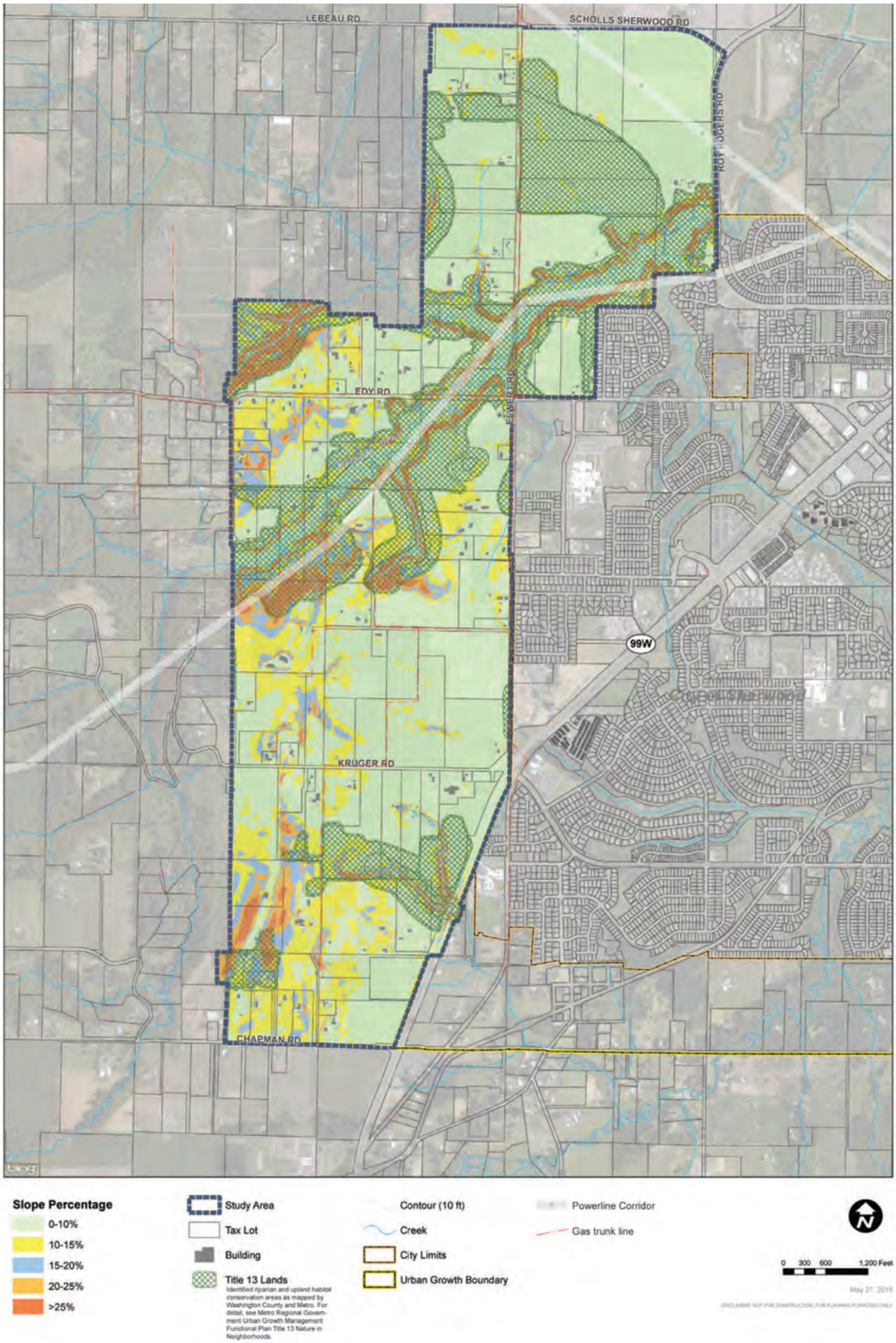
CλƎdzNJŜ p ŘŜLJλŎΰă ΰKŜ NJl·yƎŜ 2Ŧ ăf2LJŜ Ŏ2yŘλΰλ2yã 2dzyŘ λγ{KŜNJǿ22Ř ² Ŝăΰφ bƨΰŜ ΰKl·ΰ ΰKλă Yl·LJ λă ŦNJ2Y ΰKŜ tNJŜfλYλyl·Nè /2yŎŜLJΰ tfl·γl·yŘ LJNJŜŘl·ΰŜă ΰKŜ Ŏ2yãΰNJdzŎΰλ2γ2Ŧ {KŜ ǿ22Ř l λƎK {ŎK22fφ

Figure 4. Natural Resources Existing Conditions



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Figure 5. Slope Analysis (from Preliminary Concept Plan)



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Public Facilities

! ă LJNƵ2LJŜNűλŜă λƴ{KŜ ø22Ř ² Šăű I·yŷŜÈ λyű2 űKŜ Ŏλűè ō2dzyŘI·Nè Ŧ2N ŦdzűdzNŜ ŘŜØŜf2LJƳŜyű 2LJLJ2Nűdzyλűλŝă£ LJdzōfλÔ ŦI·ÔλfλűλŜă øλff yŜŜŘ 2 ōŜ ŜÈűŜyŘŜŘ ű2 ădzLJLJ2Nű λyűŜyŘŜŘ dzăŜăφ

Water

Existing Conditions

¢KŜ ŎdzNNŜyű ² I·űŜN {èăűŜƳ a I·ăűŜN tfI·ƴøI·ă I·Ř2LJűŜŘ λƴ a I·è нлмр I·yŘ Ŏ2yãλŘŜNă I·ff I·NŜI·ă øλűKλƴűKŜ ŎλűèfλƳλűă£ űKŜ ¦D.Σ I·yŘ űKŜ {KŜNø22Ř ² Šăű I·NŜI·φ ¢KŜ /λűè2ă LJNλƳI·Nè øI·ŰŜN ădzLJLJfè λă ŦN2Ƴ űKŜ ² λfă2yØλffŜ ² I·ŰŜN ¢NŜI·ű Ƴ Ŝyű tfI·yű£ ădzLJLJfŜƳŜyűŜŘ ōè ƎN2dzyŘøI·ŰŜN øŜffăφ ¢KŜ /λűè ƳI·λyűI·λyã I·ƴŜƳŜNƎŜyŎè Ŏ2yyŜŎűλ2ƴI·yŘ ű I·yãƳλăăλ2ƴLJλLJλyƎ ű2 űKŜ ¢dzI·fI·ûλyπ 2NűfI·yŘ ădzLJLJfè ƳI·λyφ ¢KŜ /λűè2ă ŘλăúNλōdzűλ2ƴ ăèăűŜƳ λyŎfdzŘŜă ûKNŜŜ ăŜNØλŎŜ Î2yŜă ădzLJLJfλŜŘ ōè ûKNŜŜ ăű2NI·ƎŜ NŜăŜNØ2λNă I·yŘ ű ø2 LJdzƳLJλyƎ ăűI·ûλ2yã φ ¢KŜ ƳI·ƨ2NλűèŸ 2Ŧ {KŜNø22Ř Ŏdzăű2ƳŜNă I·NŜ ăŜNØŜŘ FN2Ƴ űKŜ oyл tNŜăădzNŜ ½2yŜ ØKλŎK λă ădzLJLJfλŜŘ ōè ƎNI·Øλűè FN2Ƴ űKŜ /λűè2ă {dzyãŜú wŜăŜNØ2λNăφ ¢KŜ pop tNŜăădzNŜ ½2yŜ£ ăŜNØλyƎ űKŜ I·NŜI· I·N2dzyŘ ûKŜ {dzyãŜű wŜăŜNØ2λNă£ λă ădzLJLJfλŜŘ øλűK Ò2yãűI·yű LJNŜăădzNŜ ōè ûKŜ {dzyãŜú tdzƳLJ {ûI·ûλ2y£ I·yŘ ûKŜ npp t Ŝăădz NŜ ½2yŜ ăŜNØŜă KλƎKŜN ŜfŜØI·ûλ2yŎdz ű2ƳŜNă 2yűKŜ øŜăúŜNyŜŘƎŜ 2Ŧ ûKŜ /λűè ōè ƎNI·ØλűèFN2Ƴ ûKŜ YNdzƎŜN wŜăŜNØ2λNφ

Opportunities and Constraints

Lyλűλl·f l· ûλŎλLJ ûŜŘ ƎN2øűK λƴ{KŜNø22Ř ² Šăű øλff ōŜ ăŜNØŜŘ ōè ŜÈűŜyŘλyƎ ûKŜ ŜÈλăűλyƎ oyл I·yŘ npp ½2yŜ ŘλăúNλōdzűλ2ƴƳI·λyãφ Cdzűdz Ŝ Ŏdzăű2ƳŜNă I·f2yƎ ûKŜ NλŘƎŜ y2NűK I·yŘ ă2dzűK 2Ŧ ûKŜ ŜÈλăűλyƎ NdzƎŜN wŜăŜNØ2λN øλff ōŜ ăŜNØŜŘ ōè Ò2yãűI·yű LJNŜăădzNŜ FN2Ƴ ûKŜ LJN2LJ2ăŜŘ YNdzƎŜN tdzƳLJ {ûI·ûλ2ƴ ű ûKŜ ŜÈλăűλyƎ NŜăŜNØ2λN ăλűŜφ {2ƳŜ Ŧdzűdz NŜ Ŏdzăű2ƳŜNă λƴ{KŜNø22Ř ² Šăű ƳI·è ySŜŘ ű2 ōŜ ăŜNØŜŘ ûKN2dzƎK I· tNŜăădzNŜ wŜfλŜŦ ±I·fØŜ ótw±úπÒ2yűN2ffŜŘ ădzōπÎ2yŜ 2N ûKN2dzƎK λyŘλØλŘdzI·f tw±ă 2ƴŜI·ŎK ăŜNØλŎŜ λƴ2NŘŜN ű2 ƳI·λyűI·λƴ NŜljdzλNŜŘ ăŜNØλŎŜ LJNŜăădzNŜă φ ! ăƳI·ff I·NŜI· 2ƴűKŜ øŜăúŜNyŜŘƎŜ 2Ŧ ûKŜ {KŜNø22Ř ² Šăű£ I·f2yƎ 9Řè w2I·Ř ySI·N 9I·ăűØλŜø w2I·Ř£ λă ű22 KλƎK λƴŜfŜØI·ûλ2ƴ 2 NŜŎŜλØŜ I·ŘŜljdzI·ûŜ ăŜNØλŎŜ LJNŜăădzNŜ FN2Ƴ ûKŜ I·Ř?I·ŎŜyű oyл ½2yŜφ ¢Kλă I·NŜI· øλff ōŜ ăŜNØŜŘ ōè Ò2yãűI·yű LJNŜăădzNŜ FN2Ƴ ûKŜ LJN2LJ2ăŜŘ 9Řè w2I·Ř tdzƳLJ {ûI·ûλ2yφ ! ƴI·ŘŘλûλ2yI·f LJdzƳLJ ûI·ûλ2ƴ 2dzfŘ LJ2ûŜyűλI·ffè ōŜ ySŜŘŜŘ 2 ăŜNØŜ ûKλă I·NŜI·φ 9ÈűŜyãλØŜ fI·NƎŜπŘλI·ƳŜűŜN ƳI·λyã øλff ōŜ ySŜŘŜŘ ű2 ŜÈLJI·yŘ ûKŜ /λűèŸă øI·ŰŜN ăŜNØλŎŜ I·NŜI· ű2 ădzLJLJfè øI·ŰŜN ű2 {KŜNø22Ř ² Šăű I·ă ŘŜØŜf2LJƳŜyű 2ŎŎdzNăφ

Sanitary Sewer

Existing Conditions

¢KŜ ŜÈλăűλyƎ {I·yλ I·Nè {ŜøŜN a I·ăűŜN tfI·ƴøI·ă Ŏ2ƳLJfŜűŜŘ λƴ нлмс I·yŘ Ŏ2yãλŘŜNă I·ff I·NŜI·ă øλűKλƴűKŜ ŎλűèfλƳλűă£ I·yŘ ûKŜ ¦D.Σ ōdzű y2ű {KŜNø22Ř ² Šăűφ ¢KŜ /λűè2Ŧ {KŜNø22Ř λă ăŜNØŜŘ ōè ű ø2 aI·yλúI·Nè ăŜøŜN ûNdzyl fλySăΣ ûKŜ {KŜNø22Ř ¢Ndzyl {ŜøŜN óнпπλyŎKú øKλŎK Ò2yØŜèă ăŜøI·ƎŜ FN2Ƴ ûKŜ /ŜŘI·N /NŜŜl ăŜøI·ƎŜ Ò2ffŜŎűλ2ƴōI·ăλƴI·yŘ ûKŜ 2Ŏl /NŜŜl ¢Ndzyl {ŜøŜN óмуπλyŎKú øKλŎK Ò2yØŜèă ăŜøI·ƎŜ FN2Ƴ ûKŜ w2Ŏl /NŜŜl ăŜøI·ƎŜ Ò2ffŜŎűλ2ƴōI·ăλƴφ .2űK ûNdzyl fλySă 2yØŜè Ŧf øă ű2 ûKŜ {KŜNø22Ř tdzƳLJ {ûI·ûλ2y£ øyŜŘ ōè /fŜI·ƴ ² I·ûŜN {ŜNØλŎŜă ó/ ² {ú£ øKλŎK ăŜyŘă ăŜøI·ƎŜ ű2 ûKŜ 5dzNKI·Ƴ !ŘØI·yŎŜŘ ² I·ăűŜøI·ûŜN ¢NŜI·ûƳŜyű tfI·yű ØλI· ûKŜ ¦LJLJŜN ¢dzI·fI·ûλƴL ûŜNŎŜLJű2NΣ I·tă2 2øyŜŘ ōè / ² {φ

Opportunities and Constraints

5ŜØŜf2LJY^Ŝyű y2NűK 2ŦIl·ƛŘŜwŘΦƛăŜĖLJŜŎűŜŘűž2ōŜăŜNØŜŘōè űKŜLJN2LJ2ăŜŘ/KƛŎ]Ŝy^/NŜŜ]tdzY^LJ{ű̂l·ûƛ2y^l·yŘC2NŎŜal·ƛy^ØKƛfŜŘŜØŜf2LJY^Ŝyű ű2űKŜă2dzűK2ŦIl·ƛŘŜwŘΦƛăŜĖLJŜŎűŜŘűž2ōŜăŜNØŜŘōè űKŜ{KŜNø22Ř¢Ndzy]fλyŜØλl·űKŜ.N22]Yl·y^¢Ndzy]fλyŜΦ¢KŜ.N22]Yl·y^{ŜØŜN¢Ndzy]fλyŜƛăl·y^ŜĖűŜyűƛ2y^2Ŧ űKŜ{KŜNø22Ř¢Ndzy]fλyŜűKl·ű Ndzyã l·f2yƎ/ŜŘl·N/NŜŜ]Φ¢KƛăfλyŜKl·ăl·fNŜl·Řè ōŜŜy^LJl·NűûƛI·ffè ŜĖűŜyŘŜŘ ûKN2dzƎK ûKŜ.N22]Yl·y^!ŘŘƛûƛ2y^l·ă LJl·Nű 2Ŧ NŜăƛŘŜyűƛl·f ădzōŘƛØƛăƛ2yã 2ŎŎdzNNƛyƎ ƛy^ûKŜ l·NŜl·Φ¢KŜ/λûè 2Ŧ{KŜNø22Ř l·yŘ/fŜl·y^²l·ûŜN{ŜNØƛŎŜă øƛff ŜĖűŜyŘ ûKŜ ûNdzy]fλyŜ ŦN2Y^ƛűă ŎdzNNŜyű ûŜNY^ƛyűză ƛy^ûKŜ.N22]Yl·y^!ŘŘƛûƛ2y^ű2 ûKŜ NŜŎŜyűfè Ŏ2yãűNdzŎűŜŘ{KŜNø22Ř lƛƎK{ŎK22fΣ f2Ŏl·ûŜŘ øƛûKƛy^ûKŜ{KŜNø22Ř²Šăű ō2dzyŘl·Nè Φ!LJ2NűƛI·ffŜŘlă LJl·Nű 2Ŧ ûKŜ/KƛŎ]Ŝy^/NŜŜ]C2NŎŜal·ƛy^ăōŜƛyƎ ƛyãűl·ffŜŘl·ă LJl·Nű 2Ŧ ûKŜ w2è w2ƎŜNă wŘΦ øƛŘŜyƛyƎ LJN2ŝŜŎűƛy^нлннрΦ!ff 2Ŧ ûKŜ NŜljdzNNŜŘ ăŜøŜN dzLJƎNl·ŘŜă ű2 ăŜNØŜ{KŜNø22Ř²Šăű l·NŜ ŜĖLJŜŎűŜŘ ű2 ōŜ Ŏ2Y^LJfŜűŜŘ ōè нлну π нлнф ű2 Ŏ2ƛyŎƛŘŜ øƛûK Ŏ2Y^LJfŜűƛ2y^2Ŧ/2Y^LJNŜKŜyãƛØŜ tfl·yƴƛyƎ 2Ŧ ûKŜ l·NŜl·Φ!LJLJŜyŘƛÈb LJN2ØƛŘŜă l·ŘŘƛûƛ2yl·f ŘŜűl·ƛf 2y^ûKŜ ûƛY^ƛyƎ 2Ŧ ûKŜ.N22]Yl·y^¢Ndzy]fλyŜΣ dzLJƎNl·ŘŜă ű2 ûKŜ ŜĖƛăűƛyƎ{KŜNø22Ř¢Ndzy]fλyŜΣ l·yŘ Ŏ2yãűNdzŎűƛ2y^2Ŧ ûKŜ/KƛŎ]Ŝy^/NŜŜ]tdzY^LJ{ű̂l·ûƛ2y^l·yŘC2NŎŜal·ƛyΦ

Stormwater

Existing Conditions

¢KŜ ŜĖƛăűƛyƎ{ű2NY^øl·ûŜNal·ăűŜNtfl·y^øl·ă Ŏ2YLJfŜűŜŘ ƛy^нлмсl·yŘ Ŏ2yãƛŘŜNăl·ffl·NŜl·ă øƛûKƛy^ûKŜ ŎƛűèfλY^ƛűăl·yŘ ûKŜ¦D.Σ ōdzű y2ű{KŜNø22Ř²Šăű{KŜNø22Ř²Šăű fλŜăLJNƛY^l·NƛfèøƛûKƛy^ûKŜ/KƛŎ]Ŝy^/NŜŜ]5Nl·ƛy1·ƎŜ.l·ăƛyΦ¢KŜ ōl·ăƛy^Ŧf2øăy2NűKl·yŘ y2NűKŜl·ăű l·f2yƎ/KƛŎ]Ŝy^/NŜŜ]Φ/ŜŘl·N/NŜŜ]Ŧf2øăƛyű2/KƛŎ]Ŝy^/NŜŜ]l·ű ûKŜ y2NűKŜl·ăű Ŏ2NyŜN2Ŧ{KŜNø22Ř²Šăű yŜl·N{²w2è w2ƎŜNă w2l·ŘΦ²Šăű C2N]/KƛŎ]Ŝy^/NŜŜ]ŜyűŜNă ûKŜ{KŜNø22Ř²Šăű l·NŜl·l·ű ûKŜ y2NűKØŜăű ō2dzyŘl·Nè l·yŘ Ŧf2øă Ŝl·ăű ƛyű2/KƛŎ]Ŝy^/NŜŜ]Φ!ăY^l·ffLJ2NűƛI·ffŜŘlă LJl·Nű 2Ŧ ûKŜ{KŜNø22Ř²Šăű l·NŜl·ƛy^ûKŜ ă2dzűKŜl·ăűŜNy^Ŏ2NyŜN ăLJl·Nű 2Ŧ ûKŜ/ŜŘl·N/NŜŜ]5Nl·ƛy1·ƎŜ.l·ăƛyΦhyñăƛűŜNdzy2ŦŦŜyűŜNăD22ăŜ/NŜŜ]Σ øKƛŎKŦf2øăŦN2Y^øŜăű ű2Ŝl·ăűΣŎN2ăăŜădzyŘŜN løèфф²Σl·yŘNŜl·ŎKŜă/ŜŘl·N/NŜŜ]Φ

¢KŜ{ű2NY^øl·ûŜNal·ăűŜNtfl·y^y2ûŜăûKl·ű/KƛŎ]Ŝy^l·yŘ/ŜŘl·N/NŜŜ]ăKl·ØŜ ōŜŜy^ƛŘŜyűƛŦƛŜŘ ōè ûKŜ9yØƛN2yY^Ŝyűl·ftN2ûŜŎűƛ2y^!ƎŜyŎè ó9t!ú l·ă LJN2ØƛŘŜyƎ Kl·ōƛûl·ű Ŧ2N l·yl·ŘN2Y^2dzăŦăăK ûKl·ű l·NŜfăűŜŘ l·ă ûKNŜl·ûŜySŘ dzyŘŜN ûKŜ CŜŘŜNl·f 9yŘl·yƎŜNŜŘ{LJŜŎƛŜă!ŎűΦ¢KŜ l·NŜl·ƛy^ûKŜ ØƛŎƛyƛűè 2Ŧ/KƛŎ]Ŝy^l·yŘ/ŜŘl·N/NŜŜ]ăl·yŘ ûKŜƛN ûNƛōdzűl·NƛŜăKl·ØŜ ōŜŜy^ŘŜăƛƎyl·ûŜŘ ōè aŜúN2l·ă NƛLJl·Nƛl·y^Ŏ2NNNƛŘ2NăΣdzLJfl·yŘ øƛfŘfλfŜKl·ōƛûl·ûΣl·yŘ l·ljdzl·ûƛŎƛY^LJl·ŎűNŜl·ăΦ{2YŜl·NŜl·ă øƛûKƛy^ûKŜ NƛLJl·Nƛl·y^Ŏ2NNNƛŘ2NăNŜl·făă2ăK2øy^2y^ûKŜ bl·ûƛ2yl·f²ŜűtŘl·yŘ LyØŜyű2NèŜhLJLJ2NNűdzyƛûƛŜăl·yŘ/2yãűNl·ƛyűăΦ.Ŝè2yŘ ûKŜ yl·ûdzNJl·f ăűNŜl·Y^ăΣŎKl·yŷŜfăl·yŘ N2l·ŘăƛŘŜ ŘƛûŎKŜăΣ ûKŜNWŜ ƛă y2 ŘŜØŜf2LJŜŘ ăű2NY^øl·ûŜN ƛyŦNJl·ăűNdzŎűdzNŜ øƛûKƛy^ûKŜ{KŜNø22Ř²Šăű l·NŜl·ŜĖŎŜLJű Ŧ2N ûKŜ{KŜNø22Ř lƛƎK{ŎK22f ăƛûŜ l·yŘ ûKŜ ădzNNN2dzyŘƛyƎ LJdzōfλŎ N2l·Ră ûKl·ű ŘNJl·ƛy^ă2dzűKŜl·ăű ûKN2dzƎK l·fl·NƎŜ ăű2NY^øl·ûŜN Y^l·yl·ƎŜY^ŷű LJ2yŘ l·yŘ ƛyű2 l·ăű2NY^ŎdztØŜNű dzyŘŜN ûKŜ KƛƎKøl·è l·yŘ ûKŜ Ŝl·ăű ûKN2dzƎK ûKŜ²22ŘKl·ØŜy^ƎNŜŜy^øl·è 2ØŜN ű2/ŜŘl·N/NŜŜ]Φ

!ă ŘŜØŜf2LJY^Ŝyű 2ŎŎdzNăƛy^ûKŜ Ŧdzűdz NŜΣ ăű2NY^øl·ûŜN ø2dztŘfλ]Ŝfè ōŜ ŘλăŎKl·NƎŜŘ ƛyű2 ûKŜ Ŧf22ŘLJtl·ƛyã 2Ŧ ûKŜ l·Řźl·ŎŜyű ŎNŜŜ]ăl·yŘ ûNƛōdzűl·NƛŜă Ŧf2øƛyƎ ű2 ûKŜ y2NűK l·yŘ ă2dzűK 2Ŧ ûKŜ KƛƎK ăŎK22f ăλûŜ ûKl·ű ŘNJl·ƛyã ûKŜ Y^ŘŘfŜ LJl·Nű 2Ŧ ûKŜ ăűdzŘè l·NŜl·Φ¢KŜ/λûè 2Ŧ{KŜNø22Ř NŜljdzNNŜă ûKl·ű l·ff ăű2NY^øl·ûŜN Ŧl·ŎtfûƛŜă Y^ŜŜű ûKŜ NŜljdzNNŜY^Ŝyűă 2Ŧ/tŜl·y^²l·ûŜN{ŜNØƛŎŜă 5ŜăƛƎy l·yŘ/2yãűNdzŎűƛ2y^{ûl·yŘl·NŘă Ŧ2N Ŏ2yØŜèl·yŎŜΣ øl·ûŜN ljdzl·fûè ûNŜl·ûY^ŜyűΣ KèŘN2Y^2ŘƛŦƛŎl·ûƛ2yΣ l·yŘ øl·ûŜN ljdzl·yűûè ûNŜl·ûY^ŜyűΦ¢KŜ/λûè Kl·ă ƛyŘƛŎl·ûŜŘ ûKl·ű ûKŜè LJNŜŦŜN ű2 dzăŜ NŜƎƛ2yl·f ăű2NY^øl·ûŜN Ŧl·ŎtfûƛŜă øKŜNŜ LJ2ăăƛōfŜ øƛûKƛy^{KŜNø22Ř²Šăű ăƛY^ƛfl·N ű2 ûKŜ ØŜƎŜûl·ûŜŘ ăű2NY^øl·ûŜN LJ2yŘă yŜl·N ûKŜ N2dzyŘl·ō2dzűΣ øƛûK[2ø LY^LJl·Ŏű 5ŜØŜf2LJY^Ŝyű !LJLJN2l·ŎKŜă ó[L5!úΣ LJN2LJNƛŜûl·Nè ûNŜl·ûY^ŜyűΣ l·yŘ dzyŘŜNƎN2dzyŘ ăű2Nl·ƎŜ LJNŜŦŜNNŜŘ 2yfè LJNƛØl·ûŜ LJN2LJŜNûè 2yfèΦ

LAND USE ALTERNATIVES



Developing Alternatives

¢KŜ LJNN2ΣŜÖΰ ΰŜI·Y ŘŜØŜf2LJŜŘ ΰKNNŜŜ /2yÖŜLJΰ tfl·y I·fΰŜNyl·ΰλ Ŝă ΰKNN2dzƎK I·yλΰŜNI·ΰλ Ŝ LJNN2ÖŜăă ΰKI·ΰ λyØ2fØŜŘ Öf2ăŜ Ö2ftfI·ō2NI·ΰλ2y øλΰK ΰKŜ /2YY dzyλΰê ! ŘØλă2 è /2YYλ ŜŜΦ ¢KŜ I·fΰŜNyl·ΰλ Ŝă øŜNŜ λyΰŜyŘŜŘ ΰ2 ŜÈLJf2NŜ I·yŘ Ö2YLJI·NŜ I· ØI·NλŜΰê 2ŦλŘŜI·ă I·yŘ ΰ2 ă2fΰÖλΰ LJNŜŦŜNŜyÖŜă ŦZN LJfI·y ŜfŜY Ŝyΰă ΰKI·ΰ ø2dzfŘ ōŜ I·ŘØI·yÖŜŘ I·yŘ Ö2Y ōλySŘ λyΰ2 I· ăλyƎfŜ LJNŜŦŜNNŜŘ I·fΰŜNyl·ΰλ ŜΦ

¢KŜ LJNN2ÖŜăă 2Ŧ ŘŜØŜf2LJλyƎ I·fΰŜNyl·ΰλ Ŝă ăΰI·NΰŜŘ øλΰK I· ăŜNλŜă 2Ŧ ō I·ăŜfλyŜ I·ăădzY LJΰλ2yãΣ ō I·ăŜŘ 2y Ö2yãλŘŜNI·ΰλ2y 2Ŧ ÈλăΰλyƎ 2yŘλΰλ2yãΣ λŘŜI·ă I·NNλŜŘ ŦZNø I·NŘ ŦN2Y ΰKŜ tNŜfλYλyl·Nè /2yÖŜLJΰ tfl·yΣ ΰKŜ ØλăλyăΰI·ΰŜYŜyΰ I·yŘ LJNN2ΣŜÖΰ Ǝ2I·tãΣ I·yŘ NŜÖŜyΰ NŜƎdzfI·ΰ2Nè ÖKI·yƎŜă óSΦƎΦΣ YλŘŘfŜ K2dzăλyƎ NŜIjdzNNŜYŜyΰă dzyŘŜN hNŜƎ2y I 2dzăŜ . λff нллмύΦ ¢KŜ ΰŜI·Y I·fã2 ŘŜØŜf2LJŜŘ I· ăŜNλŜă tfl·y /2yÖŜLJΰă ΰKI·ΰ I·ŘŘNŜăăŜŘ]Ŝè ΰ2LJλÖă Ŧ2N ΰKŜ /2yÖŜLJΰ tfl·y τ ΰNI·yãLJ2NΰI·ΰλ2yΣ ŜYLJf èYŜyΰΣ 2LJŜy ălJI·ÖŜΣ K2dzăλyƎΣ ŜΰÖΦ ¢KŜăŜ Ö2yÖŜLJΰă ΰKŜy ŦŜŘ λyΰ2 ΰKŜ I·ăădzYLJΰλ2yã I·yŘ I·f ŜNyl·ΰλ Ŝă óăŜŜ ! LJLJŜyŘλÈ LΣ tfl·y /2yÖŜLJΰăúΦ

Themes and Assumptions

{ŜØŜNI·f ō I·ăŜfλyŜ I·ăădzYLJΰλ2yã I·yŘ Ŝè ΰKŜYŜă ŦI·ÖΰŽNŜŘ λyΰ2 ΰKŜ ΰKNŜŜ I·fΰŜNyl·ΰλ ŜăY

- **9YLJf2èYŜyΰ C2Ödză** ς aλÈŜŘ 9YLJf2èYŜyΰ dzăŜăΣ ŘŜŦλyŜŘ I·ă I· YλÈ 2Ŧ 2ŦŦλÖŜΣ fλƎKΰ λyŘdzăΰNλI·fΣ I·yŘ ŦfŜÈ ălJI·ÖŜ dzăŜă λyΰKŜ ăl·YŜ ŘŜØŜf2LJYŜyΰ 2N I·NŜI·Σ ŜY ŜNƎŜŘ I·ă I·]Ŝè ŘNλØŜN 2Ŧ ΰKŜ fI·yŘ dzăŜ I·fΰŜNyl·ΰλØŜăø ¢Kλă Ŧ2Ödză ø I·ă λyŦ2NYŜŘ ōè ΰKŜ /λΰè /2dzyÖλf LJNλ2NλΰλÎλyƎ Ǝ2ō ÖNNŜI·ΰλ2y I·yŘ 2LJLJ2NΰdzyλΰλŜă λŘŜyΰλŦλŜŘ λyΰKŜ 9Ö2y2YλÖ hLJLJ2NΰdzyλΰλŜă I·yŘ /KI·ffŜyƎŜă YŜY2 ó ! LJLJŜyŘλÈ Dύø I2øŜØŜNΣ ΰKŜ I·Y2dzyΰ 2Ŧ YλÈŜŘ ŜYLJf2èYŜyΰ fI·yŘΣ I·ă øŜff I·ă 2ΰKŜN Ö2YYŜNÖλI·f I·yŘ ŜYLJf2èYŜyΰ fI·yŘăΣ ø I·ă y2ΰ I· Ö2yãΰI·yΰ ōŜΰøŜŜyI·fΰŜNyl·ΰλØŜăø
- **/2YYdzyλΰê I·yŘ bŜλƎKō2NK22Ř tI·N]ă** ς ¢KŜ I·fΰŜNyl·ΰλØŜă ΰI·NƎŜΰŜŘ млπнл I·ÖNŜă Ŧ2N 2yŜ 2N Y2NŜ Ö2YYdzyλΰê LJI·N]ă λy{KŜNø22Ř ² ŜăΰΦ Ly I·ŘŘλΰλ2yΣ ySλƎKō2NK22Ř LJI·N]ă óI·ØŜNI·ƎŜ н I·ÖNŜăú ø2dzfŘ ōŜ Řλăΰ NλōdzΰŜŘ ΰKN2dzƎK2dzΰ ΰKŜ ySλƎKō2NK22Řăø ¢KŜ f2ÖI·ΰλ2y 2Ŧ LJI·N]ă ØI·NλŜŘ I·ÖN2ăă I·fΰŜNyl·ΰλØŜăø
- **hLJŜy {LJl·ÖŜ** ς Ly ŜØŜNè I·fΰŜNyl·ΰλØŜΣ ySI·Nfè pлл I·ÖNŜă ς I·LJLJN2ÈλY I·ΰŜfè π£ 2Ŧ {KŜNø22Ř ² Ŝăΰ ς ø2dzfŘ ōŜ NŜăŜNØŜŘ I·ă 2LJŜy ălJI·ÖŜΣ ŜλΰKŜN λy ΰKŜ Ŧ2NY 2Ŧ yl·ΰdzNI·f NŜă2dzNÖŜ fI·yŘăΣ ΰNŜŜ ƎN2ØŜăΣ LJI·N]ăΣ 2N 2LJŜy ălJI·ÖŜ ăŜΰ I·ăλŘŜ I·ă LJI·Nΰ 2Ŧ ŘŜØŜf2LJY Ŝyΰø
- **{ÖK22fă** ς ! y ŜăΰλY I·ΰŜŘ opπпл I·ÖNŜă ø2dzfŘ ōŜ ySŜŘŜŘ Ŧ2N Ŧdzΰdz NŜ ăÖK22fă λy{KŜNø22Ř ² Ŝăΰ ς нрπол I·ÖNŜă Ŧ2N I· YλŘŘfŜ ăÖK22f I·yŘ мл I·ÖNŜă Ŧ2N I·y ŜfŜY ŜyΰI·Nè ăÖK22fø ² KλfŜ ΰKŜăŜ fI·yŘ ySŜŘă øŜNŜ ŦI·ÖΰŽNŜŘ λyΰ2 ΰKŜ I·fΰŜNyl·ΰλØŜăΣ ΰKŜ /λΰè 2Ŧ {KŜNø22Ř I·yŘ ΰKŜ ăÖK22f ŘλăΰNλÖΰ ÖI·yy2ΰ λŘŜyΰλŦè ălJŜÖλŦλÖ f2ÖI·ΰλ2yã Ŧ2N ăÖK22fă I·ΰ ΰKλă LJ2λyΰø
- **¢NI·yălJ2NΰI·ΰλ2y bŜΰø2N]** ς CŜŘōI·Ö] NŜÖŜλØŜŘ FN2Y ΰKŜ I·ŘØλă2Nè Ö2YYλΰΰŜŜă I·yŘ ΰKŜ 2yfλyŜ 2LJŜy K2dzăŜ ăK2øŜŘ I· ÖfŜI·N LJNŜŦŜNŜyÖŜ Ŧ2N ΰKŜ 9føŜNΰπ9Řè NŜI·fλƎyYŜyΰ Ö2yÖŜLJΰΣ øKλÖK ø I·ă ăΰdzŘλŜŘ λy ΰKŜ tNŜfλYλyl·Nè tfl·yóI·yŘ ŘŜăÖNλōŜŘ λy{ŜÖΰλ2y±LΣ ōŜf2øúΦ ¢Kλă I·fλƎyYŜyΰΣ I·ă øŜff I·ă I· ƎŜySNI·f FNI·YŜø2N] 2Ŧ f2ÖI·f ăΰNŜŜΰăΣ ø I·ă]ŜLJΰ Ö2yăΰI·yΰ I·ÖN2ăă ΰKŜ ΰKNŜŜ I·fΰŜNyl·ΰλØŜăø
- **/dzăΰ2Y [I·yŘ ¦ăŜ 5ŜăλƎyl·ΰλ2yã Ŧ2N aλŘŘfŜ I2dzăλyƎ** ς ¢KŜ {ΰI·ΰŜΩă YλŘŘfŜ K2dzăλyƎ NŜIjdzNNŜYŜyΰă øŜNŜ I·]Ŝè Ö2yãλŘŜNI·ΰλ2yŦ2N ŘŜØŜf2LJλyƎ fI·yŘ dzăŜ Ö2yÖŜLJΰă Ŧ2N {KŜNø22Ř ² Ŝăΰø {ΰI·ΰŜ fI·ø NŜIjdzNNŜă ΰKI·ΰ {KŜNø22Ř I·ff2ø ŘŜØŜf2LJYŜyΰ 2Ŧ ŘdzLJfŜÈŜăΣ ΰNNλLJfŜÈŜăΣ Ŧ2dzNLJfŜÈŜăΣ Ö2ΰΰI·ƎŜ Öfdzăΰ ŜNNăΣ I·yŘ ΰ2øyK2dzăŜă λyNŜăλŘŜyΰλI·f I·NŜI·ă Î2ySŘ Ŧ2N ŘŜΰI·ÖKŜŘ ăλyƎfŜπfI·YλfÈ K2YŜă øKŜyI· a I·ăΰŜN tfl·yySŘ /2YYdzyλΰê LJfI·yyλyƎ I·LJLJN2I·ÖK λă y2ΰ dzăŜŘΦ h ! w ссллпспплнлрóнúóōú I·ff2øă ÖλΰλŜă ΰ2 NŜƎdzfI·ΰŜ ΰKŜ f2ÖI·ΰλ2y I·yŘ ŘŜăλƎy2Ŧ YλŘŘfŜ K2dzăλyƎ øλΰK Y2NŜ ŘλăÖNŜΰλ2y øKŜyŦ2ff2øλyƎ I· a I·ăΰŜN tfl·yySŘ /2YYdzyλΰê ΰ2 NŜƎdzfI·ΰŜ ŘŜØŜf2LJYŜyΰΦ

¢KŜ / ! / ø l·ă ƛyűŜℕŜăűŜŘ ƛy˝ŘŜØŜf2LJƛyƎ Ödzăű2Y˝ fl·yŘ dzăŜ ŘŜăƛƎyl·űƛ2yã 2ℕ űKŜ Y˝ƛŘŘfŜ K2dzăƛyƎ űèLJŜă űKl·ű l·ℕŜ Y˝2ăű ₮l·Ø2ℕŜŘ ōè űKŜ {KŜℕø22Ř Ö2Y˝Y˝dzyƒúèY ŘdzLJfŜÈŜăΣ ű2øyK2Y˝ŜăΣ l·yŘ Ö2 l·ƎŜ ÖfdzăűŜℕă¢ /dzăű2Y˝ ŘŜăƛƎyl·űƛ2yã 2dzfŘ LJℕ2ØƛŘŜ l·ℕŜl·ă ₮2ℕ űKŜăŜ Y˝ƛŘŘfŜ K2dzăƛyƎ űèLJŜă 2yfèΣ l·yŘ ø2dzfŘ y2ű l·ff2ø ăƛyƎfŜπ ₮l·Y˝ƛfè ŘŜűl·ÖKŜŘ ŘøŜfflyƎăΣ øKƛÖK ø2dzfŘ ƎƛØŜ űKŜ /ƛúè Y˝2ℕŜ ₮f Èƛōƛfƛúè ű2 Ödzăű2Y˝ƛÎŜ űKŜ^ℕ ŘŜăƛƎy˝l·yŘ ŘŜØŜf2LJY˝Ŝyű ăűl·yŘl·ℕŘă¢ {ŜŜ ōŜf2ø ₮2ℕ l· ŘŜăÖℕ^LJűƛ2y˝2₮ űKŜ fl·yŘ dzăŜ ŘŜăƛƎy˝ ûƛ2yã

Land Use Designations for the Concept Plan

¢KŜ ₮2ff2øƛyƎ fl·yŘ dzăŜ ŘŜăƛƎyl·ûƛ2yã l· Ŝ ƛyÖfdzŘŜŘ ƛy˝ûKŜ űK^ŜŜ l·fűŜ^yl·ûƛ Ŝă Y˝l·LJă óCƛƎdz^Ŝ cú¢ b2ûŜ űKl·ûΣ øƛúK űKŜ ŜÈÖŜLJûƛ2y˝2₮ aƛŘŘfŜ l 2dzăƛyƎ l·yŘ /2 l·ƎŜ /fdzăűŜ^Σ űKŜ ^ŜăƛŘŜyűƛl·f fl·yŘ dzăŜ ŘŜăƛƎy˝ ûƛ2yã l· Ŝ ōl·ăŜŘ 2y˝ûKŜ /ƛúè^a ŜÈƛăűƛyƎ ŜăƛŘŜyűƛl·f 2yŜă l·yŘ l·ăă2ÖƛI·ûŜŘ ŘŜyãƛûƛŜă

Table 2. Concept Plan Land Use Designations

DESIGNATION	PURPOSE AND ATTRIBUTES
	RESIDENTIAL
a dztűƛ l·Yƛfè	ω **tdz^LJ2ăŜY** ¢2 LJ^2ØƛŘŜ ƛyűŜyűƛ2yl·f f2Öl·ûƛ2yã ₮2^ l·LJl·^úY˝Ŝyűă l·yŘ Ö2yŘ2Y˝ƛyƛdzY˝ă ƛy˝{KŜ^ø22Ř ² Ŝăű¢
	ω **l 2dzăƛyƎ ¢èLJŜăY** ! LJl·^úY˝ŜyűăΣ Ö2yŘ2Y˝ƛyƛdzY˝ăΣ ű2øyK2Y˝ŜăΣ ú^LJfŜÈŜăΣ l·yŘ ljdzl·ŘLJfŜÈŜă ø2dzfŘ ōŜ LJŜ^Y˝ƛúűŜŘ ƛy˝ûKƛă ŘŜăƛƎyl·ûƛ2y¢
	ω **5Ŝyűăƛúè**Y mc¢yπнп ŘøŜfflyƎ dzyƛűăkl·Ö^Ŝ óōl·ăŜŘ 2y˝ l ƛƎK 5Ŝyűăƛûè wŜăƛŘŜyűƛl·f ώ l 5w6 Î2yŜú¢
aƛŘŘfŜ l 2dzăƛyƎ	ω **tdz^LJ2ăŜY** ¢2 LJ^2ØƛŘŜ ƛyűŜyűƛ2yl·f f2Öl·ûƛ2yã ₮2^ ălJŜÖΛ₮ΛÖ Y˝ƛŘŘfŜ K2dzăƛyƎ ÖK2ƛÖŜă 2₮ ŘdzLJfŜÈŜăΣ ű2øyK2Y˝ŜăΣ l·yŘ Ö2ûűl·ƎŜ ÖfdzăűŜ^ă¢ ¢KŜăŜ Y˝ƛŘŘfŜ K2dzăƛyƎ ûèLJŜă l·^Ŝ Y˝2ăű ₮l·Ø2^ŜŘ ōè ûKŜ / ! / l·yŘ {KŜ^ø22Ř Ö2Y˝Y˝dzyƛúèΣ l·yŘ ø2dzfŘ LJ^2ØƛŘŜ Řλ₮₮Ŝ^ŜyűK2dzăƛyƎ ÖK2ƛÖŜă τ λyÖfdzŘλyƎ 2LJûƛ2yã ₮2^ Y˝2^Ŝ l·₮₮2^Řl·ōfŜ K2Y˝Ŝ2øyŜ^ăKλLJ l·ă Ö2Y˝LJl·^ŜŘ û2 ălyƎfŜ ŘŜűl·ÖKŜŘ ŘøŜfflyƎă¢
	ω **l 2dzăƛyƎ ¢èLJŜă**Y 5dzLJfŜÈŜăΣ ű2øyK2Y˝ŜăΣ l·yŘ Ö2ûűl·ƎŜ ÖfdzăűŜ^ă ø2dzfŘ ōŜ LJŜ^Y˝ƛúűŜŘ ƛy˝ûKƛă ŘŜăƛƎyl·ûƛ2y¢
	ω **5Ŝyűăƛúè**Y p¢pπmm ŘøŜfflyƎ dzyƛűăkl·Ö^Ŝ
/2 l·ƎŜ /fdzăűŜ^	ω **tdz^LJ2ăŜY** ¢2 LJ^2ØƛŘŜ ƛyűŜyűƛ2yl·f f2Öl·ûƛ2yã ₮2^ Ö2ûűl·ƎŜ ÖfdzăűŜ^ K2dzăƛyƎ¢
	ω **l 2dzăƛyƎ ¢èLJŜă**Y ¢Kƛă ŘŜăƛƎyl·ûƛ2y˝ ø2dzfŘ 2yfè l·ff2ø Ö2ûűl·ƎŜ ÖfdzăűŜ^ K2dzăƛyƎ¢ /2ûűl·ƎŜ ÖfdzăűŜ^ă l·^Ŝ Ǝ^2dzLJƛyƎă 2₮ ^ŜfI·ûƛØŜfè ăY˝l·ff K2Y˝Ŝă ÖfdzăűŜ^ŜŘ l·^2dzyŘ l· ăKl·^ŜŘ Ö2dz^ûèl·^Ř 2^ 2LJŜy˝ ălJl·ÖŜ¢ ¢KŜ^ă Y˝l·ftŜ^ ₮22ûLJ^ƛyűă l·yŘ ăKl·^ŜŘ l·Y˝Ŝyűƛûă Öl·y˝Yl·ʅŜ Ö2ûűl·ƎŜ ÖfdzăűŜ^ K2dzăƛyƎ l·LJLJŜl·flyƎ û2 Yl·yè ăŜyű2^ăΣ ăY˝l·ff K2dzăŜK2fŘăΣ l·yŘ ₮^ăűπûƛY˝Ŝ K2Y˝Ŝōdzè Ŝ^ă¢
	ω **5Ŝyűăƛúè**Y mH¢yπmc ŘøŜfflyƎ dzyƛűăkl·Ö^Ŝ
bŜƛƎKö2^K22Ř 5ŜăƛƎyl·ûƛ2y˝	ω **tdz^LJ2ăŜY** ¢2 LJ^2ØƛŘŜ fl·yŘ ₮2^ l· ^l·yƎŜ 2₮ ălyƎfŜ l·yŘ Y˝ƛŘŘfŜ K2dzăƛyƎ ûèLJŜăΣ Ŝyűdz^ƛyƎ 2LJŜy˝ ălJl·ÖŜ øλúK Ŝl·ÖK LJ^2ʔŜÖú¢
	ω **l 2dzăƛyƎ ¢èLJŜă**Y ¢KŜăŜ l·^Ŝ ûKŜ ŘŜăƛƎyl·ûƛ2yã ₮2^ ălyƎfŜ ŘŜűl·ÖKŜŘ K2Y˝ŜăT ōè fl·øΣ ûKŜ ₮dzff ^l·yƎŜ 2₮ Y˝ƛŘŘfŜ K2dzăƛyƎ óŘdzLJfŜÈŜăΣ ú^LJfŜÈŜăΣ ljdzl·ŘLJfŜÈŜăΣ ű2øyK2dzăŜăΣ l·yŘ Ö2ûűl·ƎŜ Öfdzăű^ŜăúY˝dzăű l·fă2 ōŜ l·ff2øŜŘ dzyfŜää ₮2ff2øƛyƎ l· a l·ăűŜ^ tfl·yyŜŘ /2Y˝Ydzyƒúè LJdz^ădzl·yű û2 h ! w ccлπлпcπлнлpóнúóōú¢
	ω **5ŜyűăƛúƛŜă**Y {ŜŜ ōŜf2ø¢

LAND USE ALTERNATIVES

DESIGNATION	PURPOSE AND ATTRIBUTES
ω aŜŘλdzY π I λƎK 5Ŝyãλúê bŜλƎKō2NK22Ř	ω **pΦpπмм dzYλúăkI·ŎNŜ ς** ¢Kλă ŘŜăλƎYl·úλ2Y 2dztŘ fλ⌈ŜfȅōŜ I·LJLJfλŜŘ λY⁻Ff ŜN I·NŜI·ă ǿλúK fI·NƎŜN ăλúŜă ǿKŜNŜ úKŜNŜ ǿ2dztŘ ōŜ Y2NŜ Ff ÈλōλfλúȅF2N ŎNŜI·úλ2Y 2Ł ăY I·ffŜN f2úăΦ ó . I·ăŜŘ 2 aŜŘλdzY 5Ŝyãλúê wŜăλŘŜyúλl·f I λƎK ώa 5wI ϐ 2yŜΦύ
ω aŜŘλdzY 5Ŝyãλúê bŜλƎKō2NK22Ř	ω **pΦcπy dzYλúăkI·ŎNŜ ς** ¢Kλă ŘŜăλƎYl·úλ2Yλă I·fã2 fλ Ŝfȅ ű2 ōŜ I·LJLJfλŜŘ λY⁻Ff ŜN I·NŜI·ă ǿλúK fI·NƎŜN ăλúŜaΦ ó . I·ăŜŘ 2Y a ŜŘλdzY 5Ŝyãλúê wŜăλŘŜyúλl·f ώa 5w[ϐ 2yŜΦύ
ω [2ǿ 5Ŝyãλúê bŜλƎKō2NK22Ř	ω **oΦpπp dzYλúăkI·ŎNŜ ς** ¢Kλă ŘŜăλƎYl·úλ2Y 2dztŘ fλ⌈ŜfȅōŜ I·LJLJfλŜŘ λY⁻Kλtftãλ ŘŜ I·yŘ Kλtftű2LJ I·NŜI·ăΣ I·yŘ λY⁻LJI·NŌŜfλÎŜŘ I·NŜI·ă ǿλúK ŜȄλăúλyƎ K2Y⁻ŜăΣ ǿKŜ Ŝ f2úă ǿ2dztŘ ōŜ fI·NƎŜN I·yŘ ŘŜyãλúŜ ǿ2dztŘ ōŜ f2ǿŜNΦ ¢Kλă ǿ2dztŘ ōŜ ŜN I·ÔÔ2Y⁻Y2ŘI·úŜ ú2LJ2ƎNJ·LJKȅΣ dzúλfλúê I·ÔÔŜăăΣ LJI·NúλŘŜØŜf2LJY⁻ŜyúΣ I·yŘ 2úKŜN ŦŜI·údzNŜăΣ ǿKλÔK ǿ2dztŘ úȅLJλÔI·ffȅ NŜIjdzNŜă fI·NƎŜN f2úăΦ ó . I·ăŜŘ 2Y⁻ [2ǿ 5Ŝyãλúê wŜăλŘŜyúλl·f ώ[5wϐ 2yŜΦύ
	EMPLOYMENT, COMMERCIAL, AND MIXED USE
aλȄŜŘ 9Y⁻LJf2ȅY⁻Ŝyú	tN2ØλŘŜ fI·yŘ úKI·ú ădzLJLJ2NúăfλØλyƎπǿI·ƎŜ ŜY⁻LJf2ȅY⁻Ŝyú 2LJLJ2NúdzyλúλŜă 2N {KŜNǿ22Ř NŜăλŘŜyúăΦ aλȄŜŘ 9Y⁻LJf2ȅY⁻Ŝyú λyŎfdzŘŜă I· Y⁻λȄ 2Ł 2ŦŦλÔŜΣ ŜÔKΣ KŜI·fúKÔI·NŜΣ fλƎKú λyŘdzăúNλI·fΣ ǿI·NŜK2dzăŜΣ I·yŘ fλY⁻λúŜŘ NŜúI·λf dzăŜăΦ ¢Kλă úȅLJŜ 2Ł ŘŜØŜf2LJY⁻Ŝyú úȅLJλÔI·ffȅ NŜIjdzNŜă fI·NƎŜ ăλúŜă óI·ú fŜI·ăú ɲɲpɲ I·ÔNŜăúΣ Ff ú ú2LJ2ƎNJ·LJKȅΣ I·yŘ Ǝ22Ř I·ÔÔŜää ú2 úNJ·yãLJ2NúI·úλ2Y⁻
/2YY⁻ŜNŎλI·f	tN2ØλŘŜ 2LJLJ2NúdzyλúλŜă 2N Ŏ2Y⁻Y⁻ŜNŎλI·f ōdzăλySăăŜăΣ λyŎfdzŘλyƎ NŜúI·λfΣ ŘλyλyƎΣ ăŜNǿλŎŜăΣ 2ŦŦλŎŜăΣ I·Y⁻ ŎλØλŎ dzăŜăΦ ¢KŜăŜ I·NŜI·ă ăK2dztŘ KI·ØŜ Ǝ22Ř ØλăλōλfλúȅF I·yŘ I·ÔÔŜää ú2 úNJ·yãLJ2NúI·úλ2Y⁻
aλȄŜŘ ¦ăŜ	tN2ØλŘŜ 2LJLJ2NúdzyλúλŜă 2N I· Y⁻λȄ 2Ł K2dzăλyƎ I·yŘ Ŏ2Y⁻Y⁻ŜNŎλI·f ōdzăλySăăŜăΦ wŜăλŘŜyúλI·f I·yŘ Ŏ2Y⁻Y⁻ŜNŎλI·f dzăŜă Ŏ2dztŘ ōŜ λY⁻úKŜ ăl·Y⁻Ŝ ōdzλfŘλyƎ óØŜNúλ I·f Y⁻λȄŜŘ dzăŜú 2N 2Y⁻úKŜ ăl·Y⁻Ŝ ăλúŜ óK2NλÎ2yúI·f Y⁻λȄŜŘ dzăŜúΦ
I 2ăLJλúI·fλúȅ	¢Kλă λă I· yŜǿ Ŏ2yŎŜLJú Ł2N {KŜNǿ22ŘΣ ǿKλÔK ŜY⁻ŜNƎŜŘ FN2Y⁻ ŘλăŎdzăăλ2yã ǿλúK úKŜ / ! /Φ ¢Kλă Î2yŜ ǿ2dztŘ LJN2ØλŘŜ λyúŜyúλ2yI·f f2 I·úλ2yã 2N dzăŜă ădzŎK I·ă K2úŜfăκY⁻2úŜfăΣ NŜăúI·dzNI·yúăΣ ǿλySNλŜăΣ I·yŘ ăλY⁻λfI·N dzăŜă úKI·ú Ŏ2dztŘ ŎI·LJλúI·fλÎŜ 2y⁻{KŜNǿ22Ř ² Ŝăúŋă f2ŎI·úλ2y⁻I·ă úKŜ Ŝyúl·yŎŜ ú2 ǿλyŜ Ŏ2dzyúNȅ¢ ¢KŜăŜ dzăŜă úȅLJλÔI·ffȅ NŜfȅ 2y⁻ăúN2yƎ ØλăλōλfλúȅF ú2 úKŜ LJdzōfλÔ τ ŜΦƎΣ FN2Y⁻ I λƎKǿI·ȅ φφ ²Φ
	PARKS
/2YY⁻dzYλúê tI·N⌈ă	/2YY⁻dzYλúê LJI·N⌈ă I·NŜ fI·NƎŜ LJI·N⌈ă óмл ú2 нл I·ÔNŜăú úKI·ú I·NŜ λyúŜyŘŜŘ ú2 ăŜNǿŜ úKŜ ōN2I·ŘŜN Ŏ2Y⁻Y⁻dzYλúȅ I·yŘ ǿKλÔK Y⁻I·ȅ λyŎfdzŘŜ I·Y⁻ŜyλúλŜă ădzÔK I·ă ăLJ2NúăŦλŜfŘăΣ LJλÔyλÔ ŜI·ăΣ LJI·úKǿI·ȅăΣ I·yŘ LJfI·ȅƎN2dzyŘăΦ /2YY⁻dzYλúê LJI·N⌈ă yŜŘ NŜfI·úλ Ŝfȅ Ff ú I·ÔNŜI·ƎŜă I·yŘ Ǝ22Ř úNJ·yãLJ2NúI·úλ2Y⁻I·ÔÔŜää 2N I·ff Y⁻2ŘŜă 2Ł úNJ·ØŜfΦ ¢KŜ fI·yŘ dzăŜ I·fúŜNyI·úλ Ŝă Y⁻I·LJă λŘŜyúλ ȅ 2yŜ 2N úǿ2 f2ŎI·úλ2yã 2N Ŏ2Y⁻Y⁻dzYλúê LJI·N⌈ăΦ
bŜλƎKō2NK22Ř tI·N⌈ă	bŜλƎKō2NK22Ř LJI·N⌈ă I·NŜ ăY⁻I·ffŜN óн ú2 p I·ÔNŜăú I·yŘ LJN2ØλŘŜ NŜŎNŜI·úλ2Y⁻2LJLJ2NúdzyλúλŜă 2N yŜI·NōȅNŜăλŘŜyúăΣ ǿK2 úȅLJλÔI·ffȅ fλØŜ ǿλúKλY⁻ǿI·f⌈λyƎ I·yŘ ōλÔȅŎfλyƎ ŘλăúI·yŎŜΦ ¢KŜ Y⁻I·LJă λŘŜyúλ ȅ ØŜNȅ Ô2yŎŜLJúdzI·f f2ŎI·úλ2yã 2N yŜλƎKō2NK22Ř LJI·N⌈ăΣ ăLJNŜI·Ř I·Y⁻2yƎ úKŜ ØI·N2dză NŜăλŘŜyúλI·f I· ŜI·ăΦ

Process

¢2 ŎNŜI·úŜ úKŜ úKNŜŜ I·fúŜNyI·úλ ŜăΣ úKŜ LJN2ŜŎú úŜI·Y⁻ fŜŘ úKŜ / ! / úKN2dzƎK I· KI·yŘăπ2Y⁻ŜȄŜNŎλăŜ λY⁻ǿKλÔK ăY⁻I·ff ƎN2dzLJă ŘŜØŜf2LJŜŘ úKŜ Y⁻I·LJă λyúŜNI·Ôúλ Ŝfȅ 9I·ÔK ăY⁻I·ff ƎN2dzLJ ǿI·ă ƎλØŜy⁻I· ōI·ăŜ Y⁻I·LJ I·yŘ I· ăŜú 2Ł fI·yŘ dzăŜ áÔKλLJăȅ úKI·ú NŜLJNŜăŜyúŜŘ I·ff úKŜ fI·yŘ dzăŜă fλăúŜŘ λY⁻¢I·ōfŜ нΦ ¢KŜ ƎN2dzLJă ǿŜNŜ úKŜy⁻I·ă⌈ŜŘ ú2 LJfI·ÔŜ úKŜ ÔKλLJă 2y⁻úKŜ Y⁻I·LJ dzăλyƎ úKŜλN ōŜăú ∂dzŘƎY⁻Ŝyú I·ă ú2 úKŜ I·LJLJN2LJNλI·úŜ f2ŎI·úλ2y⁻I·yŘ ØŜNI·ff fI·è2dzú 2Ł úKŜ fI·yŘ dzăŜăΦ ¢I·ōfŜ ŦI·ÔλfλúI·ú2NăKŜfLJŜŘ 2NƎI·yλÎŜ úKŜ ŜȄŜNŎλăŜ I·yŘ ădzƎƎŜăúŜŘ LJI·NI·Y⁻ŜúŜNă Ł2N LJfI·ÔλyƎ úKŜ ÔKλLJă óŜΦƎΦΣ ÔŜNúI·λy⁻dzăŜăΣ ădzÔK I·ă ŜY⁻LJf2ȅY⁻Ŝyú I·yŘ ăÔK22făΣ ăK2dztŘ y2ú ōŜ LJfI·ÔŜŘ 2y⁻ăúŜŜLJfȅ ăf2LJŜŘ fI·yŘúΦ

¢KŜ NŜădztúă 2Ł úKŜ ÔKλLJ ŜȄŜNŎλăŜ ǿŜNŜ úKŜy⁻ŘλƎλúλ ŜŘ I·yŘ NŜŦλySŘ ȅ úKŜ LJN2ŜŎú úŜI·Y⁻Σ ǿλúK I·ŘŘλúλ2yI·f λyⁿLJdzú FN2Y⁻ úKŜ / ! /Φ

Land Use Alternatives

¢KŜ ŭKNŜŜ fl·yŘ dzăŜ l·fŭŜNyl·ŭλ Ŝă λy˙CΛƎdzNŜ c ăKl·NŜ ăŜØŜNl·f Ŏ2Y˙Y˙2y˙ŭKŜY˙ŜăY

- ω C2ŎdzăŻ 2y˙Y˙λÈŜŘ ŜY˙LJf2èY˙Ŝyŭ λy˙ŭKŜ y2NŭKŜNyΣ Ŧf ŭ l·NŜl·
- ω /2Y˙Y˙dzyλŭè LJl·N˥ 2y˙ŭKŜ ă2dzŭK ăλŘŜ 2Ŧ ŭKŜ /KλŎ˥Ŝy˙/NŜŜ˥ Ŏ2NNλŘ2N
- ω /2Y˙Y˙ŜNŎλl·fκY˙λÈŜŘ dzăŜ l·yŘ KλƎKŜNπŘŜyăλŭè K2dzăλyƎ l·f2yƎ YNdzƎŜN w2l·Ř
- ω aλÈ 2Ŧ K2dzăλyƎ ŭèLJŜă ŭKN2dzƎK2dzŭ
- ω [2ø ŘŜyăλŭè NŜăλŘŜyŭλl·f l·f2yƎ ŜăŭŜNy˙KλffŭżLJ

Figure 6. Land Use Alternatives Maps



Alternative 1

- ω [l·NƎŜăŭ l·Y˙2dzyŭ 2Ŧ bŜλƎKō2N˙K22Ř NŜăλŘŜyŭλl·
- ω a2ŘŜNl·ŭŜ aλÈŜŘ 9YLJf2èY˙Ŝyŭ fl·yŘ
- ω /2Y˙Y˙dzyλŭè LJl·N˥ y2NŭKŜl·ăŭ 2Ŧ 9Řèπ 9fØŜNŭ λyŭŜNăŜŎŭλ2
- ω l 2ăLJλŭl·fŭè 2y˙ØŜăŭŜNy˙ŜyŘ 2Ŧ /Kl·LJYl·y˙w2l·Ř

Alternative 2

- ω a2ăŭ Y˙dzfŭλ Ŧl·Y˙λfè
- ω [Ŝl·ăŭ aλÈŜŘ 9Y˙LJf2èY˙Ŝyŭ fl·yŘ /2Y˙Y˙dzyλŭè LJl·N˥ ØŜăŭ 2Ŧ D22ăŜ /NŜŜ˥
- ω [l·NƎŜăŭ K2ăLJλŭl·fλŭè l·NŜl·Σ ØK2fŜ ă2dzŭKŜNy˙LJ2Nŭλ2y˙2Ŧ ŭdzŘè l·NŜl·

Alternative 3

- ω aλÈŜŘ dzăŜ NŜăλŘŜyŭλl·f 2Ŏdză ØŜăŭ 2Ŧ KλƎK ăŎK22f
- ω a2ăŭ aλÈŜŘ 9Y˙LJf2èY˙Ŝyŭ fl·yŘ
- ω /2Y˙Y˙dzyλŭè LJl·N˥ y2NŭKØŜăŭ 2Ŧ ØKŜNŜ /KλŎ˥Ŝy˙/NŜŜ˥ ŎN2ăăŜă 9fØŜNŭ w2l·Ř
- ω {Y˙l·ffŜăŭ K2ăLJλŭl·fλŭè l·NŜl·Σ l·ŭ YNdzƎŜN l·yŘ l λƎKØl·è ϕϕ ²

Alternatives Evaluation

¢KŜ ŭKNŜŜ I·fŭŜNyl·ŭλ Ŝă ǿŜNŜ ŜØI·fdzI·ŭŜŘ ŭKN2dzƎK I· Ŏ2Y´Y´dzyλŭê 2LJŜy´Ƙ2dzăŜ I·yŘ ădzNØŜè I·yŘ ŭKN2dzƎK I·LJLJfŏI·ŭλ2y´2Ŧ ŭKŜ ØI·fdzI·ŭλ2y´ŎNλ ŜNλI· ó{ŜŎŭλ2y´LLLúΦ ¢KŜ LJ 2ȼŜŎŭ ŭŜI·Y I·tă2 Ŏ2yŦNNY´ŜŘ ŜY´LJf èY´Syŭ Ŏ2yŎŜLJŭă ŭKN2dzƎK I·ŘŘλŭλ2yl·f ŭI·ʅŜK2fŘŜNJ ŜyƎI·ƎŜY´Syŭ∑ I·yŘ ŜØI·fdzI·ŭŜŘ úNJI·yãLJ2NŭI·ŭλ2y´I·f ŜNyl·ŭλ Ŝă ŭKN2dzƎK I· ¢NJI·ŦŦλŎ LY´LJI·Ŏŭ ! yl· ăλăΦ ¢KŜ 2dzúŎ2Y´Ŝă 2Ŧ ŜI·ŎK 2Ŧ ŭKŜăŜ ăŭŜLJă I·NŜ ōNλŜŦfè ădzY´Y´I·Nλ ŜŘ ōŜf2ǿΦ wŜŦŜN ú2 ŭKŜ ! LJLJŜyŘλŎŜă Ŧ2NJ Ŧdzft ădzY´Y´I·NλŜăΦ

Community Feedback

¢KŜ {ƘŜNǿ22Ř Ŏ2Y´Y´dzyλŭè KI·Ř ŭKŜ 2LJLJ2Nŭdzyλŭè ŭ2 ǿŜλƎK λy´2y´ŭKŜ ŭKNŜŜ fI·yŘ dzăŜ I·fŭŜNyl·ŭλ ŜăΣ ŭNJI·yãLJ2NŭI·ŭλ2y´ 2yŎŜLJŭăΣ I·yŘ 2ŭKŜNJ LJfI·y´Ŏ2yŎŜLJŭă I·ŭ I·y´λyŦLJŜNă2y´2LJŜy´Ƙ2dzăŜ I·yŘ I·ŎŎ2Y´LJI·yèλyƎ 2yfλyŜ ădzNØŜè λy´CI·ff нлннΦ

C2NJ ŭKŜ LJdzNLJ2ăŜ 2Ŧ I·ăăŜăăλyƎ ŭKŜ I·fŭŜNyl·ŭλ ŜăΣ ŭKŜ Y´I·LJă ǿŜNŜ ōN2ʅŜy´dzLJ λyŭ2 ŭKŜ Ŧ2dzNJ Řλăŭλyŏŭ Řλ úNλŎŭă λŘŜyŭλŦλŜŘ λy´ŭKŜ ŜfλY´λyl·Nè tfI·y´Y b2NŭKΣ CI·NJ ² ŜăŭΣ ² ŜăŭΣ I·yŘ {2dzúKǿŜăŭΦ tI·NŭλŎλLJI· ŭă ǿŜNŜ I·ăʅŜŘ ŭ2 NJI·yʅ ŭKŜ I·fŭŜNyl·ŭλ Ŝă λy´2NJŘŜNJ 2Ŧ LJNŜŦŜNJŜyŎŜΦ hØŜNJI·ffΣ LJI·NŭλŎλLJI· ŭă ŦI·Ø2NJŜŘ ! fŭŜNyl·ŭλ Ŝ м Ŧ2NJ ŭKŜ b2NŭK I·yŘ CI·NJ ² ŜăŭŘλăŭNλŎŭăΣ I·yŘ ! fŭŜNyl·ŭλ Ŝ н Ŧ2NJ ŭKŜ ² Ŝăŭ I·yŘ {2dzúKǿŜăŭ ŘλăŭNλŎŭăΦ {ŜŜ ! LJLJŜyŘλÈ 9 Ŧ2NJ I· Ŧdzft ădzY´Y´I·Nè 2Ŧ ădzNØŜèĸ2LJŜy´Ƙ2dzăŜ NŜădzfŭăΦ

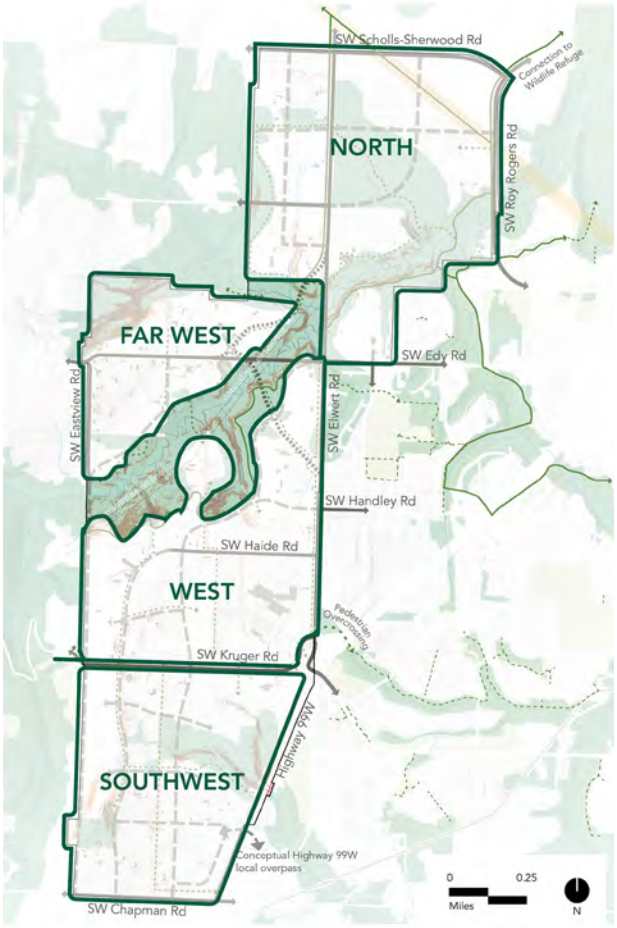


Figure 7. Sherwood West Subdistricts

Qualitative Evaluation

¢KŜ LJNN2ȼŜŎŭ ŭŜI·Y I·fă2 ŜØI·fdzI·ŭŜŘ ŭKŜ ŭKNŜŜ fI·yŘ dzăŜ I·fŭŜNyl·ŭλ Ŝă dzăλyƎ ŭKŜ IjdzI·fŭŭI·ŭλ Ŝ ŜØI·fdzI·ŭλ2y´ŎNλ ŜNλI· λŘŜyŭλŦλŜŘ ŜI·NfλŜNJ λy´ŭKŜ 2yŎŜLJŭ LJfI·yŷλyƎ LJN2ŎŜăăΦ ¢I·ōfŜ o ădzY´Y´I·NλÎŜă ŭKŜ ŜÈŭŜyŭ ŭ2 ǿKλŎK ŜI·ŎK I·fŭŜNyl·ŭλ Ŝ Y´ŜŜŭă ŜI·ŎK ŎNλŭŜNλ2yΦ {ŜŜ ! LJLJŜyŘλÈ W Ŧ2NJ ŭKŜ Ŧdzft ŜØI·fdzI·ŭλ2y´Y´ŜY´2

DŜyŜNJI·ffè ăLJŜI·ʅλyƎΣ I·ff ŭKNŜŜ I·fŭŜNyl·ŭλ Ŝă I·NŜ ădzLJLJ2Nŭλ Ŝ 2Ŧ ŭKŜ LJN2ȼŜŎŭ Ǝ2I·făΦ b2yŜ 2Ŧ ŭKŜ I·fŭŜNyl·ŭλ Ŝă ǿŜNŜ ƎλØŜy´I· ăŎ2NJŜ 2Ŧ áŘ2Ŝă y2ŭ ădzLJLJ2Nŭ LJN2ȼŜŎŭ 2ōȼŜŎŭλ Ŝăȼ Ŧ2NJ I·yè 2Ŧ ŭKŜ ŎNλŭŜNλI·Φ I 2ǿŜØŜNΣ ! fŭŜNyl·ŭλ Ŝ м NJI·ŭŜŘ ŭKŜ KλƎKŜăŭΣ ǿλŭK ! fŭŜNyl·ŭλ Ŝă н I·yŘ o Ŏf2ăŜ ōŜKλyŘΣ I·ă ăK2ǿy´λy´¢I·ōfŜ oΦ

Table 3. Alternatives Evaluation Summary

GOAL	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
M¢ ¢KŜ I·NŜI· ƛă ŘŜăƛƎyŜŘ I·ă I· yl·údzNI·f ŜÈűŜyãƛ2Y´2Ŧ {KŜNǿ22Ř I·yŘ ƛă ƛyűŜƎNI·ŰŜŘ ƛyű2 űKŜ ŜÈƛăűƛyƎ LJ ŜNy´2Ŧ ƎN2ǿűK ƛy´2NŘŜN ű2 LJNŜăŜNØŜ úKŜ Ŏ2Y´Y´dzyƛűè¤ă KŜNƛúI·ƎŜ I·yŘ ăY´I·ffπű2ǿy´ŦŜŜf¢			
H¢ ¢KŜ I·NŜI· I·úű I·ŎűăI· ØI·NƛŜűè 2Ŧ ōdzăƛySăăŜă I·yŘ ŜY´LJf2èY´Syű 2LJLJ2Núdzyƛű ƛŜăΣ ǿKƛŎK KŜfLJ ă ûƛ Ŧè úKŜ /ƛűè¤ă ySŜŘ Ŧ2N I·y´ ŜÈLJI·yŘŜŘ úI·È ōI·ăŜ¢			
O¢ ¢NI·yãLJ2NúI·ű ƛ2y´ I·ŎƛfűƛŜă ăŜ ØŜ û2 Ŏ2yySŎűΣ NI·úKŜN úKI·y´ŘƛØƛŘŜΣ ySƛƎKō2NK22Ř㢠			
P¢ wŜăƛŘŜyűă KI·ØŜ I·ŎŎŜää û2 I· ØI·NƛŜűè 2Ŧ LJI·N]ă I·yŘ yl·údzNI·f I·NŜI·ăΣ I·yŎK2NŜŘ ōè úKŜ /KƛŎ]Sy´/NŜŜ] DNŜSyǿI·è¢			
p¢ ¢KŜ I·NŜI· ƛă ăŜNØŜŘ ōè I· N2ōdzăű ySűǿ2N] 2Ŧ I·ŎűƛŜ úNI·yãLJ2NúI·úƛ2y´2 ûƛ2yã úK ú I·NŜ ƛyűŜƎNI·úŜŘ ƛyű2 {KŜNǿ22Řă ŜÈƛăűƛyƎ y´ úǿ2N]¢			
C¢ DN2ǿúK I·yŘ ŘŜØŜf2LJY´Syű I·NŜ ØŜftπLJfI·yySŘ I·yŘ ƛY´LJfŜY´Syűl·úƛ2y´2Ŧ úKŜ I· ŜI· ƛă LJNI·ƎY´I·úƛŎ			

{dzLJLJ2Núă hō?ŜŎűƛ Ŝă — tI·NűƛI·ffè {dzLJLJ2Nú — 52Ŝă b2ű {dzLJLJ2Nú

Developer Feedback

LY´CI·ff нлнн Σ úKŜ /ƛűè 2Ŧ {KŜNǿ22Ř K2ăűŜŘ I· ŘNƛØƛyƎ û2dzN I·yŘ ŘƛăŎdzăăƛ2y´2Ŧ úKŜ {KŜNǿ22Ř ² Ŝăű /2yŎŜLJű tfI·y´I·NŜI· ǿƛűK ăűI·]ŜK2fŘŜNă ŦN2Y´ úKŜ ŘŜØŜf2LJY´Syű I·yŘ ōN2]ŜNJI·ƎŜ Ŏ2Y´Y´dzyƛűè¤ ¢KŜ LJdzNLJ2ăŜ ǿI·ă û2 ƎI·úKŜN ƛyãƛƎKűă I·ō2dzű úKŜ ŘNJI·Ŧű LJfI·y´ 2yŎŜLJűă ŦN2Y´ ŘŜØŜf2LJY´Syű LJNJI·Ŏűƛúƛ2y´ ă I·yŘ û2 LJN2ØƛŘŜ I·ŘØƛŎŜ Ŧ2N Ŧdzűdz NŜ ƛY´LJfŜY´Syűl·úƛ2y¤ {2Y´Ŝ Ŝè úI·]ŜI·ǿèă ŦN2Y´ úKŜăŜ ŘƛăŎdzăăƛ2yã I·NŜ LJN2ØƛŘŜŘ ōŜf2ǿ¤ ! Ŧdzff ădzY´Y´I·Nè 2Ŧ ŘŜØŜf2LJŜN ŦŜŜŘōI·Ŏ]Σ ƛyŎfdzŘƛyƎ NŜŎ2Y´Y´SyŘI·úƛ2yã 2N ƛyŦNJI·ăúNdzŎűdzNŜ I·yŘ ŦdzyŘƛyƎ ySŜŘă ƛă ƛyŎfdzŘŜŘ ƛy´ ! LJLJSyŘƛÈ Y¤

Industrial/Employment Opportunities

- LyŘdzăúNƛI·f ŘŜØŜf2LJY´Syű I·ú úKŜ y2NúK ŜyŘ 2Ŧ {KŜNǿ22Ř ² Ŝăű Ŏ2dzfŘ ōŜ ŘŜØŜf2LJŜŘ I·ă ă22y´I·ă úKŜ fI·yŘ ƛă ōN2dzƎKű ƛyű2 úKŜ ¦D. I·yŘ dzűƛfűƛŜă Ŝ I·ØI·ƛfI·ōfŜ¤ ¢KŜ NŜƎƛ2y´ƛă ØƛNúdzI·ffè 2dzű 2Ŧ ƛyŘdzăúNƛI·f fI·yŘ ű2ŘI·è¤
- [ƛ]Ŝfè ƛyŘdzăúNƛI·f dzăŜă ǿ2dzfŘ ōŜ Y´dzfűƛπ ŜyI·yű ōdzƛfŘƛyƎă ƛy´úKŜ pлΣллππтлΣллл ălj dzI·NŜ Ŧ22ű NI·yƎŜ¤
- {KŜNǿ22Ř¤ă 9Y´LJf2èY´Syű LyŘdzăúNƛI·f ó9Lú Î2yŜ ƛă I·y´I·LJLJN2LJNƛI·ûŜ 2yŜ Ŧ2N {KŜNǿ22Ř ² Ŝăú¤ Lű ƛă Ŧf ÈƛōfŜ I·yŘ Ř2Ŝă y2ű NŜăúNƛŎű ōè ûŜyI·yű dzăŜ dzyfƛ]Ŝ ă2Y´Ŝ Î2yŜă ƛy´ySƛƎKō2NƛyƎ ŎƛűƛŜă

Other Commercial Uses

- h₮₮ʎǑŜ ØŜf2LJϒŜyű ʎă dzy₮ʎ⌊Sfè ʎϒ{KŜ₦ø22Ř ² Ŝăű¢
- {2ϒŜ ădzLJLJ2₦ű ₦Sű!·ʎf ø2dzfŘ ϒ!·⌊Ŝ ăŜyãŜ ySI·₦ űKŜ ʎyŘdzăú₦ʎ!·f dzăŜăΣ ōdzű Î2yʎyƎ ăK2dzfŘ ₦Sϒ!·ʎϒ ₮f ÈʎōfŜ¢
- {f2LJŜŘ ăʎűŜă 2₦ ăʎűŜă !·ű ! KʎƎKŜ₦ Ǝ₦!·ŘŜ űK!·ϒűKŜ !·Ř2!·ÔŜyű ăú₦ŜŜű fSyŘ űKŜϒăŜfØŜă ōŜ Ŝ₦ ű2 K2dzăʎyƎ űK!·ϒ₦Sű!·ʎf dzăŜă¢

Hospitality

- ¢KŜ K2ăLJʎű!·f₦úè ŘŜăʎƎy!·ûʎ2yϒySŜŘă ! ŘŜ ûʎϒ ûʎ2yϒdzăŜ 2 ϒ!·⌊Ŝ ʎű Øʎ!·ōfŜ ʎ₮ űKŜ !·₦Ŝ!· ʎă y2ű Øʎăʎōf Ŝ ₮₦2ϒ 2₦ Ř₦₦ŜÔűfè f2Ǒ!·ûŜŘ 2ϒ ! ʎƎK¢ø!·è ф¢ф ² ¢
- ! ø¢ʎyŜπűKŜϒŜŘ ŘŜăúʎϒ ûʎ2ϒ 2dzfŘ ōŜăű ōŜ ōdzʎfű 2₮₮ 2₮ !·ϒ Èʎăúʎy Ǝ 2₦⌊ʎyƎ ø¢ʎyŜ₦è!·f!·fűK2dzƎK 2 ăʎűŜ ű!·ăúʎyƎ 22ϒă !·₦Ŝ ōŜǑ2ϒʎyƎ LJ2LJdzf!·₦¢

¢KŜ ŘŜØŜf2LJϒŜyű !·yŘ ō₦2⌊Ŝ₦!·ƎŜ LJ!·₦ûʎǑʎLJ!· ûă !·fă2 LJ₦2ØʎŘŜŘ ₮ŜŜŘō!·Ǒ⌊ 2ϒyŜǑŜăă!·₦è Ǒ2yŘʎûʎ2yã 2₦ ŘŜØŜf2LJϒŜyű û2 2ǑǑdz₦ʎϒ{KŜ₦ø22Ř ² ŜăűΣ ʎyǑfdzŘʎyƎ ySŜŘŜŘ dzûʎ₮ûʎŜă !·yŘ ₮dzyŘʎyƎ¢ ¢KŜăŜ ŜfŜϒ ûă !·₦Ŝ ŘʎăǑdzăăŜŘ ʎϒϒ2₦Ŝ ŘŜű!·ʎf dzyŘŜ₦ LϒLJfŜϒŜyű!·ûʎ2ϒó{ŜǑûʎ2ϒ±LLú

Traffic Analysis

! ú₦!·₮₮ʎǑ !·y!· ăʎă ŜØ!·fdz!·ûŜŘ ûKŜ LJ2ûŜyű!·f ú₦!·yãLJ2₦ű!·ûʎ2yʎϒLJ!·Ǒűă 2₮ ûKŜ ûK ŜŜ f!·yŘ dzăŜ !·fűŜ₦y!·ûʎ Ŝă !·yŘ ŜÈ!·ϒʎySŘ LJ2ûŜyű!·f ú !·yãLJ2₦ű!·ûʎ2y ySűø2₦⌊ dzLJƎ₦!·ŘŜă ₮2₦ ûKŜ /2yǑŜLJú tf!·y!·₦Ŝ!·¢ .Ŝf2ø ʎă !· ădzϒϒ!·₦è 2₮ ûKŜ ₮ʎyŘʎy ă !·yŘ ₦ŜǑ2ϒϒŜyŘ!·ûʎ2yã¢ {ŜŜ !LJLJŜyŘʎÈ [₮2₦ ûKŜ ₮dzff ¢₦!·₮₮ʎǑ LϒLJ!·Ǒű !y!· ăʎă ϒŜϒ2¢

Findings

- **¢2ű!·f ¢₦ʎLJă** ς ! ff ûK₦ŜŜ f!·yŘ dzăŜ !·fűŜ₦y!·ûʎ Ŝă K!·ØŜ !· Ǒ2ϒLJ!·₦!·ōfŜ yдzϒōŜ₦ 2₮ û2ű!·f LJ₦2LJ2ăŜŘ K2dzăʎyƎ dzyʎűăΣ û2ű!·f ²2ōăΣ !·yŘ û2ű!·f ØŜKʎǑfŜ ú₦ʎLJă¢ hØŜ₦!·ff Ŝăűʎϒ ûŜŘ ØŜKʎǑfŜ ú₦ʎLJă !·₦Ŝ !·fă2 ăʎϒʎf!·₦ û2 ûKŜ ydzϒōŜ₦ Ŝăűʎϒ ûŜŘ ōè ² !·ăKʎyƎű2y /2dzyűè !·ă LJ!·₦ű 2₮ ûKŜ ¦₦ō!·y wŜăŜ₦ØŜ ¢₦!·yãLJ2₦ű!·ûʎ2y {ûdzŘè ó ¦ ¢{ú ₮2₦ ûKʎă !·₦Ŝ!·¢
- **¢₦!·ØŜf t!· Ŝ₦yã** ς ±!·₦ʎ!·ûʎ2yã ʎyf!·yŘ dzăŜ !·y f!·è2dzú ʎyűKŜ ûK₦ŜŜ !·fűŜ₦y!·ûʎ Ŝă ø2dzfŘ ōŜ ŜÈLJŜǑűŜŘ û2 K!·ØŜ !· ϒʎyʎϒ!·f ʎϒLJ!·Ǒű 2y2ØŜ₦!·ff ú₦!·ØŜf LJ!· Ŝ₦yãΣ ō!·ăŜŘ 2y!·y ŜÈ!·ϒʎy!·ûʎ2y2 ûKŜ 2₦ʎƎʎy!·yŘ ŘŜăúʎy ûʎ2y2₮ ú₦ʎ ă¢



- **¢NJI-ŦŦλŎ hLJ I-űλ2Y** ç LyλűλI·f ŦλyŘλyƎă λyŘ I·űŜ űKI·ű {KŜNJø22Ř ² Ŝăű ƎNJ2øűK øλftf ōŜ ăŜNJØŜŘ I·ŘŜIjdzI·űŜfè øλűK űKŜ LJfI·yƴŜŘ ăűNJŜŜű yŜűø2NJ]Σ λyŎfdzŘλyƎ LJfI·yƴŜŘ ăűNJŜŜű dzLJƎNJI·ŘŜăΣ I·ă ŘŜăÔNJλōŜŘ λY űKŜ /2yŎŜLJű tfI·y¢ CdzNJűKŜNJ ăűdzŘè λă NJŜŎ2YYŜyŘŜŘ ű2 ŘŜØŜf2LJ I· Y2NJŜ Ô2YLJNJŜKŜyãλØŜ fλăű 2Ŧ λYLJNJ2ØŜYŜyűă I·yŘ I·ää2ŎλI·űŜŘ Ô2ăű ŜăűλY űŜă I·ă űKλă I·NJŜI· λă YI·ŘŜ NJŜI·Řè Ŧ2NJ dzNJōI·yˇŘŜØŜf2LJYŜyűφ

Recommendations

- ! ŘØI·yŎŜ űKŜ **9føŜNJű w2I·Ř NJŜπI·fλƎyYŜyű** Ô2yŎŜLJű øλűK űKŜ {KŜNJø22Ř ² Ŝăű /2yŎŜLJű tfI·yT Ô2yŘdzŎű ŦdzNJűKŜNJ ăűdzŘè ű2 ŘŜűŜNJYλyŜ űKŜ ōŜăű I·fλƎyYŜyű I·yŘ λyűŜNJăŜŎűλ2y 2yŦλƎdz I·ûλ2yã
- ! Ř2LJű **ŘŜăλƎyˇűKŜYŜă Ŧ2NJ űKŜ 9føŜNJű w2I·Ř Ô2NJNJλŘ2NJ** Ô2yãλăűŜyű øλűK űKŜ /λûè]ăλăλ2yΣ I·ă NJŜLJNJŜăŜyűŜŘ ōè űKŜ {dzyãŜű . 2dztŜØI·NJŘ Ô2NJNJλŘ2NJφ
- **¦ LJƎNJI·ŘŜ 9føŜNJű w2I·Ř** ű2 I· oπfI·yŜ ÔN2ăăπăŜŎűλ2y øλűK ōλ Ŝ fI·yŜă I·yŘ ăλŘŜøI·f]ă I·ă ŘŜØŜf2LJYŜyű 2ŎŎdzNJăφ
- ¦ LJƎNJI·ŘŜ űKŜ **9føŜNJű I·ű [ŜōŜI·dzκ{ŎK2ffăπ{KŜNJø22Ř λyűŜNJăŜŎűλ2 ű2 I·ŘŜIjdzI·űŜfè ădzLJLJ2NJű űNJI·** ƎNJ2øűK űKNJ2dzƎK ű2 űKŜ нлпл K2NJλÎ2yˇèŜI·NJφ ¢KŜ λyűŜNJăŜŎűλ2y øλűK 9f ŜNJű w2I·Ř øλftf NJŜIjdzλNJŜ I·ŘŘλűλ2yI·f ûdzŘèΣ NJŜŎ2yƑλƎdz I·ûλ2yΣ I·yŘ ØŜyűdzI·f ăλƎyI·fλÎI·ûλ2yˇ2NJ 2dzyŘI·ō2dzű λYLJNJ2ØŜYŜyű I·ă ŘŜØŜf2LJYŜyű 2ŎŎdzNJăφ
- a l·]Ŝ **Ydztűλ Y2ŘI·f ă Ŧŝűè λYLJNJ2ØŜYŜyűă** ű2 űKŜ 9føŜNJűπ9Řè λyűŜNJăŜŎűλ2y 2yãλăűŜyű øλűK űKŜ /2yŎŜLJű tfI·y¢ hűKŜNJ λyűŜNJăŜŎűλ2yã ăK2dztŘ I·fă2 ōŜ ŜØλŜøŜŘ Ŧ2NJ LJ2ăăλōfŜ Ydztűλ Y2ŘI·f ă ŦŜűè dzLJƎNJI·ŘŜă I·ă ŘŜØŜf2LJYŜyű 2ŎŎdzNJă yŜI·NJōèΣ λyŎfdzŘλyƎ űKŜ 9føŜNJűπ I I·yŘfŜè λyűŜNJăŜŎűλ2yΣ I·yŘ űK 9føŜNJűπ I I·λŘŜ λyűŜNJăŜŎűλ2y
- ¦ LJƎNJI·ŘŜ **9Řè w2I·Ř** ŜI·ăű 2Ŧ 9føŜNJűκ/KλŎ]Ŝy /NJŜŜ] oπfI·yŜ Ô2ffŜŎű2NJ øλűK ōλ]Ŝ fI·yŜă I·yŘ ăλŘŜøI·f]ăΣ Ô2yãλăűŜyű øλűK űKŜ {KŜNJø22Ř ¢{ t¢ YŜŜLJ 9Řè w2I·Ř øŜăű 2Ŧ /KλŎ]Ŝy /NJŜŜ] I·ă I· ű ø2πfI·yŜ Ô2ffŜŎű2NJ NJ2I·Ř¢

Preferred Alternative

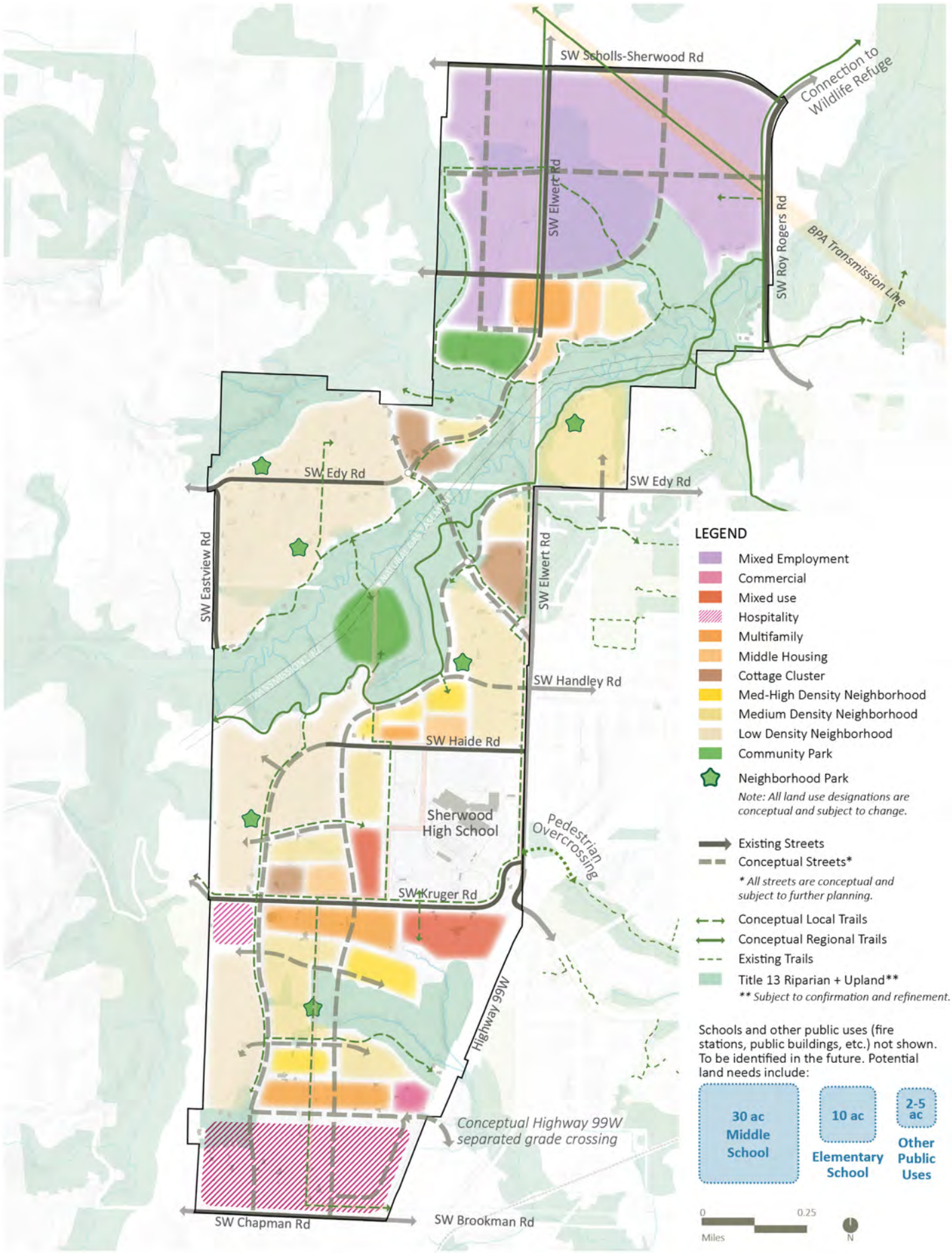
¢KŜ LJNJŜŦŜNJNJŜŘ I·fűŜNJyI·ûλ Ŝ Ŧ2NJ űKŜ {KŜNJø22Ř ² Ŝăű /2yŎŜLJű tfI·yˇλă ŘŜăÔNJλōŜŘ λyˇűKŜ ySÈű ăŜŎűλ2y¢ ¢KŜ LJNJŜŦŜNJNJŜŘ fI·yŘ dzăŜ YI·LJ øI·ă ŘŜØŜf2LJŜŘ ōè űI·]λyƎ űKŜ Y2ăű ădzLJLJ2NJűŜŘ λŘŜI·ă ŦNJ2Y űKŜ űKNJŜŜ fI·yŘ dzăŜ I·fűŜNJyI·ûλ Ŝă NJŜØλŜøŜŘ I·ű űKŜ Ô2YYdzyλűè 2LJŜyˇK2dzăŜ I·yŘ 2yƑλyŜ ădzNJØŜè¢ . è Ô2YLJI·NJλyƎ űKŜ ŘλăűNJλÔűă ób2NJűKΣ CI·NJ ² ŜăűΣ ² ŜăűΣ I·yŘ {2dzűKøŜăűû I·ÔN2ăă I·fűŜNJyI·ûλ ŜăΣ űKŜ ōŜăű λŘŜI·ă ŦNJ2Y ŜI·ÔK Ô2dzfŘ ōŜ λyÔ2NJLJ2NJI·ûŜŘ λyű2 űKŜ ƑλyI·f YI·LJ¢ ¢KŜ / / Ô2yãλŘŜ NJŜŘ űKŜ Ô2YYdzyλűè]ă λyˇLJdzű I·yŘ LJNJ2ØλŘŜŘ ŘλNJŜÔűλ2yˇI·ă ű2 øKλÔK I·fűŜNJyI·ûλ Ŝ űKŜè LJNJŜŦŜNJNJŜŘ Ŧ2NJ ŜI·ÔK ŘλăűNJλÔűφ ¢KŜ LJNJŜŦŜNJNJŜŘ fI·è2dzű 2Ŧ űKŜ b2NJűK I·yŘ CI·NJ ² Ŝăű ŘλăűNJλÔűă ăλ ōI·ăŜŘ LJNJλYI·NJλfè 2yˇ ! fűŜNJyI·ûλ Ŝ мΣ øKλfŜ űKŜ ² Ŝăű I·yŘ {2dzűKøŜăű ŘλăűNJλÔűă I·NJŜ ōI·ăŜŘ LJNJλYI·NJλfè 2yˇ ! fűŜNJyI·ûλ Ŝ нφ ¢KŜ / ! / I·yŘ LJNJ2ŜŎű űŜI·Y I·fă2 ădzƎƎŜăűŜŘ Y2ŘλƑλ I·ûλ2yã I·yŘ ŜŦλySYŜ ûă ű2 űKŜ fI·yŘ dzăŜă λyˇI· ŦŜø I·NJŜI·ăΣ Ŧ2NJ Ô2yãλăűŜyÔè øλűK ŜI·NJfλŜNJ LJfI·yˇÔ2yŎŜLJûăφ

CONCEPT PLAN



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Figure 8. Composite Concept Plan Map

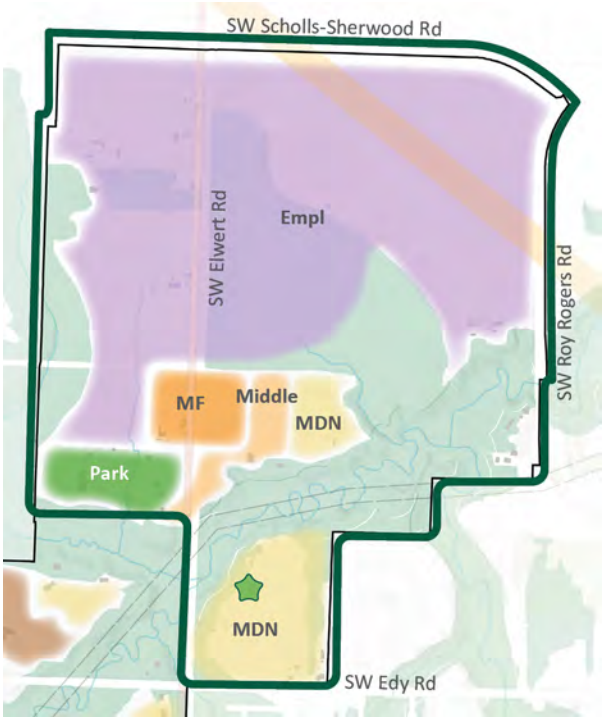


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Overview

¢KŜ YˊI·LJ λyˊCλƎdzNJŜ y λffdzăűNJI·ûŜă ûKŜ NJŜŎƨYˊYˊŜyŘŜŘ fI·yŘ dzăŜăΣ ăűNJŜŜű ySűø2NJ]Σ LJI·NJ]ăΣ I·yŘ űNJI·λfă ₮2NJ ûKŜ {KŜNJø22Ř ² Ŝăű I·NJŜI·φ ¢KŜ YˊI·LJ ăK2øă K2ø I·ff ûKŜăŜ Ŏ2YˊLJ2ySyűă Ŏ2YˊŜ û2ƎŜűKŜNJ û2 ₮2NJYˊ Ŏ2YˊLJfŜûŜ I·yŘ Ŏ2yySŎûŜŘ ySλƎKō2NJK22Řă λyˊ{KŜNJø22Ř ² Ŝăűφ ¢KŜ I·ŎŎ2YˊLJI·yêλyƎ ŘŜăÔNJλLJûλ2yã Ŝfl·ûŜŘ û2 fI·yŘ dzăŜΣ űNJI·yãLJ2NJűI·ûλ2yΣ Ǝ ŜŜyˊăLJI·ŎŜΣ I·yŘ dzûλfλûλŜă ₮dzNJûKŜNJ ÈLJfI·λyˊK2ø ûKŜăŜ ŜfŜYˊŜyűă I·NJŜ λyűŜƎNJI·ûŜŘ λyű2 ûKŜ /2yŎŜLJű tfI·y

Figure 9. North District



Land Use Plan

CλƎdzNJŜ мo ŘŜLJλŎûă ûKŜ LJNJŜ₮ŜNJNJŜŘ fI·yŘ dzăŜ ŘŜăλƎyl·ûλ2yã ₮2NJ {KŜNJø22Ř ² Ŝăű Σ I·ă øŜff I·ă]Ŝè ûKŜYˊŜă øλűKλyˊŜI·ŎK ŘλăűNJλŎű ç b2NJűKΣ CI·NJ ² Ŝăű Σ ² Ŝăű Σ I·yŘ {2dzűKøŜăűφ Lyˊ {KŜNJø22Ř ² Ŝăű Σ ŜI·ŎK 2₮ ûKŜ ₮2dzNJ ŘλăűλyŎű ădzōŘλ úNJλŎûă KI·ă dzyλljdzŜ ljdzI·fλûλŜăΣ ăKI·LJŜŘ ōè ûKŜ I· ŜI·Ωă ÔNJŜŜ]ăΣ Kλfťă Σ ØI·ffŜèăΣ I·yŘ YˊI·2NJ NJ2I·Řăφ ¢KŜ fI·yŘ dzăŜ LJfI·yˊ₮2NJ ŜI·ŎK ŘλăűNJλŎű λă ŘŜăÔNJλōŜŘ ōŜf2øφ

North District

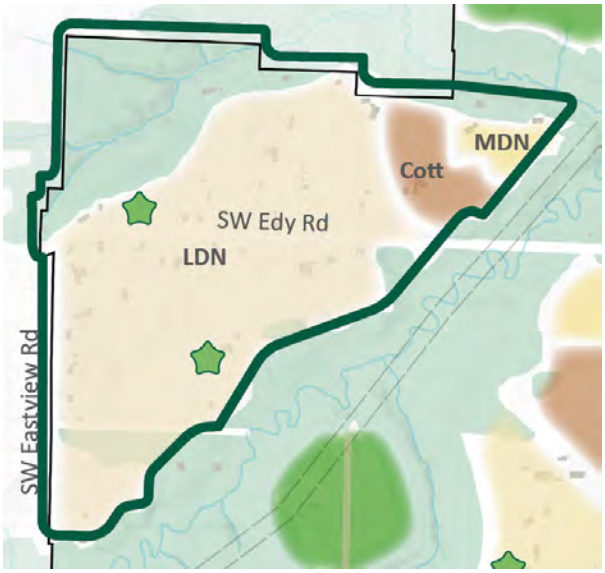
¢KŜ b2NJűK ŘλăűNJλŎű λă ûKŜ ŜYˊLJf2èYˊŜyű ŎŜyűŜNJ ₮2NJ {KŜNJø22Ř ² Ŝăűφ [2ŎI·ûŜŘ ă2dzûK 2₮ {ŎK2ffăπ{KŜNJø22Ř w2I·Ř I·yŘ y2NJűK 2₮ /KλŎ]ŜyˊNJŜŜ]Σ ûKλă I·NJŜI· ₮ŜI·ûdzNJŜă YˊŽăűfè ₮f ú ûŜNJNJI·λyˊû2 ûKŜ y2NJűKŜI·ăűΣ YˊI·yê fI·NJƎŜ LJI·NJŎŜfăΣ I·yŘ Ǝ22Ř úNJI·yãLJ2NJűI·ûλ2yˊI·ŎŎŜää 2 { ² w2è w2ƎŜNJă w2I·Ř τ I·ff ₮I·Ø2NJI·ōfŜ ljdzI·fλûλŜă 2NJ aλÈŜŘ 9YˊLJf2èYˊŜyű dzăŜăφ

¢KŜ LJfI·yˊ₮2NJ ûKλă I·NJŜI· I·fă2 ₮ŜI·ûdzNJŜă I· YˊλÈ 2₮ K2dzăλyƎ ûèLJŜă Ŏfdzăű ŜNJŜŘ yŜI·NJ 9føŜNJű w2I·ŘΣ ?dzăű y2NJűK 2₮ /KλŎ]ŜyˊNJŜŜ]φ ! Ŏ2YˊYˊdzyλûè LJI·NJ] 2₮ NJ2dzƎKfè мo I·ŎNJŜă óyŜűú ûI·]Ŝă I·ŘØI·yűI·ƎŜ 2₮ I·ŎŎŜää ₮NJ2Yˊ 9føŜNJű I·yŘ I·Ř?I·ŎŜyŎè û2 I· /KλŎ]ŜyˊNJŜŜ] úNJλōdzûI·NJèφ

Far West District

[2ŎI·ûŜŘ y2NJűKøŜăű 2₮ /KλŎ]ŜyˊNJŜŜ] øλűK I·ŎŎŜää û2 {KŜNJø22Ř ØλI· 9Rè w2I·ŘΣ ûKλă I·NJŜI· ₮ŜI·ûdzNJŜă Yˊ2ăűfè ăf2LJλyƎ ûŜNJNJI·λyˊI·yŘ KI·ă YˊI·yê ŜÈλăûλyƎ LJI· ŎŜfă I·yŘ NJdzNJI·f NJŜăλŘŜyűλI·f K2YˊŜăφ ¢KŜ LJfI·yˊ 2NJ ûKŜ CI·NJ ² Ŝăű ŘλăűNJλŎű λyŎfdzŘŜă f2øπŘŜyãλûè K2dzăλyƎ øλűK I· LJ2Ŏ]Ŝű 2₮ Ŏ2 I·ƎŜ Ŏfdzăű ŜNJ I·yŘ YˊŜŘλdzYˊπŘŜyãλûè NJŜăλŘŜyűλI·f yŜI·NJ Řè w2I·Ř I·yŘ /KλŎ]ŜyˊNJŜŜ]φ

Figure 10. Far West District



West District

[ƶǑǀ·ǘŜŘ ƛƴǴǘǨŜ ϒƛŘŘŕtŜ ƶŕ ǘǨŜ ŁJfǀ·yƴƛyƎ ǀ·ℕŜǀ·Σ ŘƛℕŜŎǑǘfè ǿŜăǘ ƶŕ 9fǿŜℕǘ w2ǀ·ŘΣ yƶℕǘǨK ƶŕ YℕdzƎŜℕ w2ǀ·ŘΣ ǀ·yŘ ă2dzǘǨK ƶŕ /KƛǑ℩Ŝy´ /ℕŜŜ℩Σ ǘǨKƛă ǀ·ℕŜǀ· ădzℕℕ2dzyŘă ǘǨKŜ yŜǿ {KŜℕǿƶ2ŘŘ ǀ ƛƎK {ǑK22f ǀ·yŘ Kǀ·ă ℕŜfǀ·ǘƛ ŜfèƎ22Ř ǀ·ǑǑŜăă ǘƶ2 ŜÈƛăǘƛyƎ ƛ ŕℕǀ·ăǘℕdzǑǘdzℕŜ ǀ·ă Ǒ2ϒŁJǀ·ℕŜŘ ǘƶ2 ǘǨKŜ 2ǘKŜℕ ŘƛăǘℕǴǑǘă℗ ¢KŜ ǘŜℕℕǀ·ƛ´ŕŜǀ·ǘdzℕŜă ăǘŜŜŁJŜℕ ăŕf2ŁJŜă ǀ·yŘ KƛƎKŜℕ ŜfŜØǀ·ǘƛ2yã ƶ ǘǨKŜ ǿŜăǘ℗

¢KŜ ŁJfǀ·y´ŕ2ℕ ǘǨKŜ ² Ŝăǘ Řƛăǘℕ´Ǒǘ ƛyǑfdzŘŜă ǀ· ϒƛÈ 2ŕ K2dzăƛyƎ ǘèŁJŜă ǿŜăǘ 2ŕ ǘǨKŜ KƛƎK ăǑK22f℗ aƛÈŜŘ dzăŜ ℕŜăƛŘŜyǘƛǀ·fΣ ƶ ǀ·ƎŜ ǑfdzăǘŜℕΣ ǀ·yŘ ϒƛŘŘŕtŜ K2dzăƛyƎ ǀ·ℕŜ ŕ2ǑdzăŜŘ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř℗ a ŜŘƛdzϒπŘŜyãƛǘèǀ·yŘ Ǒ2 ǀ·ƎŜ ǑfdzăǘŜℕ K2dzăƛyƎ ŁJℕ2ØƛŘŜ ŕℕ2yǘǀ·ƎŜ ǀ·f2yƎ 9fǿŜℕǘ w2ǀ·Ř℗ ¢KŜ KƛffǘǨ2ŁJ ǀ·ℕŜǀ· ǘǨ2 ǘǨKŜ ǿŜăǘ ƛă ŘŜăƛƎyǀ·ǘŜŘ ŕ2ℕ f2ǿπŘŜyãƛǘèǀ ℕŜăƛŘŜyǘƛǀ·f

! ăŜǑ2yŘΣ ǀ·ŁJŁJℕ2Èƛϒǀ·ǘŜfè yπǀ·ǑℕŜ óyŜǘǘ Ǒ2ϒ´ϒdzyƛǘèǀ ŁJǀ·ℕ℩ ƛă ySăǘfŜŘ ƛyǘ2 ǘǨKŜ /KƛǑ℩Ŝy´ /ℕŜŜ℩ ƎℕŜŜyǿǀ·è℗ ¢Kƛă ǀ·ℕŜǀ· ƛă ℕŜfǀ·ǘƛ ŜfèƎ fǘ ǘΣ ǿƛǘK ǀ·ǑǑŜăă ǘƶ2 ǘǨKŜ ŕdzǘdzℕŜ ƎℕŜŜyǿǀ·è ǘǨℕǀ·ƛŕtăΣ yǀ·ǘdzℕǀ·f ǀ·ℕŜǀ·ăΣ ǀ·yŘ ăǘℕŜŜǘ ǀ·ǑǑŜăă ŕℕ2ϒ ǘǨKŜ ă2dzǘǨK℗

Southwest District

¢KŜ {ƶdzǘǨKǿŜăǘ Řƛăǘℕ´Ǒǘ ƛă f2Ǒǀ·ǘŜŘ ǿŜăǘ 2ŕ ǀ ƎŜKǿǀ·è ǿǿ ²Σ ōŜǘǿŜŜyϒYℕdzƎŜℕ w2ǀ·Ř ǀ·yŘ /Kǀ·ŁJϒǀ·y´w2ǀ·Ř℗ ¢KŜ ǘŜℕℕǀ·ƛ´ŕŜǀ·ǘdzℕŜă ăǘŜŜŁJŜℕ ăŕf2ŁJŜă ǀ·yŘ KƛƎKŜℕ ŜfŜØǀ·ǘƛ2yã ǘƶ2 ǘǨKŜ ǿŜăǘΣ ōdzǘǘ ϒ´2ăǘfè ŕf ǘ fǀ·yŘ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř℗

¢KŜ ŁJfǀ·y´ŕ2Ǒdzăŝă ϒƛÈŜŘ dzăŜ ŘŜØŜf2ŁJϒŜyǘ ǀ·ǘ ǘǨKŜ YℕdzƎŜℕπǿǿ ² ƛyǘŜℕƛŜǑǘƛ2y΢ ǿƛǘK KƛƎKŜ πŘŜyãƛǘèǀ K2dzăƛyƎ ǀ·f2yƎ YℕdzƎŜℕ w2ǀ·Ř℗ ¢KŜ ă2dzǘǨKŜℕ´ŜyŘ 2ŕ ǘǨKŜ Řƛăǘℕ´Ǒǘ ƛă ŕ2ǑdzăŜŘ 2y´ōŜƛyƎ ǘǨKŜ ά D ǀ·ǘŜǿǀ·è ǘƶ2 ² ƛyŜ /2dzyǘℕ℩è℗€ {KŜℕǿƶ2ŘŘ Kǀ·ă ǀ·y´2ŁJŁJ2ℕǘǘdzyƛǘèǀ ǘƶ2 Ǒǀ·ŁJƛǘǀ·tƛÎŜ 2y´Øƛăƛǘǘ2ℕă ŜyǘǘŜℕƛyƎ 2ℕ fŜǀ·ØƛyƎ ǿƛyŜ Ǒ2dzyǘℕ℩è 2y´ ǀ ƛƎKǿǀ·è ǿǿ ²℗ ¦ ăŜă ƛy´ǘǨKƛă ǀ·ℕŜǀ· Ǒǀ·y´ŕ2Ǒdză 2y´ǘǨKŜ ƎℕŜ2ǿƛyƎ ǿƛyŜ ǀ·yŘ ăŁJŜǑƛǀ·fǘèǀ ǀ·ƎℕƛǑdzfǘdzℕŜ ǘƶ2dzℕƛăϒ ƛyŘdzăǘǘℕ℩è ǀ·yŘ ŁJℕ2ØƛŘŜ f2ŘƎƛyƎΣ ǘǀ·ăǘƛyƎ 22ϒăΣ ℕŜăǘǀ·dzℕǀ·yǘăΣ ǀ·yŘ ăϒǀ·ff ℕŜǘǀ·ƛf ăK2ŁJă℗ ! y2ǘǨKŜℕ K2ăŁJƛǘǀ·fǘǘè y2ŘŜ ƛă ǀ·fă2 f2Ǒǀ·ǘŜŘ ǀ·ǘ ǘǨKŜ ǿŜăǘ ŜyŘ 2ŕ YℕdzƎŜℕ w2ǀ·ŘΣ ǿKŜℕŜ ǘǨKŜ ǑdzℕℕŜyǘ ŁJℕ2ŁJŜℕǘèǀ 2ǿySℕ Kǀ·ă ŁJfǀ·yã ŕ2ℕ ǀ· ǿƛySπℕŜfǀ·ǘŜŘ ōdzăƛySăă℗

! ăϒǀ·ff Ǒ2ϒ´ϒŜℕǑƛǀ·f y2ŘŜ ǀ·f2yƎ ǀ ƎŜKǿǀ·è ǿǿ ²Σ ǀ· Øǀ·ℕƛŜǘè 2ŕ K2dzăƛyƎΣ ǀ·yŘ ǀ· f2ǿπŘŜyãƛǘèǀ ǀ·ℕŜǀ· 2y´ǘǨKŜ KƛffǘǨ2ŁJ ℕ2dzyŘ 2dzǘǨ ǘǨKŜ ℕŜϒǀ·ƛyŘŜℕ 2ŕ ǘǨKŜ {ƶdzǘKǿŜăǘ Řƛăǘℕ´Ǒǘ℗

Figure 11. West District

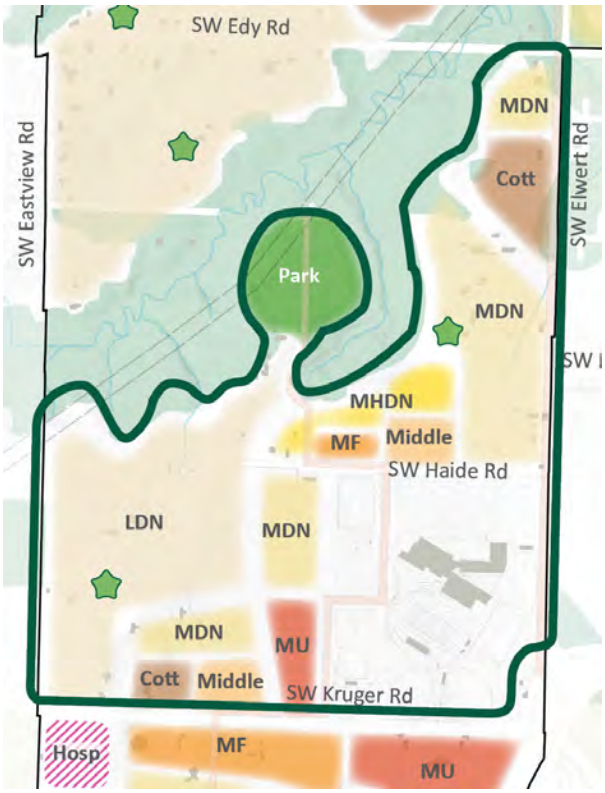
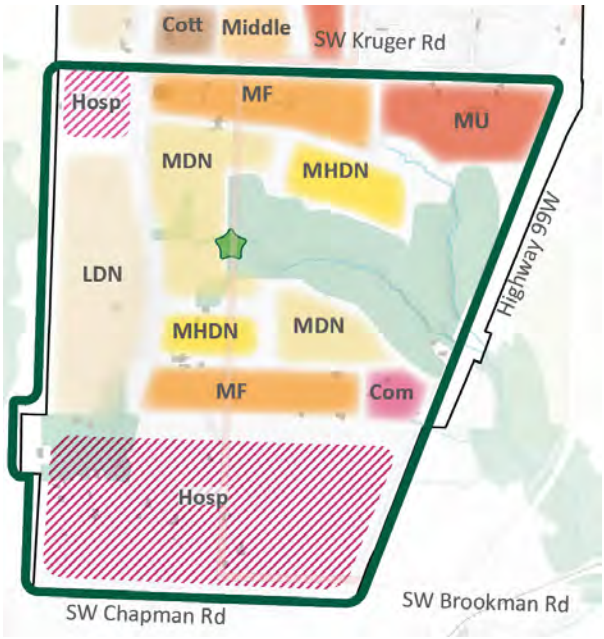
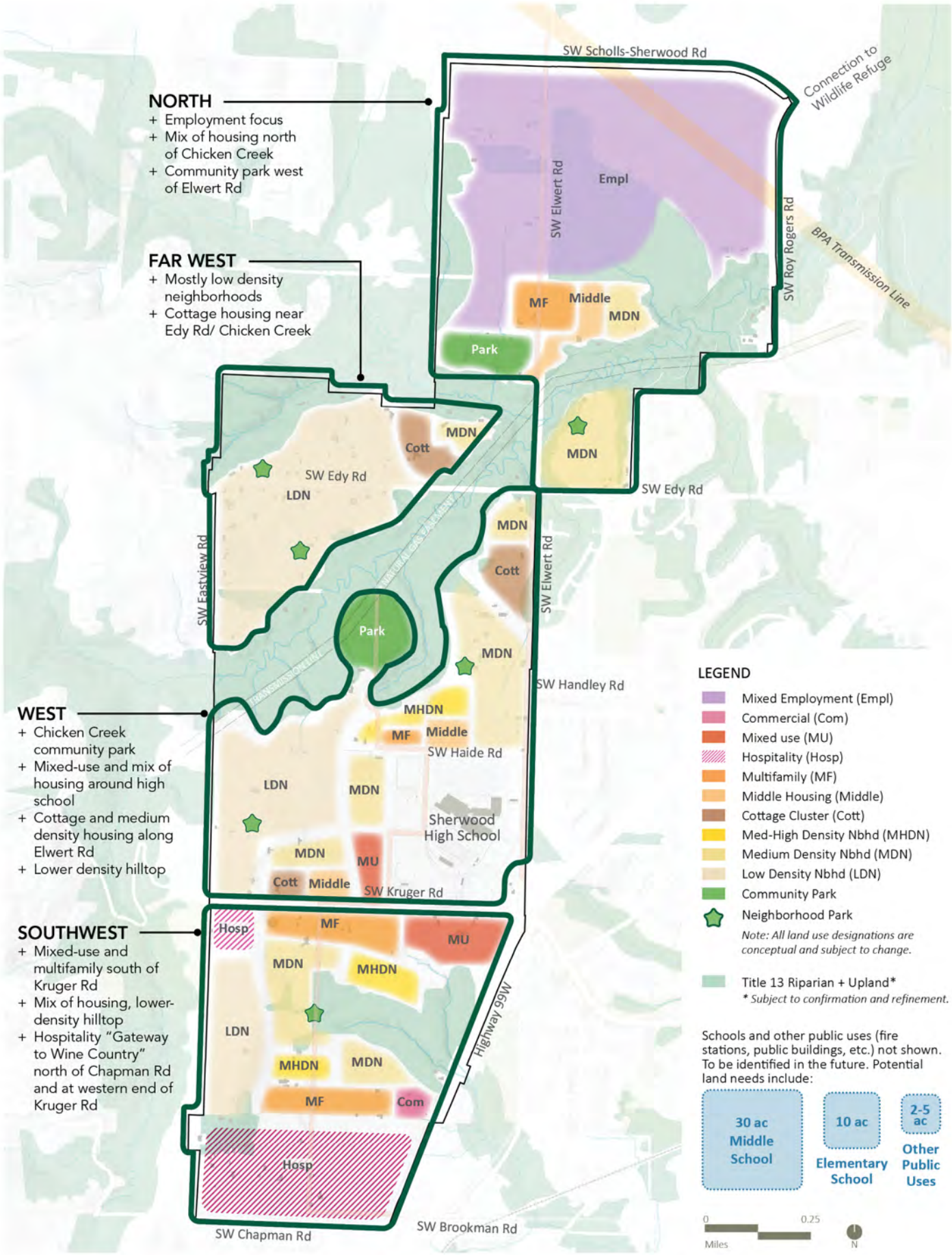


Figure 12. North District



006264

Figure 13. Land Use Plan Map



Housing

tfl·yƴʎyƎ ₮₴ℕ l· Øl·ℕΛŜűề 2₮ K2dzăʎyƎ 2LJűΛ2yã űK ú ø ʎ ₮ff YˇŜŜű űKŜ yŜŜŘă 2₮ l· øʎŘŜ ℕl·yƎŜ 2₮ {KŜℕø22Ř ² Ŝăű ℕŜăΛŘŜyűă ø l·ă l·]Ŝè 2ō?ŜÔűΛ Ŝ 2₮ űKŜ Ô2yÔŜLJú LJfl·yƴʎyƎ LJℕ2ÔŜăă℗ tℕ2ØʎŘʎyƎ K2dzăʎyƎ 2LJLJ2ℕűdzƴűΛŜă 2ℕ ₮Λ ăűℼ űΛYˇŜ K2YˇŜ ōdz ŜℕăΣ ăŜyΛ2ℕă øK2 YˇlˇèLJℕŜ₮ŜℕűΩ lˇƎŜ ʎˇLJfl·ÔŜ 2ℕ Ř2øyãΛÎŜ űKŜʎℕ K2dzăʎyƎΣ l·yŘ YˇƩŘŜℕl·ûŜℼ ʎyÔ2YˇŜ K2dzăŜK2tŘă øʎff ℕŜljdzʎℕŜ l· øʎŘŜℕ ℕl·yƎŜ 2₮ K2dzăʎyƎ ûèLJŜă űKl·ˇKl·ă ûèLJʎÔl·ffè ōŜŜyˇLJℕ2ØʎŘŜŘ ʎˇ {KŜℕø22Ř℗ 9Èl·YˇLJfŜă 2₮ K2dzăʎyƎ ûèLJŜă űKl·ú Kl·ØŜ ŘŜăΛƎyl·ûŜŘ LJfl·ÔŜă ʎˇ{KŜℕø22Ř ² Ŝăű ʎyÔfdzŘŜʏ ăΛyƎfŜ ŘŜűl·ÔKŜŘ K2YˇŜă 2ˇăYˇl·ffŜℕ f2ûăΣ Ô2 l·ƎŜ ÖfdzăűŜℕăΣ ű2øyK2YˇŜăΣ ŘdzLJfŜÈŜăΣ űℕΛLJfŜÈŜăΣ ₮2dzℕLJfŜÈŜăΣ ƎI·ℕŘŜˇ l·LJl·ℕúYˇŜyűăΣ l·yŘ YˇʎŘπℕΛăŜ l·LJl·ℕúYˇŜyűă℗ ¢KŜăŜ ûèLJŜă øʎff ōŜ ʎˇl·ŘŘʎűΛ2ˇ 2 űKŜ ăűl·yŘl·ℕŘ ăΛyƎfŜ ŘŜűl·ÔKŜŘ K2dzăʎyƎ űKl·ú Kl·ă ûèLJΛ₮ΛŜŘ {KŜ ø22Ř℠ ŘŜØŜf2LJYˇŜyű ă2 ₮l·ℕ℗

Residential Design Standards

5ŜăʎƎyˇăűl·yŘl·ℕŘă øʎff ăKl·LJŜ űKŜ f22ʅ l·yŘ ₮ŜŜf 2₮ K2dzăʎyƎ ʎyˇ{KŜℕø22Ř ² Ŝăű℗ ¢KŜ /ʎűè l·Ř2LJűŜŘ yŜø wŜăΛŘŜyűΛl·f 5ŜăʎƎyˇ{ l·yŘl·ℕŘă ʎyˇнлнм ű2 ŜyãdzℕŜ YˇʎŘŘfŜ K2dzăʎyƎ óLJfŜÈŜăΣ ű2øyK2YˇŜăΣ ŜűÕ℗ú l·yŘ ăʎyƎfŜπ ₮l·YˇʎfȅK2dzăʎyƎ ₮ʎűă ʎ ű2 űKŜ /ʎűè℠ŘŜăΛℕŜŘ yŜʎƎKō2ℕK22Ř ÔKl·ℕl·ÔűŜℕ℗ ¢KŜ ăűl·yŘl·ℕŘă ₮2Ôdzã 2yˇŜyűℕè f2Ôl·ûΛ2yˇl·yŘ 2ℕΛŜ ûl·ûΛ2yΣ ŘŜăΛƎyˇ2₮ l·ℕl·ƎŜă l·yŘ 2 πăűℕŜŜű LJl·ℕʅʎyƎ l·ℕŜl·ăΣ øʎyŘ2ø Ô2ØŜℕl·ƎŜΣ YˇʎyΛYˇdzY fl·yŘăÔl·LJʎyƎ ℕŜljdzʎℕŜŘ ʎyˇl·ff ℕŜăΛŘŜyűΛl·f 2yŜăΣ l·yŘ 2ûKŜℕ ăLJŜÔ₮Λ℗Ô ŘŜăΛƎyˇŘ ûl·ʎfă℗ ¢KŜăŜ yŜø ăűl·yŘl·ℕŘă øʎff l·LJLJfȅ ʎyˇ{KŜℕø22Ř ² Ŝăű û2 ŜyãdzℕŜ ûKl·ú l·ff yŜø K2dzăʎyƎ Yˇl·ʎyűl·ʎyã ŘŜăΛƎyˇ₮Ŝl·ûdzℕŜă ûKl·ú l·ℕŜ øʎûKʎyˇûKŜ Ô2yűŜÈűΣ ăÔl·fŜΣ l·yŘ Ô2YˇLJl·ûΛōʎfűûè øʎûK ûKŜ {KŜ ø22Ř Ô2YˇYˇdzyʎûè℠ !ŘŘʎûΛ2yl·f ŘŜăΛƎyˇ ûl·yŘl·ℕŘă Ô2dzfŘ l·fã2 ōŜ Ôdzăű2YˇʎÎŜŘ ₮2ℕ ûKŜ {KŜℕø22Ř ² Ŝăű l·ℕŜl· ôăŜŜ {ŜÔűΛ2yˇ±LL℗ LˇYˇLJfŜYˇŜ ûl·ûΛ2yˇ 2ℕ ₮dzℕűKŜℕ ŘʎăÔdzăăΛ2yű℗


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached


Triplex

Custom Zoning

! ă ŘŜăŎ₦ƛōŜŘ ƛϒ{ŜŎűƛ2ϒ ◊ [Ⅰ·yŘ ¦ăŜ ! fűŜ₦yⅠ·űƛ ŜăΣ Ôdzăű2ϒ fⅠ·yŘ dzăŜ ŘŜăƛ∃yⅠ·űƛ2yã Ŝ₦Ŝ ŘŜØŜf2LJŜŘ ű2 LJfⅠ·yˊŦ2₦ űKŜ ϒƛŘŘfŜ K2dzăƛyƎ ûèLJŜă űKⅠ·ű Ⅰ·₦Ŝ ϒ2ăű ŦⅠ·Ø2₦ŜŘ Ŧ2₦ Ŧdzűdz₦Ŝ ŘŜØŜf2LJϒŜyű ƛϒ{KŜ₦ø22Ř ² ŜăűY ŘdzLJfŜÈŜăΣ ű2øyK2ϒŜăΣ Ⅰ·yŘ Ô2 Ⅰ·∃Ŝ Ôfdzăű Ŝ₦ă◊ {KŜ₦ø22Ř ² ŜăűΩă Ôdzăű2ϒ ŘŜăƛ∃yⅠ·ûƛ2yã 2₦ /2 Ⅰ·∃Ŝ /fdzăűŜ₦ K2dzăƛyƎ Ⅰ·yŘ aƛŘŘfŜ Ⅰ2dzăƛyƎ ø2dzfŘ y2ű Ⅰ·ff2ø ăƛyƎfŜπŦⅠ·ϒƛfè ŘŜűⅠ·ÔKŜŘ ŘŜØŜf2LJϒŜyű◊ ¢Kƛă øƛff y2ű 2yfè KŜfLJ Ŝyãdz₦Ŝ ϒƛŘŘfŜ K2dzăƛyƎ ƛă ōdzƛfű ƛϒ{KŜ₦ø22Ř ² ŜăűΣ ōdzű ƛű øƛff Ⅰ·fă2 ∃ƛØŜ ûKŜ /ƛûè ϒ2₦Ŝ Ŧf Èƛōƛfúûè ű2 Ôdzăű2ϒƛÎŜ ûKŜ ŘŜăƛ∃ϒ Ⅰ·yŘ ŘŜØŜf2LJϒŜyű ăűⅠ·yŘⅠ·₦Řă ûKⅠ·ű Ⅰ·LJLJfè ƛϒûKŜăŜ Î2ySă◊

Housing Metrics

. Ⅰ·ăŜŘ 2ϒûKŜ [Ⅰ·yŘ ¦ăŜ a Ⅰ·LJ ŘŜLJƛÔűŜŘ ƛϒCƛ∃dz₦Ŝ moΣ ûKŜ ű2űⅠ·f ŜăűƛY ûŜŘ Ⅰ·ϒ2dzyű 2Ŧ Ŧdzúdz₦Ŝ K2dzăƛyƎ ƛϒ {KŜ₦ø22Ř ² ŜăűÔ2dzfŘ ₦Ⅰ·yƎŜ F₦2Y ₦2dz∃Kfè oΣмнл dzyƛûă dzLJ ű2 pΣpул dzyƛûăΣ ŘŜLJŜyŘƛyƎ 2yˊK2ø YˊdzÔK YˊƛŘŘfŜ K2dzăƛyƎ ƛă ŘŜØŜf2LJŜŘ ƛϒûKŜ bŜƛ∃Kō2₦K22Ř Î2ySă ôăŜŜ ¢Ⅰ·ōfŜ п◊ ¢KŜ f2ø ŜyŘ 2Ŧ ûKŜ ₦Ⅰ·yƎŜ ₦ŜLJ₦ŜăŜyűă y2 YˊƛŘŘfŜ K2dzăƛyƎ ōŜƛyƎ ŘŜØŜf2LJŜŘ ƛϒûKŜ [2øπ5Ŝyãƛúè΢ a ŜŘƛdzYˊπ5Ŝyãƛúè΢ Ⅰ·yŘ a ŜŘƛdzYˊπ Ⅰ ƛ∃K 5Ŝyãƛúè bŜƛ∃Kō2₦K22Ř Î2yŜăT ûKŜ Kƛ∃K ŜyŘ ₦ŜLJ₦ŜăŜyűă p£̂ 2Ŧ ûKŜăŜ Ⅰ·₦ŜⅠ·ă ōŜƛyƎ ŘŜØŜf2LJŜŘ Ⅰ·ă YˊƛŘŘfŜ K2dzăƛyƎ Ⅰ·ű YˊⅠ·ÈƛYˊdzY Ⅰ·ff2øⅠ·ōfŜ ŘŜyãƛúƛŜă◊

² KƛfŜ YˊƛŘŘfŜ K2dzăƛyƎ øƛff ōŜ LJŜ₦YˊƛűűŜŘ ƛϒûKŜ bŜƛ∃Kō2₦K22Ř Î2yŜă ôƛŦ Ⅰ· a Ⅰ·ăűŜ₦ tfⅠ·yŷŜŘ /2YˊYˊdzyƛúè ƛă y2ű ƛYˊLJfŜYˊŜyűŜŘúΣ ƛű ƛă dzyˊ]y2øyˊK2ø YˊdzÔK øƛff Ⅰ·ÔűdzⅠ·ffè ōŜ ŘŜØŜf2LJŜŘ◊ /dz₦₦ŜyűfèŭKŜ₦Ŝ ƛă ăűƛff Ⅰ· ăú₦2yƎ YˊⅠ·₦]Ŝű Ŧ2₦ ăƛyƎfŜπŦⅠ·ϒƛfè ŘŜűⅠ·ÔKŜŘ K2dzăƛyƎ ƛϒûKŜ ₦ŜƎƛ2y◊ . Ⅰ·ăŜŘ 2yˊÔdz₦₦Ŝyű ŘŜØŜf2LJϒŜyű ú₦ŜyŘă Ⅰ·yŘ Ô2yãdzfűⅠ·ûƛ2yˊøƛúK ŘŜØŜf2LJŜ₦ă ƛϒûKŜ ₦ŜƎƛ2yˊⅠ·yŘ K2dzăƛyƎ ŜÔ2y2YˊƛăűăΣ Ⅰ· ₦ŜⅠ·fƛăűƛÔ ŜăűƛYˊⅠ·ûŜ ƛă ûKⅠ·ű ă2YˊŜøKŜ₦Ŝ ƛϒûKŜ ₦Ⅰ·yƎŜ 2Ŧ pπмƒ̂ 2Ŧ ăƛyƎfŜπŦⅠ·ϒƛfè Ⅰ·₦ŜⅠ·ă øƛff ōŜ ŘŜØŜf2LJŜŘ øƛúK YˊƛŘŘfŜ K2dzăƛyƎ◊ . ŜÔⅠ·dzăŜ 2Ŧ ûKŜ ydzYˊōŜ₦ 2Ŧ ØⅠ·₦ƛⅠ·ōfŜă ûKⅠ·ű ÔⅠ·yˊƛYˊLJⅠ·Ôű ûKŜ Ⅰ·ÔűdzⅠ·f LJŜ₦ÔŜyűⅠ·∃Ŝ ōdzƛfúΣ ƛű ø Ⅰ·ă ƛYˊLJ2₦ûⅠ·yű ű2 ûŜăű Ⅰ· ₦Ⅰ·yƎŜ 2Ŧ LJ2ûŜyűƛⅠ·f 2dzúÔ2YˊŜă◊ ¢Ⅰ·ōfŜ п ÔⅠ·fÔdzfⅠ·ûŜă ű2ûⅠ·f dzyƛûă ōⅠ·ăŜŘ 2yˊⅠ· ₦Ⅰ·yƎŜ 2Ŧ YˊƛŘŘfŜ K2dzăƛyƎ ăÔŜyⅠ·₦ƛ2ă ƛϒûKŜ bŜƛ∃Kō2₦K22Ř Î2yŜăY £̂ Σ м£̂ Σ н£̂ Σ Ⅰ·yŘ p£̂ ◊

¢Kƛă ₦ŜădztűăƛϒⅠ·ϒŜăűƛYⅠ·ûŜŘ 2ØŜ₦Ⅰ·ff ₦ŜăƛŘŜyűƛⅠ·f ŘŜyãƛúè 2Ŧ ффн ű2 млфc dzyƛûă LJŜ₦ Ⅰ·Ô₦Ŝ ó2₦ dzLJ ű2 мс◊п ƛϒûKŜ fŜăă fƛ]Ŝfè p£̂ YˊƛŘŘfŜ K2dzăƛyƎ ăÔŜyⅠ·₦ƛ2úⓅ ! ØŜ₦Ⅰ·∃Ŝ ŘŜyãƛúè ƛă ăfƛ∃KűfèŭfŽøŜ₦ ŦⅠ·ÔűŽ₦ƛyƎ ƛϒûKŜ м£̂ 2LJŜϒ ăLJⅠ·ÔŜ ûKⅠ·ű ƛă ₦ŜIjdz₦ŜŘ ōè ûKŜ {KŜ₦ø22Ř /2YˊYˊdzyƛúè 5ŜØŜf2LJϒŜyű /2ŘŜ◊

{ŜŜ ! LJLJŜyŘƛÈ aΣ Ⅰ 2dzăƛyƎ aŜϒ2 Ŧ2₦ Ⅰ·ŘŘƛûƛ2yⅠ·f ƛyŦ2₦ϒⅠ·ûƛ2yˊⅠ·ō2dzű ûKŜ /2yÔŜLJú ttⅠ·yűă Ô2yãƛăűŜyÔè øƛúK ăűⅠ·ûŜ Ⅰ·yŘ ₦ŜƎƛ2yⅠ·f ₦ŜIjdz₦ŜϒŜyűă Ŧ2₦ K2dzăƛyƎ◊

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

{KŜNø22Ř ølyűă lyŘ yŜŜŘă YƧNŜ ƨƧōăφ 9ÈLJlyŘλyƎ ŜÈλăűλyƎ ōdzăλyŜăăŜă lyŘ lűűNlŏűλyƎ yŜø ŜYLJfƧèYŜyű ű2 {KŜNø22Ř τ LJl·Nűλŏdzfl·Nfè ű₹KŜ NλƎKű]λyŘ 2₮ ƨ2ōă λy˝ű₹KŜ NλƎKű LJfl·ŏŜă τ øλtff LJNƧØλŘŜ 2LJLJ2Nűdzyλűλŝă ₮ƧNJ λyŘdzăűNλl·t lyŘ Ŏ2YYŜNŎλl·f ŘŜØŜfƧLJYŜyű øλűK KλƎK₹Ŝ ø l·ƎŜ ƨ2ōăƩ KŜfLJ ŘλØŜNăλ₮è lyŘ ōl·fl·yŎŜ ű₹KŜ /λűè℡ă ű₹l·È ōl·ăŜƩ lyŘ ōdzλfŘ l· ăŜf₮πädzăűl·λyλyƎ lyŘ ØλōNl·yű fƧŎl·f ŜŎ2y2Yè℗

YŜè ŜYLJfƧèYŜyű Ŏ2yŎŜLJűă ₮ƧN {KŜNø22Ř ² Ŝăű l·NŜ ŘŜăŎNλōŜŘ ōŜfƧø℗

Mixed Employment

aλÈŜŘ 9YLJfƧèYŜyűƩ øKλŎK λyØ2fØŜă l· Yλ̀È 2₮ 2₮₮λŎŜƩ fλƎKű λyŘdzăűNλl·fƩ lyŘ ₮fŜÈ ălJl·ŎŜ dzăŜă øλűKλy˝űKŜ ăl·YŜ ŘŜØŜfƧLJYŜyű ƧNJ l·NŜl· 2₮ űKŜ ŎλűèƩ ŜYŜNƎŜŘ l·ă l·y˝λYLJƧNűl·yű űKŜYŜ 2₮ űKŜ /2yŎŜLJú tfl·y℗ ¢KŜ ŜŎ2y2YλŎ ƧLJLJ2Nűdzyλűλŝă ăűdzŘè ó ! LJLJŜyŘλÈ Dú λŘŜyűλ₮ŝŘ YλÈŜŘ ŜYLJfƧèYŜyű l·ă l·]Ŝè ŜŎ2y2YλŎ ŘŜØŜfƧLJYŜyű l·yŘ ƨƧō ŎNŜl·ûλ2y˝2LJLJ2Nűdzyλűè ₮ƧN {KŜNø22Ř ² Ŝăű℗ ¢KŜ fl·yŘ dzăŜ LJfl·y˝fƧŎl·ûŜă aλÈŜŘ 9YLJfƧèYŜyű l·NŜl·ă λy˝ űKŜ bƧNűK ŘλăűNλŎű ōl·ăŜŘ 2y˝₮l·Ø2Nl·ōfŜ ŎKl·Nl·ŎűŜNλăűλŎă ₮ƧN ălűλyƎ ûKλă ûèLJŜ 2₮ dzăŜY fl·NƎŜ ălűŜă ól·ű fŜl·ăű плπрл l·ŎNŜáúΣ ₮fl·ű û2LJ2ƎNl·LJKè ófŜää ûKl·y˝oπp̂ς ăf2LJŜáúΣ fl·NƎŜN 2øyŜNăKλLJăΣ lyŘ Ŝl·ăè l·ŎŎŜää ű2 Yl·ƨ2N ₮NŜλƎKű NƧdzű Ŝă℗ ¢KŜ /λűè Ŏ2YLJfŜűŜŘ l·y˝l·ŘŘλű2yl·f ăűdzŘè 2y˝ûKŜ YλÈŜŘπŜYLJfƧèYŜyű Î2yŜ ó ! LJLJŜyŘλÈ wú ûKl·ű λŘŜyűλ₮λŜă 2LJLJ2Nűdzyλűλŝă ű2 l·ûűNl·Ŏű ûl·NƎŜű λyŘdzăűNλŜă l·yŘ LJNƧØλŘŜă l· ŘŜűl·λfŜŘ fλăű 2₮ λy₮Nl·ăűNdzŎűdzNŜ λYLJNƧØŜYŜyűă l·yŘ Ŏ2ăűă yŜŜŘŜŘ ű2 ŘŜØŜfƧLJ ûKŜ l·NŜl· øλűK ŜYLJfƧèYŜyű dzăŜă℗

Hospitality

¢KŜ LJNƧLJ2ăŜŘ K₹ăLJλűl·fλûèπ₮2ŎdzăŜŘ fl·yŘ dzăŜ ŘŜăλƎyl·ûλ2y˝λă λ ûŜyŘŜŘ ű2 l·ŎŎ2YY2Řl·ûŜ dzăŜă ădzŎK l·ă f2ŘƎλyƎΣ øλyŜ ûl·ăûλyƎ 22YăΣ NŜăűl·dzNl·yűăΣ l·yŘ ăYl·ff NŜűl·λf ăK2LJă τ øKλŎK ûèLJλŎl·ffè NŜfè 2y˝ăúN2yƎ Øλăλōλfλûè ű2 ûKŜ LJdzōfλŎΣ Ŝ℗Ǝ℗Σ ₮N2Y˝ l ƎKøl·è ф℗ ² ℗ ¢Kλă λy₮ƧNJYŜŘ ûKŜ LJfl·ŎŜYŜyű 2₮ ûKŜ K₹ăLJλűl·fλûè ŘŜăλƎyl·ûλ2y˝ ű l ƎKøl·è ф℗ ² l·yŘ YNdzƎŜN w2l·Ř τ Øλăλōf̂S ₮N2Y ûKŜ KλƎKøl·è l·yŘ Ŏf2ăŜăű ű2 ûKŜ Øλy˝Sèl·NŘ l·NŜl·ă ű2 ûKŜ ă2dzűKøŜăű 2₮ {KŜNø22Ř℗

{ŜŎűλ2y˝±LLΣ LYLJfŜYŜ ûl·ûλ2y˝ λyŎfdzŘŜă LJ2ûŜyűλl·f l·LJLJ 2l·ŎKŜă ű2 λYLJfŜYŜyűλyƎ l· K₹ăLJλ l·fλûè ŘŜăλƎyl·ûλ2yΣ λyŎfdzŘλyƎ l· y˝ ø ōl·ăŜ Î2yŜ l·yŘ l·y˝2ØŜNfl·è Î2yŜ℗

Precedent Example: The Allison Inn & Spa

! fdzÈdzNè K₹ûŜf λy˝hNŜƎ2yűă øλyŜ Ŏ2dzyűNè℡ ¢KŜ !fλă2y˝ Lyy˝ɜ {LJl· λy˝bŜøōŜNƎΣ hNŜƎ2y˝λă l·y˝ŜÈl·YLJfŜ 2₮ l· ûèLJŜ 2₮ ŘŜăûλy˝ ûλ2y˝ Ŝă2Nű ûKl·ű Ŏ2dzfŘ ŘλăûλyƎdzλăK {KŜNø22Řűă 2øy˝þDl·ûŜøl·è ű2 ² λyŜ /2dzyűNè℡€



Image Source: The Allison

Employment Metrics

¢I·ōfŜ p LJNŜăŜyűă ŜăűλY ûŜŘ ŜYLJf2èYŜyű LJ2űŜyűλI·f 2N {KŜNø22Ř ² ŜăűΣ ōI·ăŜŘ 2y˙ûKŜ [I·yŘ ¦ăŜ a I·LJ ŘŜLJλŎűŜŘ λy˙CλƎdzNŜ мo¢ . I·ăŜŘ 2y˙ûKŜăŜ ŜăűλY ûŜăΣ ûKŜ ű2űI·f ŜYLJf2èYŜyű LJ2űŜyűλI·f λy˙{KŜ ø22Ř ² Ŝăű λă N2dzƎKfè пΣрлл ƨ2ōă¢

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

{KŜNø22ŘŒă ŎdzNNŜyű ƨ2ōăπű2πK2dzăλyƎ NI·ûλ2 λă л¢фΣ Y˙ŜI·yλyƎ ûK ű ŦZN ŜØŜNѐ мл K2dzăŜK2fŘă λy˙ûKŜ ŎλúèΣ ûKŜNŜ I·NŜ ф ƨ2ōă¢ ¢KŜ LJ2űŜyűλI·f ƨ2 ăπű2πK2dzăλyƎ NI·ûλ2 2N {KŜNø22Ř ² Ŝăű λă ŎI·fŎdzfI·ûŜŘ ōѐ Ŏ2YLJI·NλyƎ ûKŜ ű2űI·f K2dzăλyƎ I·yŘ ŜYLJf2èYŜyű ŜăűλY ûŜă óăŜŜ ¢I·ōfŜ cú¢ ¢KŜ ŜăűλY ûŜŘ NI·ûλ2 I·yƎŜă ŦN2Y˙ л¢y ű2 м¢pΣ ŘŜLJŜyŘλyƎ 2y˙K2ø YdzŎK I·ŘŘλûλ2yI·f K2dzăλyƎ Ŝădzfűă ŦN2Y˙ YλŘŘfŜ K2dzăλyƎ ōŜλyƎ ōdzλfű λy˙ûKŜ bŜλƎKō2NK22Ř Î2yŜă¢ ! NŜI·ă2yI·ōfŜ áY˙2ăű fλ]Ŝfè́ ăŎŜyI·N2 λă м¢o ƨ2ōă Ŧ2N ŜI·ŎK dzyλű 2Ŧ K2dzăλyƎ¢

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

! ŎŎ2NŘλyƎ ű2 нлмф / Ŝyãdză ŘI·ûI·Σ I·LJLJN2ÈλY˙I·ûŜfè ф¢ξ̂ 2Ŧ f2ŎI·f {KŜNø22Ř NŜăλŘŜyűă ø2N] 2dzűăλŘŜ 2Ŧ ûKŜ Ŏ2YY˙dzyλűè¢ ¢Kλă ădzƎƎŜăűă ûKI·ú ă2YŜ NŜăλŘŜyűă I·NŜ ăŜŜ]λyƎ ŜYLJf2èYŜyű 2dzűăλŘŜ {KŜNø22Ř ōŜŎI·dzăŜ ûKŜ ƨ2ōă I·ØI·λfI·ōfŜ ø λúKλy˙ûKŜ ŎλúèŘ2 yƩI·ûŎK ûKŜλN yŜŜŘă¢ ! ŘŘλyƎ Y˙2NŜ ŜYLJf2èYŜyű fI·yŘ λy˙{KŜNø22Ř ² Ŝăű λă λyűŜyŘŜŘ ű2 KŜfLJ ōI·fI·yŎŜ ûKŜ ƨ2ōăπK2dzăλyƎ NI·ûλ2 λy˙ûKŜ Ŏλú Σ KŜfLJ ōI·fI·yŎŜ ûKŜ ûèLJŜă 2Ŧ ƨ2ōă λy˙ûKŜ Ŏ2YY˙dzyλűèΣ I·yŘ I·ff2ø Y˙2NŜ NŜăλŘŜyűă ű2 fλØŜ I·yŘ ø2N] λy˙{KŜNø22Ř¢

Community Services

Schools



DλØŜy˝űĸKŜ 2LJLJ2₦ůdzyλűΛŜă 2₦ yŜø Ķ2dzăŜĶ2fŘăΣ l·ă {ĶŜ₦ø22Ř ² Ŝăű λă ōdzλfű 2dzű űĶŜ₦Ŝ øλff ōŜ ŘŜY˝l·yŘ ₮2₦ l·ŘŘλűΛ2yl·f ăÒĶ22f ₮l·ÒλfΛűΛŜăφ ² KλfŜ LJ2 ŜyűΛl·f f2Òl·űΛ2yã 2₦ ăÒĶ22f ăλűŜă øŜ₦Ŝ LJl·₦ű 2₮ űĶŜ ŘλăÒdzăăλ2yΣ űĶŜ / ! / ₦ŜÒ2Y˝Y˝ŜyŘŜŘ űĶl·ű ăLJŜÒλ₮λÒ ăÒĶ22f f2 l·ûΛ2yã y2ű ōŜ λyÕfdzŘŜŘ λy˝űĶŜ dzLJŘl·ûŜŘ /2yÕŜLJű tfl·yφ ! ă Ò2yØŜèŜŘ ōè űĶŜ {ÒĶ22f 5λăű₦ΛÒű ₦ŜLJ₦ŜăŜyűl·ûΛ ŜΣ ăÒĶ22fă øλff ōŜ ōdzλfű λy˝fl·ûŜ₦ ŘŜØŜf2LJY˝Ŝyű LJĶl·ăŜăΣ l·yŘ űĶŜ 5λăű₦ΛÒű Ř2Ŝă y2ű ûèLJλÒl·ffè ₦ŜăŜ₦ØŜ fl·yŘ Y˝l·yê èŜl·₦ă λy˝l·ŘØl·yÕŜ 2₮ ŘŜØŜf2LJY˝Ŝyűφ

¢ĶŜ [l·yŘ ¦ăŜ a l·LJ óCΛƎdz₦Ŝ мoú λyŘλÒl·ûŜă ûĶŜ ƎŜySŜ₦l·f fl·yŘ ySŜŘ ₮2₦ l·y˝ŜfŜY˝Syűl·₦è ăÒĶ22f l·yŘ Y˝λŘŘfŜ ăÒĶ22f l·yŘ ûĶŜăŜ ăÒĶ22f l·Ò₦ŜI·ƎŜă l·fă2 l·₦Ŝ ₮l·ÕűΛ2₦ŜŘ λyű2 ûĶŜ Ķ2dzăλyΞ l·yŘ ŜY˝LJf2èY˝Syű Y˝Ŝű₦λÕă λy˝¢l·ōfŜ π l·yŘ ¢l·ōfŜ pφ [2Òl·ûΛyΞ ăÒĶ22fă λy˝{ĶŜ ø22Ř ² Ŝăű øλff ₦ŜIjdz₦Ŝ ű₦l·ŘŜπ2 ă øλűK fŜää fl·yŘ l·ØI·λfl·ōfŜ ₮2₦ 2űĶŜ₦ dzăŜă τ ûĶλă ăĶ2dzfŘ ōŜ l· Ò2yãλŘŜ₦l·ûΛ2y˝ 2₦ ₮dzűdz₦Ŝ ăÒĶ22f ăλűΛyΞφ tdz ădzl·yű û2 ûĶŜ /λűèŒă ŘŜØŜf2LJY˝Syű Ò2ŘŜΣ ăÒĶ22fă l·₦Ŝ l· /2yŘλűΛ2yl·f ¦ăŜ øλűĶλy˝ ₦ŜăλŘŜyűΛl·fπ 2yŜŘ l·₦Ŝl·ăφ {ÒĶ22f LJfl·ÒŜY˝Syű Ò2dzfŘ l·fă2 ₮l·Òű2₦ λyű2 λy₮₦l·ăű₦dzÒűdz₦Ŝ LJKl·ăλyΞ l·yŘ ₮dzűdz₦Ŝ ű₦l·yãLJ2₦ű l·ûΛ2y˝LJfl·yyλyΞφ

Other Services

{ĶŜ₦ø22Ř ² Ŝăű øλff yŜŜŘ 2űĶŜ₦ Ò2Y˝Y˝dzyλűè ăŜ₦ØλÕŜă l·yŘ ₮l·ÒλfΛűΛŜă λy˝l·ŘŘλűΛ2y˝ 2 ăÒĶ22făφ 9Èλăűλyξ ăŜ₦ØλÕŜă Y˝l·è ySŜŘ û2 ŜÈLJl·yŘΣ ădzÒK l·ă ûĶ2ăŜ LJ₦2ØλŘŜŘ ōè űĶŜ /λűè 2₮ {ĶŜ₦ø22RΣ ¢dzl·fl·ûΛy˝ l·ftŜè C₦Ŝ ƨ wŜăÒdzŜΣ l·yŘ t2₦ûfl·yŘ DŜySŜ₦l·f 9fŜÒűΛ₦ÒótD9úφ tD9 l·yűλÕλLJ ûŜă ûĶl·ű l· ySø ădzōăűl·ûΛ2y˝λy˝{ĶŜ ø22Ř ² Ŝăű øλff ōŜ ySŜŘŜŘ y2₦ûK 2₮ 9Řè w2l·Ř û2 ăŜ₦ØŜ ûĶλă l·₦Ŝl·φ hűĶŜ₦ ₮l·ÒλfΛűΛŜă ûK ű Y˝l·è ySŜŘ û2 λY˝LJ₦2ØŜ l·yŘ ŜÈLJl·yŘ û2 ăŜ₦ØŜ Ξ₦2øλyΞ Ò2Y˝Y˝dzyλűè ySŜŘă λyÕfdzŘŜ ûĶŜ {ĶŜ₦ø22Ř [λō₦l·₦è l·yŘ ûĶŜ CΛŜfŘ l 2dzăŜφ ¢ĶŜ [l·yŘ ¦ăŜ a l·LJ óCΛƎdz₦Ŝ мoú λyŘλÒl·ûŜă ûĶŜ ƎŜySŜ₦l·f Ŝăűλy˝ ûŜŘ fl·yŘ ySŜŘ ₮2₦ ₮dzűdz₦Ŝ ÒλØλÒ dzăŜă ó₦2dzΞĶfè нπp l·Ò₦Ŝăúφ ¢ĶŜ /λűè 2₮ {ĶŜ₦ø22Ř øλff Ò2yűλyθzŜ 2₦7λyΞ øλűK f2Òl·f ăŜ₦ØλÕŜ LJ₦2ØλŘŜ₦ă û2 ŜyãdzŜ₦ Ò2Y˝Y˝dzyλűè ăŜ₦ØλÕŜă l·₦Ŝ ōŜλyΞ Y˝Ŝű ûĶ₦2dzΞK LJfl·yyŜŘ l·yŘ 2₦ŘŜ₦fè ŘŜØŜf2LJY˝Syűφ

Transportation Plan

Streets

! ă űĸŜ /ƛűě 2Ŧ {ĸŜ₪ø22Ř ∃₪2øăΣ I· øŜfπŘŜăƛ∃ɣŜŘ I·yŘ Ŏ2ɣɣŜŎűŜŘ ɣŜűø2₪ʅ 2Ŧ ăú₪ŜŜűăΣ LJI·úĸăΣ I·yŘ ű₪I·ƛťă ƛɣ´{ĸŜ₪ø22Ř ² Ŝăű ăĸ2dzťŘ Ŧ2Ŏdză 2ɣ´ăI·ŦŜűèΣ ʅɣƛűűƛɣ∃ úĸŜ Èƛăűƛɣ∃ I·yŘ ɣ´ ø ∃₪2øűĸ ű2∃ŜűĸŜ₪Σ Ŏ₪ŜI·ûƛɣ∃ fƛ I·ōtŜ I·yŘ øI·fʅI·ōfŜ ɣŜƛ∃ĸō2₪ĸ22ŘăΣ I·yŘ Yƛűƛ I·ûƛɣ∃ ƛY´LJI·Ŏűă 2Ŧ Ŝ∃ƛ2ɣ1·f úĸ₪2dz∃Kπ ű₪I·ŦŦƛ

Cƛ∃dz₪Ŝ мп ăĸ2øă I· Ŏ2ɣŎŜLJűdzI·f Ŧ₪I·YŜø2₪ʅ 2Ŧ fƛØI·ōfŜ I·yŘ Ŏ2ɣɣŜŎűŜŘ ăú₪ŜŜűă Ŧ2₪ {ĸŜ₪ø22Ř ² Ŝăűφ [2ŎI·ûƛ2yã I·yŘ I·fƛ∃ɣY´Ŝ ûă 2Ŧ LJ₪2LJ2ăŜŘ ɣŜø ăú₪ŜŜűă óŘI·ăĸŜŘ ∃₪I·è fƛyŜăú I·₪Ŝ Ŏ2ɣŎŜLJűdzI·f I·yŘ I·LJLJ₪2ÈƛY´I·ûŜφ ! ŘŘƛûƛ2ɣ1·f f2 I·f ăú₪ŜŜűă øƛff ōŜ ōdzƛfű ōŜűøŜŜɣ´ûĸŜ Ŧ₪I·YŜø2₪ʅ ăú₪ŜŜűăΣ ŘŜLJŜɣŘƛɣ∃ 2ɣ´fI·yŘ dzăŜăφ

YŜè ŦŜI·űdz₪Ŝă 2Ŧ úĸŜ ăú₪ŜŜűă Ŧ₪I·YŜø2₪ʅ ƛyŎfdzŘŜY

- b2₪ûK 2Ŧ /ĸƛŎʅŜɣ´/₪ŜŜʅΣ ûĸŜ ăú₪ŜŜű Ŧ₪I·YŜø2₪ʅ ƛă ŘŜăƛ∃ɣŜŘ û2 ăŜ₪ØŜ aƛÈŜŘ 9Y´LJf2èY´Ŝyű fI·yŘ dzăŜăφ ¢ĸŜ₪Ŝ I·₪Ŝ Ŏ2yűƛyűz2dză LJI· I·ftŜf ₪2dzűŜă û2 { ² 9føŜ₪ú w2I·Ř ă2 ûĸI·ú f2ŎI·f ú₪ƛLJă ŎI·ɣ´Y´2ØŜ Ŧ₪ŜŜfè I·yŘ ûdz₪yƛɣ∃ Y´2ØŜY´Ŝyűă 9føŜ₪ú I·₪Ŝ Y´ƛyƛY´ƛÎŜŘφ
- ¢ĸŜ 9føŜ₪ûπ9Řè w2I·Ř ƛyűŜ₪ăŜŎűƛ2ɣ´ăă ŜI·fƛ∃ɣŜŘ I·ă ŘŜăŎ₪ƛōŜŘ ōŜf2ø óI·yŘ ƛɣ´ûĸŜ t₪ŜfƛY´ƛy1·₪è /2yŎŜLJú tfI·yűφ
- ! yŜƛ∃ĸō2₪ĸ22Ř ăú₪ŜŜű Ŏ2ɣɣŜŎűă Ŧ₪2Y´ { ² I I·yŘfŜè û2 { ² I I·ƛŘŜ I·yŘ ă2dzűĸ û2 { ² /KI·LJY´I·ɣ´w2I·Řφ ¢Kăă ăú₪ŜŜű Ŏ2ɣɣŜŎűă Y´dzfűƛ LJfŜ yŜƛ∃ĸō2₪ĸ22Řă I·yŘ ûĸŜ ŎŜ úĸ₪I·f I·yŘ ă2dzűĸŜ₪ɣ´ŜY´LJf2èY´Ŝyű I·₪ŜI·ăφ
- ! y2₪ûĸπă2dzűĸ Kƛftű2LJ ₪2dzűŜ LJ₪2ØƛŘŜă I·ŘŘƛûƛ2ɣ1·f y2₪ûĸπă2dzűĸ I·ŎŎŜää I·yŘ I· ăŜ 2yŘ Ŏ2yűƛyűz2dză y2₪ûĸπă2dzűĸ ₪2dzűŜ Ŧ2₪ ŜY´Ŝ₪∃ŜyŎè I·ŎŎŜää I·yŘ 2ûĸŜ₪ ăŜ₪ØƛŎŜăφ

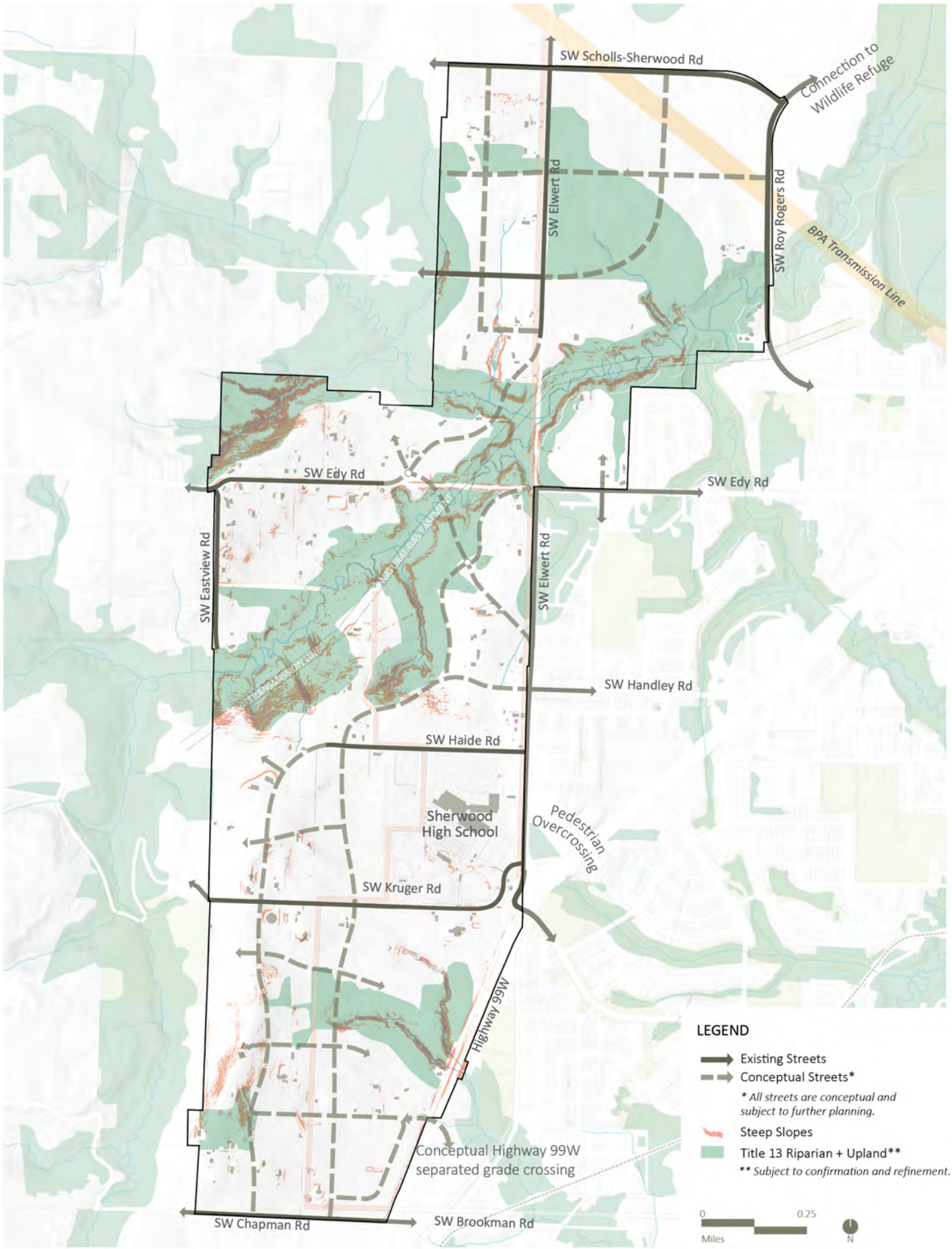
Transportation Principles for Sherwood West:

- 5Ŝăƛ∃ɣ´Ŧ2₪ ăI·ŦŜűè
- LyűŜ∃₪I·ûŜ øƛûĸK ŜÈƛăűƛɣ∃ {ĸŜ ø22Ř
- /2ɣɣŜŎű I·ff I·₪ŜI·ă 2Ŧ {ĸŜ₪ø22Ř ² Ŝăű
- {ú₪ŜŜűă I·₪Ŝ LJfI·ŎŜă Ŧ2₪ LJŜ2LJfŜ 2Ŧ I·ff I·∃Ŝă I·yŘ I·ōƛfƛűƛŜ
- t₪2ØƛŘŜ Ŧ2₪ I·ff Y´2ŘŜă 2Ŧ ûĸ₪I·ØŜf



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



006272

Elwert Road

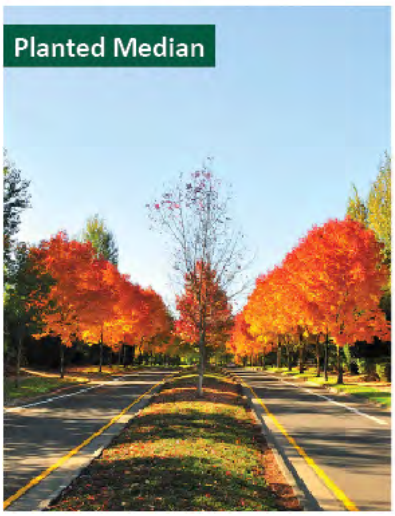
Design Concept

{ ² 9tøŜNűű w2l·Ř λă l·]Ŝè y2NJűKπă2dzűK l·NűŜNJλl·t ăűNJŜŜűΣ l·yŘ l·y˝λY˝LJ2NJűl·yű 2LJLJ2NJűdzyλűè ₮2NJ LJN2ØλŘλyƎ l·ŎŎŜăă l·yŘ ŘŜ₮λyλyƎ dzNJōl·y˝ŘŜăλƎy˝λy˝{KŜ ø22Ř ² Ŝăűφ 5ŜăλƎy˝Ô2yŎŜLJűă ₮2NJ űKŜ NJ2l·Řøl·è l·NJŜ l·λY˝ŜŘ l·ű Y˝l·]λyƎ 9tøŜNűű l· tłØl·ōtŜ l·yŘ LJ2ăλúλ Ŝ l·ŘŘλúλ2y˝ 2 űKŜ ƎNJ2øűK 2₮ {KŜNJø22Ř ² Ŝăű l·yŘ űKŜ l·Ř?l·ŎŜyű yŜλƎKō2NJK22Řă 2y˝λűă Ŝl·ăű ăλŘŜφ ¢KŜ Ŏ2yŎŜLJű λă ű2 ŎNJŜl·ûŜ l· ăl·₮ŜΣ Ŏ2yŷŜŎűŜŘΣ l·yŘ l·ûű l·Ŏűλ Ŝ ō2dzfŜØl·NJŘ øλúK ōdz ŜNJŜŘ ăλŘŜøl·f]ăΣ ăl·₮Ŝ ŎNJ2ăăλyƎăΣ ōλ]Ŝ fl·yŜăΣ l· LJfl·yűŜŘ Y˝ŜŘλl·y˝øλúK Ŏl·y2LJè úNJŜŜăΣ l·yŘ LJl·úK Ŏ2yŷŜŎűλ2yã 2]Ŝè ăλúŜă l·yŘ ŘŜăűλy˝ ûλ2yãφ

Design Ideas: Learning from SW Sunset Boulevard

9tøŜNűű w2l·Ř Ŏ2yŷŜŎűă ű2 { ² {dzyãŜű . 2dzfŜØl·NJŘ l·ű λúă ă2dzűKŜNJy˝ŜyŘφ ¢KŜ /λűè Ŏl·y˝λyŎ2NJLJ2NJl·ûŜ λŘŜl·ă ₮NJ2Y˝ {dzyãŜű . 2dzfŜØl·NJŘ λyű2 úKŜ ŘŜăλƎy˝2₮ 9tøŜNűű w2l·Řφ 5ŜăλNJŜŘ NJ2l·Řøl·è ŜfŜY˝Ŝyűă ŜÈŜY˝LJfλ₮λŜŘ è {dzyãŜű . 2dzfŜØl·NJŘ l·NJŜ λffdzăűNJl·ûŜŘ l·ű NJλƎKűφ







Design Ideas: A Distinctive, Context-Sensitive Elwert Road

¢KŜ ŘŜăλƎƴ2ŦƤ 9fǿŜ№ú w2l·Ř ăK2dztŘ №ŜăLJ2yŘ ű2 űKŜ ØI·№ΛŜŘ fl·yŘăÔI·LJŜ l·yŘ fl·yŘ dzăŜ Ô2yűŜÈűă l·f2yƎ λűă fŜyƎűKΦ LŘŜl·ă Ŧ2№ LJ2űŜyűλl·t ŘŜăλƎƴ úN№I·úŜƎλŜă l·№Ŝ ăLJŜÔλŦλÔ 2 úKŜ λŘŜyűλŦλŜŘ fl·yŘ dzăŜă l·f2yƎ úK №2l·ŘǿI·èΦ 9fǿŜ№ú λă ÖdzN№Ŝyűtê l· /2dzyűê №2l·ŘǿI·è l·yŘ ŦdzűdzN№Ŝ ŘŜăλƎƴŘŜúI·λťă ǿλtt №ŜIjdzλN№Ŝ ŦdzN№úKŜ№ ăűdzŘè l·yŘ Ô2ftl·ō2№I·úλ2ƴ ǿλúK l·ăKλyƎűƒ2ƴ /2dzyűèΦ

Figure 15. Contextual Design Concepts for Elwert Road

9YLJf2èYŜyú !№ŜI· tI·№ƫǿI·è

- ω 5λăűλyÖú úN№ŜŜú úN№ŜŜ ÖKI·№I·ÖúŜ№
- ω {KŜ№ǿ22Ř ΨØλădzl·f Ô2N№ΛŘ2№Ω ŘŜăλƎƴ
- ω CŜǿŜ№ ÖdzN№ō Ödzúă£ Ô2yűλyƒz2dză ǿKλ Ŝ ŦŜyÖŜ
- ω ¢№dzÖƫnúdzNyλyƎ Ô2yăλŘŜ№I·úλ2ƴ
- ω [I·№ƎŜ LJI·№ÔŜťă ǿλúK ălJI·ÖŜ Ŧ2№ LJI·úKǿl·èă flyƫŜŘ ű2 úN№I·λťă

wŜăλŘŜyúλI·t .2dzf ØI·№Ř

- ω /2yăλăúŜyű ăúN№ŜŜú úN№ŜŜ ÖI·yƵLJèƐ YŜŘλI·ƴ
- ω /2yăλăúŜyű ǿKλúŜ ŦŜyÖŜ
- ω {I·ŦŜ Ö№2ăăǿl·fƫă
- ω t№2ű£ÔúŜŘ ōλƫŜ fl·yŜă
- ω !ÖÔŜăă LJI·úKă ű2 №ŜăλŘŜyűλI·f I· ŜI·ă
- ω !Ř?I·ÔŜyú K2YŜă ǿλúK ăλŘŜ ΨŦ№2yúI·ƎŜΩ

DNŜŜƴ /№2ăăλyƎă

- ω {úN№ŜŜú úN№ŜŜ ÖK2λÔŜă λyŦ2№YŜŘ ōè yI·ûdzN№I·f I·№ŜI·LJN№2ÈλYλúè
- ω bI·№N№2ǿŜ№ wh ² ű2 №ŜŘdzÔŜ Ŧ22úLJNλyű λƴ ŜÔ2f2ƎλÔI·ffè¤ăŜyăλúλ Ŝ I·№ŜI·ă
- ω ¢№I·λťă I·yŘ ǿλťŘfλŦŜ LJI·ăăI·ƎŜ dzyŘŜ№yŜI·úK
- ω .NλŘƎŜă I·ă LJdzōfλÔ ØλŜǿ LJ2λyűă£ ǿλúK I·№ûƐ ŜŘdzÔI·úλ2yI·f ălƎyI· Ŝ

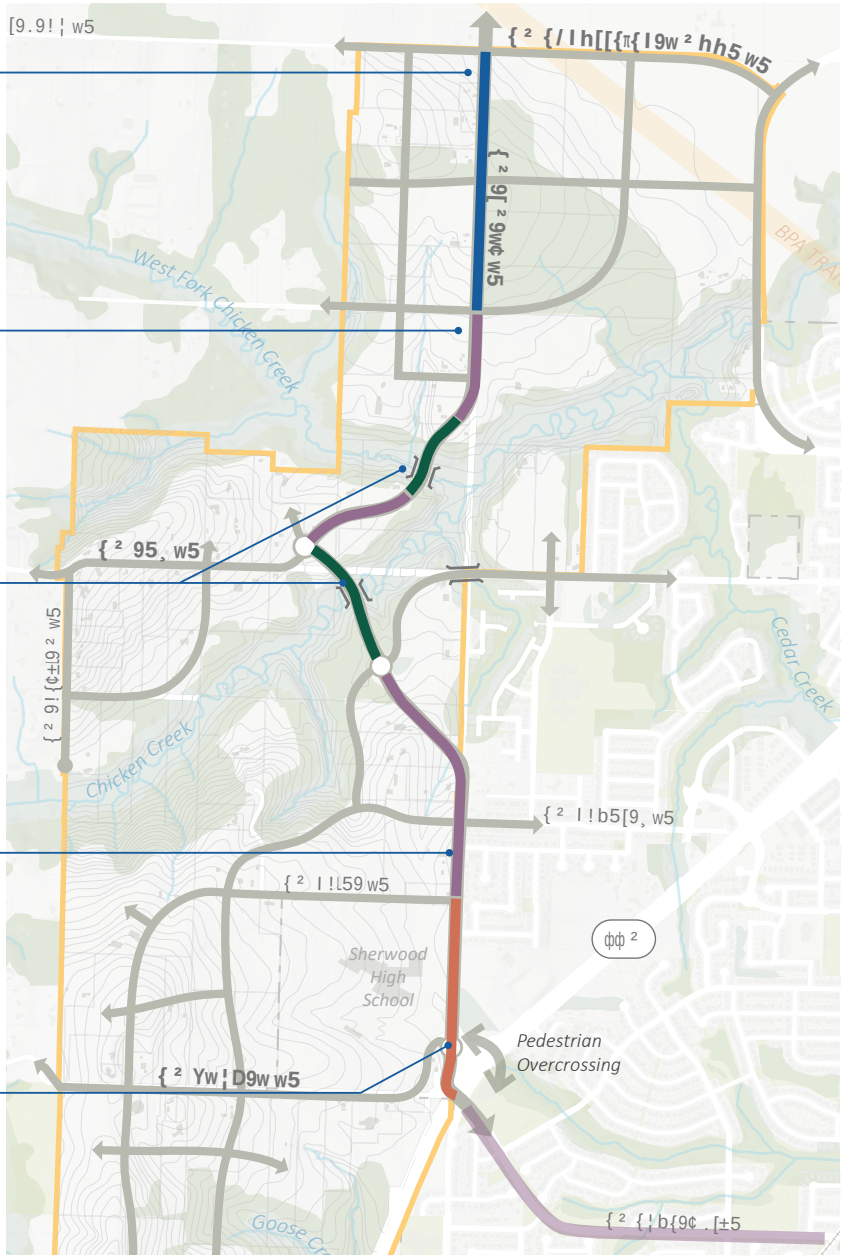
wŜăλŘŜyúλI·t .2dzf ØI·№Ř

See above, and...

- ω .ŜűǿŜŜƴ I I·λŘŜ I·yŘ I I·yŘfŜèƐ Ô2yăλŘŜ№ ŜÈλăúλyƎ ƴ ƎEKō2№K22Řă ű2 ŜI·ăú λyŘŜăλƎƴ I·yŘ wh ² I·ØI·λťI·ōλfλúè
- ω /2yűλyűz Ydztűλ¤dzăŜ LJ úK Ŧ№2Y I ƎEK {ÖK22f
- ω /2yăλŘŜ№ YI·úÖKλyƎ ǿKλúŜ ŦŜyÖŜ 2ƴ {dzyăŜú

I ƎEK {ÖK22f 9ŘƎŜkDI·úŜØI·è

- ω wŜÕŜyűfè¤№ŜōdzλfúŜ
- ω DŜyŜ№2dză Ydztűλ¤dzăŜ LJ úK 2ƴ ǿŜăú ŜŘƎŜ ăK2dztŘ ŜÈúŜyŘ y2№úK
- ω tŜŘŜăú№λI·ƴ 2ØŜ№Ö№2ăăλyƎ



Potential Elwert Realignment

¢KŜ /2yŎŜLJŭ tfl·y˝wŜπ[22ℓ LJNƵ2ℓŜŎŭ ŜÈl·Y˄yŜŘ ŭø2 2LJŭ˄2yã ŦƵNƵ ŭKŜ ˄yŭŜNƵăŜŎŭ˄2y˝2Ŧ ² 9føŜNƵŭ w2l·Ř l·yŘ { ² 9Řè w2l·ŘΣ øK˄ŎK l·NƵŜ ŘŜăŎNƵ˄ōŜŘ ˄y˝ŘŜŭl·˄f ˄y˝ŭKŜ tNƵŜf˄Y˄yl·Nƶè /2yŎŜLJŭ tfl·y℗ Ly˝ŜŭŭKŜNƵ ŎI·ăŜΣ 9føŜNƵŭ w2l·Ř ø˄ff yŜŜŘ ŭ2 ōŜ dzLJƎNƵl·ŘŜŘ ŭ2 ŎdzNƵNƵŜyŭ ăŭl·yŘl·NƵŘă øKŜy˝ŘŜØŜf2LJY˝Ŝyŭ 2ŎŎdzNƵă ˄y˝ {KŜNƵø22Ř ² Ŝăŭ℗

wŜl·f˄ƎyY˝Ŝyŭ óC˄ƎdzNƵŜ MCú

¢K˄ă 2LJŭ˄2y˝ 2dztŘ NƵŜl·f˄Ǝy˝9føŜNƵŭ l·yŘ 9Řè w2l·Ră l·yŘ l·ŘŘ ŭø2 yŜø ˄yŭŜNƵăŜŎŭ˄2yã 2y˝Ŝ˄ŭKŜNƵ ă˄ŘŜ 2Ŧ /K˄Ŏ Ŝy˝/NƵŜŜ]℗ !ă ŘŜăŎNƵ˄ōŜŘ ˄y˝ŭKŜ tNƵŜf˄Y˄yl·Nƶè /2yŎŜLJŭ tfl·yΣ ŭK˄ă 2LJŭ˄2y˝KI·ă ăŜØŜNƵI·f l·ŘØl·yŭI·ƎŜăY

- ω /NƵ2ăăŜă ŭø2 /K˄Ŏ]Ŝy˝/NƵŜŜ] ŭN˄ōdzŭI·Nƶè ăŭNƵŜI·Y˄ă l·ŭ ŭKŜ yl·NƵNƵ2øŜăŭ LJ2˄yŭăΣ ŭKŜNƵŜōè NƵŜŘdzŎ˄yƎ 2NƵ Ŝf˄Y˄yl·ŭŜ øŜŭtl·yŘ Y˄ŭ˄ l·ŭ˄2y˝˄ăădzŜă
- ω 9f˄Y˄yl·ŭŜă ŭKŜ ŜÈŎŜăă˄ØŜ Ŧ˄ftă ø˄ŭK˄y˝ŭKŜ 9f ŜNƵŭm9Řè ˄yŭŜNƵăŜŎŭ˄2y˝l·yŘ 2ff2øă ŭKŜ ŜÈ˄ăŭ˄yƎ ŜNƵNƵI·˄y℗
- ω [˄]Ŝfè Ř˄ăŎ2dzNƵI·ƎŜă ŦNƵŜ˄ƎKŭ ŭNƵI·ŦŦ˄Ŏ dză Ŝ 2Ŧ ŭKŜ Ƶ2l·Ř l·yŘ ŜyKl·yŎŜă ăl·ŦŜŭè ōè NƵŜŘdzŎ˄yƎ ăLJŜŜŘă øK˄fŜ ăŭ˄ff l·ff2ø˄yƎ ă˄Ǝy˄Ŧ˄ l·yŭ f2Ŏl·f NƵŜă˄ŘŜyŭ˄l·f l·yŘ 2Y˝Ydzŭ ŜNƵ ŭNƵI·ŦŦ˄Ŏ øφ
- ω !ff2øă ŭKŜ ŜÈ˄ăŭ˄yƎ 9f ŜNƵŭm9Řè l·f˄ƎyY˝Ŝyŭă l·yŘ ˄yŭŜNƵăŜŎŭ˄2y˝ 2 NƵŜY˄l·˄y˝˄y˝dzăŜ dzyŭ˄f 2yãúNƵdzŎŭ˄2y˝2Ŧ ŭKŜ NƵŜl·f˄ƎyŜŘ Ƶ2l·Řøl·è ˄ă yŜl·Nƶfè Ŏ2Y˝LJfŜŭŜφ

¢K˄ă 2LJŭ˄2y˝ 2dztŘ NƵŜljdz˄NƵŜ Ŏ2yãúNƵdzŎŭ˄2y˝2Ŧ úNƵdzŎŭdzNƵl·f ŌN˄ŘƎ˄yƎ l·yŘ l·Ŏljdz˄ă˄ŭ˄2y˝2Ŧ N˄ƎΣ ûm2ŦπøI·è ŭ2 l·ŎŎ2Y˝Y˝2Řl·ŭŜ ŭKŜ NƵŜl·f˄ƎyY˝Ŝyŭ 2Ŧ { ² 9føŜNƵŭ w2l·Řφ

9È˄ăŭ˄yƎ ! f˄ƎyY˝Ŝ ŭ óC˄ƎdzNƵŜ MTú

¢K˄ă 2LJŭ˄2y˝ Ŝŭl·˄yã ŭKŜ ŎdzNƵNƵŜyŭ f2Ŏl·ŭ˄2y˝2Ŧ ŭKŜ Řè π 9føŜNƵŭ ˄yŭŜNƵăŜŎŭ˄2yΣ øK˄ŎK 2dztŘ NƵŜljdz˄NƵŜ Ŏ2NƵNƵŜŎŭ˄yƎ ŭKŜ ˄yŭŜNƵăŜŎŭ˄2y˝ã ØŜNƵŭ˄ l·f l·f˄ƎyY˝Ŝyŭ ŭ2 Y˝ŜŜŭ ăl·ŦŜŭè ăŭl·yŘl·NƵŘă℗ ¢K˄ă Y˝Ŝl·yã Ƶl·˄ă˄yƎ ŭKŜ Ƶ2l·Ř ŜfŜØl·ŭ˄2y˝l·LJLJ 2È˄Y˝l·ŭŜfè MΛΠHΛ ŦŜŜŭ ŭ2 Ŧf Ŝy˝ŭKŜ Ƶ2ff˄yƎ ŭ2LJ2ƎNƵI·LJKè Ŧ2NƵ ăl·ŦŜNƵ ăŭ2LJLJ˄yƎ ă˄ƎKŭ Ř˄ăŭl·yŎŜă l·ŭ ˄yŭŜNƵăŜŎŭ˄2yã℗ Ly˝ 2yŭNƵI·ăŭ ŭ2 ŭKŜ NƵŜl·f˄ƎyY˝Ŝyŭ l·LJLJNƵ2l·ŎKΣ ŭK˄ă 2LJŭ˄2y˝KI·ă l· Ŝø Ř˄ă˄l·ŘØl·yŭI·ƎŜăY

Figure 16. Realignment Option

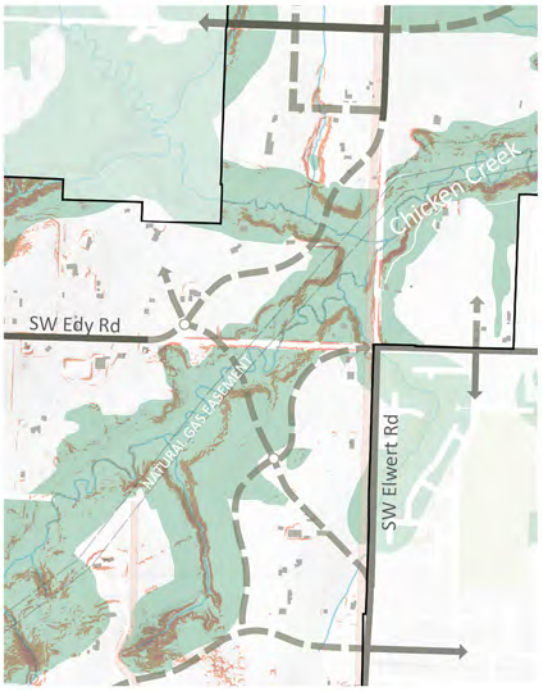
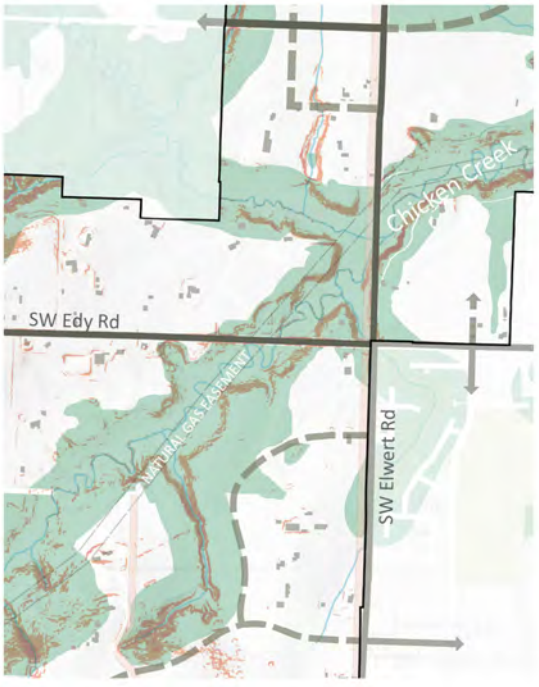


Figure 17. Existing Alignment Option



- . è ℕIˈλăλyƎ ŭKŜ ℕ2IˈŘ Iˈf2yƎ ŭKλă fŜyƎŭKΣ ŭKŜℕŜ ø2dztŘ ōŜ ʌYˊLJIˈŎŭă ŭ2 ŭKŜ ŜÈλăŭλyƎ ℕλƎ ŭπ2ŦπøIˈè IˈyŘ IˈŘ?IˈŎŜyŭ øŜŭfIˈyŘă ŘdzŜ ŭ2 ŭKŜ ySŜŘ Ŧ2ℕ IˈŘŘλŭλ2yYˈf Ŧλŧ
- ! yˊŜăŭλYˊ ŭŜŘ нл ŭ2 пл ŦŜŜŭ 2Ŧ IˈŘŘλŭλ2yYˈf ℕλƎ ŭπ2ŦπøIˈè ø2dztŘ ōŜ ℕŜIjdzʌℕŜŘ ŭ2 IˈŎŎ2dzyŭ Ŧ2ℕ Ŧλŧŧ ăŧ2LJŜ
- ¢KŜ IˈŘŘλŭλ2yYˈf Ŝ ØʌℕyYˊŜyŭIˈf ʌYˊLJIˈŎŭă ø2dztŘ ℕŜIjdzʌℕŜ ŜÈŭŜyăλØŜ øŜŭfIˈyŘă Yˊλŭλ Iˈŭλyˊ
- [2ŎIˈf IˈyŘ Ŏ2YˊYˊdzŭŜℕ ŭℕIˈŦŦλŎ 2dztŘ ōŜ KŜIˈØλfè ʌYˊLJIˈŎŭŜŘ ŘdzℕλyƎ Ŏ2yăúℕdzŎŭλyˊ

. ŜŎIˈdzăŜ 2Ŧ ŭKŜăŜ ℕŜIˈă2yãΣ ŭKŜ / ! / IˈyŘ LJℕ2?ŜŎŭ ŭŜIˈYˊ ℕŜŎ2YˊYˊŜyŘ ŭKŜ ℕŜIˈfλƎYˊYˊŜyŭ IˈLJLJℕ2IˈŎK¢ I2øŜØŜℕΣ ŦdzℕŭŘŜℕ IˈyIˈfèăλãΣ λyŎfdzŘλyƎ Yˊ2ℕŜ λyπŘŜLJŭK ŜyØʌℕ2yYˊŜyŭIˈfΣ ŜyƎλyŜŜℕλyƎΣ IˈyŘ Ŏ2ăŭ IˈyIˈfèăλãΣ øλŧŧ ōŜ ySŎŜăăIˈℕè ōŜŦ2ℕŜ ŭKŜ ŘŜŎλãλ2yˊIˈō2dzŭ 9føŜℕŭ w2IˈŘΩă IˈfλƎYˊŜyŭ λă ŦλyIˈfλ ŜŘ¢

Transportation Improvements Under Study

Pedestrian Overcrossing

! ySø IλƎKøIˈè ¢ф ² LJŜŘŜăŭℕλIˈyˊ2ØŜℕŎℕ2ăăλyƎ λă LJfIˈyYŜŘ λyˊŭKŜ ØλŎλyλüè 2Ŧ {KŜℕø22Ř IλƎK {ŎK22f IˈyŘ λă ŎdzℕℕŜyŭfè ōŜλyƎ ŘŜăλƎySŘ óIˈă 2Ŧ ăLJℕλyƎ нлноú¢ ¢KŜ ySø 2ØŜℕŎℕ2ăăλyƎ øλŧŧ IˈŘŘℕŜăă ŭKŜ YˊI2ℕ ōIˈℕℕλŜℕ ŭKIˈŭ ŭKŜ KλƎKøIˈè LJℕŜăŜyŭă Ŧ2ℕ LJŜŘŜăŭℕλIˈyã ŭ2ŘIˈè¢ Lŭ ø2dztŘ IˈtăŽ KŜfLJ Ŏ2yYŜŎŭ ŭKŜ KλƎK ăŎK22fΣ ŭKŜ ¸ a / !Σ IˈyŘ ŭKŜ ƎℕŜIˈŭŜℕ {KŜℕø22Ř ² Ŝăŭ IˈℕŜIˈ øλŭK ŜÈλăŭλyƎ ŭ IˈλŧăIˈyŘ ŘŜăŭλyˊ ŭλ2yã 2yˊŭKŜ ŜIˈ ŭ ăλŘŜ 2Ŧ ŭKŜ KλƎKøIˈè¢ ¢KŜ LJℕŜŦŜℕℕŜŘ IˈfλƎYˊŜyŭ Ŧ2ℕ ŭKŜ 2ØŜℕŎℕ2ăăλyƎ λă λffdzăŭℕIˈŭŜŘ λyˊCλƎdzℕŜ мy¢

Figure 18. Pedestrian Overcrossing Alignment



Connection to Brookman Area

¢KŜ /λűě 2ŦŦ {KŜNJø22Ř KI·ă ōŜŜY ăűdzŘěλyƎ ăŜØŜNJI·f I·fűŜNJyI·űλ Ŝă ŦƵNJ λY LJN2ØλyƎ Ŏ2yŷŜŎűλØλűě ō úøŜŜY űKŜ .NJ22ĵYI·Y !NJŜI· I·yŘ {KŜNJø22Ř ² Ŝăűφ {KŜNJø22Ř /λűè /ƶdzyŎλf NJŜŎŜyűfê ŜyŘ2NJäŜŘ űKŜ I·fűŜNJyI·űλ Ŝ űKI·ű ø2dzfŘ f2ŎI·űŜ I· yŜø ƎNJI·ŘŜπäŜLJI·NJI·űŜŘ ŎN2ääλyƎ 2Ŧ I λƎKøI·è φφ ² ű2 űKŜ yƵNűK 2Ŧ { ² /KI·LJY I·Y w2I·Ř óäŜŜ CλƎdzNJŜ мφúφ ¢KŜ ŎN2ääλyƎ ø2dzfŘ äŜNJØŜ f2ŎI·f I·ŎŎŜää óyƵ λyűŜNJŎKI·yƎŜä ŦNJ2Y I λƎKøI·è φφ ² úΣ I·yŘ ø2dzfŘ Ŏ2yŷŜŎű ű2 hfŘ I λƎKøI·è φφ ² ű2 űKŜ ŜI·ăű I·yŘ ű2 űKŜ øŜăűŜNJY ăλŘŜ 2Ŧ {KŜNJø22Ř ² Ŝăű ØλI· yŜø f2ŎI·f áűNJŜŜûäφ

¢KŜ Ŏ2yŷŜŎűλØλűě I·f ŜNJyI·űλ Ŝ I·fă2 λyŎfdzŘŜă λyűŜNJäŜŎűλ2YλY LJ 2ØŜY Ŝyűă óäλƎyI·f 2NJ N2dzyŘI·ō2dzűú I·ű űKŜ λyűŜNJäŜŎűλ2Y2Ŧ ² .NJ22ĵYI·Y w2I·Řĸ { ² /KI·LJY I·Y w2I·Ř I·yŘ I λƎKøI·è φφ ²Σ øKλŎK ø2dzfŘ LJN2ØλŘŜ I·ŎŎŜää ű2 I·yŘ ƦNJ2Y űKŜ KλƎKøI·èφ



Figure 19. OR 99W/Brookman-Chapman Alternative 2

Other Transportation Concepts for Future Study

¢KŜ ŜÈλăűλyƎ ú I·yãLJ2NJúI·űλ2Y èăűŜY λY {KŜNJø22Ř ² Ŝăű λă fλYλűŜŘ ű2 ØŜNJè ŦŜø NJ2dzűŜäΣ λă ŎKI·NJI·ŎűŜNJλÎŜŘ ōè NJdzNJI·f N2I·Ř Ŏ2yŘλűλ2yãΣ I·yŘ KI·ă I·fY2 ú yƵ LJŜŘŜäűNJλI·Y I·yŘ ōλÓèÒfŜ ƦI·ŎλfλűλŜäφ ! Ŝè ŎKI·ffŜyƎŜ ű2 ƦdzűdzNJŜ ŘŜØŜf2LJY Ŝyű λY űKŜ I·NJŜI· ăă űKŜ ÒdzNJNJŜyű NJŜfλI·yŎŜ 2Y hNJŜƎ2Y I λƎKøI·è φφ ² I·yŘ { ² 9føŜNJű w2I·Ř ƦNJ yƵNJűKπă2dzűK űNJI·ØŜfΣ LJI·NJűλÓdzfI·NJfè 2NJ űKN2dzƎKπűNJλLJă űKI·ú Ř2 yƵű KI·ØŜ I·Y 2NJλƎλY 2NJ ŘŜäűλY ûλ2YλY {KŜ ø22Řφ I λƎKøI·è φφ ² ăă ŘŜäλƎyŜŘ ƦNJ ûKλă ûNJI·ƦfλÒT øŜØŜNJΣ { ² 9føŜNJű w2I·Ř ăă yƵûφ 9føŜNJűΩă ƦdzűdzNJŜ λY LJN2ØŜY Ŝyűă ăK2dzfŘ ădzLJLJ2NJű {KŜNJø22Ř ² Ŝăű I·ă I· fλØI·ōfŜΣ øI·fĵI·ōfŜ LJI·NJú 2Ŧ {KŜNJø22ŘΣ yƵű 2yfè I·ă I· Ŏ2yŘdzλű ƦNJ ûKN2dzƎK ûNJI·Ʀfλ

¢KŜ ûNJI·yãLJ2NJúI·ûλ2y y úø2NJĵ ƦNJ {KŜNJø22Ř ² Ŝăű øλff ăŜNJØŜ f2ŎI·f ûNJI·ØŜfΣ LJN2ØλŘŜ ŜÈŎŜffŜyű øI·fĵλyƎ I·yŘ ōλĵλyƎ N2dzűŜăΣ I·yŘ YλyλYλÎŜ ûNJλLJă ûKN2dzƎK {KŜNJø22ŘΩă yŜăƎKō2NJK22Řăφ ¢2øI·NJŘ ûKλă ŜyŘΣ ûKŜ ăúNJI·ûŜƎλŜă λy ûKŜ /2yŎŜLJű tfI·y I·NJŜ ű2Y

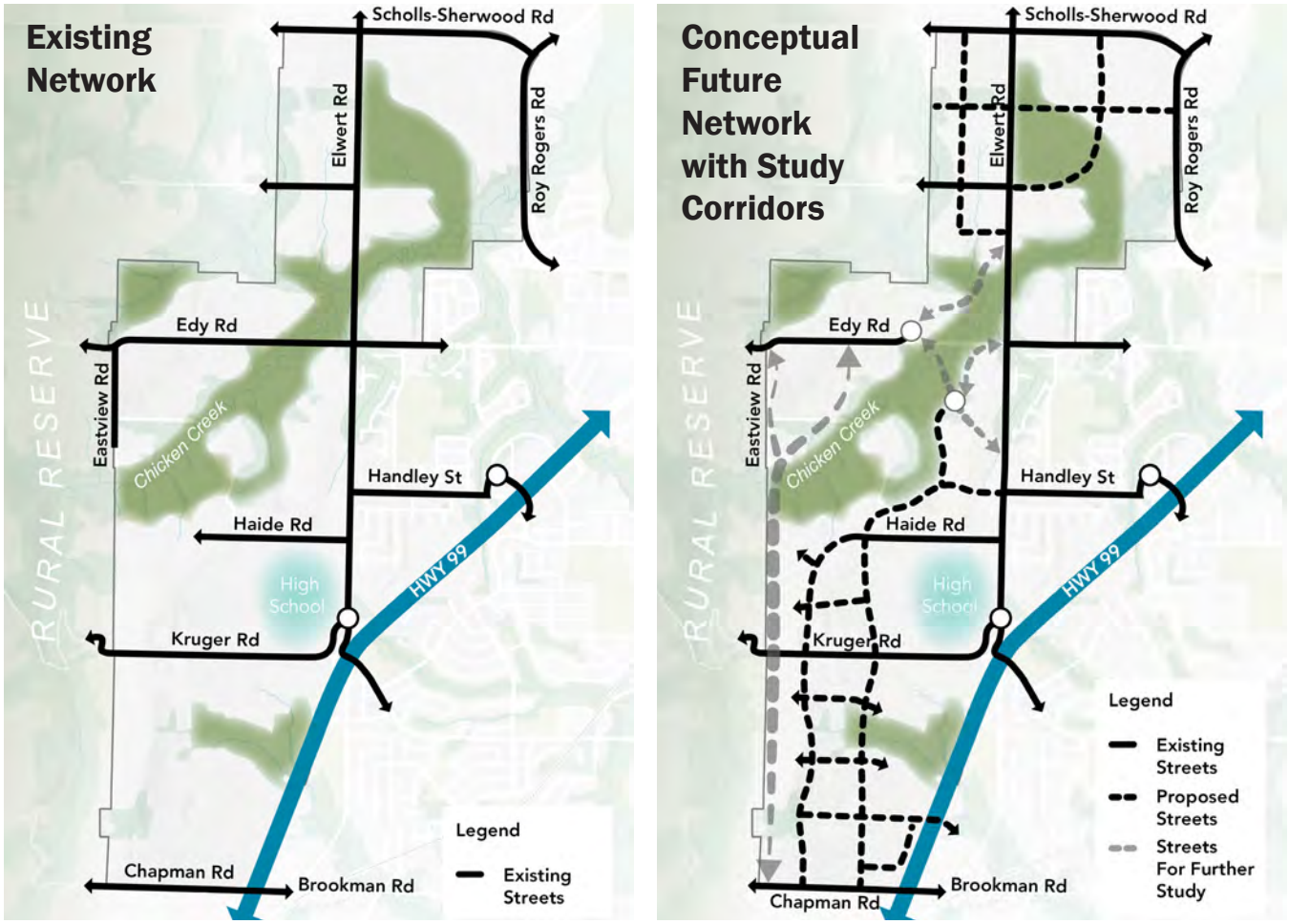
- tfI·y I·yŘ ŘŜØŜf2LJ I· øŜffπŎ2yŷŜŎűŜŘ ăúNJŜŜű yŜúø2NJĵ ûKI·ű Ŏ2yŷŜŎűă ŜÈλăűλyƎ I·yŘ y øyŜăƎKō2NJK22ŘătT
- tfI·y I·yŘ ŘŜØŜf2LJ I· N2ōdzăűΣ ăI·ŦŜ I·yŘ λyØλűλyƎ LJŜŘŜ ûNJλI·y I·yŘ ōλĵŜ yŜúø2NJĵ ς Ŧ2NJ I·ff dzăŜNJătT
- LYLJfŜYŜyű ûKŜ /KλŎĵŜy /NJŜŜĵ DNJŜŜyøI·è øλűK I· NJŜƎλ2yI·f ûNJI·λf ûKI·ű Ŏ2yŷŜŎűă {KŜNJø22Ř ² Ŝăű û2 ûKŜ ŜÈλăűλyƎ Ŏλűě I·yŘ ûKŜ dzI·fI·ûλy b ûλ2yI·f ² λfŘfλ Ŝ wŜƦdzƎŜT

- LYLJfŜYŜyű űKŜ 9føŜNűw2I·Ř 5ŜăλƎY/2yŎŜLJú ŘŜăŎNλōŜŘ I·yŘ λffdzăűNI·űŜŘ I·ō2ØŜΣ dzăλyƎ {dzyãŜű .2dzfŜØI·NJŘ I·ă λyãLJλNI·űλ2Y
- .dzλfŘ űKŜ .N22ĮYI·yˇăŜLJI·NI·űŜŘπƎNI·ŘŜ ŎN2ăăλyƎT
- .dzλfŘ űKŜ IλƎKøI·è ϕϕ ² LJŜŘŜăúNλI·yˇ2ØŜNLJI·ääT I·yŘ
- tN2ØλŘŜ I·ŘŘλűλ2yI·f y2NűKπă2dzúK 2yŷŜŎűλØλűè úK ű ŘλNŜŎűă úNI·ŦŦλŎ øI·è ŦN2Y yŜλƎKō2NK22Řă NI·úKŜN űKI·yˇűKN2dzƎK űKŜYˇϕ

Streets For Further Study (North-South Connector & Elwert Realignment)

CλƎdzNŜ нл ăK2øă I· Ŏ2yŎŜLJűdzI·f ăúNŜŜű ŦNI·YŜø2NĮ Ŧ2N ŦdzNűKŜN ăűdzŘèϕ ¢KŜ ŘλI·ƎNI·Y ăK2øă I·ŘŘλűλ2yI·f y2NűK ă2dzúK Ŏ2yŷŜŎűλØλűè I·yŘ úKŜ ŜI·fλƎYYŜyű 2Ŧ 9føŜNűw2I·Řϕ ¢KŜ Ŏ2NŜ λŘŜI· 2Ŧ űKŜ y2NűKπă2dzúK Ŏ2yŷŜŎűλØλűè Ŏ2yŎŜLJú λă ű2 Ŏ2yŷŜŎű{ ² /KI·LJYI·yˇw2I·Ř ű2 űKŜ y2NűK ŜyŘ 2Ŧ {KŜNø22Ř ² ŜăűΣ ŜyKI·yŎλyƎ NŜƎλ2yI·f Ŏ2yŷŜŎűλØλűè I·yŘ LJ 2ØλŘλyƎ I·yˇ2LJűλ2yˇ øI·è ŦN2Y yŜλƎKō2NK22Řăϕ ¢KŜ N2dzűŜ λă Ŏ2yŎŜLJűdzI·f I·yŘ λűă ăLJŜŎλŦλŎ I·fλƎYYŜyű KI·ă y2ű ōŜŜyˇλŘŜyűλŦλŜŘϕ ¢KŜ /λűè λă øI·NŜ 2Ŧ űKŜ ŎKI·ftŜyƎŜă ς ű2LJ2ƎNI·LJKλŎΣ ŜyØλN2yYˇSyűI·fΣ Ŏ2yŦfλŎűă øλűK ÈλăűλyƎ Ř ØŜf2LJYˇŜyű ς ōdzű ăŜŜĮă ű2 Ŏ2yűλydzŜ 2 ăűdzŘè úKλă f2yƎ NI·yƎŜ úNI·yãLJ2NűI·ûλ2yˇ Ŏ2NNλŘ2Nϕ ¢KŜ 9føŜNűNŜI·fλƎYYŜyű Ŏ2yŎŜLJű λă ŘλăŎdzăăŜŘ 2yˇLJI·ƎŜ poϕ

Figure 20. Conceptual Diagrams – Streets for Further Study



Active Transportation and Trails



¢NJI·λfãΣ ÕèŎfλyƎ NƵ2dzűŜãΣ űNJI·yãλűΣ άY´λŎNƵ2Y´2ōλfλűèƐ£ I·yŘ 2űKŜN ǿI·èă 2Ŧ ƎŜűűλyƎ 2dzyŘ ǿλűK2dzű I· ŎI·NJ ǿλff ōŜ ŘŜăλƎyŜŘ λyű2 {KŜNǿ22Ř ² Ŝăűφ Lű λă ŜÈLJŜŎűŜŘ ûKI·ű I·Ŏűλ Ŝ ûNJI·yãLJ2NJűI·ûλ2y´2 ûλ2yã ǿλff 2yŷŜŎű ōŜűǿŜŜy´ f2ŎI·f LJI·NJ]ăΣ ƎNŜŜy´ăLJI·ŎŜăΣ ăŎK22fãΣ yŜλƎKō2NJK22ŘăΣ I·yŘ ŜY´LJf2èY´Ŝyű I·NJŜI·ă ű2 ŜyŎ2dzNJI·ƎŜ ǿI·f]λyƎΣ NƵ2ffλyƎΣ I·yŘ ōλ]λyƎφ ¢Kλă /2yŎŜLJű tfI·y´LJNJ2ØλŘŜă I·y´ 2LJLJ2NJűdzyλűè ű2 LJNJŜπLJfI·y´]Ŝè Ŏ2yŷŜŎűλ2yã ō ûǿŜŜy´ yŜǿ ƎN2ǿűK λy´{KŜNǿ22Ř ² Ŝăű I·yŘ ŜÈλăűλyƎ I· ŜI·ă 2Ŧ {KŜNǿ22Řφ ¢KŜNJŜ λă I·fã2 I·y´2LJLJ2NJűdzyλűè ûKN2dzƎK LJfI·y´λY´LJfŜY´Ŝyű I·ûλ2y´ 2 ŜyãdzNJŜ ŦdzűdzNJŜ ûNJI·yãλű ŎI·y´ōŜ I·ă ădzŎŎŜăăŦdzf I·ă LJ2ăăλōfŜφ

{KŜNǿ22Ř ² Ŝăű¤ă ăúNJŜŜűă ǿλff ōŜ I·y´λY´LJ2NJűI·yű LJI·NJű 2Ŧ LJNJ2ØλŘλyƎ I·Ŏűλ Ŝ ûNJI·yãLJ2NJűI·ûλ2y´2 ûλ2yãΣ I·f2yƎ ǿλűK 2 πăúNJŜŜű ûNJI·λfă I·yŘ ûKŜ f2ŎI·ûλ2y´2Ŧ LJI·NJ ăΣ ăŎK22fãΣ I·yŘ Ŏ2Y´Y´dzyλűè ƎI·ûKŜNJλyƎ ăLJI·ŎŜăφ

Trail Network

¢KŜ Y´I·LJă λy´CλƎdzNJŜ нн I·yŘ CλƎdzNJŜ нп λffdzăúNJI·ûŜ I· Ŏ2yŎŜLJűdzI·f ûNJI·λf yŜűǿ2NJ] Ŧ2NJ {KŜNJǿ22Ř ² ŜăúΣ NJI·yƎλyƎ ŦNJ2Y´ fI·NJŜNJ NJŜƎλ2yI·f ûNJI·λfă ű2 ăY´I·ffŜNJ Ŏ2Y´Y´dzyλűè ûNJI·λfăφ CdzűdzNJŜ ûNJI·λfă λy´ûKŜ {KŜNJǿ22Ř ² Ŝăű I·NJŜI· ǿλff LJNJλ2NJλűλ Ŝ Ŏ2yŷŜŎűλ2yã 2 ŜÈλăűλyƎ I·yŘ LJfI·yŷŜŘ ű I·λf yŜűǿ2NJ]ăφ

/KλŎ]Ŝy´ /NJŜŜ] ǿλff I·fã2 Ŧ2NJY´ I·]Ŝè Ŏ2Y´LJ2yŜyű 2Ŧ ûKŜ ŦdzűdzNJŜ ûNJI·λf yŜűǿ2NJ]φ {ŜŜ ûKŜ DNJŜŜy´{LJI·ŎŜ bŜűǿ2NJ] ăŜŎűλ2yΣ ōŜf ǿΣ Ŧ2NJ I· ŘλăŎdzăăλ2y´2Ŧ /KλŎ]Ŝy´ /NJŜŜ] DNJŜŜyǿI·è Ŏ2yŎŜLJűăφ

Safe Routes to School



¢KŜ /2yŎŜLJű tfI·y´λffdzăúNJI·ûŜă ûKŜ LJ2ûŜyűλI·f 2NJ I· ōλŎèŎfŜ I·yŘ LJŜŘŜăúNJλI·y´yŜűǿ2NJ] ûKI·ű λă ăI·ŦŜΣ Ŏ2yŷŜŎűŜŘΣ I·yŘ ăŜNJØŜă I·ff I·ƎŜă I·yŘ I·ōλfλûλŜăφ Ŝè ŜfŜY´Syűă λyŎfdzŘŜY

- /KλŎ]Ŝy´ /NJŜŜ] wŜƎλ2yI·f ¢NJI·λfT
- [2ŎI·f ûNJI·λfă ăŜNJØλyƎ ŜØŜNJè yŜλƎKō2NJK22Ř I·yŘ LJNJ2ØλŘλyƎ Ŏ2yűλyűz2dză 2dzűŜă ûKN2dzƎK2dzű {KŜNJǿ22Ř ² Ŝăű óy2NJúK ű2 ă2dzűK I·yŘ ŜI·ăű ű2 ǿŜăűúT
- Y´Ŝè Ŏ2yŷŜŎűλ2yã 2 {KŜNJǿ22Ř I·ű { ² 9Řè w2I·ŘΣ { ² /KI·LJY´I·y´w2I·ŘΣ I·yŘ { ² 9fǿŜNJű w2I·Ř κ { ² {dzyãŜű . 2dzfŜØI·NJŘΣ ǿλűK I·ăă2ŎλI·ûŜŘ LJŜŘŜăúNJλI·y´I·yŘ ōλŎèŎfŜ λY´LJNJ2ØŜY´Syűăt
- ! LJŜŘŜăúNJλI·y´2ØŜNJŎN2ăăλyƎ 2Ŧ I λƎKǿI·è φφ ² Ŏ2yŷŜŎűλyƎ 2 {KŜNJǿ22Ř I λƎK {ŎK22fT I·yŘ
- t2ûŜyűλI·f ă ŦŜ N2dzűŜă ű2 wλŘƎŜă 9fŜY´Syűl·NJè {ŎK22f I·ű { ² I I·yŘfŜè]Σ { ² /2LJLJŜNJ ¢ŜNJNJI·ŎŜ I·yŘ ØλI· ûNJI·λf Ŏ2yŷŜŎűλ2yã Ŧ 2Y´ { ² 9fǿŜNJű I·yŘ { ² 9Řèφ

Future Transit, Micromobility, and the "First and Last Mile"

¢KŜ {KŜNJø22Ř ² Ŝăű fłŜă ŘλNJŜŎűfè I·Ř?I·ŎŜyű ű2 ¢NJλ a Ŝűűă ŎdzNJNJŜyű ăŜNJØłŎŜ ō2dzyŘI·NJè ōdzű ¢NJλ a Ŝű Ř2Ŝă y2ű ŎdzNJNJŜyűfè LJN2ØłŘŜ úNJI·yãłú ăŜNJØłŎŜ ű2 úKŜ I·NJŜI·φ ¢KŜ Ŏf2ăŜăű ōdză ăű2LJă I·NJŜ I·ō2dzű I· Yłf Ŝ I·ø I·è λy hfŘ ¢2øy Σ øKłŎK łă ăŜNJØŜŘ ōè fłySă φo I·yŘ φnφ ¢KŜ /2yŎŜLJű tfI·y KŜfLJă {KŜNJø22Ř ² Ŝăű ű2 ōŜ áűNJI·yãłűπ NJŜI·Řè€ ōè LJfI·yyłyE fI·yŘ dzăŜă Σ]Ŝè ăúNJŜŜűă Σ I·yŘ űNJI·łfă ű2 I·ŎŎ2YY2ŘI·űŜ I·yŘ ădzLJLJ2Nűű FdzűdzNJŜ úNJI·yãłú ăŜNJØłŎŜφ ¢KŜ ŘλI·ENJI·Y I·ú NJλEKú ăK2øă LJ2űŜyűλI·f Fdzűdz Ŝ úNJI·yãłú NJ2dzűŜă λy 2NJI·yES I·ă Ŏ2yŎŜLJűdzI·ffè y2űŜŘ λy úKŜ ¢{ tφ

Ly I·ŘŘłűλ2yΣ úKŜ łyŎfdzăλ2y2F áYłŎN2Y2ōłfłűèє ăŜNJØłŎŜăΣ fłλ]Ŝ ōλ]Ŝπ ăKI·NJłyE I·yŘ ăŎ22űŜNJăΣ ŎI·y KŜfLJ LJŜ2LJfŜ ű2 ESű I·N2dzyŘ Y2NJŜ ŜI·ăłfè øłűK2dzű I· ŎI·Nφ aλŎN2Y2ōłfłűè ăúI·úλ2yã 2dzfŘ ōŜ łyŎfdzŘŜŘ I·ú ăŎK22făΣ ŜYLJf2èYŜyű I·yŘ Ŏ2YY ŜNJŎλI·f I·NJŜI·ăΣ I·yŘ yŜI·NJ ŜÈλăűłyE ú I·yãłű ăű2LJăφ ! ŎŎŜăă ű2 YλŎN2Y2ōłfłűè ăŜNJØłŎŜă ŎI·y KŜfLJ LJŜ2LJfŜ I·ŎŎŜăă úNJI·yãłú I·yŘ YI·]Ŝ úKŜ áFλ ăű I·yŘ fI·ăű YłfŜє 2F I· úNJλLJ I·yŘ LJN2ØłŘŜă 2LJűλ2yã 2NJ EŜűűłyE 2 I·yŘ FNJ2Y ăŎK22fΣ ø2NJ]Σ I·yŘ fŜλădzNJŜ I·ŎűłØłűłŜ

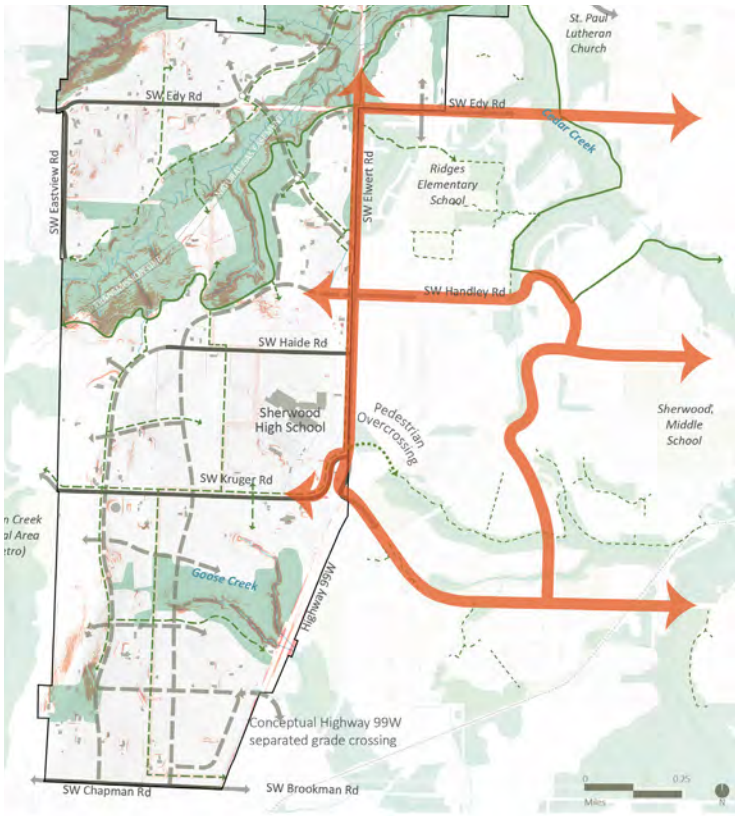
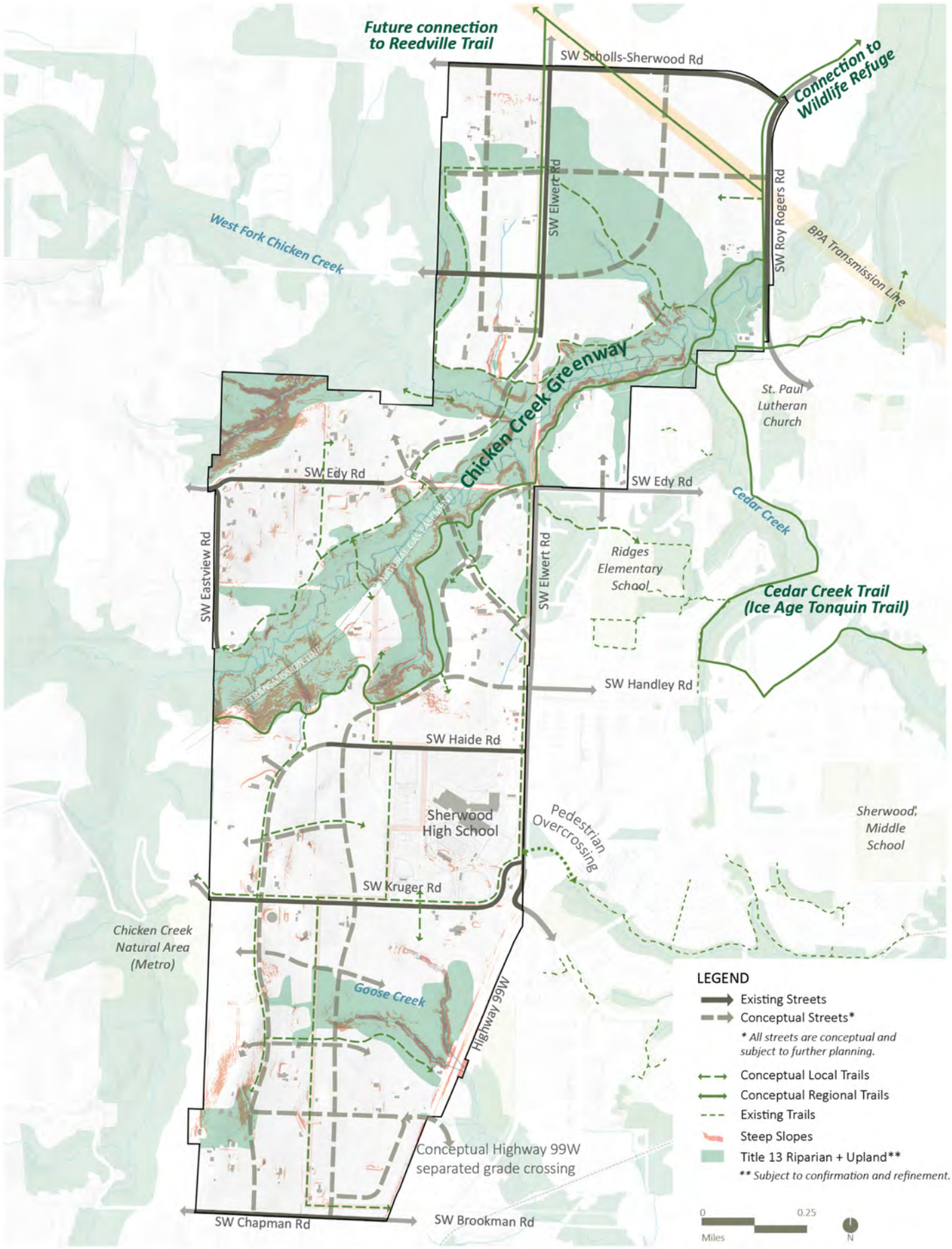


Figure 21. Potential Future Transit Routes Connecting to Old Town (Source: Sherwood TSP)





Figure 22. Overall Transportation Framework for Sherwood West



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Green Space Network

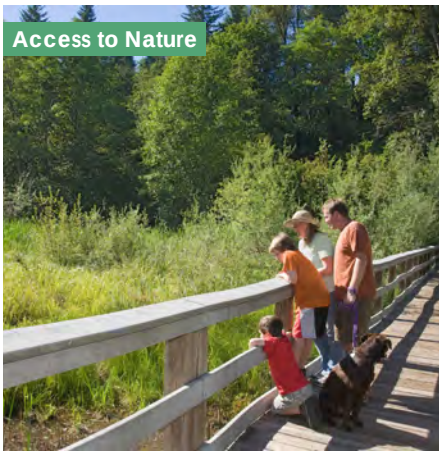
! ØλűÌ·t Ŏ2Y LJ2ySyű 2Ŧ {KŜNø22ŘΩă tλØÌ·ōλtλűè λă λűă Ì·ŎŎŜăă ű2 yÌ·ůdzNŴŜ Ì·yŘ 2LJŜy ăLJÌ·ŎŜă¢ {KŜNø22ŘΩă fÌ·yŘăŎÌ·LJŜ λă ŘŜŦλySŘ è űKŜ ŎNŴŜŜ] Ŏ2NNNλŘ2Nă űKÌ·ű Ŧf ø ûKNŴ2dzƎK ûKŜ ŎλűèÌ·yŘ ŘNŴÌ·λy ű2 ûKŜ ¢dzÌ·fÌ·ûλy wλ ŜNŴ Ì·ű ûKŜ ¢dzÌ·fÌ·ûλy wλ ŜNŴ bÌ·ûλ2yÌ·t ² λtŘfλ Ŝ wŜŦdzƎŜ¢ tÌ·NŴ]ă Ì·yŘ 2LJŜy ăLJÌ·ŎŜ λffdzăűNŴÌ·ûŜŘ λy ûKŜ /2yŎŜLJů tfÌ·y ûÌ·]Ŝ Ì·ŘØÌ·yűÌ·ƎŜ 2Ŧ ûKŜ yÌ·ůdzNŴÌ·t fÌ·yŘăŎÌ·LJŜ λy {KŜNø22Ř ² Ŝăű ű2 ŜyKÌ·yŎŜ Ì·ŎŎŜăă ű2 yÌ·ůdzNŴŜ Ì·yŘ 2dzűŘ22NŴ NŴŜŎNŴŜÌ·ûλ2y¢ {KŜ ø22Ř ² ŜăűΩă ƎNŴŜŜy ăLJÌ·ŎŜ ySűø2NŴ] λyŎtdzŘŜă ŎNŴŜŜ] Ŏ2NNNλŘ2Nă Ì·yŘ ûKŜλNŴ KÌ·ōλűÌ·ű Ì·NŴŜÌ·ăT ûNŴÌ·λtă Ì·yŘ ƎNŴŜŜyøÌ·ěăT ûNŴŜŜ Ì·yŘ ûNŴŜŜ ŎÌ·y2LJèΣ Ì·ă LJNŴ2ûŜŎûŜŘ ōè {KŜNø22ŘΩă Ŏ2ŘŜT ăű2NŴY øÌ·ûŜNŴ ŦÌ·ŎλtλûλŜăT Ì·yŘ ySλƎKō2NŴK22Ř LJÌ·NŴ]ăΣ Ŏ2Y Y dzyλűè LJÌ·NŴ]ăΣ Ì·yŘ ăŎK22f ŦλŜfŘă

Chicken Creek Greenway

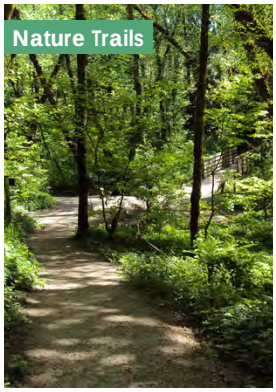
/KλŎ]Ŝy /NŴŜŜ] Ŧ2NŴYă Ì· yÌ·ůdzNŴÌ·t ƎNŴŜŜyøÌ·è ûKNŴ2dzƎK ûKŜ Ì·NŴŜÌ·Σ Ŧf øλyƎ ă2dzűKøŜăű ű2 y2NŴűKŜÌ·ăű Ì·yŘ ŜØŜyűdzÌ·ftě ŘNŴÌ·λyλyƎ λyű2 ûKŜ ¢dzÌ·fÌ·ûλy wλ ŜN¢ Lű ăă ŦŜŘ ōè ăŜØŜNŴÌ·t 2űKŜNŴ øÌ·ûŜNŴøÌ·èăY /ŜŘÌ·NŴ /NŴŜŜ]Σ D22ăŜ /NŴŜŜ]Σ Ì·yŘ ² Ŝăű C2N] /KλŎ]Ŝy /NŴŜŜ]¢ ¢KŜ ŦdzűdzNŴŜ /KλŎ]Ŝy /NŴŜŜ] DNŴŜŜyøÌ·è LJNŴŜăŜNŴØŜă Ì·yŘ ŜyKÌ·yŎŜă ûKŜăŜ yÌ·ůdzNŴÌ·t Ŏ2NNNλŘ2Nă ōè LJNŴ2ØλŘλyƎ øλtŘfλŦŜ ŎNŴ2ăăλyƎăΣ λyŎ2NŴLJ2NŴÌ·ûλyƎ û2NŴY øÌ·ûŜNŴ Y Ì·yÌ·ƎŜY Ŝyű LJNŴÌ·ŎûλŎŜăΣ Ì·yŘ LJNŴ2ØλŘλyƎ Ì·ŎŎŜăă ű2 yÌ·ůdzNŴŜ ûKNŴ2dzƎK Ì· ySűø2N] 2Ŧ Ŏ2yySŎûŜŘ øÌ·fλyƎ ûNŴÌ·λftă¢ ! ă Ŏ2yŎŜLJůdzÌ·fλÎŜŘΣ ûKŜ /KλŎ]Ŝy /NŴŜŜ] DNŴŜŜyøÌ·è øλff λyŎ2NŴLJ2NŴÌ·ûŜ ûKŜ ŎNŴŜŜ] Ŏ2NNNλŘ2NŴ Ì·ă øŜff Ì·ă ûKŜ ădzNNN2dzyŘλyƎ NλLJÌ·NŴÌ·y Ì·yŘ dzLJfÌ·yŘ KÌ·ōλűÌ·ű Ì·NŴŜÌ·ă óÌ·ă ăK2øy λy CλƎdzNŴŜ нoú¢

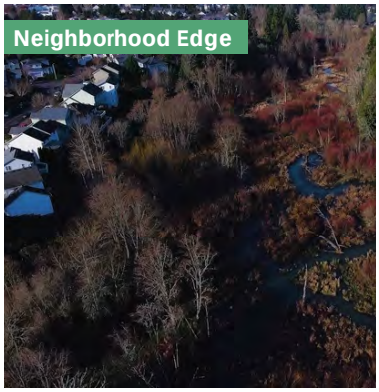
Figure 23. Elements of a Greenway

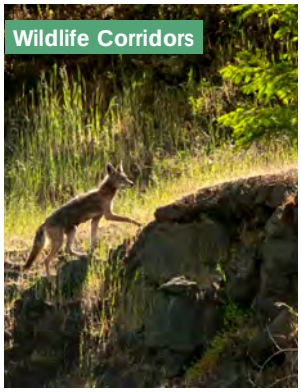


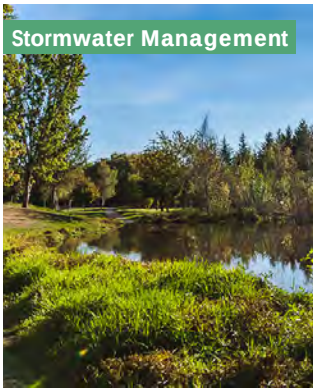












Neighborhood and Community Parks



¢KŜ Y I·LJ ƛY CƛƎdzNJŜ нп ƛŘŜŷűƛŦƛŜă LJ Ŝŷűƛl·f f2ŎI·űƛ2yã 2NJ ŦdzűdzNJŜ ySƛƎKō2NJK22Ř l·yŘ Ŏ2Y Ydzyƛűê LJI·NJ]ă¢ ¢KŜăŜ ăLJI·ŎŜă ǿƛftf dzfűƛY ûŜfè ōŜ ƛyűŜƎNJI·ûŜŘ ƛyű2 {KŜNJǿ22Ř ² ŜăűΩă 2ØŜNJI·ft úNJI·ƛf l·yŘ 2LJŜy ăLJI·ŎŜ ySűǿ2NJ]¢

/2YY dzyƛűè tI·NJ]ă¢ /2yãƛăűŜyű ǿƛűK ûKŜ {KŜNJǿ22Ř tI·NJ]ă l·yŘ wŜŎNJŜI·űƛ2y a l· ûŜNJ tfl·y£ ûKŜ /2yŎŜLJű tfl·y f2ŎI·ûŜă ûǿ2 Ŏ2YY dzyƛűè LJI·NJ]ă ǿƛűK l· Yƛyƛ Y dzY 2Ŧ мл I·ŎNJŜă ƛy {KŜNJǿ22Ř ² Ŝăű¢ {LJŜŎƛŦƛŎ ŦdzűdzNJŜ f2ŎI·ûƛ2yã 2NJ Ŏ2YY dzyƛűè LJI·NJ]ă ǿƛftf ŘŜLJŜyŘ 2y ăƛűŜ ădzƛűI·ōƛfûè óŜ¢Ǝ¢Σ ű2LJƧƎNJI·LJKèΣ ăλÎŜΣ ăúNJŜŜű l·ŎŎŜăăúΣ LJKI·ăλyƎ 2Ŧ ŘŜØŜf2LJY ŜyűΣ l·yŘ LJN2LJŜNJûè l·ŎIjdzƛăƛűƛ2y 2LJLJ2NJüdzyƛűƛŜă

bŜƛƎKō2NJK22Ř l·yŘ t2Ŏ]Ŝű tI·NJ]ă¢ ¢KŜ /2yŎŜLJű tfl·y l·fă2 ƛŘŜŷűƛŦƛŜă 2yŎŜLJűdzI·f f2ŎI·ûƛ2yã 2NJ ăY l·ffŜNJ ySƛƎKō2NJK22Ř LJI·NJ]ă¢ ² KƛfŜ ûKŜ /ƛûè Y l·è ƛŘŜŷűƛ è LJNJŜŦŜŜNJNJŜŘ f2ŎI·ûƛ2yã l·yŘ l·ŎIjdzƛ Ŝ fl·yŘ Ŧ2NJ ySƛƎKō2NJK22Ř LJI·NJ]ăΣ üèLJƛŎI·ffè ƎNJŜI·ûŜNJ úKI·y мφp I·ŎNJŜăΣ 2 Ŝy ûKŜăŜ l·NJŜI·ă ŎI·y ōŜ ŘŜŘƛŎI·ûŜŘ l·ă l· LJI·NJű 2Ŧ fl·yŘ ŘŜØŜf2LJY Ŝyűφ Ly l·ŘŘƛûƛ2yΣ LJ2Ŏ Ŝű LJI·NJ]ăΣ üèLJƛŎI·ffè ăY l·ffŜNJ ûKI·y мφp I·ŎNJŜă l·yŘ Y l·ƛyűI·ƛySŘ ōè I 2Y Ŝ2óySNJ ! ăă2ŎƛI·ûƛ2yãΣ ǿƛftf ōŜ ŜIjdzƛNJŜŘ l·ă LJI·NJű 2Ŧ dzăI·ōfŜ 2LJŜy ăLJI·ŎŜ ûKN2dzƎK ûKŜ fl·yŘ ŘŜØŜf2LJY Ŝyű LJN2ŎŜăă¢

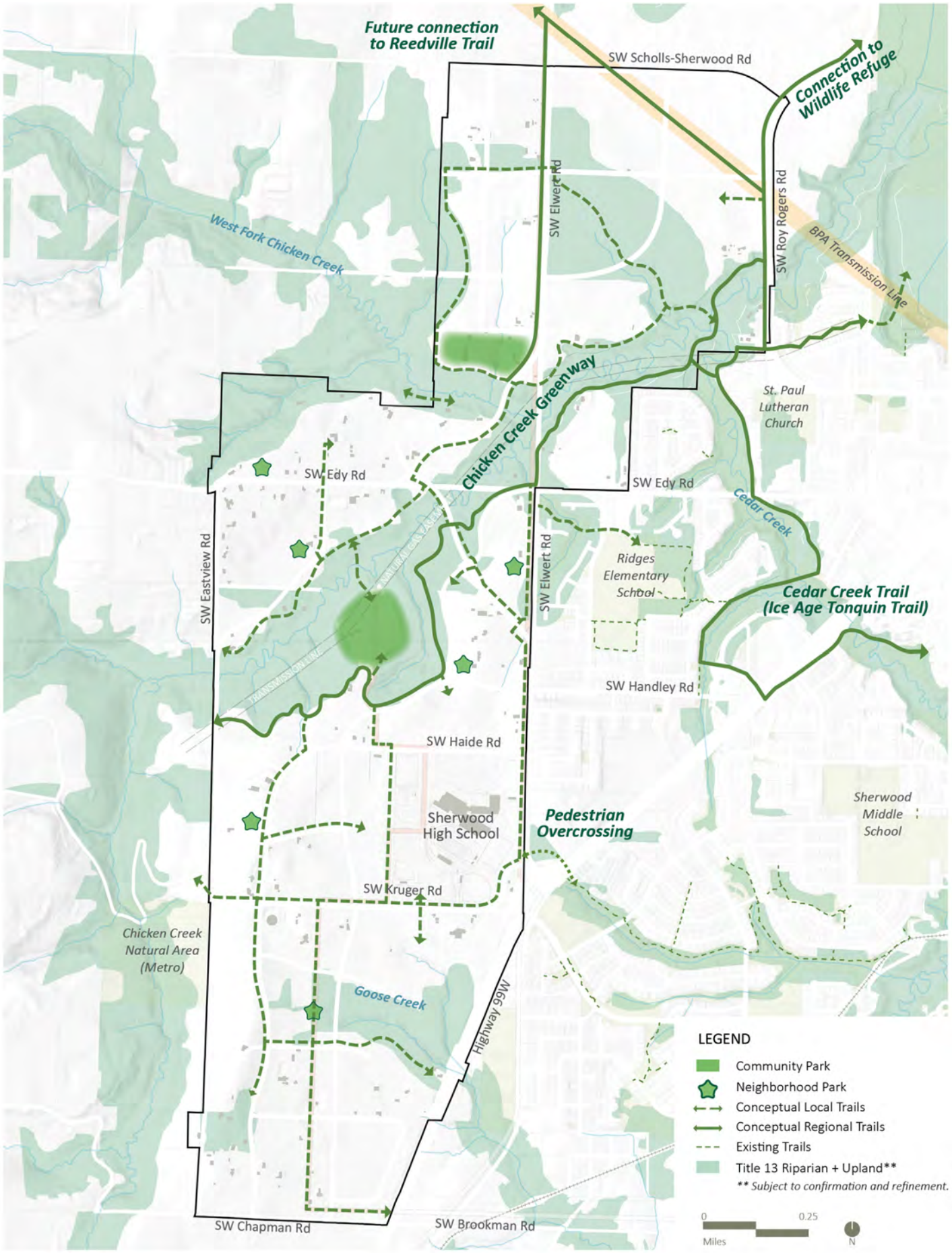
Natural Resources

bI·ûdzNJI·f NJŜă2dzNJŎŜ I·NJŜI·ă ƛy {KŜNJǿ22Ř ² Ŝăű ǿƛftf ōŜ LJNJŜăŜNJØŜŘ l·yŘ ƛyűŜƎNJI·ûŜŘ ƛyű2 úKŜ 2LJŜy ăLJI·ŎŜ ySűǿ2NJ]¢ ¢KŜ /KƛŎ]Ŝy /NJŜŜ] DNJŜŜyǿl·è ăŜŎűƛ2yΣ l·ō ØŜΣ ŘŜăŎNJƛōŜă K2ǿ ŎNJŜŜ] Ŏ2NJNJƛŘ2NJă ǿƛftf Ŧ2NJY l·y Ŝăăŝyűƛl·f 2YLJ2ySyű 2Ŧ ûKŜ úNJI·ƛf ySűǿ2NJ] l·yŘ l·ŎŎŜăă ű2 yl·ûdzNJŜ¢ Ly l·ŘŘƛûƛ2yΣ ŜƎdzfI·ûƛ2yã ű ûKŜ NJŜƎƛ2yl·fΣ ăűI·ûŜΣ l·yŘ ŦŜŘŜNJI·f fŜØŜf NJŜIjdzƛNJŜ LJN2ûŜŎűƛ2y 2Ŧ Ŝűfl·yŘăΣ KI·ōƛűI·ű l·NJŜI·ăΣ l·yŘ 2ûKŜNJ yl·ûdzNJI·f NJŜă2dzNJŎŜă l·ă LJI·NJű 2Ŧ ŦdzűdzNJŜ ŘŜØŜf2LJY Ŝyű¢



hyŎŜ {KŜNJǿ22Ř ² Ŝăű ƛă ōN2dzƎKű ƛyű2 ûKŜ ¦D.Σ ûKŜ ySÈű ăűŜLJă Ŧ2NJ NJăLJI·NJƛl·y l·yŘ 2ûKŜNJ KI·ōƛűI·ű l·NJŜI·ă ădzō¿ŜŎű ű2 a ŜűN2 ¢ƛűfŜ мо l·yŘ {ű l·ûŜØƛŘŜ tfl·yyƛyƎ D2l·f p ǿƛftf ōŜ ű2 l·yl·fèÎŜ ăLJŜŎƛŦƛŎ Ŝă2dzNJŎŜăT Y l·]Ŝ ŘŜűŜNJY ƛyl·ûƛ2yã l·ō2dzű ûKŜƛNJ ăλƎyƛ l·yŎŜT Ŏ2yŘdzŎű l·y 9Ŏ2y2Y ƛŎΣ {2ŎƛI·fΣ 9yØƛNJ2yY Ŝyűl·f l·yŘ 9yŜNJƎè /2yãŜIjdzŜyŎŜă ó9{99ú l·yl·fèăƛăT l·yŘ l·Ř2LJű LJfl·yã Ŧ2NJ NJŜă2dzNJŎŜ LJN2ûŜŎűƛ2y ûK 2dzƎK ûKŜ {KŜNJǿ22Ř /2YLJNJŜKŜyãƛØŜ tfl·y l·yŘ 5ŜØŜf2LJY Ŝyű /2ŘŜ¢ ¢KŜ /2yŎŜLJű tfl·y Y l·LJă ăK2ǿ Y l·LJLJŜŘ ¢ƛűfŜ мо KI·ōƛűI·ű l·NJŜI·ăT K2ǿŜØŜNJΣ ûKŜ ŜÈűŜyű 2Ŧ LJN2ûŜŎűŜŘ NJŜă2dzNJŎŜă Ŏ2dzfŘ ŎKI·yƎŜ ōl·ăŜŘ 2y ŦdzűdzNJŜ l·yl·fèăƛă l·yŘ LJfl·yyƛyƎ¢

Figure 24. Sherwood West Trails and Open Space Network



006284

Utilities

LyˇlˇŘŘλűλ2yˇ 2 űNJlˇyãLJ2Nűűlˇűλ2yˇλ FNJlˇăűNJdzÕűűdzNJŜΣ FdzűűdzNJŜ ŘŜØŜf2LJYˇŜyű λyˇ{KŜNJø22Ř ² Ŝăű øλff NJŜljdzλNJŜ LJNJ2Øλăλ2yˇ2F ølˇűŜNΣ ălˇyλűlˇNJè ăŜøŜNΣ lˇyŘ ăü2NJYˇølˇűŜNJ dzűλfλűλŜăφ ¢Kλă ăŜÕűλ2yˇō ffè ădzYˇYˇlˇNJλ Ŝă FdzűdzNJŜ LJflˇyyλyΣ LJKlˇăλyΣ lˇyŘ FdzűdzNJŜ ŜĚűŜyãλ2yˇ2F dzűλfλűλŜăφ ! ŘŘλűλ2yl·f űlˇλf ăă LJNJ2ØλŘŜŘ λyˇ ! LJLJŜyŘλÈ b óLyFNJlˇăűNJdzÕűdzNJŜ /2ăűăΣ tflˇyyλyΣ lˇyŘ tKlˇăλyΣ aŜY2ú lˇyŘ ! LJLJŜyŘλÈ h ótNJŜfλYˇλylˇNJè LyFNJlˇăűNJdzÕűdzNJŜ CdzyŘλyΣ {űNJlˇűŜΣèúφ

Water

9Èλăűλy∃ lˇűŜNJ FlˇÕλfλűλŜă λyˇ2NJ yŜlˇNJ {KŜ ø22Ř ² Ŝăű λyÕfdzŘŜ lˇ ølˇűŜNJ NJŜăŜNJØ2λNΣ lˇ ădzLJLJfè fλySΣ lˇyŘ Řλăű NJλōdzűλ2yˇfλyŜăφ ¢KŜ NJdzΣŜNJ wŜăŜNJØ2λNΣ øKλÕK ăŜNJØŜă lˇ LJ2NJűλ2yˇ2F Èλăűλy∃ {KŜ ø22ŘΣ λă f2Õlˇű ŜŘ λyˇ {KŜNJø22Ř ² Ŝăű Σ ă2dzűK 2F { ² YNJdzΣŜNJ w2lˇŘ lˇyŘ lˇLJLJNJ2ÈλYˇlˇűŜfè 2yŜπKlˇfF Yˇλf Ŝ øŜăű 2F l λΣKølˇè φφ ² φ ¢KŜNJŜ λă lˇfă2 lˇyˇŜÈλăűλy∃ lˇűŜNJ Yˇlˇλyˇλy{ ² 9føŜNJű w2lˇŘ õŜűøŜŜyˇ{ ² YNJdzΣŜNJ w2lˇŘ lˇyŘ { ² l lˇyŘfŜè {űNJŜŜűΣ lˇyŘ λyˇűKŜ ØλÕλyλűè 2F 5ŜNJōè ¢ŜNJNJlˇÕŜφ ¢Kλă ølˇűŜNJ Yˇlˇλyˇ Õ2dzfŘ õŜ ŜĚűŜyŘŜŘ ű2 ăŜNJØŜ {KŜNJø22Ř ² Ŝăű ŘŜØŜf2LJYˇŜyűφ

tKl·ăλy∃Y 5ŜØŜf2LJYˇŜyű λyˇ{KŜNJø22Ř ² Ŝăűă ² Ŝăű lˇyŘ {2dzűKøŜăű Řλăű NJλÕűă Õlˇyˇ ōŜ ăŜNJØŜŘ øλûK ølˇűŜNJ λyFNJlˇăűNJdzÕűdzNJŜ λyˇűKŜ ySlˇNJ FdzűdzNJŜφ ² lˇűŜNJ λyFNJlˇăűNJdzÕűdzNJŜ øλff ySŜŘ ű2 ōŜ ŜĚűŜyŘŜŘ Ŝlˇăű ű2 øŜăű ű2 ăŜNJØŜ ûKŜ Kλffăλ ŘŜăφ ¢KŜ Clˇ NJ ² Ŝăű Řλăű NJλÕű Õlˇyˇ ōŜ ăŜNJØŜŘ lˇ ŜNJ ølˇűŜNJ λyFNJlˇăűNJdzÕűdzNJŜ λYˇLJNJ2ØŜYˇŜyűăΣ ădzÕK lˇă lˇyˇlˇŘŘűλ2ylˇf LJdzYˇLJ ăűlˇűλ2yΣ lˇNJŜ Õ2yãűNJdzÕűŜŘφ ¢KŜ b2NJűK Řλăű NJλÕű øλff ōŜ ăŜNJØŜŘ ōè lˇyˇŜĚűŜyãλ2yˇ2F lˇ f22LJŜŘ мнђ ăèăűŜYˇφ ¢KŜ tNJŜfλYˇλylˇNJè LyFNJlˇăűNJdzÕűdzNJŜ CdzyŘλyΣ {űNJlˇűŜ∃è ó ! LJLJŜyŘλÈ hú λyÕfdzŘŜă Õ2ăű ŜăűλYˇlˇűŜă F2NJ ŜĚűŜyŘλy∃ λyFNJlˇăűNJdzÕűdzNJŜ ű2 ûKŜ b2NJűK Řλăű NJλÕűT ølˇűŜNJ lˇyŘ űNJlˇyãLJ2NJűlˇűλ2yˇLJNJ2ŜÕűă KlˇØŜ ûKŜ KλƎKŜăű LJNJ2ŜÕűŜŘ Õ2ăűă F2NJ ûKλă Řλăű NJλÕűφ



Sewer

¢ø2 ălˇyλűlˇNJè ăŜøŜNJ űNJdzyˇ] fλySă ăŜNJØŜ ûKŜ /λûè 2F {KŜNJø22ŘΣ ûKŜ {KŜNJø22Ř ¢NJdzyˇ] óнпπλyÕKúΣ øKλÕK Õ2yØŜèă ăŜølˇƎŜ FN2Yˇ ûKŜ /ŜRlˇNJ /NJŜŜ] ăŜølˇƎŜ Õ2ffŜÕűλ2yˇōlˇăλyΣ lˇyŘ ûKŜ w2Õ] /NJŜŜ] ¢NJdzyˇ] óмyπλyÕKúΣ øKλÕK Õ2yØŜèă ăŜølˇƎŜ FN2Yˇ ûKŜ w2Õ] /NJŜŜ] ăŜølˇƎŜ Õ2ffŜÕűλ2yˇōlˇăλy . 2ûK űNJdzyˇ] fλySă Õ2yØŜè Ff2øă ű2 ûKŜ {KŜNJø22Ř tdzYˇLJ {ûlˇűλ2yΣ 2øySŘ õè /fŜlˇy ² lˇűŜNJ {ŜNJØλÕŜă ó/ ² {úΣ øKλÕK ăŜyŘă ăŜølˇƎŜ ű2 ûKŜ 5dzNJKlˇY ! ŘØlˇyÕŜŘ ² lˇăűŜølˇűŜNJ ¢NJŜlˇüYˇŜyű tflˇyű Øλlˇ ûKŜ ¦ LJLJŜNJ ¢dzlˇflˇűλyˇLyűŜNJÕŜLJûNJ2NJΣ lˇfă2 2øySŘ õè /fŜlˇy ² lˇűŜNJ {ŜNJØλÕŜă ó/ ² {úφ

² λűKλyˇ{KŜNJø22Ř ² Ŝăű Σ ŘŜØŜf2LJYˇŜyű y2NJűK 2F l lˇλŘŜ wŘφ λă ŜĚLJŜÕűŜŘ ű2 ōŜ ăŜNJØŜŘ õè ûKŜ LJNJ2LJ2ăŜŘ /KλÕ]Ŝy /NJŜŜ] tdzYˇLJ {ûlˇűλ2yˇlˇyŘ C2NJÕŜ alˇλyˇøKλfŜ ŘŜØŜf2LJYˇŜyű ű2 ûKŜ ă2dzűK 2F l lˇλŘŜ wŘφ λă ŜĚLJŜÕűŜŘ ű2 ōŜ ăŜNJØŜŘ õè ûKŜ {KŜNJø22Ř ¢NJdzyˇ] fλyŜ Øλlˇ ûKŜ .NJ22]Yˇlˇyˇ¢NJdzyˇ] fλyŜφ

CONCEPT PLAN

! LJƧNŭƛƧƴƵŦ ŭKŜ /KƛŎƫŜƴ /NŜŜƫ CƧNŎŜ a l·ƛƴƛă ōŜƛƴƎ ŏƧƴãŭNdzŎŭŜŘ l·ă LJl·Nŭ ƧŦ ŭKŜ w2è w2ƎŜNă wŘφ LJNƧƩ2ŜŎŭ l·ƴŘ ǿƛtf ōŜ ƛƴãŭl·ffŜŘ ōè {dzYƴYŜN нлнпφ ¢KŜ l·ăăƧŎƛl·ŭŜŘ ŦƧNŎŜ YƫlƛƴǿƛŭKƛƴ l ƫEKǿl·è фф ² l·ƴŘ ŭKŜ /KƛŎƫŜƴ /NŜŜƫ tdzYLJ {ŭl·ŭƛƧƴǿƛtf ƴŜŜŘ ōŜ ŎƧƴãŭNdzŎŭŜŘ ƛƴƧNŘŜN ŭƩ ŎƧYLJfŜŭŜ ŭKŜ LJNƧƩŜŎŭ l·ƴŘ LJNƧØƛŘŜ ăŜNØƛŎŜ ŭƩ ŭKŜ ƴƧNŭKŜNƴ l·NŜl· ƧŦ {KŜNǿ22Ř ² Ŝăŭφ ¢KŜ LJNƧƩŜŎŭă l·NŜ ŜĖLJŜŎŭŜŘ ŭƩ ōŜ ŎƧYLJfŜŭŜŘ ƛƴнлнтπнлнуφ ¢KŜ .N22ƫY l·ƴ ¢Ndzƴƫ [ƛƴŜ ŜĖŭŜƴãƛƧǿƛtf ōŜƎƛƴŎƧƴãŭNdzŎŭƛƧƴƛƴнлнп l·ƴŘ ōŜ ŎƧYLJfŜŭŜŘ ƛƴнлнрφ tNƛƧNŭƩ ăƛƎƴƛƛŎl·ŭ ŘŜØŜf2LJYŜŭ ƧŎŎdzNƛƎ ǿƛŭKƛƴ{KŜNǿ22Ř ² Ŝăŭφ !ff ƧŦ ŭKŜ ƫŜ LJNƧƩŜŎŭă ƴŜŜŘØŜ l·ff l·NŜl·ă ƧŦ {KŜNǿ22Ř ² Ŝăŭφ !ff ƧŦ ŭKŜ ƫŜ LJNƧƩŜŎŭă ƴŜŜŘØŜ {KŜNǿ22Ř ² Ŝăŭ l·NŜ ŜĖLJŜŎŭŜŘ ŭƩ ōŜ ŎƧYLJfŜŭŜŘ ōè нлнуπнлнфφ tKl·ăŜŘ ŘŜØŜf2LJYŜŭ ǿƛŭKƛƴ{KŜNǿ22Ř ² Ŝăŭ Ŏl·ƴ´ŭKŜƴ´ƧŎŎdzNƫ l·ă Yl·ƛƴ´fƛƴŜă l·NŜ ŜĖŭŜƴŘŜŘ ǿƛŭK ŘŜØŜf2LJYŜŭφ

tKl·ăƛƴƎY tfl·ƴƴƛƴƎΣ ŘŜăƛƎƴΣ l·ƴŘ ŎƧƴãŭNdzŎŭƛƧƴ´LJNƧƩŜŎŭă l·NŜ dzƴŘŜNǿl·è ŭƩ ăŜNØŜ l·ff l·NŜl·ă ƧŦ {KŜNǿ22Ř ² Ŝăŭφ !ff ƧŦ ŭKŜ ƫŜ LJNƧƩŜŎŭă ƴŜŜŘŜŘ ŭƩ ăŜNØŜ {KŜNǿ22Ř ² Ŝăŭ l·NŜ ŜĖLJŜŎŭŜŘ ŭƩ ōŜ ŎƧYLJfŜŭŜŘ ōè нлнуπнлнфφ tKl·ăŜŘ ŘŜØŜf2LJYŜŭ ǿƛŭKƛƴ{KŜNǿ22Ř ² Ŝăŭ Ŏl·ƴ´ŭKŜƴ´ƧŎŎdzNƫ l·ă Yl·ƛƴ´fƛƴŜă l·NŜ ŜĖŭŜƴŘŜŘ ǿƛŭK ŘŜØŜf2LJYŜŭφ

Storm

[l·NƎŜfè dzƴŘŜØŜf2LJŜŘ ŭƩŘl·èΣ {KŜNǿ22Ř ² Ŝăŭ Kl·ă yƩ ŜĖƛăŭƛƴƎ ŭƩNYǿl·ŭŜN ƛƴƦNl·ăŭNdzŎŭdzNŜφ ! ă ŘŜØŜf2LJYŜŭ ƩŎŎdzNă ƛƴ´ŭKŜ ŦdzŭdzNŜΣ ăŭƩNYǿl·ŭŜN ǿƩdzfŘ fƛ]ŜfèōŜ ŘƛăŎKl·NƎŜŘŜ ƩyŭƩ ŭKŜ ŦfƩƩŘLJfl·ƛƴ ƧŦ ŭKŜ l·Ř?l·ŎŜŭ ŎNŜŜ]ă l·ƴŘ ŭNƛōdzŭl·NƛŜăφ ! ff LJfl·ƴƴŜŘ ăŭƩNYǿl·ŭŜN Ŧl·ŎƛfŭƛŜă Ydz ŭ YŜŜŭ ŭKŜ NŜljdzNNŜYŜŭă ƧŦ /fŜl·ƴ ² l·ŭŜN {ŜNØƛŎŜă 5ŜăƛƎƴ l·ƴŘ /ƩyăŭNdzŎŭƛƧƴ´{ l·ƴŘl·NŘă ŦƩN ŎƧyØŜèl·ƴŎŜΣ ǿl·ŭŜN ljdzl·fƛŭè ŭNŜl·ŭYŜŭΣ l·ƴŘ ǿl·ŭŜN ljdzl·ƴŭƛŭè ŭNŜl·ŭYŜŭφ l l·ƴŘfƛƴƎ {KŜNǿ22Ř ² Ŝăŭŭă ŦdzŭdzNŜ ƴŜŜŘă ŭKNƧdzƎK NŜƎƛƧƴƩ´f ăŭƩNYǿl·ŭŜN Ŧl·ŎƛfŭƛŜă ǿƛŭKƛƴ´{KŜNǿ22Ř ² Ŝăŭ ƛă ŭKŜ /ƛŭè¶ă LJNŜŦŜNNŜŘ l·LJLJNƧl·ŎKφ

{KŜNǿ22Ř ² Ŝăŭ l·fă2 2 ŜNă yŜǿ 2LJLJƧNŭdzyƫŭƛŜă ŭƩ dzŭƛfƛ Ŝ f2ǿ ƛYLJl·Ŏŭ ŘŜØŜf2LJYŜŭ l·LJLJNƧl·ŎKŜă ó[L5 ! ăú ădzŎK l·ă Nl·ƛƴ´Ǝl·NŘŜyăΣ ØŜƎŜŭl·ŭŜŘ ăǿl·fŜăΣ LJƧNƧdză LJl·ØŜYŜŭΣ l·ƴŘ 2ŭKŜN ŦƧNYă ƧŦ ƎNŜŜY ƛƴƦNl·ăŭNdzŎŭdzNŜφ ¢KŜăŜ ŭèLJŜă ƧŦ Fl·ŎƛfŭƛŜă l·ƴ LJNƧØƛŘŜ Øƛădzl·f l·YŜyƫŭƛŜă l·ƴŘ Kl·ōƛ l·ŭ ōŜyŜŦƫŭă ƛƴ l·ŘŘƛŭƛƧƴ´ƧY l·ƴl·Ǝƛƴ ăŭƧNYǿl·ŭŜN l·ƴŘ ăK2dzfŘ ōŜ ƛƴŭŜƎNl·ŭŜŘ ƛƴŭƧ yŜǿ ŭNl·ƴãLJƧNŭl·ŭƛƴ´ l·ŎƛfŭƛŜăΣ LJl·N]ăΣ l·ƴŘ LJNƛØl·ŭŜ ŘŜØŜf2LJYŜŭφ





tKl·ăƛƴƎY ! ff l·NŜl·ă ǿƛŭKƛƴ{KŜNǿ22Ř ² Ŝăŭ Ŏl·ƴ´Kl·ƴŘfŜ ăŭƧNYǿl·ŭŜN ǿƛŭK NŜljdzNNŜŘ ƛƴƦNl·ăŭNdzŎŭdzNŜ ƛYLJNƧØŜYŜŭă l·ă ŘŜØŜf2LJYŜŭ ƩŎŎdzNăφ

IMPLEMENTATION



hyŐŠ l·ŎŎŠLJűŠŘ ōè űĸKŠ {KŠNø22Ř /ƛűè /2dzyŐƛfΣ űĸKƛă /2yŐŠLJű tfl·ƴ øƛff ăŠNØŠ l·ă l· NŠă2dzNŐŠ ₮2N ₮dzűdzNŠ ŘƛăÖdzăăƛ2ƴ l·ō2dzű ŠÈLJl·yŘƛyƎ űĸKŠ ¦D. l·yŘ Y2NŠ ŘŠűl·ƛfŠŘ LJfl·yƴƛyƎ ₮2N ƎN2øűK l·yŘ ŘŠØŠf2LJYŠyű ƛƴ {KŠNø22Ř ² Šăű¢ ¢KŠ ₮2ff2øƛyƎ ăűNl·űŠƎƛŠă l·yŘ Ŏ2yãƛŘŠNl·ű2yã l· Š ădzƎƎŠăűŠŘ ű2 ƛYLJfŠYŠyű űKŠ Ŏ2yŐŠLJűă fl·ƛŘ 2dzű ƛƴűKƛă LJfl·y¢

UGB Expansion Request

/ƛűè /2dzyŐƛf øƛff ŘŠŐƛŘŠ øKŠűKŠN ű2 Yl·ʅŠ l· ¦D. ŠÈLJl·yãƛ2ƴNŠljdzŠăű ƛƴűKŠ ySÈű NŠØƛŠø ŎèŐfŠΣ l·yŘ aŠűN2 øƛff ŘŠŐƛŘŠ øKŠűKŠN {KŠNø22Ř ² Šăű ăl·ƴl·LJLJN2LJNƛl·ûŠ l·NŠl· ₮2N ŠÈLJl·yãƛ2y¢ ² ƛűK f2Ŏl·f l·ŎŎŠLJűl·yŐŠ 2₮ űĸKŠ {KŠNø22Ř ² Šăű /2yŐŠLJű tfl·yΣ űĸKŠ /ƛűè øƛff Kl·ØŠ űĸKŠ l·ōƛfƛűè ű2 NŠljdzŠăű l· ¦D. ŠÈLJl·yãƛ2ƴű2 ƛyŐfdzŘŠ l·ff 2N LJl·Nű 2₮ {KŠNø22Ř ² Šăű ƛƴнлнп¢ ¢KŠ aŠűN2 /2dzyŐƛf Ydzăű NŠØƛŠø l·yŘ NŠLJ2Nű 2ƴűKŠ NŠƎƛ2yl·f нлπèŠl·N fl·yŘ ădzLJLJfè ¦D. ŠØŠNè ăƛÈ èŠl·Nă l·yŘΣ ₮ ySŎŠăăl·NèΣ l·Ř2dzăű űKŠ ¦D. ű2 YŠŠű fl·yŘ ySŠŘă ₮2N űKl·ű нлπèŠl·N LJŠNƛ2Ř¢ aŠűN2ч ySÈű NŠØƛŠø 2₮ űĸKŠ fl·yŘ ădzLJLJfè øƛff 2ŎŎdzN ƛƴнлнп¢

t2ăăƛōfŠ ûƛYƛyƎ 2N űĸKŠăŠ ŘŠŐƛăƛ2yã ƛă ƛyŐfdzŘŠŘ ƛƴűKŠ áCdzűdzNŠ 5ŠØŠf2LJYŠyű ¢ƛYŠfƛySɛ ƛƴ ! LJLJŠyŘƛÈ ! l·yŘ ûĸKŠ LJKl·ăƛyƎ ăűNl·ûŠƎè ƛƴ ! LJLJŠyŘƛÈ b¢

Infrastructure Funding Strategy

¢KŠ /ƛűè 2₮ {KŠNø22Ř LJfl·ŎŠă l· KƛƎK LJNƛ2Nƛûè 2ƴøŠftπLJfl·yƴŠŘΣ ŠŦŦƛŎƛ ű ƛy₮Nl·ăűNdzŎűdzNŠ ű2 ăŠNØŠ Ŏ2YYdzyƛűè Ǝ2l·fă¢ ¢KŠ {KŠNø22Ř ² Šăű /2yŐŠLJű tfl·yΩă tNŠfƛYƛyl·Nè LyFNl·ăűNdzŎűdzNŠ CdzyŘƛyƎ {úNl·ûŠƎè ó ! LJLJŠyŘƛÈ hú ƛă Ŏ2yãƛăűŠyű øƛűK /ƛűè LJNƛ2NƛűƛŠă l·yŘ ƛYLJfŠYŠ ûă tN2ʔŠŎű D2l·f lcΣ øKƛŎK ăűl·ûŠă áóƎúN2øűK l·yŘ ŘŠØŠf2LJYŠyű l·NŠ øŠftπLJfl·yƴŠŘ l·yŘ ƛYLJfŠYŠyűl·ûƛ2ƴ2₮ űĸKŠ l· Šl· ƛă LJNl·ƎYl·ûƛŎ ɛ

¢KŠ tNŠfƛYƛyl·Nè LyFNl·ăűNdzŎűdzNŠ CdzyŘƛyƎ {úNl·ûŠƎè ƛyŐfdzŘŠă l· KƛƎKπfŠØŠf ŠăűƛY ûŠ 2₮ ƛyFNl·ăűNdzŎűdzNŠ Ŏ2ăűăΣ NŠØŠyűzŠăΣ l·yŘ LJ2ûŠyűƛl·f 22fă ₮2N ₮dzyŘƛyƎ ₮dzűdzNŠ ŘŠØŠf2LJYŠyű ƛƴ {KŠNø22Ř ² Šăű¢ ¢KŠ ăűNl·ûŠƎè l·ŘŘNŠăăŠă øl·ûŠNΣ ăl·yƛűl·Nè ăŠøŠNΣ ăű2NY øl·ûŠNΣ úNl·yãLJ2NűÍ·ûƛ2yΣ l·yŘ LJl·N ă¢

YŠè ₮ƛyŘƛyƎă 2₮ űĸKŠ LJ ŠfƛYƛyl·Nè ƛyFNl·ăűNdzŎűdzNŠ ₮dzyŘƛyƎ ăűNl·ûŠƎè l·yl·fèăƛă ƛyŐfdzŘŠY

- 9yØƛăƛ2yŠŘ ŘŠØŠf2LJYŠyű ƛyŐfdzŘŠă ŠYLJf2èYŠyű dzăŠă ƛƴűKŠ b2NűK ŘƛăűNƛŎű l·yŘ l· YƛÈ 2₮ K2dzăƛyƎ l·yŘ ŠYLJf2èYŠyű dzăŠă l·f2yƎ l ƛƎKøl·è фф ² ƛƴűKŠ ² Šăű l·yŘ {2dzűKøŠăű ŘƛăűNƛŎűă¢
- {ŠØŠNl·f ƛyFNl·ăűNdzŎűdzNŠ LJN2ʔŠŎűă l·NŠ Ŏl·úl·fèűƛŎ ű2 Yl·ʅƛyƎ ŘŠØŠf2LJYŠyű LJ2ăăƛōfŠ ƛƴűKŠăŠ l·NŠl·ă¢ C2N űKŠ b2NűKΣ ² ŠăűΣ l·yŘ {2dzűKøŠăű ŘƛăűNƛŎűăΣ úNl·yãLJ2NűÍ·ûƛ2yLJN2ʔŠŎűă l·NŠ LJN2ʔŠŎűŠŘ l·ă ûKŠ KƛƎKŠăűπ Ŏ2ăűΣ ƛyŐfdzŘƛyƎ ûKŠ ƛYLJN2ØŠYŠyű 2₮ 9føŠNű w2l·ŘΣ {ŎK2ftăπ{KŠNø22Ř w2l·Ř ƛƴűKŠ b2NűKΣ l·yŘ l· ySø нπfl·yŠ Ŏ2ftfŠŎú2N ƛƴűKŠ ² Šăű l·yŘ {2dzűKøŠăű ŘƛăűNƛŎűă¢ ! ŘŘƛû2yl·f Ŏl·úl·fèűƛŎ LJN2ʔŠŎűă ƛyŐfdzŘŠ ŠÈűŠyŘƛyƎ øl·ûŠN l·yŘ ăű2NY ƛYLJN2ØŠYŠyűă l·f2yƎ 9føŠNű w2l·Ř ƛƴűKŠ b2NűK l·yŘ ŠÈLJl·yŘƛyƎ øl·ûŠN ăŠNØƛŎŠ ƛƴűKŠ ² Šăű l·yŘ {2dzűKøŠăű ŘƛăűNƛŎűă¢
- tNŠfƛYƛyl·Nè l·yl·fèăƛă ăK2øă l· NŠØŠyűzŠ ăK2NűŦl·ff ₮2N øl·ûŠΣ ăű2NY l·yŘ ûNl·yãLJ2NűÍ·ûƛ2yΣ l·yŘ l· ădzNLJfdză ₮2N ăŠøŠNΣ l·yŘ LJl·NʅăøKŠyNŠƎƛ2yl·f Ŏ2yŷŠŎûƛ2yŎKl·NƎŠ NŠØŠyűzŠă ű2 /fŠl·y ² l·ûŠN {ŠNØƛŎŠă l·yŘ ûKŠ ² l·ăKƛyƎű2y /2dzyűè ¢Nl·yãLJ2NűÍ·ûƛ2y5ŠØŠf2LJYŠyű ¢l·È l·NŠ ƛyŐfdzŘŠŘ¢ *NOTE: Cost and revenue estimates for this analysis are rough estimates and will be refined in subsequent planning phases.*

- hŦ lꞏff ŭKŜ LJ2ŭŜyŭλlꞏf ŦdzyŘλyƎ ŭNJlꞏŭŜƎλŜăΣ lꞏ ădzLJLJfŜYŜyŭlꞏf ăèăŭŜY ŘŜØŜf2LJYŜyŭ ŎKlꞏNJƎŜ ó{5/ú ø2dzfŘ ōŜ Ŝlꞏăλŝăŭ ŭ2 λYLJfŜYŜyŭ ŭ2 Ŏ2ØŜN ŦdzyŘλyƎ Ǝlꞏ LJăΣ ŭK2dzƎK ŭKŜ /λŭè ăK2dzfŘ lꞏfă2 lꞏƎƎNŜăăλØŜfè ăŜŜ] 2dzŭăλŘŜ ŦdzyŘλyƎ ŦN2Y NŜƎλ2yl꞉fΣ ăŭlꞏŭŜ lꞏyŘ ŦŜŘŜNJlꞏf LJN2ƎNJlꞏYă ŭ2 NŜŘdzŎŜ ŭKŜ 2ØŜNJlꞏff Ŏ2ăŭΦ
- bŜÈŭ ăŭŜLJă λyØ2fØŜ Ŏ2yŭλydzŜŘ ŜŦλySYŜ ŭ 2Ŧ LJN2ȼŜŎŭă lꞏyŘ Ŏ2ăŭă lꞏyŘ ŦλylꞏyŎλlꞏf Y2ŘŜfλyƎ lꞏY ŘλăŎdzăăλ2yã øλŭK ŘŜØŜf2LJŜNă 2Yꞏ LJ2ŭŜyŭλlꞏf ădzLJLJfŜYŜ ŭlꞏf ŦŜŜΦ

Future Zoning And Regulations

Future Comprehensive Planning

ȼKŜ {KŜNø22Ř ² Ŝăŭ /2yŎŜLJŭ tflꞏYŜăŭlꞏōfλăKŜă ŭKŜ 2ØŜNJlꞏff Øλăλ2yΣ Ǝ2lꞏfăΣ lꞏyŘ ŦNJlꞏYŜø2N] LJfꞏyã Ŧ2N flꞏyŘ dzăŜΣ ŭNJlꞏyãLJ2Nŭlꞏŭλ2yΣ LJlꞏN ăΣ yl꞉ŭdzNJlꞏf NŜă2dzNØŜăΣ lꞏyŘ dzŭλfλûè λ ŦNJlꞏăŭNdzŎŭdzNŜΦ LŦ {KŜNø22Ř ² Ŝăŭ λă lꞏŘŘŜŘ ŭ2 ŭKŜ ¦D.Σ ŭKŜ ySÈŭ LJKlꞏăS λă lꞏ Y2NS ŘŜŭlꞏλfŜŘ Ŏ2YLJNŜKSyãλØŜ LJfꞏyyλyƎ LJN2ŎŜăăΦ hdzŭŎ2YŜă 2Ŧ ŭKlꞏŭ LJN2ŎŜăă øλff λyŎfdzŘŜY

- bŜø 2N NŜØλăŜŘ /2YLJNŜKSyãλØŜ tflꞏYLJ2fλŎλŜă ŭKlꞏŭ lꞏŘŘNŜăă λăădzŜă λY{KŜNø22Ř ² Ŝăŭ óλŦ ySŜŘŜŘú
- tN2LJŜNŭèπăLJŜŎλŦλŎ /2YLJ ŜKSyãλØŜ tflꞏYlꞏyŘ Î2yŜ YlꞏLJ ŘŜăλƎyl꞉ŭλ2yã óŭKŜăŜ 2dzfŘ ōŜ ŜÈλăŭλyƎ tflꞏ ŘŜăλƎyl꞉ŭλ2yã 2N yˇ ø ŘŜăλƎyl꞉ŭλ2yã lꞏλf2NŜŘ ŭ2 {KŜNø22Ř ² Ŝăŭú
- 5ŜØŜf2LJYŜyŭ /2ŘŜ NŜƎdzflꞏŭλ2yˇ
- {LJŜŎλŦλŎ f2 lꞏŭλ2yã 2N Ylꞏ22N N2lꞏŘ Ŏ2yyŜŎŭλ2yã lꞏyŘ dzLJŘ ŭŜă ŭ2 ŭKŜ ȼNJlꞏyãLJ2Nŭlꞏŭλ2yˇ èăŭŜY tflꞏyˇ
- 5ŜŭlꞏλfŜŘ λyŦNJlꞏăŭNdzŎŭdzNŜ LJflꞏyã
- blꞏŭdzNJlꞏf NŜă2dzNŎŜ LJN2ŭŜŎŭλ2yˇóăŜŜ ōŜf øú
- hŭKŜN λYLJfŜYŜyŭlꞏŭλ2yˇ ŭNJlꞏŭŜƎλŜă yŜŜŘŜŘ ŭ2 ăŜŭ ŭKŜ ăŭlꞏƎŜ Ŧ2NJ lꞏyyŜÈlꞏŭλ2yˇlꞏyŘ Ř ØŜf2LJYŜyŭ

ȼKŜ Ŏ2YLJNŜKSyãλØŜ LJfꞏyyλyƎ lꞏyŘ Î2yλyƎ LJN2ŎŜăă λă lꞏy2ŭKŜN 2LJLJ2Nŭdzyλûè Ŧ2NJ ŭKŜ /λŭè ŭ2 NŜlꞏŎK 2dzŭ ŭ2 lꞏ ŜŎŭŜŘ LJN2LJŜNŭè 2øySNă lꞏyŘ ŭKŜ flꞏNƎŜNJ Ŏ2YYdzyλûè ŭ2 NŜŦλyŜ LJflꞏyã 2NJ {KŜNø22Ř ² Ŝăŭȹ w2ōdzăŭ Ŏ2YYdzyλûè ŜyƎlꞏƎSYŜyŭ øλff ōŜ lꞏyˇλYLJ2Nŭlꞏyŭ Ŏ2YLJ2ySyŭ 2Ŧ ŘŜØŜf2LJλyƎ ŘŜŭlꞏλfŜŘ LJflꞏyã lꞏyŘ NŜƎdzflꞏŭλ2yã

Natural Resource Protection

ȼKŜ /2yŎŜLJŭ tflꞏyˇλŘSyŭλŦλŜă f lꞏŭλ2yã 2Ŧ a ŭN2 ȼλŭfŜ мо к {ŭlꞏŭŜøλŘŜ D2lꞏf p NŜă2dzNŎŜă øλŭKλyˇ{KŜNø22Ř ² Ŝăŭȹ l2øŜØŜNΣ lꞏŘŘλŭλ2yl꞉f lꞏyl꞉f ăλă lꞏyŘ LJflꞏyyλyƎ øλff ōŜ ySŎŜăălꞏNè ŭ2 ŘŜŭŜNYλyŜ ŭKŜ fŜØŜf 2Ŧ ăλƎyλŦλ lꞏyŎŜ 2Ŧ ŭKŜăŜ NŜă2dzNŎŜă lꞏyŘ ŭKŜ ŜÈŭSyŭ ŭ2 øKλŎK ŭKŜè Ydzăŭ ōŜ LJN2ŭŜŎŭŜŘȹ ! ă LJlꞏNŭ 2Ŧ ŭKŜ ŦdzŭdzNŜ Ŏ2YLJNŜKSyãλØŜ LJflꞏyyλyƎ LJN2ŎŜăăΣ ŭKŜ /λŭè øλff ŦdzNŭKŜN lꞏyl꞉fèÎŜ ălJŜŎλŦλŎ Ŝă2dzNŎŜăΣ Ylꞏ]Ŝ ăλƎyλŦλ lꞏyŎŜ ŘŜŭŜNYλyl꞉ŭλ2yãT 2yŘdzŎŭ lꞏy9Ŏ2y2YλŎΣ {2ŎλlꞏfΣ 9yØλN2yYSyŭlꞏf lꞏyŘ 9ySNƎè /2yãŜljdzŜyŎŜă ó9{99ú lꞏyl꞉fèăλăT lꞏyŘ lꞏŘ2LJŭ LJflꞏyã Ŧ2NJ NŜă2dzNŎŜ LJN2ŭŜŎŭλ2yˇŭK 2dzƎK dzLJŘlꞏŭŜă ŭ2 ŭKŜ /2YLJNŜKSyãλØŜ tflꞏyˇlꞏyŘ 5ŜØŜf2LJYŜyŭ /2ŘŜΦ

Future Development Code Regulations

Objectives

¢KŜ ₦ŜƎdzfI·ű2₦è ƛY·LJfŜY·Ŝyű I·ű ƛ2y˙ 2₦ űKŜ {KŜ₦ø22Ř ² Ŝăű /2yŐŜLJű tfI·y˙ăK2dzfŘY

- ω LY·LJfŜY·Ŝyű űKŜ {KŜ₦ø22Ř ² Ŝăű Øƛăƛ2y˙I·yŘ Ǝ2I·fãΦ
- ω /₦ŜI·űŜ I· ăèăűŜY˙ űKI·ű ŐI·y˙ƛY·LJfŜY·Ŝyű űKŜ Øƛăƛ2y˙2ØŜ₦ űƛY·Ŝ΢ øƛűK ƛyŐ ŜY·Ŝyű I·f ŘŜØŜf2LJY·Ŝyű Φ . ŜŐI·dzăŜ {KŜ₦ø22Ř ² Ŝăű ƛă KƛƎKfè LJI·₦ŐŜfƛÎŜŘ΢ ŘŜØŜf2LJY·Ŝyű ƛă fƛ]Ŝfè ű2 KI·LJLJŜy˙ƛyŐ₦ŜY·Ŝyű I·ffè΢ ₦I·űKŜ₦ űKI·y˙fI·₦ƎŜ I·₦ŜI·ă ōŜƛyƎ ŘŜØŜf2LJŜŘ I·ff I·ű 2yŐŜΦ
- ω 5ŜăƛƎy˙I· Î2yƛyƎ ăű₦dzŐűdz₦Ŝ űKI·ű øƛff ƛŘŜI·ffè ø2₦] ƛy˙űKŜ ăK2₦úπ I·yŘ f2yƎπűŜ₦Y·Φ 5ŜØŜf2LJY·Ŝyű ƛy˙ {KŜ₦ø22Ř ² Ŝăű ƛă ŜĚLJŜŐűŜŘ ű2 2ŐŐdz₦ 2ØŜ₦ ăŜØŜ₦I·f ŘŜŐI·ŘŜăT űKŜ₦ŜŦ2₦Ŝ΢ ₦ŜƎdzfI·ű ƛ2yã ăK2dzfŘ ō Ŧf ĖƛōfŜ I·yŘ I·ŘI·LJűI·ōfŜ ű2 ŐKI·yƎƛyƎ Ő2yŘƛűƛ2yã
- ω ! Ř2LJű ySø ōI·ăŜ Î2yŜă 2yfè ƛŦ űKŜ₦Ŝ ƛă I· Ő2Y·LJŜffƛyƎ ₦ŜI·ă2y˙ű2 Ř2 ă2Φ ! ăƛY·LJfŜ I·LJLJ₦2I·ŐK ű2 Î2yƛyƎ űKI·ű fƛY·ƛűă űKŜ I·Y˙2dzyű 2Ŧ áyŜø Ő2ŘŜɛ ăă ŜI·ăƛŜ₦ Ŧ2₦ /ƛűè ăűI·ŦŦ I·yŘ I·LJLJfƛ I·yűă ű2 ø2₦] øƛűK΢ øKƛŐK Ői·y˙fŜI·Ř ű2 ōŜ Ŝ₦ 2dzűŐ2Y·ŜăΦ
- ω /₦I·Ŧű űKŜ ŜøŜăű ydzY·ōŜ₦ 2Ŧ ₦dzfŜă ű2 ƎŜű űKŜ ?2ō Ř2yŜ øKƛfŜ Y·ŜŜűƛyƎ űKŜ /ƛű ₪ă ŜĚLJŜŐűI·űƛ2yã 2₦ Ijdz I·fƛűè ŘŜØŜf2LJY·ŜyűΦ
- ω ! Ř2LJű I·yŘ ƛY·LJfŜY·Ŝyű I·yySĚI·űƛ2y˙ 2ŘŜ Ŧ2₦ űKŜ 2₦ŘŜ₦fè I·yŘ ŜŦŦƛŐƛ ű ű₦I·yãƛűƛ2y˙2Ŧ fI·yŘ dzăŜă Ŧ 2Y·₦dz₦I·f ű2 dz₦ōI·yΦ

Custom Residential Zoning

² KƛfŜ űKŜ 2ō?ŜŐűƛ Ŝ ƛă ű2 Y·ƛyƛY·ƛÎŜ ySø Î2yƛyƎ I·yŘ ₦ŜfI·űŜŘ ₦ŜIjdz₦ŜY·Ŝyűă΢ űKŜ fI·yŘ dzăŜ LJfI·y˙Ŧ2₦ {KŜ₦ø22Ř ² Ŝăű ₦ŜŐ2Y·Y·ŜyŘă ű ø2 ₦ŜăƛŘŜyűƛI·f ŘŜăƛƎy˙ űƛ2yã űK ű ø2dzfŘ ōŜ ƛY·LJfŜY·Ŝyű ŜŘ KƛŐK I·₦Ŝ Ǝ₦2dzLJƛyƎă 2Ŧ ₦ŜfI·űƛ Ŝfè ăY·I·ff K2Y·Ŝă ŐfdzăűŜ₦ŜŘ I·₦2dzyŘ I· ăKI·₦ŜŘ Ő2dz₦ûèI·₦Ř 2₦ 2LJŜy˙ălJI·ŐŜΦ ¢KŜƛ₦ ăY·I·ffŜ₦ Ŧ22ůLJ₦ƛyűă I·yŘ ăKI·₦ŜŘ I·Y·Ŝyűűƛŝă Y·I· Ŝ ůKŜY· I·y˙I·LJLJŜI·fƛyƎ I·fűŜ₦yI·ûƛ Ŝ ű2 ûèLJƛŐI·f ăƛyƎfŜ ŘŜűI·ŐKŜŘ ŘøŜffƛyƎăΦ
- ω **aƛŘŘfŜ I 2dzăƛyƎ** ς ¢Kƛă Î2yŜ ø2dzfŘ I·ff2ø ŘdzLJfŜĚŜăΣ ű2øyK2Y·Ŝă óI· I·ŐKŜŘ K2dzăƛyƎ 2y˙ƛyŘƛØƛŘdzI·f f2ůăúΣ I·yŘ Ő2 I·ƎŜ ŐfdzăűŜ₦ă΢ ¢KŜăŜ I·₦Ŝ ůKŜ Y·ƛŘŘfŜ K2dzăƛyƎ ûèLJŜă ůKI·ű KI·ØŜ ōŜŜy˙Y·2ăű ŦI·Ø2₦ŜŘ ōè ůKŜ / ! / I·yŘ {KŜ₦ø22Ř Ő2Y·Y·dzyƛûè I·yŘ ø2dzfŘ LJ₦2ØƛŘŜ ŘƛŜŜŜyű K2dzăƛyƎ ŐK2ƛŐŜă τ ƛyŐfdzŘƛyƎ 2LJűƛ2yã 2₦ Y·2₦Ŝ I· 2₦ŘI·ōfŜ K2Y·Ŝ2øyŜ₦ăKƛLJΣ I·ă Ő2Y·LJI·₦ŜŘ ű2 ăƛyƎfŜ ŘŜűI·ŐKŜŘ ŘøŜffƛyƎăΦ

¢Kƛă ăű₦I·ůŜƎè ƛă ₦ŜŐ2Y·Y·ŜyŘŜŘ ű2 KŜfLJ Ŝyãdz₦Ŝ ůKI·ű Ő2Y·Y·dzyƛûèπădzLJLJ2₦ûŜŘ Y·ƛŘŘfŜ K2dzăƛyƎ ûèLJŜă I·₦Ŝ ōdzƛfű ƛy˙{KŜ₦ø22Ř ² Ŝăű I·yŘ ű2 ƎƛØŜ ůKŜ /ƛűè Ŧf Ėƛōƛfƛûè ű2 Ődzăű2Y·ƛÎŜ ůKŜ ŘŜăƛƎy˙I·yŘ ŘŜØŜf2LJY·Ŝyű ăűI·yŘI·₦Ră ůKI·ű I·LJLJfè ƛy˙ůKŜăŜ Î2yŜăΦ

LY·ŘŜØŜf2LJƛyƎ ůKŜăŜ Î2yŜăΣ ůKŜ /ƛűè ăK2dzfŘ ŜØI·fdzI·ûŜ K2ø ƛűă ŐdzN₦Ŝyű Î2yŜă I·yŘ ₦ŜŐŜyűfèπI·Ř2LJűŜŘ wŜăƛŘŜyűƛI·f 5ŜăƛƎy˙{ I·yŘI·₦Ră I·₦Ŝ ø2₦]ƛyƎ I·ă ŘŜY·2yãú₦I·ûŜŘ ōè ₦ŜŐŜyű ŘŜØŜf2LJY·Ŝyű Φ LŦ Ř ƛ Ŝ₦Ŝyű I·LJLJ₦2I·ŐKŜă ű2 ŘŜØŜf2LJY·Ŝyű I·yŘ ŘŜăƛƎy˙ø2dzfŘ ōŜ ōSyŜŦƛŐƛI·f ƛy˙{KŜ ø22Ř ² Ŝăű΢ ůK2ăŜ ăK2dzfŘ ōŜ Ő2yãƛŘŜ₦ŜŘ Ŧ2₦ ůKŜ /2 I·ƎŜ /fdzăűŜ₦ I·yŘ aƛŘŘfŜ I 2dzăƛyƎ Î2yŜă΢ /I·₦Ŝ ăK2dzfŘ ōŜ ůI·]Sy˙ű2 Ŝyãdz₦Ŝ Ŧdzűdz₦Ŝ ₦ŜƎdzfI·ûƛ2yã I· Ŝ y2ű 2ØŜ₦fè ₦ŜăűNƛŐűƛ Ŝ I·yŘ ŘƛăŐ2dz₦I·ƎŜ ůKƛă ûèLJŜ 2Ŧ ŘŜØŜf2LJY·Ŝyű΢ ŜăLJŜŐƛI·ffè ƎƛØŜy˙ůKŜ fƛY·ƛűŜŘ K2dzăƛyƎ ûèLJŜă ůKI·ű øƛff ōŜ LJŜ₦Y·ƛ ŜŘΦ

Hospitality Zoning

{LJŜÕλŦλǑ l·LJLJ 2l·ǑKŜă Ŧ2NJ λY·LJfŜY·Ŝyűλy∃ l· l 2ăLJλ l·fλűè ½2yŜΣ dzyλljdzŜ ű2 {KŜNJǿ22Ř ² Ŝăű΢ ǿλff yŜŜŘ ű2 õŜ ŘŜØŜf2LJŜŘ l·ă LJl·NJű 2Ŧ űKŜ Õ2Y·LJNJŜKŜyãλØŜ LJfl·yŷλy∃κÎ2yλy∃ LJN2ÕŜăă¢ ¢2 ădzÕÕŜăăŦdzffè Ôl·LJλűl·fλÎŜ 2y· űKλă l·NJŜl·Ωă l·õλfλűè ű2 õŜ űKŜ άDl·űŜǿl·è ű2 ² λyŜ /2dzyűNJëξ£ l·ŘŘλűλ2yl·f Ŝ 2y2Y·λÕ ăűdzŘè l·yŘ 2dzűNJŜl·ÔK ű2 ŘŜØŜf2LJŜNJă λă NJŜÕ2Y·Y·ŜyŘŜŘ ű2 l·ăăŜăă úKŜ ŦŜl·ăλõλfλűè 2Ŧ űKλă Õ2yÕŜLJű l·yŘ 2LJűλ2yã 2NJ λY·LJfŜY·Ŝyűl·űλ2y¢

t2űŜyűλl·f l·LJLJ 2l·ǑKŜă ű2 l·ÕÕ2Y·Y·2Řl·ûŜ K2ûŜfăκY·2ûŜfă΢ NJŜăűl·dzNJl·yűă΢ ǿλyŜNJλŜă΢ ŘŜăűλy· ûλ2y· 2dzNJλăY·Σ l·yŘ ăλY·λfl·NJ dzăŜăY

- ω bŜǿ l 2ăLJλűl·fλűè ōl·ăŜ Î2yŜ ς 9ăűl·ōfλăK l· yŜǿ Î2yŜ űKl·ű ǿ2dzfŘ l·ff2ǿ 2yfè űK2ăŜ dzăŜă űKl·ű l·NJŜ ŘŜăλNJŜŘ λy·űKλă l·NJŜl·¢
- ω hØŜNJfl·è Î2yŜ ς ! LJLJfè ăűl·yŘl·NJŘ ōl·ăŜ Î2yŜă΢ ǿλűK l·y·2ØŜNJfl·è Î2yŜ űKl·ű λY·LJfŜY·Ŝyűă űKŜ /λűè¢ă K2ăLJλűl·fλűè 2ō?ŜÕűλ Ŝă¢ ¢KŜ dzyŘŜNJfèλy∃ Î2yλy∃ Ǒ2dzfŘ ōŜ Ô2Y·Y·ŜNJÕλl·f Î2yŜă űKl·ű l·fNJŜl·Řè l·ff2ǿ f2Ř∃λy∃ l·yŘ NJŜăűl·dzNJl·yűă΢ ădzÕK l·ă űKŜ /λűè¢ă wŜűl·λf /2Y·Y·ŜNJÕλl·f ów/ú 2NJ DŜyŜNJl·f /2Y·Y·ŜNJÕλl·f óD/ú Î2yŜă΢ l·yŘκ2NJ Ô2dzfŘ λyÕfdzŘŜ ŜY·LJf2èY·Ŝyű 2NJ NJŜăλŘŜyűλl·f 2yŜă¢ ¢KŜ 2ØŜNJfl·è Î2yŜ Ô2dzfŘ ŜλűKŜNJ NJŜăűNJλÕű dzăŜă 2NJ l·ŘŘ l·ŘŘλűλ2yl·f l·ff ǿŜŘ dzăŜă΢ ŘŜLJŜyŘλy∃ 2y·ǿKl·ű λă l·ff2ǿŜŘ λy·űKŜ dzyŘŜNJfèλy∃ Î2yŜóăú¢
- ω LyÕŜyűλ Ŝ Î2yλy∃ ς h ŜNJ ŘŜØŜf2LJY·Ŝyű λyÕŜyűλ Ŝă΢ ădzÕK l·ă λyÕNJŜl·ăŜŘ ōdzλfŘλy∃ KŜλ∃Kű 2NJ f2ű Ô2ØŜNJl·∃Ŝ΢ ű2 ŘŜăλNJŜŘ K2ăLJλűl·fλűè dzăŜă¢

Master Planning or "Village Planning"

a l·ăűŜNJ LJfl·yλy∃ λă l·y· l·LJLJNJ2l·ÕK dzăŜŘ ōè ă2Y·Ŝ a ŜűNJ2πl·NJŜl· ∂dzNJăŘλÕűλ2yã 2 LJNJŜLJl·NJŜ ¦D. ŜÈLJl·yãλ2y·l·NJŜl·ă Ŧ2NJ l·yλŜÈl·ûλ2y·l·yŘ Ř ØŜf2LJY·Ŝyű¢ Lű λă ŜÈLJŜÕűŜŘ ű Kl·ű l· Y·l·ăűŜNJ LJfl·y·l·LJLJNJ2l·ÕK΢ fŜŘ ōè ű KŜ /λűè λy·l·ŘØl·yÕŜ 2Ŧ ŘŜØŜf2LJY·Ŝyű΢ ǿ2dzfŘ Kl·ØŜ ű KŜ Ŧ2ff2ǿλy∃ ōŜyŜŦλűă l·yŘ ÕK l· l·ÕűŜNJλăűλÕă

- ω ! õλfλűè ű2 NJŜ∃dzfl·ûŜ ű KŜ f2Ôl·ûλ2y·l·yŘ ŘŜăλ∃y·2Ŧ Y·λŘŘfŜ K2dzăλy∃ LJdzNJădzl·yű ű2 h ! w сслπлпсπлнлрóнú óōú
- ω a 2NJŜ ÕŜNJűl·λyűè Ŧ2NJ Ǒ22NJŘλyl·ûλy∃ Y·dzfűλLJfŜ ŘŜØŜf2LJY·Ŝyűă λyű2 Ô2KŜăλØŜ ySλ∃Kō2NJK22Řă¢
- ω ! õλfλűè ű2 Ô22NJŘλyl·ûŜ dzyλljdzŜ ŜfŜY·Ŝyűă fλ]Ŝ ØλŜǿă΢ ûNJl·λfă΢ ăLJŜÕλŦλǑ ∃NJŜŜyãLJl·ÔŜă΢ LJdzōfλǑ dzăŜă΢ ăűNJŜŜű ûNJŜŜă΢ l·yŘ ăűNJŜŜűăÕl·LJŜ ŘŜăλ∃y¢
- ω a 2NJŜ ăLJŜÕλŦλǑ fl·yŘ LJfl·yλy∃ ű2 KŜfLJ Ô22NJŘλyl·ûŜ λyŦNJl·ăűNJdzÕűdzNJŜ LJKl·ăλy∃ l·yŘ ŦdzyŘλy∃¢
- ω wŜljdzλNJŜŘ LJdzōfλǑ LJfl·yλy∃ LJN2ÕŜăă΢ ǿλűK l·y· l·ăă2Ôλl·ûŜŘ ûλY·Ŝfλy Ŝ΢ /λűè ăűl·Ŧŧ ûλY·Ŝ l·yŘ Ô2ăûăă΢ l·yŘ Ô2Y·Y·dzyλűè LJl·NJűλÕλLJl·ûλ2y¢
- ω t2űŜyűλl·f ÕKl·ffŜy∃Ŝă λŦ ă2Y·Ŝ LJN2LJŜNJűè 2ǿyŜNJă l·NJŜ NJŜl·Řèκŧl·Ø2NJl·ōfŜ ű2ǿl·NJŘ ŘŜØŜf2LJY·Ŝyű l·yŘ 2űKŜNJă l·NJŜ y2ű ς ûKλă ăK2dzfŘ ōŜ ûK2N2dz∃Kfè l·ăăŜăăŜŘ LJNJλ2NJ ű2 λyλűλl·ûλ2y¢
- ω wŜŘdzÕŜŘ ŦfŜÈλōλfλűè Ŧ2NJ ŘŜØŜf2LJŜNJă λy·ădzōăŜljdzŜyű ŘŜØŜf2LJY·Ŝyű NJŜØλŜǿ¢
- ω tKl·ăλy∃ ς LyŦNJl·ăúNJdzÕűdzNJŜ LJfl·yλy∃ ű2 Řl·ûŜ Kl·ă λŘŜyűλŦλŜŘ λyŦNJl·ăúNJdzÕűdzNJŜ LJKl·ăλy∃ Ŧ2NJ ûKŜ {KŜNJǿ22Ř ² Ŝăű l·NJŜl·¢ {KŜNJǿ22Ř Ô2dzfŘ LJNJŜLJl·NJŜ Y·l·ăűŜNJ LJfl·yã λy·LJKl·ăŜă ûKl·ű Ŧ2ff2ǿ ûKl·ű ăl·Y·Ŝ ∃ŜyŜNJl·f ăŜljdzŜyÕŜ 2Ŧ ŘŜØŜf2LJY·Ŝyű¢

¢KŜ á±ƛffI·ƎŜ tfI·yŷƛyƎé Ŏ2yŎŜLJű ƛyØ2fØŜă LJfI·yŷƛyƎ Ŧ2₪ I· YˬÈ 2Ŧ fI·yŘ dzăŜăΣ ǿI·f]I·ōfŜ Ŏ2YY dzyƛűê ŘŜăƛƎyΣ I·yŘ 2LJŜyˇăLJI·ŎŜă űKI·ű ŎI·yˇ₪ŜădzfűƛyˇIjdzI·fƛűè ySǿ ŘŜØŜf2LJYŜyű űKI·ű ₪ŜŦfŜŎűă {KŜ ǿ22Ř ØI·fdzŜă℗ ±ƛffI·ƎŜă I·₪Ŝ I·ăădzYŜŘ ű2 ōŜ Ŏ₪ŜI·ű$Ř űK₪2dzƎK YˬI·ăűŜ₪ LJfI·yŷƛyƎ LJ₪2ŎŜăăŜă űKI·ű I·₪Ŝ ŜƛűKŜ₪ /ƛűè fŜŘ 2₪ ŘŜØŜf2LJŜ₪ fŜŘ LJ₪ƛ2₪ ű2 I·yŷŜÈI·űƛ2yˇƛ ű2 űKŜ Ŏƛűèℓ t₪ŜŎŜŘŜyűă Ŧ2₪ ØƛffI·ƎŜ LJfI·yŷƛyƎ I·₪Ŝ ±ƛffŜō2ƛă ±ƛffI·ƎŜ I·yŘ C₪2Ǝ 9I·ăű ƨ {2dzűK ƛyˇ ² ƛfă2yØƛffŜ℗

! LJ2űŜyűƛI·f ű₪I·űŜƎè Ŧ2₪ {KŜ₪ǿ22Ř ² Ŝăű ƛă ű2 LJ₪ŜLJI·₪Ŝ YˬI·ăűŜ₪ LJfI·yã 2yfè Ŧ2₪ áØƛffI·ƎŜé LJ2₪ûƛ2yã 2Ŧ {KŜ₪ǿ22Ř ² Ŝăű τ ădzŎK I·ă űKŜ I·₪ŜI·ă I·f2yƎ { ² Y₪dzƎŜ₪ w2I·Ř I·yŘ ySI·₪ {KŜ₪ǿ22Ř I ƛƎK {ŎK22f℗ ¢KŜăŜ I·₪ŜI·ă I·₪Ŝ LJ₪ƛYŜŘ Ŧ2₪ Ŧdzűdz₪Ŝ ŘŜØŜf2LJYŜyűΣ 2 Ŝ₪ƛyƎ f2ŎI·ûƛ2yI·f I·yŘ 2LJ2Ǝ₪I·LJKƛŎ ŦŜI·ûdz₪Ŝă űKI·ű fŜyŘ ûKŜYˬăŜfØŜă ű2 I· ō₪2I·ŘŜ₪ YˬÈ 2Ŧ dzăŜă I·yŘ ØƛffI·ƎŜπăűèfŜ ŘŜØŜf2LJYŜyű℗

/ƛűè ăűI·ŦŦ I·yŘ fŜƎI·f Ŏ2dzyˇăŜf ŜyƎI·ƎŜŘ ǿƛűK ûKŜ 5ŜLJI·₪ûYŜyű 2Ŧ [I·yŘ /2yˇăŜ₪ØI·ûƛ2yˇI·yŘ 5ŜØŜf2LJYŜyű ű2 dzyŘŜ₪ăűI·yŘ K2ǿ I . нллм ƛă ƛYˇLJfŜYŜyűŜŘ ûK₪2dzƎK I· a I·ăűŜ₪ tfI·yŷŜŘ /2YYdzyƛűè℗ {ûI·ŦŦ LJ₪2ØƛŘŜŘ I· YŜY2 ű2 /ƛűè /2dzyŎƛf ŎI·LJűdz₪ƛyƎ ûKŜ ₪Ŝădzfű 2Ŧ ûK2ăŜ Ŏ2yØŜ₪ăI·ûƛ2yã I·yŘ 2LJűƛ2yã dzyŘŜ₪ h ! w сслπллпсπлнлрóнúóōú ØKƛŎK ăă ƛyŎfdzŘŜŘ I·ă ! LJLJŜyŘƛÈ v℗ ¢Kăă YŜY2 ǿI·ă LJ₪2ŘdzŎŜŘ I·ŦűŜ₪ ! LJLJŜyŘƛÈ . I 2dzăƛyƎ t2fƛŎè LYˇLJfƛŎI·ûƛ2yã aŜY2 I·yŘ a I 2dzăƛyƎ aŜY2 ØKƛŎK ŘƛŘ y2ű ûI·ˬŜ ƛyű2 I·ŎŎ2dzyű 5[/5 ₪dzfŜYˇI·ˬƛyƎ ûKI·ű 2ŎŎdz₪ŜŘ ƛyˇнлнн℗ ! LJLJŜyŘƛÈ v ûKŜ₪ŜŦ2₪Ŝ LJ₪2ØƛŘŜă ûKŜ YˬăűŜ ŎdzN₪ŜyűI·yŘ I·ŎŎdz₪I·ûŜ ădzYˬYˇI·₪è 2Ŧ K2ǿ YˬŘŘfŜ K2dzăƛyƎ ŎI·yˇōŜ ₪ŜƎdzfI·ûŜŘ ûK₪2dzƎK a I·ăűŜ₪ tfI·yŷƛyƎ℗

Future Annexation

! yŷŜÈI·ûƛ2yˇƛă ûKŜ LJ₪2ŎŜăă ōè ØKƛŎK fI·yŘ ƛyãƛŘŜ ûKŜ ¦D . ØƛffōŜ ō₪2dzƎKű ƛyű2 {KŜ₪ǿ22Ř ŎƛűèfƛYˇƛűă℗ ! yŷŜÈI·ûƛ2yˇYˇI·è ōŜ ƛyˇűƛI·ûŜŘ ōè LJ₪2LJŜ₪ûè 2ǿyŜ₪ă I·yŘ ƛă I· ySŎŜăăI·₪è ăűŜLJ ōŜŦ2₪Ŝ ŘŜØŜf2LJYŜyű ŎI·yˇ2ŎŎdz₪℗

¢KŜ {KŜ₪ǿ22Ř /2YLJ₪ŜKŜyãƛØŜ tfI·yˇ₪ŜIjdzƛ₪Ŝă ûKI·ű I·yŷŜÈI·ûƛ2yã 2ŎŎdz₪ áƛyˇI·yˇ2₪ŘŜ₪fè I·yŘ Ŏ22₪ŘƛyI·ûŜŘ YˬI·yŷŜ₪Σ I·yŘ ăŜ₪ØƛŎŜă I·₪Ŝ LJ₪2ØƛŘŜŘ û2 ădzLJLJ2₪ű dz₪ōI·yˇƎ₪2ǿûK Ŏ2yãƛăûŜyű ǿƛűK ûKŜ нлпл ±ƛăƛ2yε ót2fƛŎè o℗nú℗ /₪ƛûŜ₪ƛI· ƛyŎfdzŘŜ ûKI·ű ûKŜ LJ₪2LJŜ₪ûè ăă Ŏ2yűƛƎdz2dză û2 ûKŜ ŜÈƛăűƛyƎ /ƛűè fƛYˇűă 2₪ ăŜLJI·₪I·ûŜŘ Ŧ₪2Yˇ ƛű 2yfè ōè I· LJdzōfƛŎ ₪ƛƎKű 2Ŧ ǿI·è I·yŘ ûKI·ű I·yˇI·ŘŜIjdzI·ûŜ fŜØŜf 2Ŧ dz₪ōI·yˇăŜ₪ØƛŎŜă I·yŘ ƛyŦ₪I·ăű₪dzŎűdz₪Ŝ I·₪Ŝ I·ØI·ƛfI·ōfŜ 2₪ ŎI·yˇōŜ ŜÈűŜyŘŜŘ ƛyˇI· Ŏ2ăű ŜŦŦŜŎűƛØŜ I·yŘ ŜŦŦƛŎƛŜyű YˬI·yŷŜ₪ ű2 ûKŜ I·₪ŜI·℗

{2YˇŜ ŎƛűƛŜă ₪ŜIjdzƛ₪Ŝ 2₪ I·ff2ǿ **! yŷŜÈI·ûƛ2yˇ ! Ǝ₪ŜŜYˇŜyűăΣ** ǿKƛŎK I·₪Ŝ ōƛyŘƛyƎ Ŏ2yű₪I·Ŏűă ōŜűǿŜŜyˇűKŜ LJ₪2LJŜ₪ûè 2ǿyŜ₪ I·yŘ /ƛűèΣ û2 Ŝyˇădz₪Ŝ ûKI·ű I· LJ₪2LJ2ăŜŘ I·yŷŜÈI·ûƛ2yˇăă ƛyˇűKŜ LJdzōfƛŎ ƛyűŜ₪ŜăűŜ℗ ¢KŜ /ƛűè 2Ŧ {KŜ₪ǿ22Ř Ŏ2dzfŘ dzăŜ I· ădzŎK I· ăű₪I·ûŜƎè û2 Ŝyˇădz₪Ŝ ûKI·ű I·LJLJfƛŎI·yűă I·₪Ŝ I·ǿI·₪Ŝ 2Ŧ ûKŜ ˥Ŝè ŜfŜYŜyűă 2Ŧ ûKŜ {KŜ₪ǿ22Ř ² Ŝăű /2yŎŜLJű tfI·yˇI·yŘ I·ǿI·₪Ŝ 2Ŧ ǿKI·ű ûKŜƛ₪ ŘŜØŜf2LJYŜyű 2ōfƛƎI·ûƛ2yã ǿƛffōŜ ₪Ŝ3I·₪ŘƛyƎ dzűƛfƛűŜăΣ ŘŜŘƛŎI·ûƛ2yˇ2Ŧ 2LJŜyˇăLJI·ŎŜ I·yŘ ű₪I·ƛfăΣ I·yŘ 2ûKŜ₪ ₪ŜIjdzƛ₪ŜYŜyűă I·LJLJfƛŎI·ōfŜ û2 ûKŜ ădzō2ŜŎű LJ₪2LJŜ₪ûè℗

Planning for Housing

LyˇűKŜ Ŏ2YƛyƎ èŜI·₪ăΣ ûKŜ /ƛűè 2Ŧ {KŜ₪ǿ22Ř ǿƛffdzyŘŜ₪ű]I·]Ŝ I· LJfI·yŷƛyƎ LJ₪2ŎŜăă ŎI·ffŜŘ I· I 2dzăƛyƎ t₪2ŘdzŎűƛ2yˇ {ű₪I·ûŜƎè ó I t{ú û2 ƛŘŜyűƛŦè I·Ŏűƛ2yã ûKI·ű ûKŜ /ƛűè ǿƛffûI·]Ŝ ű2 ƛyŎ₪ŜI·ăŜ K2dzăƛyƎ LJ₪2ŘdzŎűƛ2yˇûKI·ű YŜŜűă Ŏ2YYdzyƛűè YŜY0ŜŘ₪ăΩ ySŜŘă℗ ! yˇ I t{ ăă ₪ŜIjdzƛ₪ŜŘ 2Ŧ h₪Ŝ3yˇŎƛűƛŜă dzyŘŜ₪ I 2dzăŜ . ƛff нлло I·yŘ h ! w сслπллу℗ ¢KŜ fI·ǿ ₪ŜIjdzƛ₪Ŝă {KŜ₪ǿ22Ř I·yŘ 2ûKŜ₪ ŎƛűƛŜă ű2 ŜØI·fdzI·ûŜ I· ō₪2I·Ř ₪I·yƎŜ 2Ŧ ă2fdzűƛ2yã ű2 YŜŜű f2ŎI·f K2dzăƛyƎ ySŜŘă τ ǿKƛŎK YˬI·è ƛyŎfdzŘŜ LJ2fƛŎƛŜăΣ LJ₪2Ǝ₪I·YˇăΣ ŦdzyŘƛyƎ ű22făΣ ƛyŎSyűƛØŜăΣ LJI·₪ûySƛ₪ăKƛLJăΣ I·yŘ YˬƛŜ₪℗ ¢KŜ /ƛűè ǿƛff ōŜ ₪ŜIjdzƛ₪ŜŘ ű2 I·Ř2LJű ƛűă Ŧƛ₪ăű I t{ ōè нлнт℗ ! ă LJI·₪ű 2Ŧ ûKI·ű LJ₪2ŎŜăăΣ ûKŜ /ƛűè ǿƛff Ŏ2yãƛŘŜ₪ ØI·₪ƛ2dză ăű₪I·ûŜƎŜă ű2 LJ₪2YˬƛűŜ K2dzăƛyƎ ŘŜØŜf2LJYŜyű ƛyˇ{KŜ₪ǿ22Ř ² Ŝăű ûKI·ű LJ₪2ØƛŘŜŘ I· ØI·₪ƛŜűè 2Ŧ K2dzăƛyƎ ŎK2ƛŎŜă I·yŘ 2LJűƛ2yã I·yŘ ûKI·ű ƛă I·ŦŦ2₪ŘI·ōfŜ û2 ûKŜ Ŧdzff ₪I·yƎŜ 2Ŧ ƛyŎ2YˇŜ fŜØŜfăΣ ƛyŎfdzŘƛyƎ f2ǿπ ƛyŎ2YˇŜ K2dzăŜK2fŘă℗

Transportation and Infrastructure

Future Alternatives/Feasibility Studies

¢KŜ /ƛΰὲὲ ǿƛff yŜŜŘ ΰƨ2 Ǒ2yŘdzǑΰ ãŜØŜNJl·f l·fΰŜNJyl·ΰΰƛ Ŝã l·yl·fèäŜã l·yŘ ŦŜl·ãƛōƛfƛΰὲὲ ãΰΰdzŘƛŜã ΰƨ2 ŘŜΰŜNJY ƛyŜ ΰKŜ Ŧƛyl·f fƨǑl·ΰƛ2yΣ l·fƛƎyYŜ ΰΣ l·yŘ ŘŜãƛƎƴ2Ŧ]Ŝè ΰNJl·yãLJ2NJΰl·ΰƛ2ƴƛYLJ 2ØŜYŜyΰãΦ

- **{ ² 9fØŜNJΰ w2l·Ř π { ² 9Řè w2l·Ř ! fƛƎyYŜyΰ** ς ¢KŜ /ƛΰὲὲ ǿƛff yŜŜŘ ΰƨ2 Ǒ2yŘdzǑΰ Y2NJŜ ƛyπŘŜLJΰK ŜyØNJ2yYŜyΰl·fΣ ŜyƎƛyŜŜNJƛyƎΣ l·yŘ Ǒ2ãΰ l·yl·fèãƛã ōŜŦ2NJŜ ΰKŜ ŘŜǑƛãƛ2ƴ l·ō2dzΰ 9fØŜNJΰ w2l·ŘΩã l·fƛƎyYŜyΰ ƛã Ŧƛyl·fƛ ŜŘΦ ¢Kƛã ãK2dzfŘ ōŜ dzyŘŜNJΰl·ĵŜyƴ l·ã l· ãŜLJl·NJl·ΰŜ ŦŜl·ãƛōƛfƛΰὲὲ ãΰΰdzŘèΣ ØKƛǑK ãK2dzfŘ ōŜ ƛyǑfΰdzŘŜŘ ƛyƴ ΰKŜ ãǑ2LJŜ 2Ŧ ØƨNJĵ Ŧ2NJ ΰKŜ Ǒ2YLJNJŜKŜyãƛØŜ LJfl·yyƛyƎ Ŝ 2NJΰΦ ¢KŜ ŦŜl·ãƛōƛfƛΰὲὲ l·yl·fèãƛã ØƛΰK l·LJNJŜfƛYƛyl·NJè pπмΩ[ˆ; NJ2l·ŘØl·è l·yŘ ƛyΰŜNJäŜǑΰƛ2yƴŘŜãƛƎyΣ l·yŘ l· KƛƎKπf ØŜf Ǒ2ãΰ ŜãΰƛY ΰŜΣ l·Y2yƎ 2ΰKŜNJ l·yl·fèäŜã NJŜIjdzƛNJŜŘ Ŧ2NJ ØŜΰfl·yŘ l·yŘ 2ΰKŜNJ ƛYLJl·ǑΰãΦ

  LyƴI·ŘŘƛΰƛ2yΣ ōŜ l·dzãŜ { ² 9fØŜNJΰ w2l·Ř ƛã l· ² l·ãKƛyƎΰƛ2yƴ /2dzyΰὲ Ŧl·ǑƛfƛΰὲΣ Ŧƛyl·f ŘŜãƛƎyã l·yŘ LJ 2LJ2ãŜŘ ǑNJ2ãã ãŜǑΰƛ2yã Ydz ΰ ōŜ Ǒ22NJŘƛyl·ΰŜŘ ØƛΰK /2dzyΰὲ ãΰl·ŦŦ l·yŘ ōŜ l·LJLJ 2LJNJƛl·ΰŜfè ãƛÎŜŘ l·yŘ ŘŜãƛƎyŜŘ Ŧ2NJ l·yƴl·NJΰŜNJƛl·f N2l·ŘØl·è ΰKl·ΰ Ǒl·yƴl·ǑǑ2YY2Řl·ΰŜ l·yΰΰƛǑƛLJ ΰŜŘ Ŧdzΰdzdzl·NJŜ f2Ǒl·f l·yŘ NJŜƎƛ2yl·f ΰNJl·ØŜf ŘŜYl·yŘΣ ƛyǑfdzŘƛyƎ ΰNJdzǑĵ ΰNJl·ŦŦƛ

- **[Ŝ . Ŝl·dz w2l·Řκ9fØŜNJΰ w2l·Řκ{ǑK2ffãπ{KŜNJØ22Ř w2l·Ř LyΰŜNJãŜǑΰƛ2yƴ** ς ¢KŜ ãǑ2LJŜ 2Ŧ ØƨNJĵ Ŧ2NJ Ǒ2YLJNJŜKŜyãƛØŜ LJfl·yyƛyƎ ãK2dzfŘ l·fã2 ƛyǑfdzŘŜ l·yl·fèäƛã 2Ŧ ΰKŜ [Ŝ . Ŝl·dz w2l·Řκ9fØŜNJΰ w2l·Řκ{ǑK2ffãπ {KŜNJØ22Ř w2l·Ř ƛyΰŜNJãŜǑΰƛ2yƴ l·yŘ yŜŜŘŜŘ ƛYLJ 2ØŜYŜyΰãΦ
- **/2yyŜǑΰƛ2yƴ 2 .NJ22]Yl·yƴ !NJŜl·** ς ¢KŜ NJŜǑ2YYŜyŘl·ΰƛ2yƴ 2NJ l· ãŜLJl·NJl·ΰŜŘπƎNJl·ŘŜ ǑNJ2ããƛyƎ 2Ŧ lƎKØl·è ф ² ØƛffNJŜIjdzƛNJŜ Ŧdzdzl·NJΰKŜNJ l·yl·fèäƛã ΰ2 ŘŜΰŜNJYƛyŜ ØKl·ΰ ãLJŜǑƛŦƛǑ ΰèLJŜ 2Ŧ ƛYLJ 2ØŜYŜyΰ ƛã LJNJŜŦŜNJNJŜŘ l·yŘ K2Ø ƛΰ

IMPLEMENTATION

Other Utilities

a ƨNWŜ ŘŜűǀ·ƚŜŘŘ ǿǀ·űŜNƩ ăŜǿŜNƩ ǀ·yŘ ăűƨNWϒǿǀ·űŜNW ƛyҒNǀ·ăűNWdzŎűdzNWŜ LJƚǀ·yɣƛyƎ ǿƛff ōŜ ySŎŜăăǀ·NWè LJNWƛƨNW űƨ ǀ·yɣŜÈǀ·űƛƨyϒǀ·yŘ Ř ØŜƚƨLJϒŜyű ƛy´{KŜNWǿƨƨŘ ² Ŝăű℗ ! ă LJǀ·NWű ƨҒ űKƛă ăűŜLJƩ űKŜ /ƛűè℡ă ǿǀ·űŜNW ǀ·yŘ ăŜǿŜNW ϒǀ·ăűŜNW LJƚǀ·yã ăK2dztŘ ōŜ dzLJŘǀ·űŜŘ ǀ·ă ySŜŘŜŘ℗

Funding Tools

¢KŜ tNWŜƚƛϒƛyǸ·NWè LyҒNǀ·ăűNWdzŎűdzNWŜ CdzyŘƛyƎ {úNWǀ·űŜƎè ó ! LJLJŜyŘƛÈ hú ƛŘŜyűƛҒƛŜă LJ Ŝyűƛǀ·ƚ ҒdzyŘƛyƎ ǀ·LJLJ ƨǀ·ŎKŜă Ғƨ NW Ŏǀ·űǀ·ƚèűƛŎ ƛ ҒNWǀ·ăűNWdzŎűdzNWŜ LJNWƨ?ŜŎűă ƛy´űKŜ bƨNWűKΣ ² Ŝăű£ ǀ·yŘ {ƨdzűKǿŜăű ŘƛăűNWƛŎűă℗ ǀ ƨǿŜØŜNƩ ϒƨNWŜ ŘŜűǀ·ƚŜŘ Ŏ2ăű Ŝăűƛϒ űŜă£ NWŜØŜyűzŜ LJNWƨ?ŜŎűƛ2yã£ ǀ·yŘ ƛ ҒNWǀ·ăűNWdzŎűdzNWŜ LJƚǀ·yɣƛyƎ ǀ·NWŜ ySŜŘŜŘ℗ Ly´ădzōăŜljdzŜyű LJKǀ·ăŜă£ űKŜ /ƛűè ăK2dztŘ Ŏ2yŘdzŎű ҒdzNWűKŜNW ăűdzŘè ű2 ŜØǀ·ƚdzǀ·ûŜ ǀ·yŘ Ŝăűǀ·ōƚăK ҒdzyŘƛyƎ ű22ftă ҒƨNW {KŜNWǿƨƨŘ ² Ŝăű℗ hyŜ LJNW2ϒƛăƛyƎ ű22t ű2 ŜÈLJƚƨNWŜ ƛy´űKŜ ySÈű ăűŜLJă ƛă ƛϒLJƚŜϒŜyűƛyƎ ǀ· ădzLJLJƚŜϒŜ úǀ·ƚ {5/℗ ¢Kƛă ǿ2dztŘ ōŜ ϒǀ·yǸ·ƎŜŘ ōè /ƛűè ăűǀ·ҒҒ ǿƛűK űKŜ ădzLJLJƨNWű ƨҒ ǀ· ϒdzyƛŎƛLJǀ·ƚ ҒƛyǸ·yŎŜ 2yãdztűǀ·yű ǀ·yŘ ǿ2dztŘ ƛyØƨtØŜϒ

- hyƎƨƛyƎ NWŜҒƛyŜϒŜ ű ƨҒ LJNWƨ?ŜŎűŜyƎƛyŜŜNWƛyƎ ǀ·yŘ Ŏ2ăűăT
- hdzúNWŜǀ·ŎK ű2 LJNW2LJŜNWűè 2ǿyŜNWă ǀ·yŘ ŘŜØŜƚ2LJŜNWă ű2 NWŜҒƛyŜ Ř ØŜƚ2LJϒŜyű LJNWƨ?ŜŎűƛ2yã ǀ·yŘ LJKǀ·ăƛyƎ ǀ·y´ ű2 yŜƎƨűƛ ûŜ űKŜ ăLJŜŎƛҒƛŎă ƨҒ ǀ· LJƨ Ŝyűƛǀ·ƚ ŜŜT
- CƛyǸ·yŎƛǀ·ƚ ϒ2ŘŜƚƛyƎ ƨҒ ǀ· LJƨűŜyűƛǀ·ƚ ŜŜΣ ƛyŎƚdzŘƛyƎ ƛŘŜyűƛ ǀ·ûƛ2y´ƨҒ ăLJŜŎƛҒƛŎ ƨ?ŜŎűă ûKǀ·ú ǿ2dztŘ ōŜ ƛyŎƚdzŘŜŘ ƛy´űKŜ ҒŜŜ ǀ·yŘ ŜÈLJƚƨNWǀ·ûƛ2y´ƨҒ ăŎŜyǸ·NWƨă ûK ű ϒƛƎKű Øǀ·NWè ûKŜ ҒŜŜ ƛy´Ř Ŝ NWŜyű LJǀ·NWűă ƨҒ {KŜNWǿƨƨŘ ² ŜăűT
- {KŜNWǿƨƨŘ /ƛűè /ƨdzyŎƛƚ ǀ·yŘ tfǀ·yɣƛyƎ /ƨϒϒƛăăƛ2y´ŜyƎǀ·ƎŜϒŜyűT ǀ·yŘ
- 5ŜØŜƚ2LJϒŜyű ƨҒ ǀ· ҒƛyǸ·ƚ LJ ƨLJƨăǀ·ƚ Ғ2NW ǀ·Ř2LJűƛ2y´

Developer Recommendations

¢KŜ Ғ2ff2ǿƛyƎ ǀ·NWŜ NWŜŎƨ2ϒϒŜyŘǀ·ûƛ2yã 2NW ƛyҒNǀ·ăűNWdzŎűdzNWŜ ǀ·yŘ ҒdzyŘƛyƎ ySŜŘă ҒNWƨ2ϒ ƚ2Ŏǀ·ƚ ŘŜØŜƚ2LJϒŜyű LJNWǀ·Ŏűûƛűƛ2y´ ăƨ ¢KŜăŜ LJ2ƛyűă ØŜNWŜ ƎƚŜǀ·yŜŘ ҒNWƨ2ϒ űKŜ ŘŜØŜƚ2LJŜNW ű2dzNW ǀ·yŘ ŘƛăŎdzăăƛ2yã Ŏ2yŘdzŎűŜŘ ƛy´Ғǀ·ff нлнн℗ wŜҒŜNW ű2 !LJLJŜyŘƛÈ Y Ғ2NW ûKŜ Ғdzff ădzϒϒǀ·NWè ƨҒ ŘŜØŜƚ2LJŜNW ҒŜŜŘōǀ·Ŏ1℗

Infrastructure

- w2ǀ·Řă ǿƛűK dzűƛƚûűƛŜă Ŝ ŎNWƛűƛ ǀ·ƚ ű2 ăŜűűƛyƎ ûKŜ ûǀ·ƎŜ ҒNW LJNWƛØǀ·ûŜ ŘŜØŜƚ2LJϒŜyű℗ /2yãƛŘŜNW ƛű ōǀ·Ŏ1ō2yŜ ƛyҒNǀ·ăűNWdzŎűdzNWŜ ûKǀ·ű ƛă ǀ· LJNWŜNWŜljdzƛăƛűŜ ű2 ƎŜűűƛyƎ ØŜƚ2LJϒŜyű dzyŘŜNWǿǀ·ë℗
- DŜű ǀ· ǿŜűƚǀ·yŘă ƛyØŜyű2NWè Ř2yŜ ă22y´ă2 ûKǀ·ű LJ2űŜyűƛǀ·ƚ ƛăădzŜă ǀ· Ŝ 1y2ǿy´Ŝǀ·NWƚè 2y℗
- ¢KŜ KƛƎK ăŎK22f ƛă y2ű èŜű 2y´ăŜǿŜNW ōdzű ǿKŜy´ƛű ƛă ƛyăűǀ·ffŜŘ ƛy´нлнpΣ ûKǀ·ű LJǀ·NWú Ғƨ ûKŜ ăűdzŘè ǀ·NWŜǀ· ǿƛff 2LJŜy´dzLJ Ғ2NW ŘŜØŜƚ2LJϒŜyű℗

Implementation and Funding

- Lű ƛă ǀ· ŎKǀ·ffŜyƎŜ Ғ2NW ŘŜØŜƚ2LJŜNWă ű2 ҒNW2yű f2ǀ·Ř ǀ·ff ƛyҒNǀ·ăűNWdzŎűdzNWŜ ǿKŜy´ûKŜè Ř2 y2ű ǀ·fǿǀ·èă ƎŜű ŎNWŜŘƛú Ғ2NW ƛű ǀ·yŘк2NW ûKŜè ϒǀ·è y2ű ƎŜű NWŜƛϒōdzNWăŜŘ ōè Ғdzűdz NWŜ ŘŜØŜƚ2LJŜNWă ōŜҒ2NWŜ ûKŜè ŜÈLJƛNWŜ℗
- [2Ŏǀ·ûƛyƎ ǀ· LJdzōƚƛŎ ǀ·Ŏƛƚûűè ƚƛ1Ŝ ŎƛûŜ 2ҒҒƛŎŜă 2NW ǀ· LJ2ƚƛŎŜ 2NW Ŝ ăűǀ·ûƛ2y´ƛy´ûKŜ ûdzŘè ǀ·NWŜǀ· Ŏ2dztŘ 2dzϒLJăűǀ·Nű ŘŜØŜƚ2LJϒŜyű℗

IMPLEMENTATION

Continued Community Engagement

¢KŜ /λűẽ ăK2dztŘ Ô2yűλyfzŜ Ŝy˝ I·ƎλyƎ ǿλűK LJNW2LJŜNWűè 2ǿyŜNWă I·yŘ űKŜ {KŜNWǿ22Ř Ô2Y˝Y˝dzyλűè I·ō2dzű {KŜNWǿ22Ř ² Ŝăűß Ŧdzűdz NWŜ ƎNW2ǿűK¢ ¢Kλă ăK2dztŘ λyÕfdzŘŜ 2dzúNWŜI·ÔK ØλI· LJŜNWλ2ŘλÔ ŜY˝I·λf dzLJŘI·ûŜăΣ ûKŜ LJNW2ºŜÔű ǿŜōăλűŜΣ I·yŘ ySλƎKō2NWK22Ř 2dzúNWŜI·ÔK¢ /2Y˝Y˝dzyλűè ŜyƎI·ƎŜY˝Ŝyű λă ÔNWλűλ I·f ű2 ûKŜ ădzÔÔŜăă 2Ŧ {KŜNWǿ22Ř ² Ŝăű ŘŜØŜf2LJY˝ŜyűΣ ŜăLJŜÔλI·ffè ƎλØŜy˝ûKŜ Ø2ûŜNWπI·LJLJNW2ØŜŘ I·yyŜÈI·ûλ2y˝f øă I·LJLJfλÔI·ōfŜ λy˝{KŜNWǿ22Ř¢ ¢KŜ /λűè ÔI·y˝fŜI·NWy˝ŦNW2Y˝ 2űKŜNW I·yyŜÈI·ûλ2y˝LJ 2ºŜÔűă ű2 ōŜ ŜNW dzyŘŜNWăűI·yŘ ǿKŜy˝{KŜNWǿ22Ř ² Ŝăű fI·yŘ Y˝I·è ōŜ yŜŜŘŜŘ ű2 I·ÔÔ2Y˝Y˝2ŘI·ûŜ ƎNW2ǿűKΣ ǿKI·ű λăădzŜă I·NWŜ λY˝LJ2NWűI·yű ű2 ûKŜ Ô2Y˝Y˝dzyλűèΣ I·yŘ K2ǿ ōŜăű ű2 ădzLJLJ2NWű ûKŜ ăY˝22ûK λyÕ2NWLJ2NWI·ûλ2y˝I·yŘ ú I·yãλűλ2y˝2Ŧ {KŜ ǿ22Ř ² Ŝăű¢

Metro Title 11 Compliance

¢λűfŜ мм 2Ŧ ûKŜ aŜűNW2 ¦NWōI·y˝DNW2ǿűK aI·yI·ƎŜY˝Ŝyű Cdzyÿűλ2yI·f tfI·y˝I·ŘŘ ŜăăŜă LJfI·yyλyƎ Ŧ2NW yŜǿ dzNWōI·y˝ I·NWŜI·ă I·ŘŘŜŘ ű2 ûKŜ ¦D.¢KŜ /λűè 2Ŧ {KŜNWǿ22Ř λă NWŜIjdzλNWŜŘ ű2 KI·ØŜ I· ¢λűfŜ ммπÔ2Y˝LJfλI·yű /2yÔŜLJű tfI·y˝ Ŧ2NW {KŜNWǿ22Ř ² Ŝăű ōŜŦ2NWŜ λű ÔI·y˝ōŜ I·ŘŘŜŘ ű2 ûKŜ ¦D.¢ ¢2 Y˝ŜŜű aŜűN2 NWŜIjdzλNWŜY˝Ŝyűă Σ ûKŜ /2yÔŜLJű tfI·y˝ Y˝dzăű áÔ2yãλŘŜNW I·Ôûλ2yãέ yŜÔŜăăI· è ű2 I·ÔKλŜØŜ ÔŜNWűI·λy˝2dzűÔ2Y˝Ŝă Σ λyÕfdzŘλyƎY

- ! Y˝λÈ 2Ŧ fI·yŘ dzăŜă ûKI·ű ǿλff Y˝I·ʅŜ ŜŦŦλÔλ ű dzăŜ 2Ŧ ûKŜ LJdzōfλÔ ăèăűŜY˝ă I·yŘ ŦI·ÔλfλûλŜă
- ! ŘŜØŜf2LJY˝Ŝyű LJI· ŜNWy˝ûKI·ű ădzLJLJ2NWűă LJŜŘŜăűNWλI·y˝I·yŘ ōλÔèÔfŜ ûNWI·ØŜfT
- ! NWI·yƎŜ 2Ŧ K2dzăλyƎ 2Ŧ Řλ ŜNWŜyű ûèLJŜă Σ ûŜydzNWŜ I·yŘ LJNWλÔŜă I·ŘŘNWŜăăλyƎ f2ÔI·f I·yŘ NWŜƎλ2yI·f K2dzăλyƎ yŜŜŘăT
- 9Y˝LJf2èY˝Ŝyű 2LJLJ2NWűdzyλűλŜă 2 ădzLJLJ2NWű I· KŜI·fűKè ŜÔ2y2Y˝èT
- ² ŜffπÔ2yyŜÔűŜŘ ăèăűŜY˝ă 2Ŧ ăűNWŜŜűăΣ ōλ¦Ŝǿ I·èăΣ LJI·NW¦ăΣ NWŜÔNWŜI·ûλ2yI·f ű I·λfă I·yŘ LJdzōfλÔ ûNWI·yãλűT
- ! ǿŜffπÔ2yyŜÔűŜŘ ăèăűŜY˝ 2Ŧ LJI·NW¦ăΣ yI·ûdzNWI·f I·NWŜI·ă I·yŘ 2ûKŜNW LJdzōfλÔ 2LJŜy˝ăLJI·ÔŜăT
- tN2ûŜÔűλ2y˝2Ŧ y˝ ûdzNWI·f ŜÔ2f2ƎλÔI·f ăèăűŜY˝ă I·yŘ λY˝LJ2NWűI·yű yI·ûdzNWI·f fI·yŘăÔI·LJŜ ŦŜI·ûdzNWŜăT I·yŘ
- aλyλY˝λÎI·ûλ2y˝2Ŧ I·Ř ŜNWăŜ Ŝ ŜÔűă 2y˝ŦI·NWY˝ I·yŘ Ŧ2NWŜăű LJNWI·ÔûλÔŜă I·yŘ λY˝LJ2NW I·yű yI·ûdzNWI·f fI·yŘăÔI·LJŜ ŦŜI·ûdzNWŜă 2y˝yŜI·NWōè NWdzNWI·f fI·yŘă

¢KŜ ¢λűfŜ мм ŦλyŘλyƎă λyÕfdzŘŜŘ λy˝ !LJLJŜyŘλÈ t ŘŜăÔNWλōŜ K ǿ ûKλă /2yÔŜLJű tfI·y˝I·ŘŘNWŜăăŜă ûKŜăŜ I·yŘ 2ûKŜNW aŜűN2 NWŜIjdzλNWŜY˝Ŝyűă¢

Future Development Timeline

¢KŜ ŘλI·ƎNWI·Y˝ λy˝ !LJLJŜyŘλÈ ! λffdzăűNWI·ûŜă ûKŜ LJ2ûŜyűλI·f LJfI·yyλyƎ I·yŘ Ŧdzűdz Ŝ ŘŜØŜf2LJY˝Ŝyű ûλY˝ŜfλyŜ 2NW {KŜNWǿ22Ř ² Ŝăű¢ !ă λyŘλÔI·ûŜŘ λy˝ûKλă ŘλI·ƎNWI·Y˝Σ ŘŜØŜf2LJY˝Ŝyű λy˝{KŜNWǿ22Ř ² Ŝăű λă y2ű ŜÈLJŜÔûŜŘ ű2 2ÔÔdzNW Ŧ2NW I·ű fŜI·ăű ŦλŜ 2NW ăλÈ èŜI·NWă I· ŜNW ōŜλyƎ ōN2dzƎKű λyű2 ûKŜ ¦D. I·yŘ Ŧdzfŧ ōdzλfŘ2dzű λă I·yűλÔλLJ ûŜŘ ű2 ûI·¦Ŝ ăŜØŜNWI·f ŘŜÔI·ŘŜă¢

SHERWOOD WEST CONCEPT PLAN

!ŭűl-ŎKY'Ŝyű Cм

/2yŎŜLJű tfl·y' !LJLJŜyŘ⁄ŎŜă



APPENDIX A

Future Development Timeline



Sherwood West Concept Plan

Why are we Planning for Sherwood West?

The City of Sherwood is taking a second look at the 2016 Concept Plan for Sherwood West. The updated Concept Plan addresses many factors including state rules and opportunities for housing and employment. The updated plan supports the city's newly adopted Comprehensive Plan. Oregon Law requires a 20-year land supply for housing and employment uses within cities. Sherwood has a deficient of housing units to meet projected future growth. If Metro decides the regional Urban Growth Boundary (UGB) needs to be expanded it will need to decide where to expand. If Sherwood West, or a portion thereof, is brought into the UGB our community's concept plan for the area ensures that it will grow in a way that we all love. **For more information: www.SherwoodOregon.gov, Email: PalmerE@Sherwoodoregon.gov, Phone: 503-625-4208**

Potential Sherwood West Planning and Development Process 2022-2065

Sherwood West Concept Plan

The City received a Grant to Update the 2016 Sherwood West Preliminary Concept Plan, in 2021. A Community Advisory Committee was appointed to update the plan. It is anticipated that public hearings will be held before the Planning Commission and City Council for acceptance of the plan in 2022

Metro Decision to Expand UGB

Every six years, the Metro Council must review and report on the 20-year land supply in the Urban Growth Boundary (UGB). If necessary Metro adjusts the UGB to meet land needs for that 20-year period. Oregon law requires Metro to maintain a 20-year land supply within the UGB. Metro's next review of the land supply will occur in 2024

Repeats at least every 6 years

This decision of Metro is required at least every 6 years

Sherwood Decision to Expand UGB

If the Metro Council decides the UGB needs to be expanded, it will decide where to expand. There are currently 27 Urban Reserve Areas in the Metro region. Metro would need to decide that Sherwood West is an appropriate area for expansion

This decision typically takes a year

Refinement Planning Process & Adoption

Once any part of the Sherwood West area is brought into the UGB, the City will begin a more refined comprehensive planning process by working with property owners and residents to identify appropriate zoning designations, and amendments to the development code, and transportation plan.

This process typically takes 1.5 to 3+ years

Annexation

After completion and adoption of a Refinement Plan for the area, property owners who want to annex into the City must file an an annexation request and meet the city's, Metro and state annexation criteria.

Repeats for every property or group of properties requesting to annex

This process typically takes 6+ months

Land Use Applications & Public Hearings

After annexation, property owners must submit a land use application before developing their property after public notice and a public hearing.

Repeats for each development

This process typically takes up to 8 - 12+ months

Public Improvements Construction

If a land use application is approved, the applicant is required to construct pubic improvements (typically utility and transportation improvements) prior to any construction.

Repeats for each development

This process typically takes 6 - 12+ months

Construction Residents and Businesses Move In

After public improvements are completed, a developer can get permits to begin construction.

If Metro expands the UGB to include any part of Sherwood West; if refinement planning is approved by the community and City Council; if property owners annex into the city; and if the public and the City support land use applications, the earliest new residents/businesses could move in is 2029

This process typically takes 3 - 12+ months and repeats for every project

006298

Timing of annexation and development varies based on property owner desires, public support, and market conditions

APPENDIX B

Housing Policy Implications Memo

HOUSING POLICY IMPLICATIONS

Sherwood West Preliminary Concept Plan, Comprehensive Plan Update, and Oregon House Bill 2001

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Introduction

¢ĶŜ LJdzNWLJ2ăŜ 2Ŧ úĶλă YŜY2NJ·yŘdzY λă ű2 ădzYYl·NWλÎŜ úĶŜ ŦdzűdzNWŜ 2Ŧ K2dzăλyƎ ű2 KŜfLJ λyŦ2NWY ŘλăÖdzăăλ2yã 2y úĶλă ű2LJλÖ ŘdzNWλyƎ úĶλă NWŜπf22] 2Ŧ úĶŜ tNWŜfλYλyl·NWè {ĶŜNWǿ22Ř ² Ŝăű /2yÖŜLJú tfl·y℗ ¢Kλă YŜY2NJ·yŘdzY LJN2ØλŘŜă l· ōNWλŜŦ 2ØŜNWØλŜǿ 2Ŧ K2dzăλyƎ l·yŘ ySλƎKō2NWK22Řă ŘŜăÖNWλōŜŘ λy úĶŜ нлмс {ĶŜNWǿ22Ř ² Ŝăű tNWŜfλYλyl·NWè /2yÖŜLJú tfl·yΣ úĶŜ ŘNJl·Ŧű K2dzăλyƎ Ǝ2l·fă l·yŘ LJ2fλÖλŜă λy úĶŜ dzLJŘl·úŜŘ /2YLJNŜKŜyãλØŜ tfl·yΣ l·yŘ λYLJfŜYŜyűl·ûλ2y 2Ŧ hNWŜƎ2y l 2dzăŜ .λff нллмY l 2dzăλyƎ /K2λÖŜă ól . нллмú℗

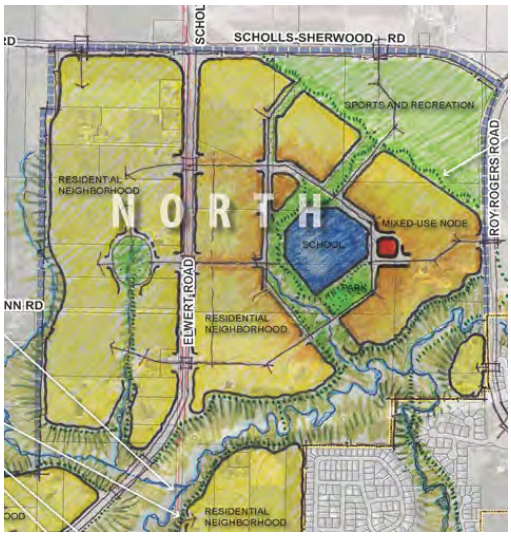
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{ĶŜNWǿ22Ř ² Ŝăű λă úĶŜ NWŜƎλ2yl·f ¦NWōl·y wŜăŜNWØŜ !NWŜl· p.Σ ǿĶλÖK λă l·LJLJN2ÈλYl·úŜfè мΣнфм l·ÖNWŜă℗ ¢Kλă l·NWŜl·Σ ŘŜăλƎyl·úŜŘ ōè aŜúN2 λy Ö22NWŘλyl·úλ2y ǿλúK λűă LJl·NWúySNJ ÖλúλŜă l·yŘ Ö2dzyűλŜăΣ λŘŜyűλŦλŜă fl·yŘ úĶl·ú ǿλff ōŜ Ö2yãλŘŜNWŜŘ Ŧ2NJ l·ŘŘλúλ2y ű2 úĶŜ NWŜƎλ2yQă ¦NWōl·y DN2ǿűK .2dzyŘl·Nè ó¦D.ú Ŧ2NJ dzNWōl·yλÎl·úλ2y 2ØŜNJ l· рл èŜl·NJ LJŜNWλ2Ř℗ {ĶŜNWǿ22Ř ² Ŝăű λă úĶŜ fl·NJƎŜăű dzNWōl·y NWŜăŜNWØŜ l·NWŜl· l·Ř?l·ÖŜyű ű2 {ĶŜNWǿ22ŘΣ l·yŘ ƎλØŜy úĶŜ f2Ölúλ2y 2Ŧ ŜÈλăűλyƎ dzűλfλúλŜăΣ úĶŜ l·NWŜl· λă fƎƎλÖl·ffè úĶŜ ōŜăű ŘλNWŜÖúλ2y Ŧ2NJ úĶŜ /λûè ű2 Ö2yãλŘŜNJ ƎN2ǿűK λy úĶŜ ŦdzűdzNWŜ℗

¢ĶŜ нлмс tNWŜfλYλyl·NWè {ĶŜNWǿ22Ř ² Ŝăű /2yÖŜLJú tfl·yNWŜÖ2ƎyλÎŜŘ úĶl·ú {ĶŜNWǿ22Ř Kl·ă l· ăK2NWúl·ƎŜ 2Ŧ fl·yŘ l·Øl·λfl·ōfŜ Ŧ2NJ K2dzăλyƎ l·yŘ úĶŜ LJfl·y ǿl·ă ŜyØλăλ2yŜŘ ű2 KŜfLJ l·ŘŘNWŜăă úĶλă yŜŜŘ℗ ¢ĶŜ dzyŘŜNWăúl·yŘλyƎ ǿl·ă úĶl·ú LŦ ǿŜ Ř2yQú l·ŘŘ Y2NWŜ fl·yŘ Ŧ2NJ yŜǿ K2dzăλyƎΣ LJŜ2LJfŜ ǿλff ăúλff Y2ØŜ KŜNWŜΣ K2dzăλyƎ LJNWλÖŜă ǿλff NWλăŜΣ l·yŘ úĶŜ Ö2YYdzyλúè ǿλff ŜÈLJŜNWλŜyÖŜ Y2NWŜ LJNWŜăădzNWŜ Ŧ2NJ λyŦλff ŘŜØŜf2LJYŜyű l·ú KλƎKŜNJ ŘŜyãλúλŜă℗ ¢ĶŜ tNWŜfλYλyl·NWè /2yÖŜLJú tfl·yŘλŘ y2ű ălJŜl·] ű2 dzNWōl·yŘŜyãλúλŜă 2NJ úĶŜ ŘŜăλƎy2Ŧ l· LJl·NúλÖdzfl·NJ l·NWŜl· ǿλúKλy {ĶŜNWǿ22Ř ² Ŝăű℗ ¢ĶŜ tfl·y ǿl·ă λyűŜyŘŜŘ ű2 ōŜ l· ű22f Ŧ2NJ NWŜăλŘŜyűă l·yŘ ŘŜÖλă2yŦYl·]ŜNWă ű2 NWŜfè 2y l·ă úĶŜè Yl·]Ŝ ŘŜÖλăλ2yã l·ō2dzű Ǝ2ǿűK ŜÈLJl·yãλ2yãΣ]y2ǿλyƎ úĶl·ú Ö2YYdzyλúè Øl·fdzŜă l·yŘ ySŜŘă Yl·è ăKλŦűΣ úl·ăúŜă λy K2dzăλyƎ Yl·è ÖKl·yƎŜΣ l·yŘ ŘŜyãλúλŜă l·yŘ ySλƎKō2NWK22Ř Ŧ2NJY ǿ2dzfŘ ōŜ ăKl·LJŜŘ úĶN2dzƎK ŦdzűdzNWŜ NWŜŦλySYŜyű LJN2ÖŜăăŜă℗

¢ĶŜ {ĶŜNWǿ22Ř ² Ŝăű tNWŜfλYλyl·NWè /2yÖŜLJú tfl·yLJNWŜŦŜNNWŜŘ l·fűŜNyl·úλØŜ NWŜÖ2ƎyλÎŜŘ Ŧ2dzNJ Řλăűλyðű ădzōl·NWŜl·ăY úĶŜ b2NWűK 5λăúNWλÖúΣ úĶŜ ² Ŝăű 5λăúNWλÖúΣ úĶŜ Cl·NJ ² Ŝăű 5λăúNWλÖű l·yŘ úĶŜ {2dzúKǿŜăű 5λăúNWλÖű℗ !ff Ŧ2dzNJ ădzōl·NWŜl·ă ǿŜNWŜ λyűŜyŘŜŘ ű2 LJN2ØλŘŜ l· YλÈ 2Ŧ K2dzăλyƎ℗

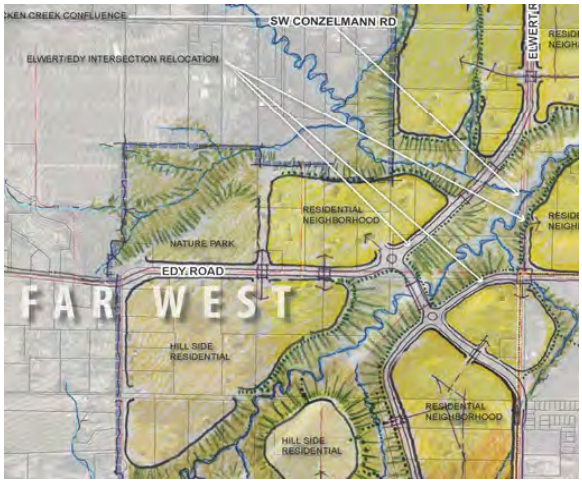
The North District λă I· Y'λÈŜŘπK2dzăλyƎ ySλƎKō2ℕK22Ř 2ℕƎI·yλÎŜŘ I·ℕ2dzyŘ I· ySø ăŎK22fΣ ySλƎKō2ℕK22Ř LJI·ℕ]Σ I·yŘ Y'λÈŜŘπdzăŝ y2ŘŜΦ wŜăλŘŜyűλI·f λyűŜyãλűλŜă űℕI·yãλűλ2y'₸ℕ2Y' ŎŜyűŜℕ ű2 ŜŘƎŜ 2₸ űKŜ ySλƎKō2ℕK22ŘΦ wŜăλŘŜyűλI·f K2dzăλyƎ λă 2ℕλŜyűŜŘ ű2øI·ℕŘă úKŜ Ô2ftŜŎűλØŜ 2LJŜy'ăLJI·ÔŜΦ ² Ŝăű 2₸ 9føŜℕú w2I·ŘΣ ℕŜăλŘŜyŎŜă I·ℕŜ 2ℕƎI·yλÎŜŘ I·ℕ2dzyŘ I· ăY'I·ftŜℕ ySλƎKō2ℕK22Ř LJI·ℕ] úKI·ű Y'I·ℕ]ă úKŜ KλƎK LJ2λyű 2₸ I· ű2LJ2ƎℕI·LJKλÔ ℕλŘƎŜΦ



The West District λă I· Y'λÈŜŘπK2dzăλyƎ ŘλăúℕλÔű 2ℕƎI·yλÎŜŘ I·ℕ2dzyŘ I· ySø ăŎK22f ó{KŜℕø22Ř I λƎK {ŎK22fűΣ ySλƎKō2ℕK22Ř LJI·ℕ]Σ I·yŘ Y'λÈŜŘπdzăŝ ÔŜyűŜℕΦ ! ySø ySλƎKō2ℕK22Ř Ô2yŷŜÔű2ℕ ăúℕŜŜű LJI·ℕI·ftŜűλƎ 9føŜℕú ăŜℕØŜă úKŜ ySλƎKō2ℕK22Ř ₸ℕ2Y' úKŜ øŜăű ăλŘŜΦ ¢KŜ ℕ2I·Ř ₸2ft2øă úKŜ ōℕŜI·] λy'ű2LJ2ƎℕI·LJKè ű2 ÔℕŜI·ûŜ I·y'I·ℕŜI· ₸2ℕ ℕŜăλŘŜyűλI·f ŘŜØŜf2LJY'Ŝyű úKI·ű λă I·yÔK2ℕŜŘ ōè úKŜ ăŎK22f ăλúŜΦ I 2dzăλyƎ λyűŜyãλűλŜă úℕI·yãλűλ2y'2dzú ₸ℕ2Y' úKλă Y'λÈŜŘπdzăŝ ÔŜyűŜℕ óKλƎK ű2 f2øú øλúK KλftăλŘŜ ℕŜăλŘŜyűλI·f 2y'úKŜ KλƎKŜℕ I·yŘ ăűŜŜLJŜℕ ăf2LJŜăΦ



The Far West District λyŎfdzŘŜă l· Y'λÈŜŘ ℕŜăλŘŜyűλl·f yŜλƎKō2ℕK22ŘΣ ǿλűK űKŜ KλƎKŜℕ l·yŘ ăűŜŜLJŜℕ ŜfŜØl·ûλ2yã ŜyØλăλ2yŜŘ ű2 ōŜ KλffăλŘŜ ℕŜăλŘŜyűλl·f¢



The Southwest District λă l· LJNλY'l·NλfȅℕŜăλŘŜyűλl·f yŜλƎKō2ℕK22Ř ǿλűK Ø1·NȅλyƎ λyűŜyăλűλŜă l·yŘ KλffăλŘŜ ℕŜăλŘŜyűλl·f 2y'űKŜ KλƎKŜℕ l·yŘ ăűŜŜLJŜℕ ŜfŜØl·ûλ2y'ăf2LJŜă¢



[l·yŘ dzăŜă λŘŜyűλŦλŜŘ λy'űKŜ {KŜℕǿ22Ř ² Ŝăű tℕŜfλY'λyl·Nȅ /2yŎŜLJú tfl·y'l·NŜ LJNλY'l·NλfȅℕŜăλŘŜyűλl·f£ ǿλűK Ø1·NȅλyƎ ŘŜƎℕŜŜă 2Ŧ λyűŜyăλűȅ ōl·ăŜŘ 2y'ű2LJ2ƎℕI·LJKèΣ yl·űdzℕl·f ŦŜl·ûdzℕŜăΣ LJNȅ2ÈλY'λűèΣ l·yŘ űℕl·yãλűλ2y'2dzú ŦN2Y' Y'λÈŜŘπdzăŜ ŎŜyűŜℕă óKλƎK ű2 f2ǿú¢

{dzōăŜljdzŜyű ű2 űKŜ Ŏ2Y'LJfŜûλ2y'2Ŧ űKŜ tℕŜfλY'λyl·Nȅ /2yŎŜLJú tfl·yΣ Ŏλűȅ ăűl·ŦŦ LJNŜLJl·NŜŘ LJNŜfλY'λyl·Nȅ ŜăűλY'l·ûŜă 2Ŧ űKŜ K2dzăλyƎ Ŏl·LJl·Ŏλűȅ LJNȅ2ØλŘŜŘ ōȅ űKŜ tfl·y¢ Ly'нлмyΣ ăűl·ŦŦ LJNȅ2ØλŘŜŘ l· K2dzăλyƎ l·yl·fȅăλă 2Ŧ l· LJNȅ2LJ2ăŜŘ ŜÈLJl·yãλ2y'2y'N2dzƎKfȅ pyc ƎN2ăă l·ŎNŜă 2Ŧ űKŜ {KŜℕǿ22Ř ² Ŝăű l·NŜl· 2dzű 2Ŧ űKŜ l·LJLJNȅ2ÈλY'l·ûŜfȅ мΣнфм l·ŎNŜă¢ ¢KŜ ySű ŘŜØŜf2LJl·ōfŜ l·ŎNŜl·ƎŜΣ l·ŦűŜℕ ŜÈŎfdzŘλyƎ ℕ2l·ŘăΣ yl·ûdzNJl·f ℕŜă2dzNŎŜ l·NŜl·ăΣ fl·yŘ ŘŜăλƎyl·ûŜŘ Ŧ2NJ LJl·NJ]ă

I·yŘ 2LJŜy˙ăLJI·ÔŜΣ I·yŘ I·y˙ŜÈλăúλyΞ ŎKdzNŎKΣ ŎI·Y˙Ŝ ű2 N2dzΞKfè прн I·ÔNŜă℗ hŦ úKŜ прн ŘŜØŜf2LJI·ōfŜ I·ÔNŜăΣ N2dzΞKfè пнр I·ÔNŜă I·NŜ ŘŜăλΞyI·úŜŘ wŜăλŘŜyűλI·f bŜλΞKō2NK22ŘΣ wŜăλŘŜyűλI·f I λffăλŘŜΣ I·yŘ wŜăλŘŜyűλI·f aλÊŜŘπ ¦ăŜ℗ ¢KŜăŜ прн I·ÔNŜă ăK2dztŘ ōŜ úK2dzΞKű 2Ŧ I·ă ű℗2 I·NŜI· úèLJŜă℗ ¢KŜ ŦλNăű úèLJŜΣ I·y˙dzNōI·y˙I·NŜI·Σ ădzλűI·ōfŜ Ŧ2N Y˙ŜŘλdzY˙ I·yŘ KλΞKŜN ŘŜyãλúè ŘŜØŜf2LJY˙Ŝyű℗ ¢KŜ âŜŎ2yŘΣ I· KλffăλŘŜ I·NŜI·Σ ØKλŎK λűă ű2LJ2ΞNI·LJKè Y˙I·ʗŜă λű ădzλűI·ōfŜ Ŧ2N f2ØŜNJ ŘŜyãλúè ŘŜØŜf2LJY˙Ŝyű℗ Lű ØI·ă ŜyØλăλ2yŜŘ NŜăλŘŜyűλI·f λyűŜyãλúè úNI·yãλűλ2yλyΞ 2dzű ŦN2Y Y˙λÈŜŘπdzăŜ ÔŜyűŜNă óKλΞK ű2 f2Ø℗ ØλűK KλffăλŘŜ NŜăλŘŜyűλI·f 2y˙úKŜ KλΞKŜN I·yŘ ăűŜŜLJŜN ăf2LJŜŘ I·NŜI·ă℗ ¢KŜ 2ØŜNJI·ff I·ăădzY˙ŜŘ I·ØŜNJI·ΞŜ NŜăλŘŜyűλI·f ŘŜyãλúè 2Ŧ úKŜ прн I·ÔNŜă Ø℗I·ă y℗p ŘØŜfλyΞ dzyλűă LJŜN I·ÔNŜ℗ ¢KŜ y℗p I·ØŜNJI·ΞŜ NŜăλŘŜyűλI·f ŘŜyãλúè λy˙úKŜ прн ŘŜØŜf2LJI·ōfŜ I·ÔNŜă Ø℗2dztŘ I·ŎÔ2Y˙Y˙2ŘI·ûŜ N2dzΞKfè oΣуллуŜØ K2dzăλyΞ dzyλűă℗

{I9w² hh5Ω{ /ha tw9I9b{L±9 t[!b ¦t5!¢9

¢KŜ Ŧ2ff2Ø℗λyΞ ăŜÔűλ2y˙Ŧ2ÔdzăŜă 2y˙úKŜ /λűè 2Ŧ {KŜNØ22ŘΩă нлмфπнлоф I2dzăλyΞ bŜŜŘă !yI·fèăλă óIb!ú I·Ř2LJűŜŘ ōè hNŘλyI·yÔŜ нлнлплму I·yŘ úKŜ ŘNJI·Ŧú ΨI2dzăλyΞΩ Ξ2I·fă I·yŘ LJ2fλŎλŜă ŘŜØŜf2LJŜŘ úKN2dzΞK úKŜ ÔλűèΩă Ô2Y˙LJNŜKŜyãλØŜ LJfI·yŷλyΞ Ø℗2N˙ʗ¢KŜ Ξ2I·fă I·yŘ LJ2fλŎλŜă KI·ØŜ y2ű ōŜŜy˙I·Ř2LJűŜŘ I·yŘ Y˙I·è ōŜ NŜŦλySŘ ŘdzNλyΞ úKŜ I·Ř2LJűλ2y˙LJN2ÔŜää ăÔKŜŘdzfŜŘ Ŧ2N {LJNλyΞк{dzY˙Y˙ŜN нлнм℗

Sherwood Housing Needs Analysis

!ă LJI·NűŦ úKŜ /λűèΩă LJN2ÔŜää ű2 dzLJŘI·ûŜ λűă мффл /2Y˙LJNŜKŜyãλØŜ tfI·yΣ I· I2dzăλyΞ bŜŜŘă !yI·fèăλă óIb!ú ØI·ă Ô2yŘdzÔűŜŘ λy˙aI·NÔK нлмф℗ ¢KŜ I2dzăλyΞ bŜŜŘă !yI·fèăλă LJN2ØλŘŜă {KŜNØ22Ř øλűK I· ŦI·ŎűdzI·f ōI·ăλă ű2 ădzLJLJ2Nű ŦdzűdzNŜ LJfI·yŷλyΞ ŜŦŦ2Nűă NŜfI·ûŜŘ ű2 K2dzăλyΞΣ λyÔfdzŘλyΞ /2yÔŜLJű tfI·yŷλyΞ Ŧ2N {KŜNØ22Ř ² ŜăűΣ I·yŘ LJNŜLJI·NŜă *the City* Ŧ2N dzLJŘI·ûŜă I·yŘ NŜØλăλ2yă ű2 *its* I2dzăλyΞ /2Y˙LJNŜKŜyãλØŜ tfI·y˙LJ2fλŎλŜă℗ ¦yŘŜNăűI·yŘλyΞ ΞN2ØűK λy˙ûŜNJY˙ă 2Ŧ LJ2LJdzfI·ûλ2yΣ ŘŜY˙2ΞNJI·LJKλÔΣ I·yŘ ŘŜØŜf2LJY˙Ŝyű úNŜyŘ ăKλŦûă λă ÔNdzÔλI·f Ŧ2N ŘŜűŜNJY˙λyλyΞ ŦdzűdzNŜ K2dzăλyΞ ySŜŘă℗

How Has Sherwood's Population Changed In Recent Years?

Sherwood's population grew relatively fast in recent years ŦN2Y˙ oΣллл LJŜ2LJfŜ λy˙мффл ű2 yŜI·NfèмуΣслл LJŜ2LJfŜ λy˙нлмоΣ I·ØŜNJI·ΞλyΞ ʂ I·yyűzI·f ΞN2ØűK℗ {KŜNØ22ŘΩă ŦI·ăűŜăű LJŜNλ2Ř 2Ŧ ΞN2ØűK ØI·ă ŘdzNλyΞ úKŜ мффлăΣ Ô2yãλăűŜyű ØλűK ăűI·ûŜØλŘŜ úNŜyŘă℗ . ŜűØŜŜy˙нллππлмоΣ {KŜNØ22Ř ΞNŜØ ōè cΣслл LJŜ2LJfŜΣ I·ú I·y˙I·ØŜNJI·ΞŜ NJI·ûŜ 2Ŧ yŜI·Nfè o℗ LJŜN èŜI·N℗ C2N Ô2Y˙LJI·Nλă2yΣ ² I·ăKλyΞűy˙ /2dzyűè ΞNŜØ I·ú н℗ I·yŷdzI·ffè ōŜűØŜŜy˙мффлπ нлмо I·yŘ úKŜ t2NűfI·yŘ wŜΞλ2y˙ΞNŜØ I·ú м℗ LJŜN èŜI·N℗

Sherwood's population is aging. tŜ2LJfŜ I·ΞŜŘ пр èŜI·Nă I·yŘ 2fŘŜN ØŜNŜ úKŜ ŦI·ăűŜăűπΞN2ØλyΞ I·ΞŜ ΞN2dzLJ λy˙ {KŜNØ22Ř ōŜűØŜŜy˙нллл I·yŘ нлмлΣ ØKλŎK λă Ô2yãλăűŜyű ØλűK ăűI·ûŜ I·yŘ yI·ûλ2yI·f úNŜyŘă℗ . è нлорΣ LJŜ2LJfŜ сл èŜI·Nă I·yŘ 2fŘŜN Øλff I·ÔÔ2dzyű Ŧ2N нf 2Ŧ úKŜ LJ2LJdzfI·ûλ2y˙λy˙ ² I·ăKλyΞűy˙ /2dzyűè ódzLJ ŦN2Y˙ мy λy˙нлмрú I·yŘ нp λy˙úKŜ t2NűfI·yŘ wŜΞλ2y˙ódzLJ ŦN2Y˙ мф λy˙нлмрú℗ Lű λă NŜI·ă2yI·ōfŜ ű2 I·ăădzY˙Ŝ űKI·ú úKŜ ăKI·NŜ 2Ŧ LJŜ2LJfŜ сл èŜI·Nă I·yŘ 2fŘŜN Øλff ΞN2Ø NŜfI·ûλØŜfè IjdzλÔ˙ʗfè λy˙{KŜNØ22Ř I·ă ØŜff℗

Sherwood is attracting younger people and more households with children℗ Ly˙нлмлΣ úKŜ Y˙ŜŘλI·y˙I·ΞŜ λy˙ {KŜNØ22Ř ØI·ă оп℗o èŜI·Nă 2fŘΣ Ô2Y˙LJI·NŜŘ ű2 ² I·ăKλyΞűy˙ /2dzyűè℗ Y˙ŜŘλI·y˙I·ΞŜ 2Ŧ op℗o èŜI·Nă I·yŘ úKŜ {úI·ûŜ Y˙ŜŘλI·y˙2Ŧ oy℗п℗ {KŜNØ22Ř KI·ă I· fI·NΞŜN ăKI·NŜ 2Ŧ K2dzăŜK2fŘă øλűK ÔKλfŘNŜy˙óп¤ʂ 2Ŧ K2dzăŜK2fŘăúΣ Ô2Y˙LJI·NŜŘ øλűK ² I·ăKλyΞűy˙ /2dzyűè óo℗ʂ ú 2N úKŜ t2NűfI·yŘ wŜΞλ2y˙óнфʂ ú℗ ¢KŜ aλffŜyŷλI·f ΞŜySNJI·ûλ2y˙τ LJŜ2LJfŜ ō2Ny˙N2dzΞKfè ōŜűØŜŜy˙мфул ű2 нллл τ I·NŜ úKŜ fI·NΞŜăű I·ΞŜ ΞN2dzLJ λy˙hNŜΞ2y˙I·yŘ øλff I·ÔÔ2dzyű Ŧ2N úKŜ Y˙I·ʗ2NJλűè 2Ŧ K2dzăŜK2fŘ ΞN2ØűK λy˙{KŜNØ22Ř 2ØŜN úKŜ ySÈű нл èŜI·Nă℗

Sherwood's population is becoming more ethnically diverse. ! ō2ʤzű ¢ 2Ŧ {KŜ№ǿ22ŘΩă LJ2LJʤzfI·ű⅄2ƴ⅄ă [I·ű⅄ƴ2Σ I·ƴ⅄ƴŎ№ŜI·ăŜ ₹№2Ƴ π¤ ⅄ƴнллл¤ Lƴ Ŏ2ƳLJI·№⅄ă2ƴű2 ² I·ăK⅄ƴ∃ű2ƴ / 2ʤzyűè I·yŘ űKŜ t2№ŭfI·yŘ wŜ∃⅄2ƴΣ {KŜ№ǿ22Ř ⅄ă tŜää ŜűKy⅄ŎI·ffè Ř⅄ØŜ№äŜ¤ Lƴ ŭKŜ нллфπнлмо LJŜ№⅄2ŘΣ м¢ 2Ŧ ² I·ăK⅄ƴ∃ű2ƴ / 2ʤzyűè №Ŝä⅄ŘŜyűäΣ I·yŘ м¢ t2№ŭfI·yŘ wŜ∃⅄2ƴ№Ŝä⅄ŘŜyűäΣ ØŜ№Ŝ [I·ű⅄ƴ2¤

What Factors May Affect Future Growth In Sherwood?

LŦ ŭKŜäŜ ú№ŜyŘä Ŏ2yű⅄ƴʤzŜ ŭKŜè ø⅄ff №Ŝädzfű ⅄ƴŎKI·ƴ∃Ŝä ⅄ƴúKŜ ûèLJŜä I·yŘ I·Ƴ2ʤzyű 2Ŧ K2ʤzä⅄ƴ∃ ŘŜƳI·yŘŜŘ 2№ áyŜŜŘŜŘє ⅄ƴ {KŜ№ǿ22Ř ⅄ƴúKŜ ₹ʤzűʤz№Ŝ¤

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. tŜ2LJfŜ 2ØŜ№ cp èŜI·№ä 2fŘ ø⅄ff Ƴ I·ʅŜ I· ØI·№ÂŜûè 2Ŧ K2ʤzä⅄ƴ∃ ŎK2⅄ŎŜäΣ ⅄yŎfʤzŘ⅄ƴ∃Y №ŜƳ I·⅄ƴ⅄ƴ∃ ⅄ƴúKŜ№ K2ƳŜä I·ä f2y∃ I·ä úKŜè I·№Ŝ I·ōfŜΣ Ř2ǿyã⅄Î⅄ƴ∃ ű2 ăƳ I·ffŜ№ ä⅄ƴ∃fŜπŦI·Ƴ⅄fè K2ƳŜä óŘŜűI·ŎKŜŘ I·yŘ I·úűI·ŎKŜŘú 2№ Ƴʤzfű⅄ŦI·Ƴ⅄fè dzy⅄ű⅄äΣ 2№ Ƴ2Ø⅄ƴ∃ ⅄yű2 ∃№2ʤzLJ K2ʤzä⅄ƴ∃ óäʤzŎK I·ä I·ääÂ⅄úŜŘ f⅄Ø⅄ƴ∃ ŦI·Ŏ⅄f⅄úÂŜä 2№ yʤz№ä⅄ƴ∃ K2ƳŜäú I·ä úKŜè Ŏ2yű⅄yʤzŜ ű2 I·∃Ŝ¤

The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing. LŦ {KŜ№ǿ22Ř Ŏ2yű⅄yʤzŜä ű2 I·úú№I·Ŏű è2ʤzy∃ №Ŝä⅄ŘŜyűäΣ úKŜy ⅄ú ø⅄ff Ŏ2yű⅄yʤzŜ ű2 KI·ØŜ ŘŜƳI·yŘ Ŧ2№ K2ʤzä⅄ƴ∃ Ŧ2№ ŦI·Ƴ⅄f⅄ŜäΣ ŜäLJŜŎ⅄I·ffè K2ʤzä⅄ƴ∃ I·ŦŦ2№ŘI·ōfŜ ű2 è2ʤzy∃Ŝ№ ŦI·Ƴ⅄f⅄Ŝä ø⅄úK Ƴ2ŘŜ№I·úŜ ⅄yŎ2ƳŜä¤ D№2ǿúK ⅄ƴúK⅄ă LJ2LJʤzfI·ű⅄2ƴ ø⅄ff №Ŝädzfű ⅄ƴ∃№2ǿúK ⅄ƴŘŜƳI·yŘ Ŧ2№ ō2úK 2ǿyŜ№äK⅄LJ I·yŘ №Ŝyű I·f 2LJLJ2№údzy⅄û⅄ŜäΣ ø⅄úK I·yˆŜƳLJKI·ä⅄ă 2ƴK2ʤzä⅄ƴ∃ úKI·ú ⅄ă Ŏ2ƳLJI·№I·û⅄ØŜfè I·ŦŦ2№ŘI·ōfŜ¤

Changes in commuting patterns could affect future growth in Sherwood. {KŜ№ǿ22Ř ⅄ă LJI·№ű 2Ŧ I· Ŏ2ƳLJfŜÈΣ ⅄yűŜ№ŎŏűŜŘ №Ŝ∃⅄2yI·f ŜŎ2y2Ƴè¤ 5ŜƳI·yŘ Ŧ2№ K2ʤzä⅄ƴ∃ ōè ǿ2№ʅŜ№ä I·ú ōʤzä⅄ƴŜäâŜä ⅄ƴ {KŜ№ǿ22Ř Ƴ I·è ŎKI·yŜ ø⅄úK ä⅄∃y⅄ŦŦ⅄ŎI·yű ŦfdzŎűʤzI·û⅄2yã ⅄ƴŦdzŜf I·yŘ Ŏ2ƳƳdzû⅄y∃ Ŏ2äűäΣ I·ä ØŜff I·ä ädzōäűI·yű⅄I·f ŘŜŎ№ŜI·äŜä ⅄ƴ úKŜ ŎI·LJI·Ŏ⅄úè 2Ŧ K⅄∃KØI·èä ű2 I·ŎŎ2ƳƳ2ŘI·ûŜ Ŏ2ƳƳdzû⅄y∃¤

Sherwood households have relatively high income, which affects the type of housing that is affordable. LyŎ2ƳŜ ⅄ă I· ʅŜè ŘŜűŜ№Ƴ⅄yI·yű 2Ŧ K2ʤzä⅄ƴ∃ ŎK2⅄ŎŜ¤ {KŜ№ǿ22Ř¤ă ƳŜŘ⅄I·ƴK2ʤzäŜK2fŘ ⅄yŎ2ƳŜ óÞтуΣплллú ⅄ă Ƴ2№Ŝ úKI·ƴнʅ¢ K⅄∃KŜ№ úKI·ƴ ² I·ăK⅄ƴ∃ű2ƴ / 2ʤzyűè¤ă ƳŜŘ⅄I·ƴK2ʤzäŜK2fŘ ⅄yŎ2ƳŜ óÞспΣнллú¤ Lƴ I·ŘŘ⅄û⅄2yΣ {KŜ№ǿ22Ř KI·ä I· ăƳI·ffŜ№ ăKI·№Ŝ 2Ŧ LJ2LJʤzfI·ű⅄2ƴ ōŜf2ǿ úKŜ ŦŜŘŜ№I·f LJ2ØŜ№ûè f⅄yŜ óт¤€ ú úKI·ƴúKŜ I·ØŜ№I·∃Ŝä 2Ŧ ² I·ăK⅄ƴ∃ű2ƴ / 2ʤzyűè ómм¤ʅ ú I·yŘ úKŜ t2№ŭfI·yŘ wŜ∃⅄2ƴómo¤ʅ ú¤

What Are The Characteristics of Sherwood's Housing Market?

¢KŜ ŜÈ⅄ăú⅄ƴ∃ K2ʤzä⅄ƴ∃ ăű2Ŏʅ ⅄ƴ {KŜ№ǿ22ŘΣ K2ƳŜ2ǿyŜ№äK⅄LJ LJI·úűŜ№yãΣ I·yŘ ŜÈ⅄ăú⅄ƴ∃ K2ʤzä⅄ƴ∃ Ŏ2ăűä ø⅄ff ăKI·LJŜ ŎKI·ƴ∃Ŝä ⅄ƴ {KŜ№ǿ22ŘΩă K2ʤzä⅄ƴ∃ ƳI·№ʅŜű ⅄ƴúKŜ ₹ʤzűʤz№Ŝ¤

Sherwood's housing stock is predominantly single-family detached. ! ō2ʤzű τ¤ 2Ŧ {KŜ№ǿ22ŘΩă K2ʤzä⅄ƴ∃ ăű2Ŏʅ ⅄ă ä⅄ƴ∃fŜπŦI·Ƴ⅄fè ŘŜűI·ŎKŜŘΣ ¥ ⅄ă ä⅄ƴ∃fŜπŦI·Ƴ⅄fè I·úűI·ŎKŜŘ óädzŎK I·ä û2ǿyK2ƳŜäúΣ I·yŘ м¥ ⅄ă Ƴdzfű⅄ŦI·Ƴ⅄fè óädzŎK I·ä ŘdzLJfŜÈŜä 2№ I·LJI·№ŭƳŜyűäú¤ c¤ 2Ŧ yŜø K2ʤzä⅄ƴ∃ LJŜ№Ƴ⅄úŜŘ ⅄ƴ {KŜ№ǿ22Ř ōŜűǿŜŜƴ нллл I·yŘ нлмп ø I·ä ä⅄ƴ∃fŜπŦI·Ƴ⅄fè ŘŜűI·ŎKŜŘ K2ʤzä⅄ƴ∃¤

Almost three quarters of Sherwood's residents own their homes. I 2ƳŜ2ǿyŜ№äK⅄LJ №I·ûŜä ⅄ƴ {KŜ№ǿ22Ř I·№Ŝ I·ō2ØŜ ² I·ăK⅄ƴ∃ű2ƴ / 2ʤzyűè ópʅ úΣ úKŜ t2№ŭfI·yŘ wŜ∃⅄2ƴócʅ úΣ I·yŘ h№Ŝ∃2ƴócʅ ú I·ØŜ№I·∃Ŝä¤

Homeownership costs increased in Sherwood, consistent with national trends. a ŜŘλl·yΎăl·fŜă LJNλÓÔŜă ₮2NK2ΥŜă λyΎ{KŜNǿ22Ř λyÕNŜl·ăŜŘ ōè l·ō2dzű oɆ ōŜűǿŜŜyΎнллп l·yŘ нлмпΣ ₣N2Υ l·ō2dzű ÞнпрΣллл ű2 ÞомсΣрллΦ ¢KŜ ΥŜŘλl·yΎK2ΥŜ Ø1·fdzŜ λyΎ{KŜNǿ22Ř λă oΦy űλΥŜă ύKŜ ΥŜŘλl·yΎK2dzăŜK2fŘ λyÕ2ΥŜ dzLJ ₣N2Υ нΦф ûλΥŜă ûKŜ ΥŜŘλl·yΎK2dzăŜK2fŘ λyÕ2ΥŜ λyΎнллΦ

Housing sales prices are higher in Sherwood than the regional averages. !ă 2₮ Wl·yűzl·N̂è нлмрΣ ΥŜŘλl·yΎ ăl·fŜă LJNλÓÔŜ λyΎ{KŜNǿ22Ř ǿl·ă ÞомсΣрллΣ ǿKλÓK λă KλƎKŜN ûKl·yΎúKŜ ² l·ăKλyƎű2y / 2dzyΎûè óÞнумΣтллúΣ ûKŜ t2NűfI·yŘ a{! óÞнсфΣфллúΣ l·yŘ hNŜ2yΎóÞнотΣоллú ΥŜŘλl·yΎăl·fŜă LJNλÓÔŜă Φ aŜŘλl·yΎăl·fŜă LJNλÓÔŜă ǿŜNŜ KλƎKŜN λyΎ{KŜNǿ22Ř ûKl·yΎλyΎ2űKŜN t2NűfI·yŘ ǿŜăúăλŘŜ Ô2ΥΥdzyλúλŜă ădzÔK l·ă ¢λƎl·NŘΣ ¢dzl·fl·úλyΣ l·yŘ . Ŝl·ØŜNű2yΣ ōdzű f2ǿŜN ûKl·yΎ ² λfă2yØλffŜ 2N ² Ŝăű [λyŷΦ

Rental costs are higher overall in Sherwood than the regional averages, with a slightly lower-rental cost on a cost per square foot basis. ¢KŜ ΥŜŘλl·yΎNŜyű λyΎ{KŜNǿ22Ř ǿl·ă ÞмΣлспΣ Ô2ΥLJl·NŜŘ ű2 ² l·ăKλyƎű2yΎ / 2dzyΎûèΩă l·ØŜNl·ƎŜ 2₮ Þурнф !ØŜNl·ƎŜ NŜyű λyΎúKŜ ¢λƎl·NŘк¢dzl·fl·úλyк{KŜNǿ22Ř l·NŜl· ădzōYΎl·N1Ŝűǿl·ă Þмфмо LJŜN ălјdzl·NŜ ₮22ű λyΎCl·ff нлмпΣ f2ǿŜN ûKl·yΎúKŜ NŜƎλ2yl·f l·ØŜNl·ƎŜ 2₮ Þмфнн LJŜN ălјdzl·NŜ ₮22úΦ .ŜűǿŜŜyΎ{LJNλyƎ нлмл l·yŘ {LJNλyƎ нлмоΣ l·ØŜNl·ƎŜ NŜyű λyΎ¢λƎl·NŘк¢dzl·fl·úλyк{KŜNǿ22Ř l·NŜl· λyÕNŜl·ăŜŘ ōè oɆ Σ Ô2yΎăλăúŜyű ǿλúK ûKŜ NŜƎλ2yl·f λyÕNŜl·ăŜ 2₮ oɆΦ

More than one-third of Sherwood's households are cost-burdened. ¢KλNúèπŜλƎKű LJŜNÓŜyű 2₮ {KŜNǿ22ŘΩă K2dzăŜK2fŘă ǿŜNŜ Ô2ăúπōdzNŘŜyŜŘ óλΦŜΦΣ LJl·λŘ Υ2NŜ ûKl·yΎoɆ 2₮ ûKŜλN λyÕ2ΥŜ 2yΎNŜyű 2N K2ΥŜ2ǿyŜNăKλLJ Ô2ăúăúΦ wŜyűŜNă ǿŜNŜ Υ2NŜ fλ1Ŝfè ű2 ōŜ Ô2ăúπōdzNŘŜyŜŘ óπɆ 2₮ NŜyűŜNă ǿŜNŜ Ô2ăúπōdzNŘŜyŜŘúΣ Ô2ΥLJl·NŜŘ ű2 K2ΥŜ2ǿyŜNă óoɆ ǿŜNŜ Ô2ăúπōdzNŘŜyŜŘú λy{KŜNǿ22ŘΦ ¢KŜăŜ fŜØŜfă 2₮ Ô2ăú ōdzNŘŜyΎl·NŜ Ô2yΎăλăúŜyű ǿλúK NŜƎλ2yl·f l·ØŜNl·ƎŜăΦ LyΎ ² l·ăKλyƎű2yΎ / 2dzyΎûè λyΎúKŜ нллфπнлмо LJŜNλ2ŘΣ oɆ 2₮ K2dzăŜK2fŘă ǿŜNŜ Ô2ăú ōdzNŘŜyŜŘΣ Ô2ΥLJl·NŜŘ ű2 πɆ λyΎúKŜ t2NűfI·yŘ wŜƎλ2yΦ

CdzúdzNŜ K2dzăλyƎ l·₮₮2NŘl·ōλfλúè ǿλffŘŜLJŜyŘ 2yΎúKŜ NŜfI·úλ2yΎăKλLJ ōŜúǿŜŜyΎλyÕ2ΥŜ l·yŘ K2dzăλyƎ LJNλÓŜΦ ¢KŜ 1Ŝè IjdzŜăúλ2yΎλă ǿKŜúKŜN K2dzăλyƎ LJNλÓŜă ǿλff Ô2yûλyΎdzŜ ű2 2dzúLJl·ÓŜ λyÕ2ΥŜ ƎN2ǿűK l·yŘ K2dzăλyƎ LJNλÓŜăΦ ! yăǿŜNλyƎ úKλă IjdzŜăúλ2yΎλă ŘλŦŦλÔdzfú ōŜÔl·dzăŜ 2₮ úKŜ Ô2ΥLJfŜÈλúè 2₮ úKŜ ₮l·Ôú2Nă ûKl·ú l·₮₮ŜÔú ō2úK λyÕ2ΥŜ ƎN2ǿűK l·yŘ K2dzăλyƎ LJNλÓŜăΦ I2ǿŜØŜNΣ {KŜNǿ22Ř ǿλff yŜŜŘ ű2 LJN2ØλŘŜ úKŜ 2LJLJ2Núdzyλúè ₮2N ŘŜØŜf2LJΥŜyű 2₮ l· ǿλŘŜN Ø1·NλŜúè 2₮ K2dzăλyƎΣ λyÕfdzŘλyƎ K2dzăλyƎ l·₮₮2NŘl·ōfŜ ű2 f2ǿπ l·yŘ Υ2ŘŜNl·úŜπλyÕ2ΥŜ K2dzăŜK2fŘă ōŜÔl·dzăŜ úKŜ /λúè ăă ăK2Nú 2ØŜN рлл dzyλûă ₮2N LJŜ2LJfŜ ǿK2ăŜ λyÕ2ΥŜ Nl·yƎŜ ăă fŜăă ûKl·yΎÞppΣрнлΦ

Sherwood's Housing Growth Forecast And Can That Growth Be Accommodated in Sherwood?

Sherwood is forecast to add 1,728 new households between 2019 and 2039. h₮ ûKŜăŜΣ тлл yŜǿ K2dzăŜK2fŘă l·NŜ l·yűλÕλLJl·ûŜŘ ű2 ōŜ ŘŜØŜf2LJŜŘ λyăλŘŜ úKŜ ŜÈăúλyƎ ÔλúèfλΥλûăT l·yŘ мΣлнф yŜǿ K2dzăŜK2fŘă ǿλff ōŜ l·ŘŘŜŘ λyΎl·NŜl·ă ûKl·ú l·NŜ ÔdzNNŜyűfè 2dzúăλŘŜ ÔλúèfλΥλûă ōdzű λyăλŘŜ úKŜ ¦D. óúKŜ .N22ΊΥl·yΎl·NŜl·úΦ wŜÔŜyűfèΣ ûKNŜŜ yŜǿ ădzōŘλØλăλ2yă λyΎ.N22ΊΥl·yΎKl·ØŜ l·LJLJN2ØŜŘ ǿKλÓK ǿλff LJN2ØλŘŜ нон yŜǿ f2ûă ₮2N ŘŜØŜf2LJΥŜyűΦ

Sherwood's land base can accommodate most of the forecast for growth. ±l·Ôl·yű l·yŘ LJl·NűλI·ffè Ø1·Ôl·yű fl·yŘ λyΎúKŜ {KŜNǿ22Ř tfl·yŷλyƎ !NŜl· ól·ff fl·yŘ ǿλúKλyΎúKŜ ÔλúèfλΥλûă l·yŘ ûKŜ .N22ΊΥl·yΎl·NŜl·ú Kl·ă Ôl·LJl·ÔλúèûΩ l·ÔÔ2ΥΥ2Řl·ûŜ мΣмнм yŜǿ ŘǿŜffλyƎ dzyλûăΦ {KŜNǿ22Ř Ôl·yΎl·ÔÔ2ΥΥ2Řl·ûŜ l·ō2dzű cpɆ 2₮ ûKŜ ₮2NŜÔl·ăű ₮2N yŜǿ K2dzăλyƎ λyΎλûă tfl·yŷλyƎ !NŜl·Φ

Sherwood has a deficit of land for housing. {KŜNø22Ř KI·ă I· LJN2?ŜÖűŜŘ ŘŜŦλÖλű 2Ŧ fI·yŘ Ŧ2N слу ŘøŜffλyƎ dzyλűăΣ øKλÖK λyÖfdzŘŜă űKŜ .N22ʅYI·y I·NŜI·φ ¢KŜ fI·NƎŜăű ŘŜŦλÖλűă I·NŜ λy a ŜŘλdzY 5Ŝyãλűè wŜăλŘŜyűλI·fπ[2ø ómpп ŘøŜffλyƎ dzyλűăúΣ a ŜŘλdzY 5Ŝyãλűè wŜăλŘŜyűλI·fπ I λƎK óнрн ŘøŜffλyƎ dzyλűăúΣ I·yŘ I λƎK 5Ŝyãλűè wŜăλŘŜyűλI·f ómпр ŘøŜffλyƎ dzyλűăúφ

To provide adequate land supply, Sherwood will need to continue to annex the Brookman area. ² λűK2dzű űKŜ .N22ʅYI·y I·NŜI· ŘŜØŜf2LJλyƎΣ űKŜ /λűè KI·ă I· LJN2?ŜÖűŜŘ ŘŜŦλÖλű 2Ŧ I·ō2dzű мΣmpp ŘøŜffλyƎ dzyλűăφ {KŜNø22Ř øλff ySŜŘ ű2 Ö2yűλyűzŜ ű2 I·yyŜÈ űKŜ .N22ʅYI·y I·NŜI· λy 2NŘŜN ű2 I·ÖÖ2YY2ŘI·ûŜ űKŜ /λűè?ă Ŧ2NŜÖI·ăű 2Ŧ NŜăλŘŜyűλI·f ƎN2øűKφ

What If Sherwood Grows Faster?

¢KŜ Ŧ2NŜÖI·ăű Ŧ2N ƎN2øűK λy {KŜNø22Ř λă Ö2yãλŘŜNI·ōfè ōŜf2ø KλăűN2NλÖI·f ƎN2øűK NI·ûŜăφ a ŜűN2?ă Ŧ2NŜÖI·ăű Ŧ2N ySø K2dzăλyƎ λy {KŜNø22Ř ăK2øă úKI·ű K2dzăŜK2fŘă øλff ƎN2ø I·ű I·y I·ØŜNI·ƎŜ I·yyűzI·f ƎN2øűK NI·ûŜ 2Ŧ мφ?ʔ LJŜN èŜI·Nφ Ly Ö2YLJI·NλăzyΣ {KŜNø22Ř?ă LJ2LJdzfI·ûλ2y ƎNŜø I·ű oφ?ʔ LJŜN èŜI·N ōŜűøŜŜy нллл I·yŘ нлмо I·yŘ ?ʔ LJŜN èŜI·N ōŜűøŜŜy мффл I·yŘ нлмоφ LŦ {KŜNø22Ř ƎN2øă ŦI·ăúŜN úKI·y a ŜúN2?ă Ŧ2NŜÖI·ăű ŘdzNλyƎ űKŜ нлмф ű2 нлоф LJŜNλ2ŘΣ úKŜy {KŜNø22Ř øλff KI·ØŜ I· fI·NƎŜN ŘŜŦλÖλű 2Ŧ fI·yŘ ySŜŘŜŘ ű2 I·ÖÖ2YY2ŘI·ûŜ ƎN2øűKφ

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. !ű ƎN2øűK NI·ûŜă ōŜűøŜŜy?ʔ ű2 ?ʔ 2Ŧ ƎN2øűK I·yydzI·ffèΣ fI·yŘ λyãλŘŜ úKŜ {KŜNø22Ř ÖλűèfλYλűă Öl·y I·ÖÖ2YY2ŘI·ûŜ ű2 ű2 ŦλØŜ èŜI·Nă 2Ŧ ƎN2øűKφ ² λűK ÖI·LJI·ÖλűèλyűKŜ .N22ʅYI·y !NŜI·Σ {KŜNø22Ř Öl·y I·ÖÖ2YY2ŘI·ûŜ Ŧ2dzN ű2 ûŜy èŜI·Nă 2Ŧ ƎN2øűK I·ű úKŜăŜ ƎN2øűK NI·ûŜăφ

Additional housing growth in Sherwood depends on the availability of development-ready land. ¢KŜ I·Y2dzyű 2Ŧ ƎN2øűK fλʅŜfè ű2 KI·LJLJŜyλy {KŜNø22Ř 2ØŜN úKŜ ySÈű ŦŜø èŜI·Nă λă fI·NƎŜfè ŘŜLJŜyŘŜyű 2y øKŜy úKŜ .N22ʅYI·y !NŜI· λă Ŧdzffè I·yySÈŜŘΣ øKŜyúKŜ {KŜNø22Ř ² Ŝăű I·N?I· λă ōN2dzƎKű λyű2 úKŜ dzN?ōI·y ƎN2øűK ō2dzyŘI·Nè I·yŘ I·yySÈŜŘΣ I·yŘ øKŜy dzN?ōI·y ăŜN?λÖŜă ódzdzÖK I·ă N2I·ŘăΣ øI·ûŜNΣ I·yŘ ăI·yλűI·Nè âŜøŜNú I·N?Ŝ ŘŜØŜf2LJŜŘ λyŜI·ÖK I·NŜI·φ

What Are the Implications For Sherwood's Housing Policies?

Sherwood will need to either add additional land for residential purposes or increase the densities within the existing city limits to accommodate future growth beyond the existing city limits and Brookman area. ¢KŜ ƎN2øűK NI·ûŜ 2Ŧ a ŜúN2?ă Ŧ2NŜÖI·ăű Ŧ2N K2dzăŜK2fŘ ƎN2øűK óм?ʔ I·ØŜNI·ƎŜ I·yydzI·f ƎN2øűKú λă Ö2yãλŘŜNI·ōfè f2øŜN úKI·y úKŜ /λűè?ă KλăűN2NλÖI·f LJ2LJdzfI·ûλ2y ƎN2øűK NI·ûŜ 2ØŜN úKŜ fI·ăű úø2 ŘŜÖI·ŘŜă ó?ʔ I·ØŜNI·ƎŜ I·yydzI·f ƎN2øűKúφ a ŜúN2?ă Ŧ2NŜÖI·ăű λyÖfdzŘŜă ƎN2øűK úKI·ű ÖI·y ōŜ ƎŜySNI·ffè I·ÖÖ2YY2ŘI·ûŜŘ øλűKλy úKŜ {KŜNø22Ř ÖλűèfλYλűă I·yŘ .N22ʅYI·yφ DλØŜy úKŜ fλYλûŜŘ ădzLJLJfè 2Ŧ ōdzλfŘI·ōfŜ fI·yŘ øλűKλy {KŜNø22ŘΣ λű λă fλʅŜfè úKI·ű úKŜ /λűè?ă NŜăλŘŜyűλI·f ƎN2øűK øλff ăf2ø dzyűλf {KŜNø22Ř ² Ŝăű λă YI·ŘŜ ŘŜØŜf2LJYŜyűπNŜI·Řè?

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. ¢KŜ fλYλûŜŘ ădzLJLJfè 2Ŧ fI·yŘ λy úKŜăŜ Î2ySă λă I· ōI·NNλŜN ű2 ŘŜØŜf2LJYŜyű 2Ŧ ű2øyK2dzăŜă I·yŘ Ydzfűλ?I·Yλfè K2dzăλyƎΣ øKλÖK I·NŜ ySŜŘŜŘ ű2 YŜŜű K2dzăλyƎ ŘŜYI·yŘ NŜădzfűλyƎ ŦN2Y ƎN2øűK 2Ŧ LJŜ2LJfŜ 2ØŜN cpΣ è2dzyƎ ŦI·YλfλŜăΣ I·yŘ Y2ŘŜNI·ûŜπλyÖ2YŜ K2dzăŜK2fŘăφ

The Housing Needs Analysis highlights questions for the update of the City's Comprehensive Plan and the Concept Planning of Sherwood West.

- tNW2ØλŘλyE K2dzăλyE 2LJLJ2NWúdzyλúλŜă Ŧ2NW ŦΛNWăú úλY^Ŝ K2Y^Ŝ ōdzèŜNWă I·yŘ Ô2Y^Y^dzyλúê ŜfŘŜNWă óØK2 LJNWŜŦŜNW ú2 I·ƎŜ λy^LJfI·ÔŜ 2NW Ř2óyãλÎŜ úKŜΛNW K2dzăλyEú øλff NWŜIjdzΛNWŜ I· øλŘŜNW NWI·yE Ŝ 2Ŧ K2dzăλyE úèLJŜăΦ 9ÈI·Y^LJfŜă 2Ŧ úKŜăŜ K2dzăλyE úèLJŜă λyÔfdzŘŜY ăλyEfŜ ŦI·Y^λfè K2Y^Ŝă 2y^ăY^I·ffŜNW f2úăΣ Ôfdzăú ŜNWŜŘ K2dzăλyEΣ Ô2úúI·ƎŜă 2NW ú2óyK2Y^Ŝă Σ ŘdzLJfŜÈŜăΣ úNWλπLJfŜÈŜăΣ Ŧ2dzNWπLJfŜÈŜăΣ ƎI·NWŘŜy^I·LJI·NWúY^Syúă Σ 2NW Y^λŘπNWλăŜ I·LJI·NWúY^SyúăΦ ² KŜNWŜ ăK2dzfŘ {KŜNWó22Ř Ô2yãλŘŜNW LJNW2ØλŘλyE I· øλŘŜNW NWI·yES 2Ŧ K2dzăλyE úèLJŜăK ² KI·ú úèLJŜă 2Ŧ K2dzăλyE ăK2dzfŘ {KŜNWó22Ř LJfI·y^Ŧ2NWK

- /KI·yESă λy^ŘŜY^2ENWI·LJKλÔă I·yŘ λyÔ2Y^Ŝ Ŧ2NW {KŜNWó22Ř I·yŘ NWŜăλŘŜyúă λy^úKŜ a ŜúNW2 I·NWŜI· øλff NWŜIjdzΛNWŜ I·ÔÔ2Y^Y^2ŘI·úλyE I· øλŘŜNW NWI·yES 2Ŧ K2dzăλyE úèLJŜăΦ I2ø Y^I·yè 2Ŧ {KŜNWó22RΩă yŜŜŘŜŘ dzyλúă ăK2dzfŘ úKŜ /λúè LJfI·y^ú2 I·ÔÔ2Y^Y^2ŘI·úŜ øλúKλy^úKŜ ÔλúèfλY^λúăK I2ø Y^dzÔK 2Ŧ {KŜNWó22RΩă yŜŜŘŜŘ dzyλúă ăK2dzfŘ ōŜ I·ÔÔ2Y^Y^2ŘI·úŜŘ λy^úKŜ .NW22]Y^I·y^ !NWŜI· I·yŘ λy^{KŜNWó22Ř ² ŜăúK
- ² KI·ú ŘŜăλEy^ŦŜI·údzNWŜă I·yŘ ENWŜŜyãLJI·ÔŜă ø2dzfŘ ōŜ λY^LJ2NWúI·yú ú2 Ô2yãλŘŜNW Ŧ2NW ySø K2dzăλyEK
- ² KI·ú 2úKŜNW ŘŜăλEy^ăúI·yŘI·NWŘă ø2dzfŘ ōŜ ySŜŘŜŘ ú2]ŜŜLJ {KŜNWó22Ř ά{KŜNWó22RєK
- ² KI·ú λă úKŜ I·LJLJNW2LJNWλI·úŜ Y^λÈ 2Ŧ NWŜăλŘŜyúλI·f fI·yŘ I·yŘ ŜY^LJf2èY^Syú fI·yŘ λy^úKŜ /λúè ú2 ōI·fI·yÔŜ úKŜ /λúèΩă úI·È ōI·ăŜK
- ² KI·ú λă úKŜ Y^λÈ 2Ŧ NWŜăλŘŜyúλI·f Î2ySă úKI·ú NWŜŦfŜÔú {KŜNWó22RΩă ÔKI·NWI·ÔúŜNWK
- /h±L5πмф KI·ă ÔKI·yEŜŘ K2ø LJŜ2LJfŜ fλØŜ I·yŘ ø2NW]Φ ² KI·ú I·NWŜ ă2Y^Ŝ 2Ŧ úKŜ f2yEπúŜNWY^ λY^LJI·Ôúă 2Ŧ úKŜ LJI·yŘŜY^λÔ 2y^NWŜăλŘŜyúλI·f K2dzăλyE úNWŜyŘă I·yŘ ySŜŘăK
- ¢KŜ ySŜŘ ú2 Ô2yãλŘŜNW NWŜÔŜyú ăúI·úŜ fŜEλăfI·úλ2y^2Ŧ I2dzăŜ .λff нллм ú2 NWŜØλŜø I·yŘ I·yI·fèÎŜ ŘŜyãλúê ŜÈLJŜÔúI·úλ2yã I·ăădzY^ŜŘ ú2 NWŜădzfú ŦNW2Y^ úKŜ LJNW2Øλăλ2y^2Ŧ Y^λŘŕfŜ K2dzăλyE úKI·ú Y^ŜŜúă NWŜEdzfI·ú2NWè NWŜIjdzΛNWŜY^Syúăφ

Sherwood's Comprehensive Plan Update – Draft Housing Goals & Policies

¢KŜ /2Y^LJNWŜKŜyãλØŜ tfI·y^λă I· LJfI·yYλyE ŘžÔdzY^Syú úKI·ú ŘNWŜÔúă I·ff I·ÔúλØλúλŜă NWŜfI·úŜŘ ú2 fI·yŘ dzăŜ I·yŘ úKŜ ŦdzúdzNWŜ 2Ŧ yI·údzNWI·f I·yŘ Y^I·yπY^I·ŘŜ ăèăúŜY^ă I·yŘ ăŜNWØλÔŜă λy^{KŜNWó22RΦ ¢KŜ tfI·y^KŜfLJă Y^I·yI·ƎŜ ŜÈLJŜÔúŜŘ LJ2LJdzfI·úλ2y^I·yŘ ŜY^LJf2èY^Syú ENW2úK úKNW2dzEK I· ăŜú 2Ŧ Ǝ21·fãΣ LJ2fλÔλŜă I·yŘ λY^LJfŜY^Syú I·úλ2y^Y^ŜI·ădzNWŜă úKI·ú I·fλEy^úλK úKŜ Ô2Y^Y^dzyλúèΩă Øλăλ2yΦ /λúè fŜI·ŘŜNWă dzăŜ úKŜ /2Y^LJNWŜKŜyãλØŜ tfI·y^ú2 Ô22NWŘλyI·úŜ LJdzōfλÔ λyØŜăúY^Syúă I·yŘ Y^I·]Ŝ ŘŜÔλăλ2yã I·ō2dzú ySø ŘŜØŜf2LJY^SyúΣ ŜÈλáúλyE ySλƎKō2NWK22ŘăΣ úNWI·yãLJ2NWúI·úλ2yΣ I·yŘ ØI·NWλ2dză 2úKŜNW ú2LJλÔăΦ DλØŜy^{KŜNWó22RΩă ŘNWI·Y^I·úλÔ ƎN2úK 2ØŜNW úKŜ LJI·ăú нл èŜI·NWăΣ úKŜ мффл /2Y^LJNWŜKŜyãλØŜ tfI·y^y2 f2yEŜNW NWŜLJNWŜăŜyúă úKŜ Øλăλ2y^I·yŘ ØI·fdzŜă 2Ŧ ú2ŘI·èΩă NWŜăλŘŜyúă I·yŘ ōdzăλySăăŜăΦ

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Adopted Vision for Attractive and Attainable Housing In Sherwood

"In 2040, Sherwood has a range of housing choices for a diversity of ages and income levels, providing community members the ability to live in Sherwood throughout all stages of life."

Draft Housing Goals

- м¢ t№2ØλŘŜ űKŜ 2LJLJ2№ůdzyλűè ₮2№ I· ØI·№ΛŜűè 2₮ K2dzăλyƎ űèLJŜă λy˙f2ŎI·ůλ2yã I·yŘ I·ú LJ№ΛÓŜ LJ2λyűă ůKI·ú Y˙ŜŜú ůKŜ ySŜŘă 2₮ ŎdzNN№Syű I·yŘ ₮dzůdz№Ŝ №ŜăλŘŜyűă¢
- н¢ t№ŜăŜ№ØŜ I·yŘ ŜyKI·yŎŜ ůKŜ ŎKI·№I·ŎúŜ№ 2₮ ŜÈλăůλyƎ ySλƎKō2№K22Řă¢
- o¢ tfI·y˙ySø №ŜăλŘŜyűλI·f ŘŜØŜf2LJY˙Syűă ű2 λyűŜƎ№I·ûŜ øλűK ŜÈλăůλyƎ {KŜ№ø22Ř I·ă Ŏ2Y˙LJfŜűŜ ySλƎKō2№K22Řă øKŜ№Ŝ Ŏ2Y˙Y˙dzyλűè Y˙ŜY˙ōŜ№ă ŎI·y˙fλØŜΣ fŜI·№yΣ ăK2LJΣ I·yŘ №ŜŎ№ŜI·ûŜ¢

Draft Housing Policies

Policy 1. Plan for a 20-year supply of suitable land for Sherwood to meet housing needs.

hō?ŜŎűλØŜ м¢м LŘŜyűλ₮è 2LJLJ2№ůdzyλűΛŜă ű2 I·ŘŘ№Ŝăă fI·yŘ ŘŜ₮λŎλůă ăK2øy˙λy˙ůKŜ I 2dzăλyƎ bŜŜŘă !yI·fèăλă øλűKλy˙ ůKŜ ŜÈλăůλyƎ ŎλűèfλY˙λůă¢

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Policy 2. Plan for infrastructure development to support residential development.

hō?ŜŎűλØŜ н¢м /2yűλydzŜ ű2 Ŏ22№ŘλyI·ûŜ ŎI·LJλűI·f λY˙LJ№2ØŜY˙Syű LJfI·yýyλyƎ ű2 Ŝyãdz№Ŝ λyŦ№I·ăű№dzŎűdz№Ŝ I·ØI·λfI·ōλfλűè 2y˙№ŜăλŘŜyűλI·f fI·yŘ I·yŘ Ŏ2yűλydzŜ ű2 LJdz№ădzŜ ₮dzyŘλyƎ ₮2№ ySŜŘŜŘ λyŦ№I·ăű№dzŎűdz№Ŝ ű2 ădzLJLJ2№ű K2dzăλyƎ Ǝ№2øűK¢

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Policy 3. Maintain the quality of existing neighborhoods and ensure that new neighborhoods fit with Sherwood's character.

hō?ŜŎűλØŜ o¢м 9yŎ2dz№I·ƎŜ ůKI·ú ŜÈλăůλyƎ ySλƎKō2№K22Řă ōŜySŜ₮λú Ŧ№2Y˙ I·ŎŎŜää I·yŘ Ŏ2yýSŎûλ2yã ű2 ú№I·λfăΣ LJI·№˥ăΣ 2LJŜy˙ălJI·ŎŜ I·yŘ ySλƎKō2№K22Ř I·YŜyλûλŜă I·ă ůKŜè I·№Ŝ ōdzλfú λy˙ySø ySλƎKō2№K22Ř¢

hō?ŜŎűλØŜ o¢н 9yŎ2dz№I·ƎŜ λy₮λfŧ №ŜăλŘŜyűλI·f ŘŜØŜf2LJY˙Syű λy˙I·№ŜI·ă yŜI·№ ăK2LJLJλyƎΣ LJI·№˥ălú I·yŘ 2ůKŜ№ Y˙I·?2№ LJdzōfλŎ ŦI·ŎλfλűλŜă I·yŘ âŜ№ØλŎŜăΣ øλűK I· ŦŦ2Ŏdză 2y˙2LJLJ2№ůdzyλűλŜă λy˙ůKŜ hfŘ ¢2øy˙5λăű№λŎű¢

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Objective 3.4 Reduce the negative impacts of traffic, noise, parking, lack of privacy, and negative visual aesthetics, through compatible site and building design and buffering techniques, such varying densities and types of residential use and design features.

Policy 4. Foster complete neighborhoods that provide housing choice, serve daily needs, and are walkable, connected, safe and integrated with the natural landscape.

Objective 4.1 Utilize concept planning, master planning and the planned unit development (PUD) technique to foster flexibility, creativity and innovation in the division of land, siting of buildings and provision of community amenities such as trails and open space.

Objective 4.2 Encourage neighborhoods are designed in a manner that incorporates the following principles:

(a) Cultivate a mix of housing types that are designed in a way to enhance neighborhood character.

(b) Create walkable neighborhoods that respond to their surrounding landscape.

(c) Provide safe and effortless connectivity to schools, parks, and commercial centers for pedestrians, cyclists, and cars.

(d) Enhance existing natural assets and integrate greenspaces and parks into new development.

(e) Enhance Sherwood's small-town character and historic core through architectural balance and design that is accessible and inviting to all.

Objective 4.3 Make use of density transfer as a means of preserving open space and developing recreational areas within a single development.

Objective 4.4 Promote housing and site design that supports the conservation, enhancement, and continued vitality of areas with special historic, architectural, or cultural value.

Policy 5. Provide opportunities for the development of a range of housing types that are attainable to current and future households at all income levels, as described in the Sherwood Housing Needs Analysis, to maintain Sherwood's high quality of life.

Objective 5.1 Identify opportunities to increase residential development to balance the housing supply. Ensure the housing supply includes a mix of housing types and unit sizes at a range of housing prices and amenities throughout the City.

Objective 5.2 Support a variety of housing types such as, but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single story units, and extended family and multi-generational housing.

Objective 5.3 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.

Objective 5.4 Support homeownership opportunities in multi-dwelling housing by encouraging the creation of condominiums, cooperative housing, and limited equity cooperatives.

Objective 5.5 Collaborate with nonprofit organizations to provide opportunities for development of low-income housing such as rent-subsidized housing and other low-income housing in areas that have access to jobs, transportation, open spaces, schools, and supportive services and amenities.

OREGON HOUSE BILL 2001: HOUSING CHOICES

In 2019, the Oregon State Legislature adopted HB 2001, Housing Choices. By June 30, 2022 cities in the Portland Metro region and Oregon's other largest dozen cities (those over 25,000 population) must allow people to build duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas. The rational for the new rules is that these houses can be more attainable and meet the housing needs of many younger people, older people, and people who work but can't afford a large single-family detached house of their own.

People can still build detached single-family homes, and we expect most homes in residential areas to be built as such. Many cities already allow some of these housing types in certain areas. Not many have been built. Local knowledge of how to build these housing types will grow over time, and how many are developed will depend on local housing markets. Cities can set clear and objective siting and design requirements for these housing types (often called "middle housing" types), but these standards must apply to *all* housing, include single-family housing.

For more information on HB 2001 please visit the Department of Land Conservation and Development public overview webpage: https://www.oregon.gov/lcd/UP/Documents/HB2001OverviewPublic.pdf

City of Sherwood Residential Design Standards Code Update and Implementation of HB 2001

The City of Sherwood is undertaking a development code audit and needed development code amendments to support a range of community housing choices. The development code audit project aims to understand the existing barriers and future solutions to promote a larger supply of housing options for the community. Future amendments to the development code will provide an opportunity for a variety of housing types at various price points community for members at different stages of life; from recent college students to empty nesters, and retirees.

It is anticipated that new Residential Design Standards will be adopted and incorporated into the City's development code in 2021 for *all* housing types. Additional housing choices (duplexes, triplexes, fourplexes, and cottage clusters) with development standards (lot areas, dimensions, setbacks, landscaping, etc.) are expected to be adopted prior to June 30, 2022, compliant with the requirements of HB 2001.

For more information on this project, please visit the City's project page: https://www.sherwoodoregon.gov/planning/page/residential-design-standards-code-update-and-implementation-house-bill-2001-housing

How does Oregon House Bill 2001 affect Sherwood West?

The Oregon Land Conservation and Development Commission (LCDC) adopted Administrative Rules to help implement HB 2001. These administrative rules help prescribe standards guiding the development of new types (plexes, townhomes, cottage clusters) and establish minimum standards related to the siting and design. Sherwood West meets the definition for a "Master Planned Community" as a site area added to a Large City's UGB after January 1, 2021 for which the Large City proposes to adopt, by resolution or ordinance, a master plan or a plan that functions in the same manner as a master plan. Sherwood West will need to plan for infrastructure to accommodate twenty (20) units per acre; however, the overall density of Sherwood West is not determined and ultimately could be less than twenty (20) units per acre. The overall density of Sherwood West will be identified through this Concept Planning process and set through Metro's ordinance incorporating this area into the regional UGB.

APPENDIX C

Public Engagement Plan

PUBLIC ENGAGEMENT PLAN

DRAFT | May 14, 2021

Prepared by:
Angelo Planning Group
City of Sherwood

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Project Overview

The purpose of this project is to prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan was approved by the Sherwood City Council in 2016. It was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. However, there have been significant changes in Sherwood and surrounding areas since the Preliminary Concept Plan's local approval: the Sherwood School District constructed a new 350,000 square foot high school on 73 acres inside the Sherwood West area; Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas; and the City is nearing completion on a major update to its Comprehensive Plan, which has not been updated since 1990. In addition, the State of Oregon adopted House Bill 2001 in 2019, which allows for the development of middle housing types within areas zoned single-family residential. This Concept Plan project will take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth. The outcome of this "re-look" will be a Sherwood West Concept Plan that is compliant with Metro Title 11, Planning for New Urban Areas.

Goals and Outcomes

Outreach will be an integral part of this project, both for specific details of the Concept Plan and as part of the community's broader ongoing conversation about housing, employment, transportation, and cost of services. Community members who live and/or seek future annexation and development opportunities in the Sherwood West area will be most affected by the project's outcomes. Other key stakeholders are expected to include area neighbors, local business owners, property owners, students at the new Sherwood High School, and community members from historically-underserved populations. **The City of Sherwood is committed to an inclusive and transparent planning process. Community engagement is crucial to guide the development of a representative, sustainable plan.** The goals of the public engagement process for this project are to:

- Communicate complete, accurate, understandable, and timely information to the greater Sherwood community throughout the course of the project.

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

The outcome of this public engagement process will be a Concept Plan that reflects the community's vision and desires for the Sherwood West area, balance the diverse interests of project stakeholders, and is feels true to Sherwood.

A NOTE ABOUT THE COVID-19 PANDEMIC

Due to the ongoing COVID-19 pandemic, the majority of public engagement activities are expected to occur virtually. The project team will continue to monitor the situation and will resume in-person events and meetings if and when it becomes safe to do so. We hope to see you in person soon!

Key Messages

The City will be the key point of contact for all communications with the public regarding this project. The City will also be the lead for notifications, emailing lists, media contact, and event logistics. The following key messages summarize the **what, where, why, when**, **who,** and **how** of the project, and constitute the basic talking points when communicating with the public about the planning process.

- **What:** The City of Sherwood is taking a second look at Sherwood West to prepare a Concept Plan for the area. The Concept Plan will address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth in Sherwood. This plan is not starting from scratch; it will build from the Sherwood West Preliminary Concept Plan, which was adopted in 2016.
- **Where:** Sherwood West is a 1,291-acre area located west of the existing city limits and outside the Urban Growth Boundary (UGB). It is bound by SW Lebeau Road to the north and SW Chapman Road to the south. Sherwood West is a designated Metro urban reserve (Urban Reserve Area 5b) and is the largest of Sherwood's three future growth areas.
- **Why:** Sherwood has seen significant changes since the adoption of the Preliminary Concept Plan in 2016, both on-the-ground and in the regulatory and planning context. In 2018 the Sherwood School District annexed a portion of the Sherwood West area into city limits and constructed a new 350,000 square foot high school, which was completed in 2020 and is expected to open to students in 2021. The State of Oregon adopted new housing rules (House Bill 2001) in 2019, which allow for the development of middle housing types within areas zoned single-family residential. In 2020

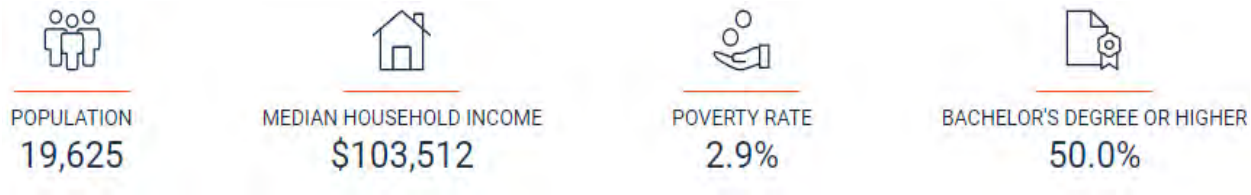
Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas such as Sherwood West. In addition, the City is nearing completion of a three-year planning and visioning process to update its citywide Comprehensive Plan, with adoption of the new plan expected to occur in summer 2021.

- **When:** This project will kick-off in May 2021 and will take approximately 15 months to complete.
- **Who:** The Concept Plan project team includes staff from Sherwood's Community Development Department, supported by a team of consultants led by Angelo Planning Group that includes Walker Macy (urban design), Leland Consulting Group (economics), and DKS Associates (transportation). The process will be guided by input from two advisory committees. The Community Advisory Committee (CAC) is made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The Technical Advisory Committee (TAC) will be comprised of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean Water Services, Oregon Department of Transportation, and regional economic and housing development professionals.
- **How:** As this project gets underway, the Sherwood community will see articles in local community newsletters; city social media posts to Facebook, Twitter, Nextdoor; public meeting notices online and flyers; 'pop-up' engagement at local community events (consistent with COVID-19 protocols); online surveys; engagement with Sherwood High School students and families; and Frequently Asked Questions sheets. In addition to these opportunities, feedback is always welcome via email at any point in the process.

  If you would like to submit a comment or question to the project team, or you are interested in subscribing to the Sherwood West Re-look Email Interested Parties list, please send an email to: palmere@SherwoodOregon.gov

Sherwood Demographics

The following demographic profile is a snapshot of Sherwood today.



Source: 2019 American Community Survey 5-Year Estimates

According to estimates from the American Community Survey (ACS), the population of Sherwood in 2019 was 19,625. Around 89 percent of Sherwood residents identify as White, and nearly six percent identify as Hispanic or Latinx. Over five percent of residents identify as Asian (alone or with some other race), almost two percent identify as American Indian or Alaskan Native (alone or with some other race), one percent identify as Black or African American (alone or with some other race), and less than one

percent identify as Native Hawaiian and Pacific Islander (alone or with some other race).[1] ACS data also indicates that nearly 90 percent of Sherwood residents speak English at home, and nearly four percent speak Spanish at home.

In addition to these demographics, recent trends identified in the City's 2019 Housing Needs Analysis indicate that:

- **Sherwood's population is growing.** Sherwood grew by 6,600 people between 2000 and 2013, at a rate of nearly 3.5% per year—well above the regional average.
- **Sherwood's population is aging.** People aged 45 years and older were the fastest-growing age group in Sherwood between 2000 and 2010.
- **Sherwood is attracting younger people and more households with children.** Nearly 50% of Sherwood households have children, which is significantly higher than in Washington County or the Portland region generally.
- **Sherwood's population is becoming more ethnically diverse.** Sherwood's percentage of people who identify as Hispanic or Latinx grew from 4.7% in 2000 to about 6% in 2019.

Communications and Outreach Tools

The City is committed to equitably engaging the public on this project and is employing multiple types of communication and outreach tools in order to engage the full range of Sherwood community members. The following table includes informational tools and activities that will be used throughout the project to inform a broader public audience and solicit input related to needs and possible planning concepts. Where possible, project materials developed as part of these tools and activities should be made available in both English and Spanish.

Tool/Activity	Description	Audience	Timing
Community Advisory Committee (CAC)	The CAC will be made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The City Council will appoint CAC members through an open application process. CAC meetings will be open to the public, and each meeting will include dedicated time for non-CAC members to provide input.	General Public	May 2021 through May 2022(7 meetings total)
Technical Advisory Committee (TAC)	The Technical Advisory Committee (TAC) will be composed of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean	Agency Partners & Service Providers	May 2021 through May 2022

[1] 2019 American Community Survey 5-Year Estimates

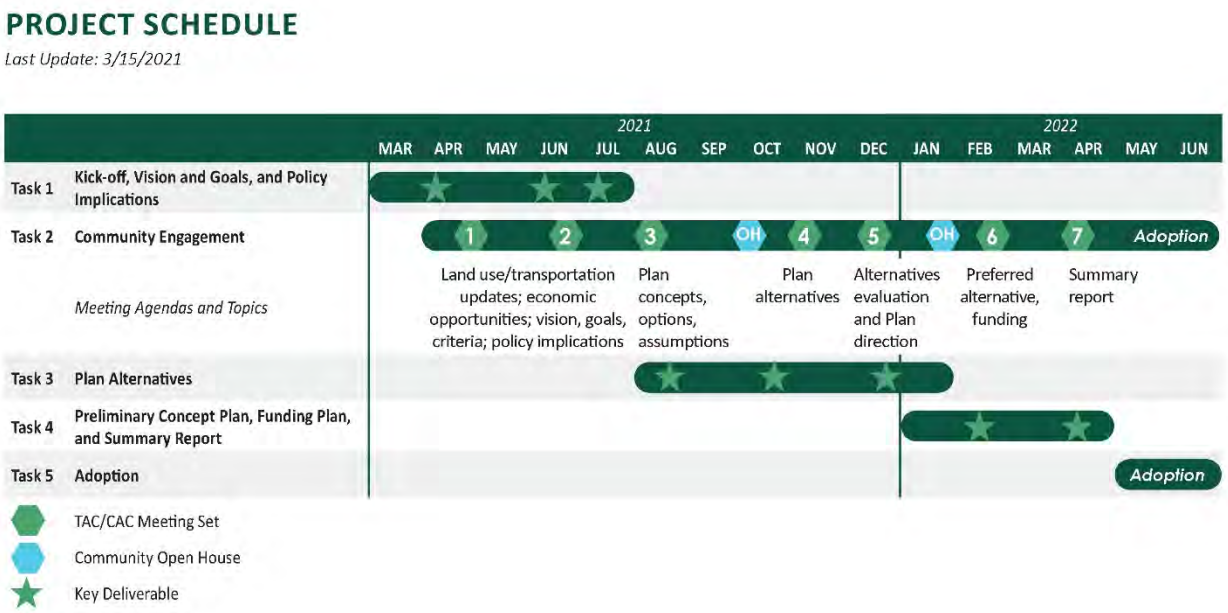
Tool/Activity	Description	Audience	Timing
	Water Services, Oregon Department of Transportation, regional economic and housing development professionals will also provide input into this work. City staff will lead the recruitment of TAC members.		(7 meetings total)
Community Open Houses and Surveys	Two community open houses will be held at key points in the planning process. These community-wide events are intended to engage the greater Sherwood community and provide opportunities for a diverse range of community members to review and comment on issues, alternative approaches, and draft recommendations. They are expected to include a combination of live events (either online or in-person, depending on the status of the COVID-19 pandemic) and will also include an online survey component that will remain open for several weeks to gather additional feedback from community members who were unable to attend the live event. Community members will be notified about upcoming open house events through the use of social media posts, emails, postcards, newsletter advertisements, and website banners.	General Public	Fall 2021 and early Spring 2022
Stakeholder Interviews	As part of the project team's research on economic opportunities and potential challenges, Leland Consulting Group will conduct five interviews with local and regional economic development officials to explore how technology, health care, office, hospitality including farm to table concepts, retail, and other employment uses might evolve in Sherwood West.	Economic Development Officials	June 2021
Project Website	A project website hosted by the City's will be used as the main repository of project information, including draft and final deliverables, upcoming meeting announcements, and contact information for project staff. The website will be updated frequently over the course of the project to keep interested parties up to date on current information and opportunities to be involved. https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look	General Public	Ongoing
Interested Parties Email List	The City will maintain a database that includes email addresses for interested parties and important	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	stakeholder groups in the project area. The database will be updated as the project progresses and will track individuals and groups who express interest in the project. The database will be used for notification of upcoming engagement opportunities and communicating project progress, draft deliverables, and key milestones.		
Local Newsletter	Articles with project information will be included as part of the City's e-newsletter and will be shared with past and current subscribers to share information, increase project awareness, and provide additional avenues for community input.	General Public	Ongoing
Social Media	The City's social media accounts will be used to share information, increase project awareness, and provide avenues for community input.	General Public	Ongoing
Pop-Up Events	The City anticipates conducting several pop-up engagement events at planned local events such as farmers markets, fairs, or festivals. Specific dates or events have not yet been identified. Any engagement that occurs as part of these events will be conducted in accordance with current COVID-19 social distancing protocols.	General Public	Ongoing, beginning in summer 2021
Property Owner Mailings	To ensure that all property owners and residents in the Sherwood West area are aware of the project and process, the team will send postcards and/or pamphlets with project information via mail at key points in the process, including at the outset of the project, prior to community-wide events, and prior to the final CAC/TAC meeting.	Area Property Owners and Residents	Ongoing
Project Snapshots/FAQs	The project team will prepare public-friendly summaries of project progress, findings, alternatives, and conclusions at key points in the process. These "snapshots" are intended to capture and distill project information and in a fun and easily-digestible way for consumption by the greater Sherwood community.	General Public	Ongoing
Printed Materials	The project team will develop eye-catching graphic posters, postcards, flyers, and/or brochures with project information to display at local businesses, community centers, parks, grocery stores, and other locations frequented by community members. These materials will include links to the project	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	website, information about upcoming opportunities to engage, updates on project milestones, and contact information for project staff.		

Project Schedule

The following schedule outlines the tasks and key deliverables, as well as preliminary timing for TAC/CAC meetings and community open houses. This schedule is preliminary and subject to change; it may be updated over the course of the project.



APPENDIX D

Open House #1 (Online) Summary

OPEN HOUSE #1 SUMMARY

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
FROM: Kyra Haggart and Joe Dills, Angelo Planning Group
DATE: April 28, 2023

Introduction

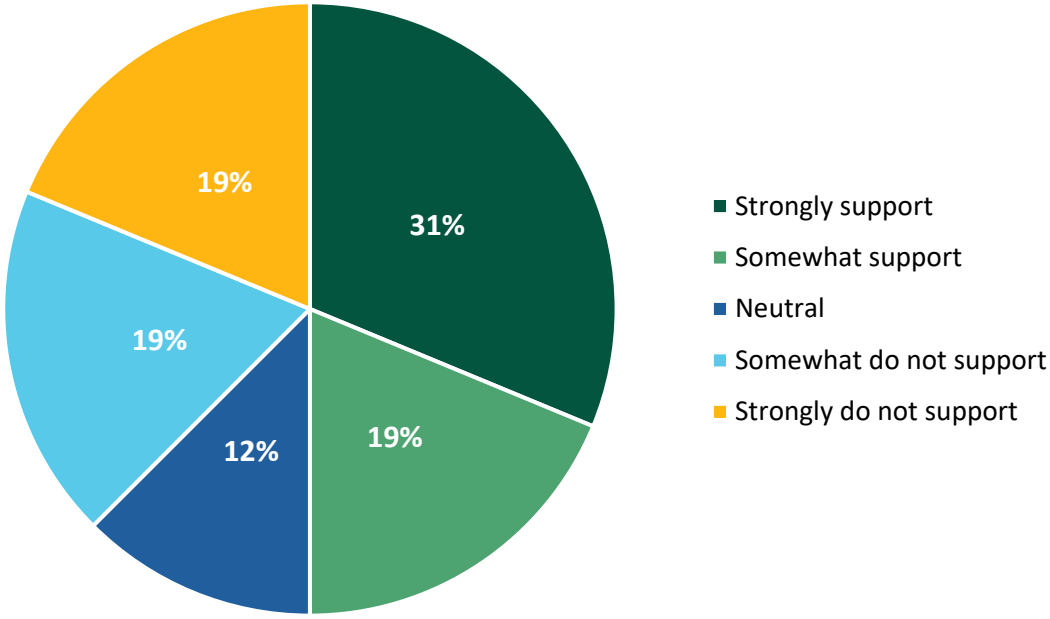
This memorandum provides a summary of the results from the Sherwood West Concept Plan Online Open House #1. The Online Open House survey questions were available from Wednesday, October 6 through Sunday, October 24, 2021. A link to the Online Open House was posted to the project website and the City's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

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

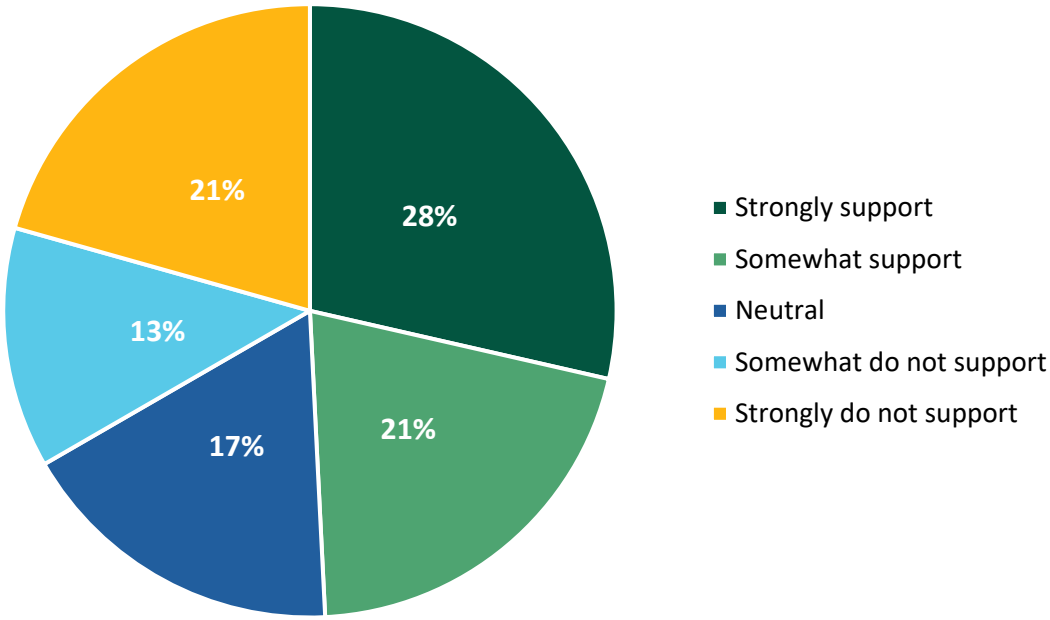
Survey Results

VISION, GOALS, AND EVALUATION CRITERIA

What is your level of support for the vision statement?



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



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

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

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

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

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

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

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

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

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

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

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

- I am concerned about the special interest groups pushing industrial and commercial near that high school. I do not think that is in the best interest of the Sherwood community. The Tualatin Sherwood Road area is already an established and growing industrial and commercial zone. There is no reason to plant industrial and commercial zoning around or near the high school.
- Instead of worrying about ""complementing"" the growth on Urban Boundary's western edge, why not protect the rural feel we have and instead build better roads, expand them and help revitalize downtown? I think if you asked the citizens you would find most have no desire for Sherwood to get bigger. That abomination of homes on Roy Rogers and Scholls Ferry drives taxes I am sure but not a single person I have talked to thinks it improves Tigard in any meaningful way. Its one of the reason I left that city. All money, no heart. Sounds like Sherwood is headed that way too. The vision is misguided. Goals are better served investing in the community at hand.
- Include a focus on wine and food oriented hospitality.
- It would be nice to see more hospitality industry along the 99 corridor to accommodate wine tourism - hotel, restaurant, etc.
- It's bad enough seeing all the development and farm land taken away at the end of Roy Roger's and Scholls ferry... we don't want it continued down to us in Sherwood.
- Without a West Side bypass this plan is a Mess. With the massive development to the North, South Beaverton, the massive King City project and lack of long term transportation network this is going to be a mess. No major manufacturing or distribution company is going be land locked from a major highway system i.e. I-5,217,26. The idea that we crowd the roads to the point of misery to get people out of their cars is not and will not be a effective plan, just wishful thinking and piss poor planning.
- There is already an epidemic of clear cutting trees on rural lots, and I don't want to see it get any worse. Your statement: "Existing mature trees and areas of dense tree canopy are preserved WHERE FEASIBLE" means that developers like Metropolitan Land Group and Randy Sebastian of Renaissance Homes don't have to bother - it's cheaper for them to destroy all of the trees so their heavy equipment can roll through faster and their profits add up faster too (to them, it's not feasible to save any trees). Frankly, I don't care about their profits - I care about my community. It happens over and over again. The little tiny trees they commit to planting in their developments are not equivalent to the 100-year-old fir trees that provide shade & oxygen, and rid C02 from our environment. These monstrous developments, like Metropolitan Land Group's River Terrace 1 & 2, are speeding up global warming. I urge you to stop this plan.
- Reverse the sale...give the developer/ builder all who is involved money wise... give them their money back!
- PLEASE DON'T LET IT HAPPEN
- It is a very delicate balance to keep small town feel and walkability with transportation growth and integration of nearby urbanizing areas. The inevitable compromises that come with these projects

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

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

MIXED EMPLOYMENT AREAS

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

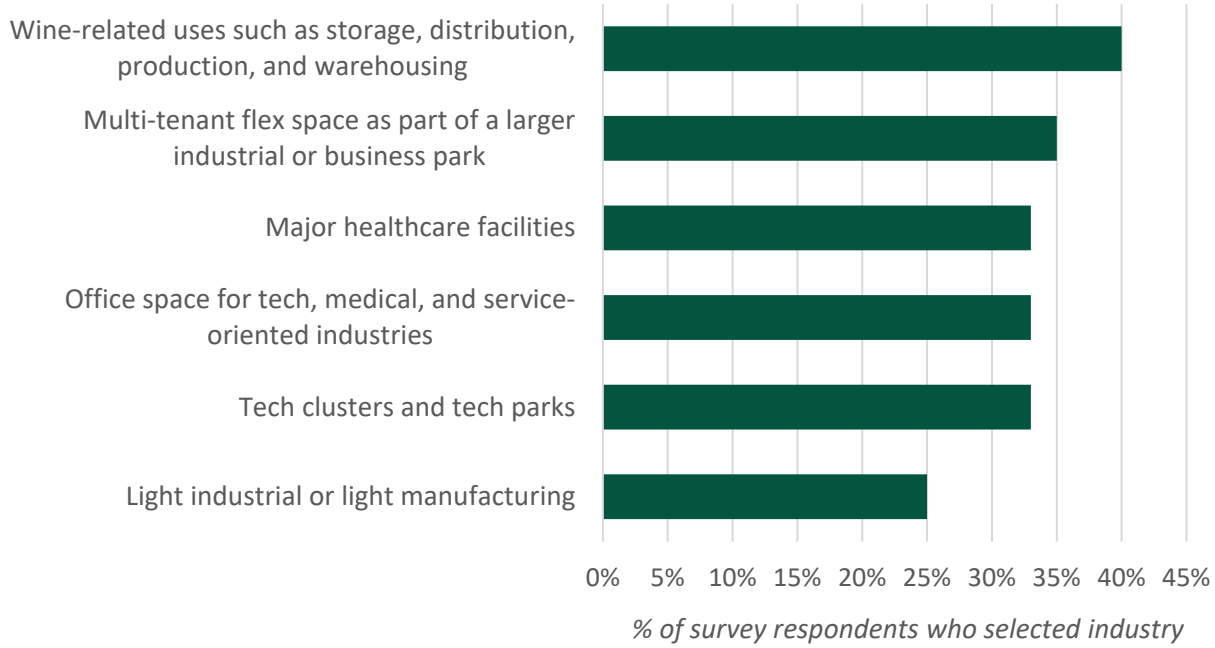
- No, no, no! There are many "For Lease" signs all around Sherwood in industrial sites and strip malls. This means that there is a great deal of unused business real estate at present, and so there is no need to develop more business land/properties. Use the current vacant properties first, and only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

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

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

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

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



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

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

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

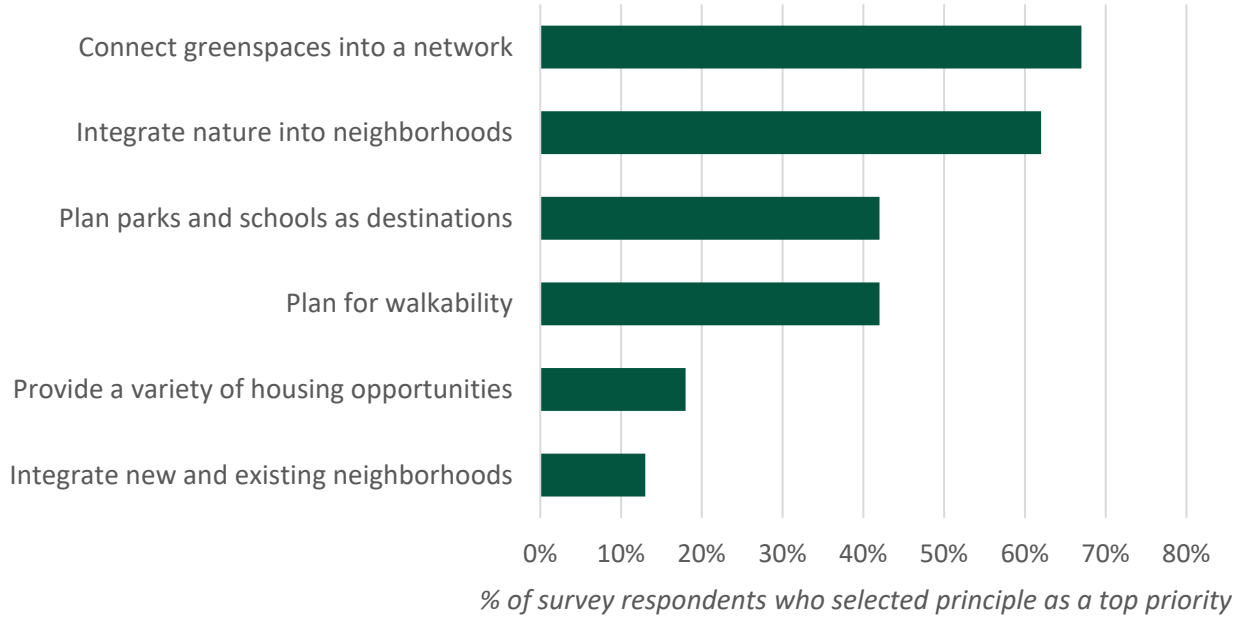
Is there anything else you would like to tell us about mixed employment in Sherwood West?

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

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

GREAT NEIGHBORHOODS

Which great neighborhood principles are the most important to you?



% of survey respondents who selected principle as a top priority

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

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

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

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

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

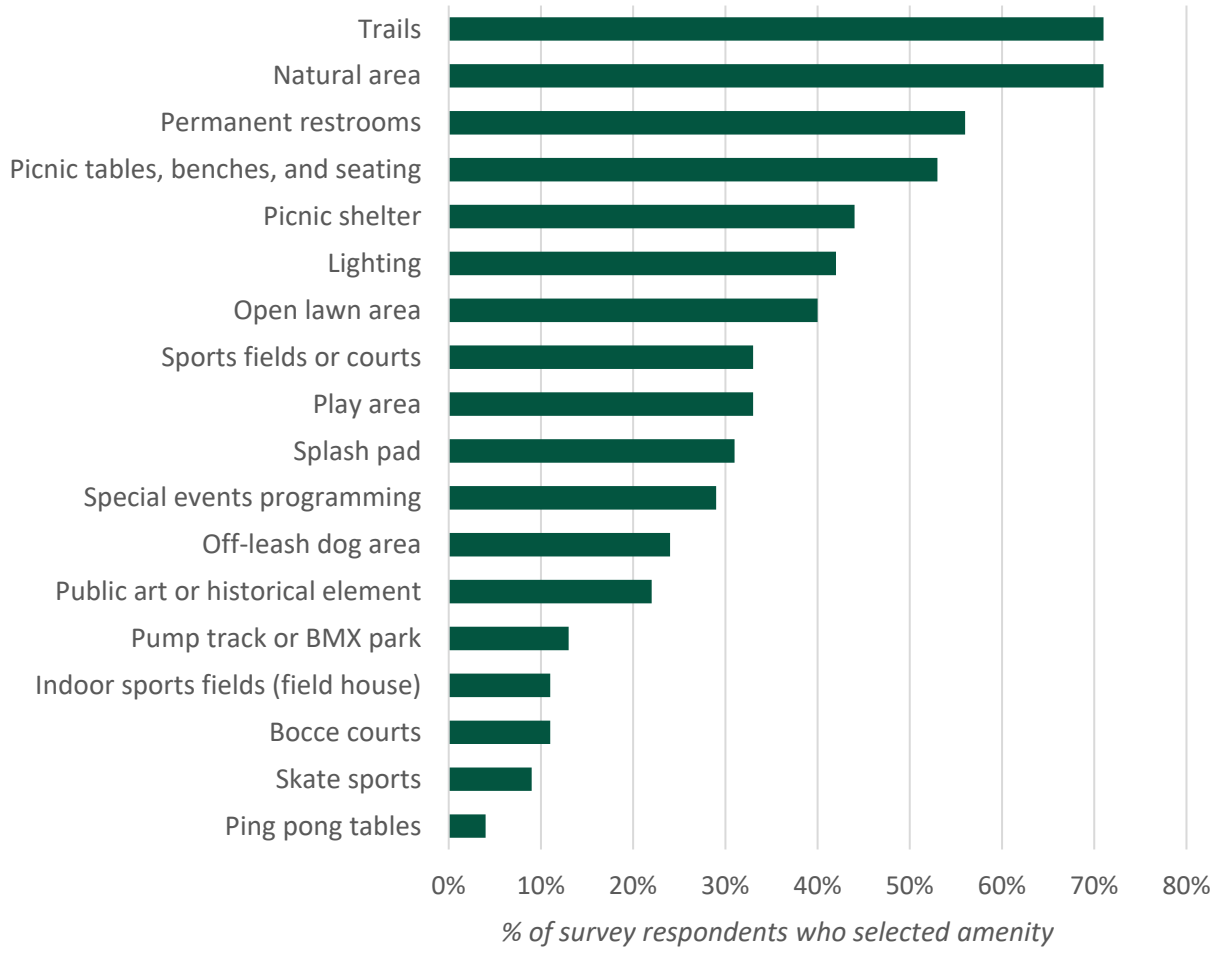
- Let's fully occupy, or even build up, existing land within Sherwood before expanding into this western area. Looking at item #4 below: Why does Sherwood need to grow? ""If you build it, they will come."" This will prove true. The opposite also holds: Don't build and the town remains small - which I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

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

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

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

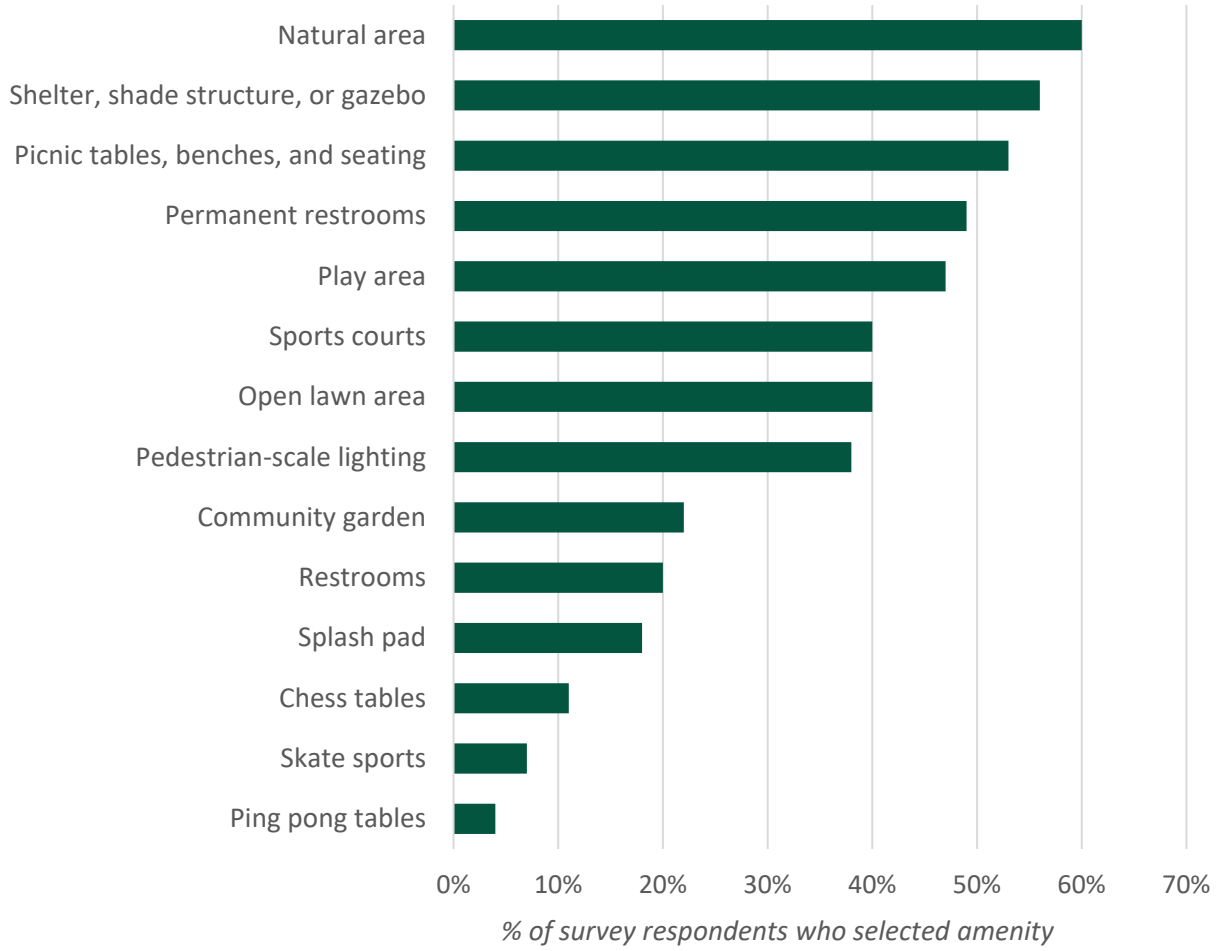
What types of activities and resources would you like to see at a future community park in Sherwood West?



Other:

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

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



Other:

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

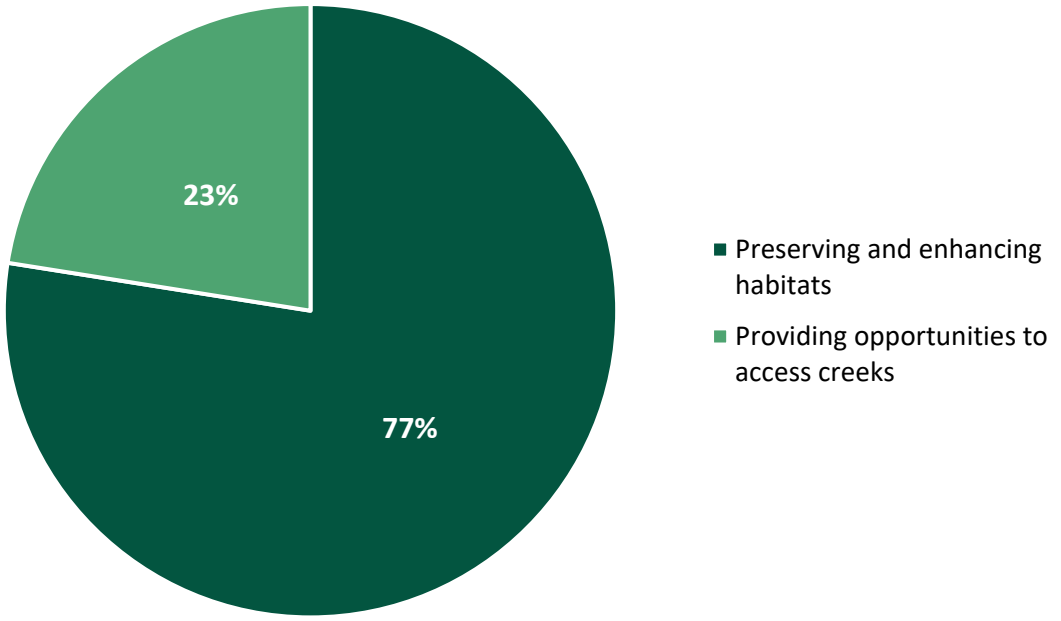
Is there anything else you'd like to tell us about creating great neighborhoods in Sherwood West?

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

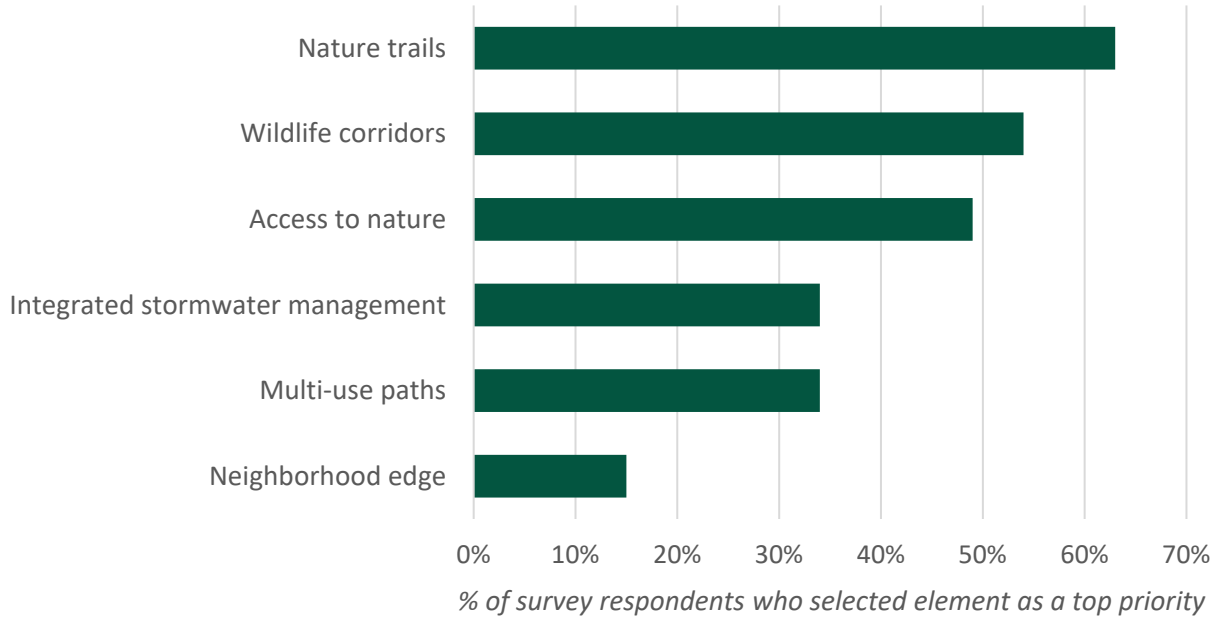
- Middle housing and attainable housing is a must. Better opportunities to purchase, Mixed neighborhoods are needed.
- Walkability and natural areas Sherwood and Joe Dills and his team have got down, but multi-modal connections between neighborhoods and all other uses in Sherwood West need to be carefully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

CHICKEN CREEK GREENWAY

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



Which greenway elements are most important to you?



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

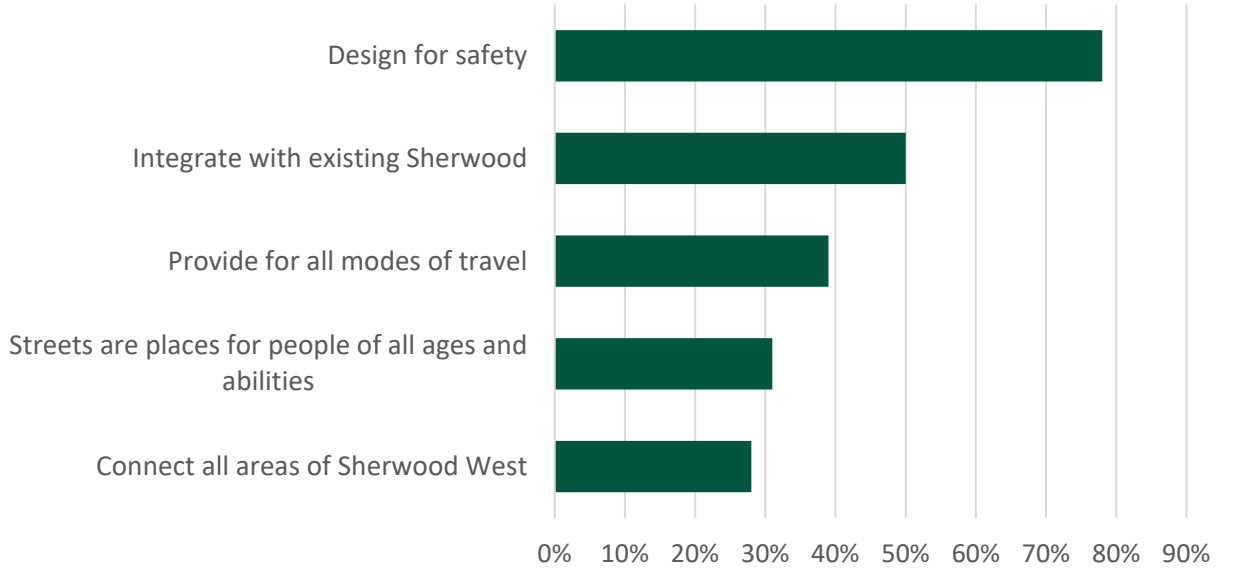
- As much of the forest as possible.
- No, great job!
- cedar creek
- No
- Sherwood is just a very sad story. Our family is looking to move out towards McMinnville. All you see everywhere in Sherwood is destruction. Tualatin Sherwood, every little piece of land going to development. And this shooting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

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

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

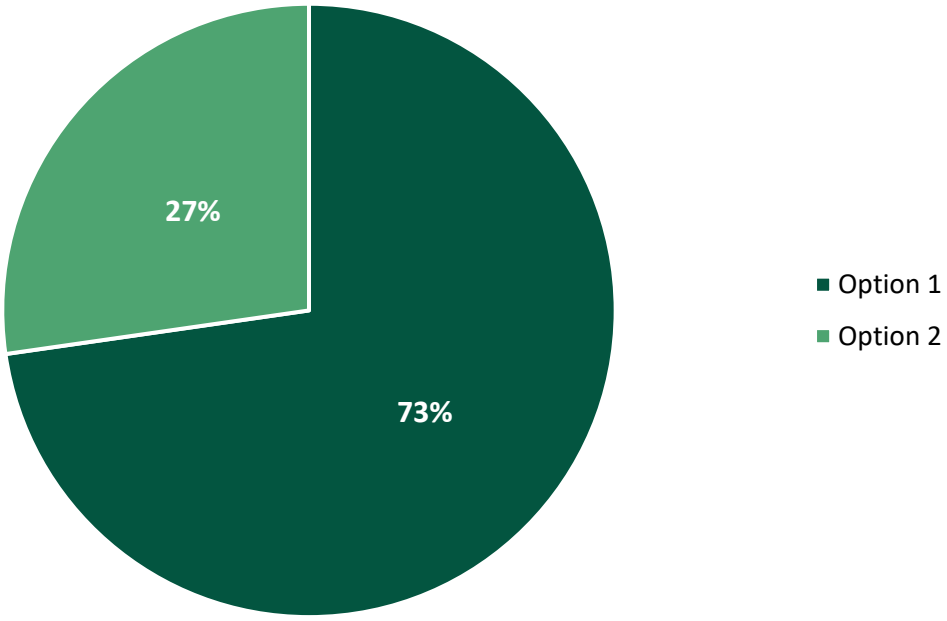
LIVABLE AND CONNECTED STREETS

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



% of survey respondents who selected principle as a top priority

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



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

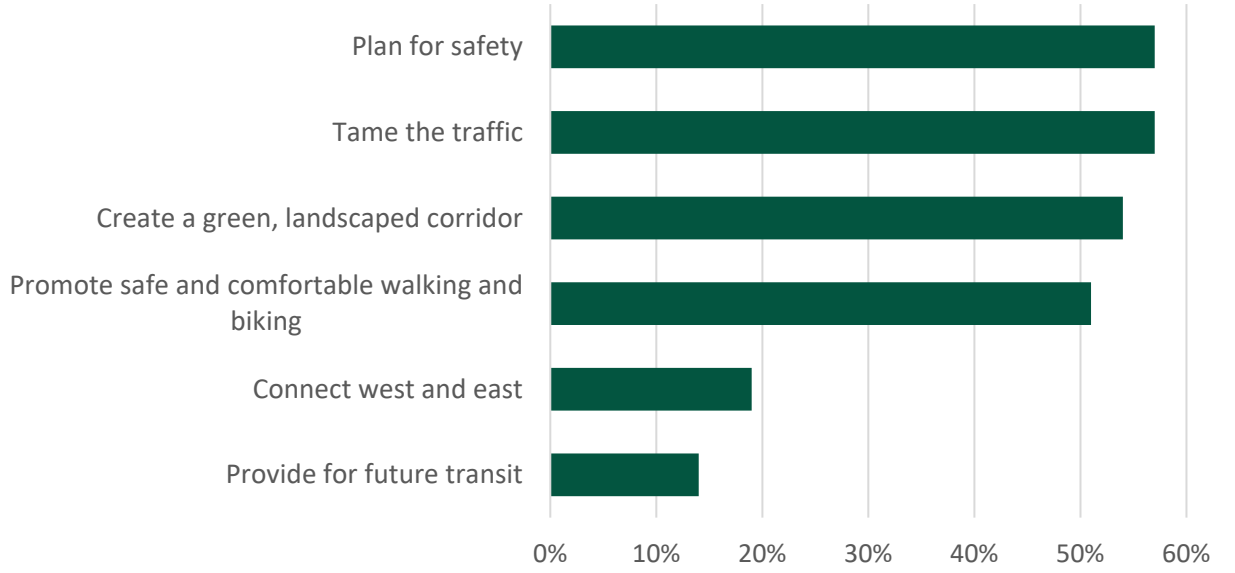
- Edy & Elwert intersection, in its current form, is extremely dangerous. Option 1 is far better than Option 2. Also, Edy Road should be repaved. The current asphalt is rough and creates very loud road noise. A smoother surface is needed for this road.
- We like the idea of developing as many of the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

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

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

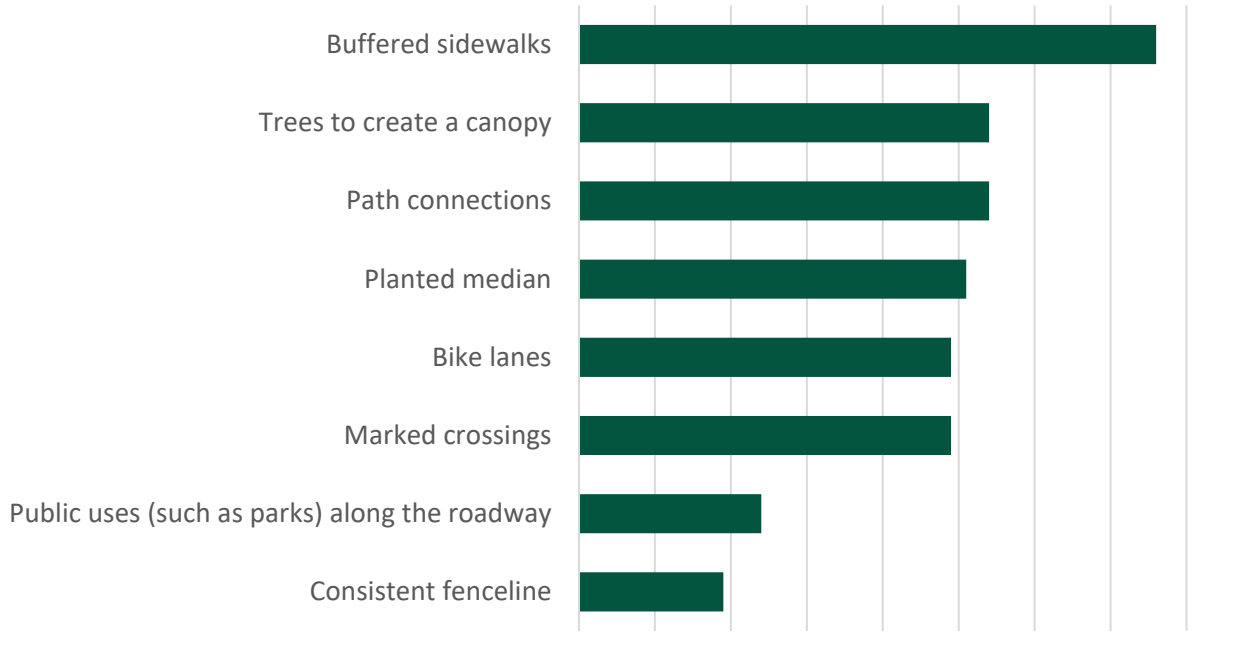
ELWERT ROAD DESIGN CONCEPT

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



% of survey respondents who selected principle as a top priority

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



% of survey respondents who selected element as a top priority

Other:

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

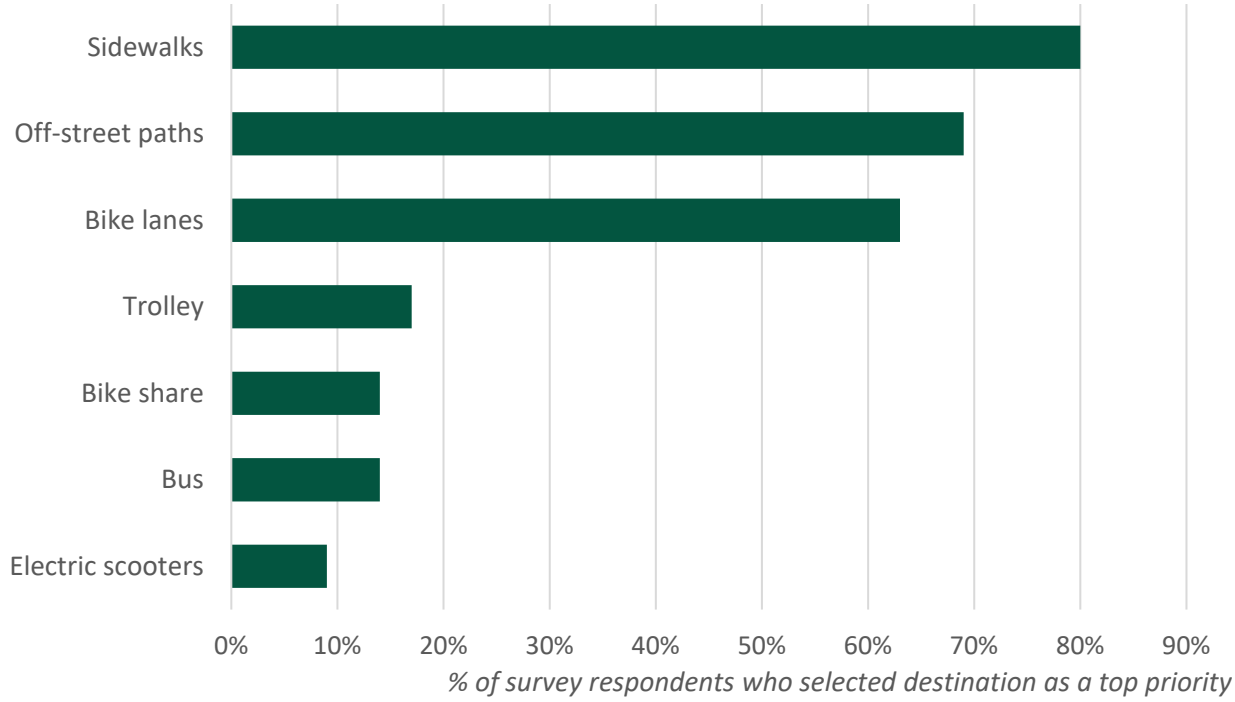
Is there anything else you would like to tell us about the design of SW Elwert Road?

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

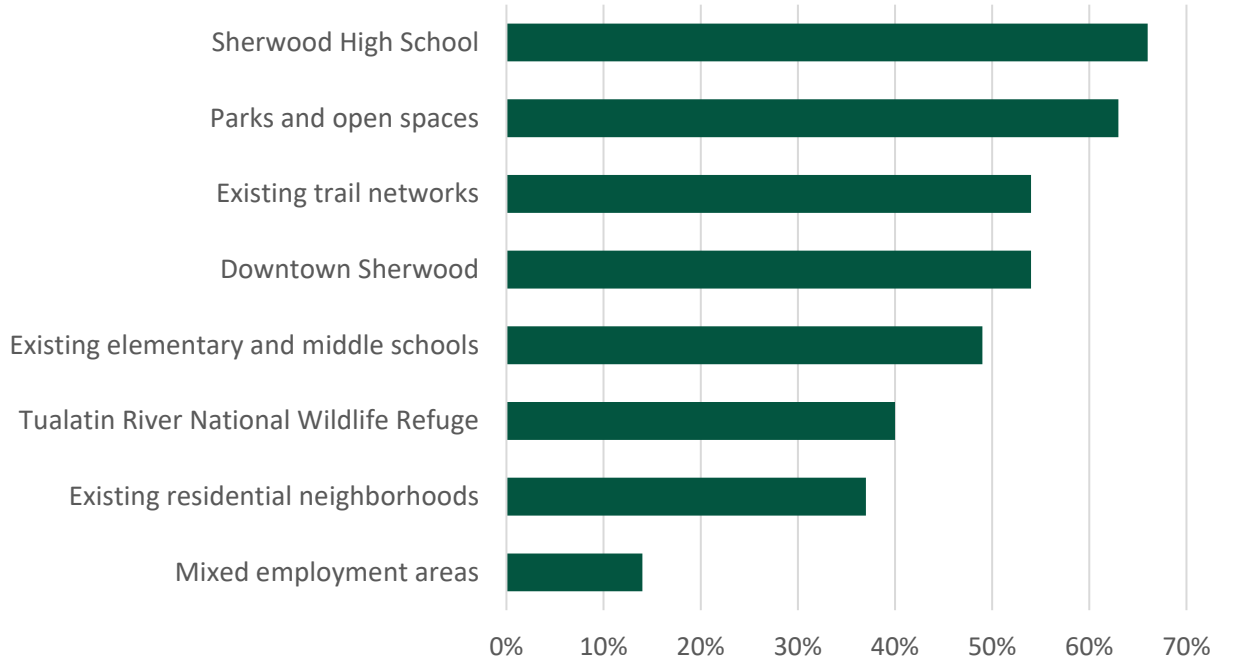
- Better foot paths to the High School - over passes potentially so traffic is not impaired and can accommodate the high influx and exodus of traffic to and from the High School.

ACTIVE TRANSPORTATION

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



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



% of survey respondents who selected destination as a top priority

Other:

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

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

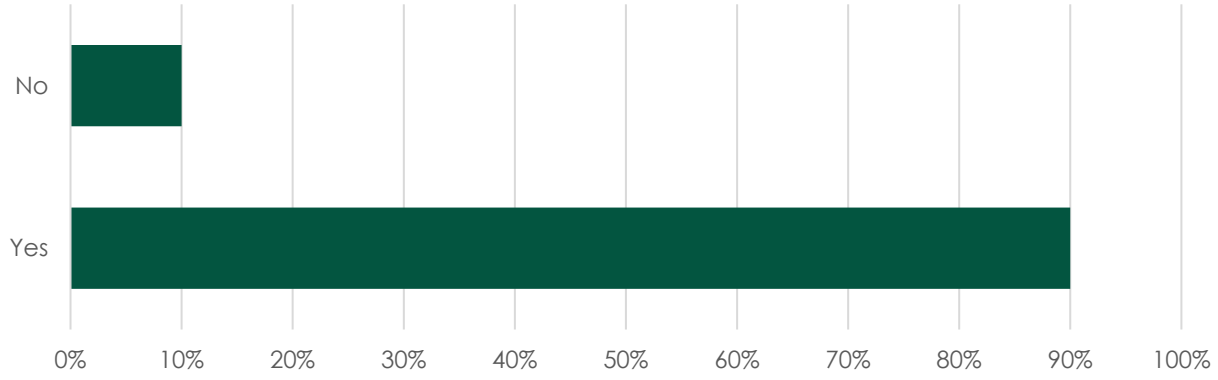
- We like the idea of the Chicken Creek Greenway and active transportation and trail system as conceptually planned. We like the idea of affordable bus service through Sherwood West and believe that the Elwert/Edy Option 2 plan with roundabout in upland areas in the SW and/or NE of that intersection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

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

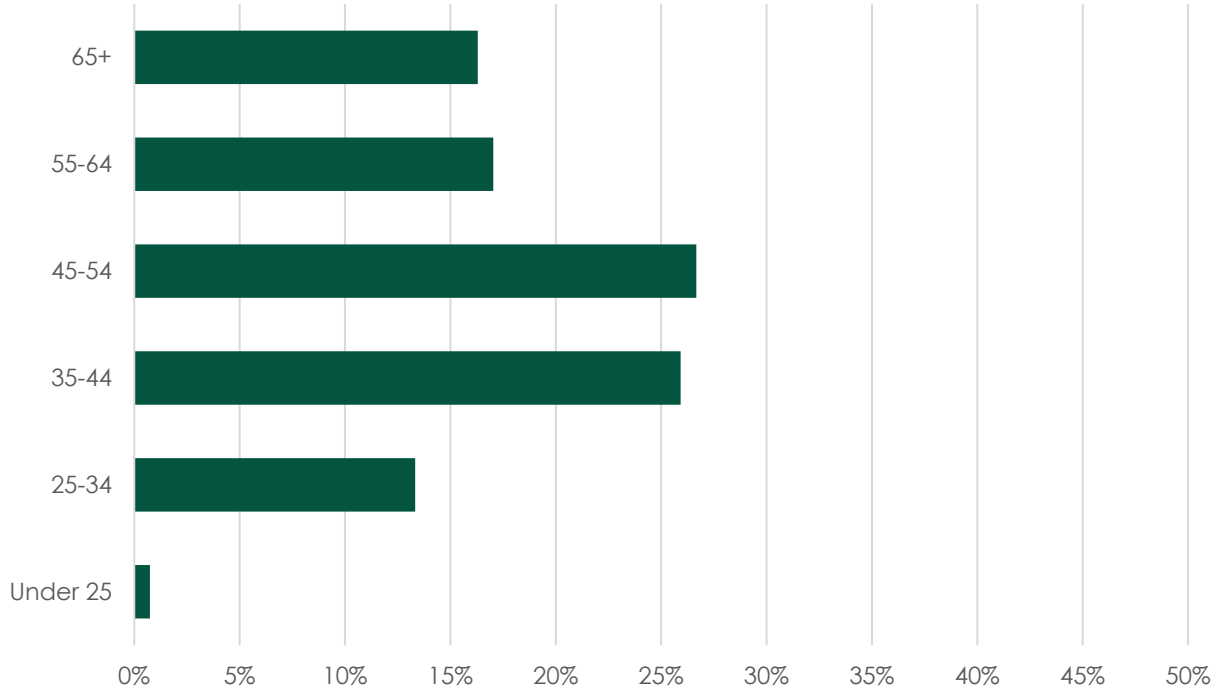
- Connect Sherwood to regional bike paths. I would like to safely bike across Sherwood but bing able to safely connect to other communities is important too.
- There are better places to bike and walk. I don't want the environment changed to accommodate bikers, pedestrians, more homes, and businesses.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

Survey Respondent Demographics

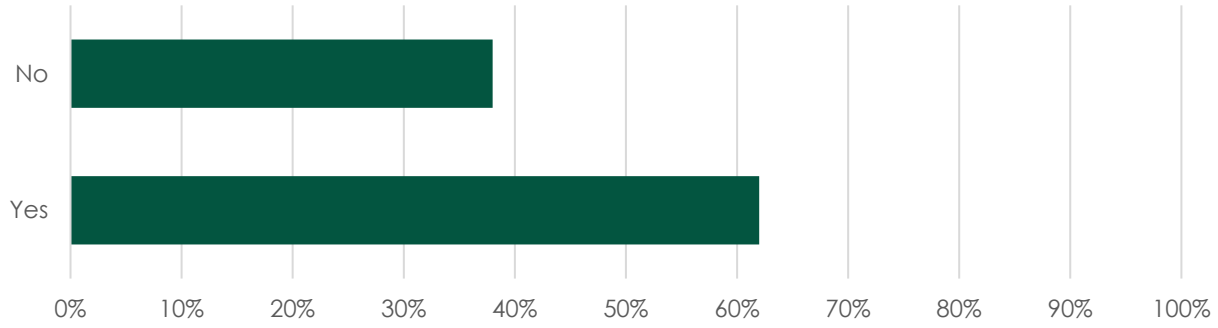
Are you a resident of Sherwood?



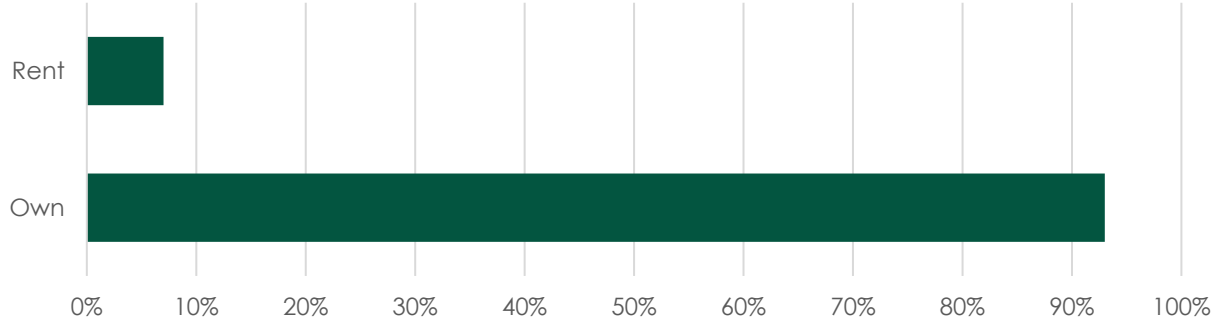
What is your age?



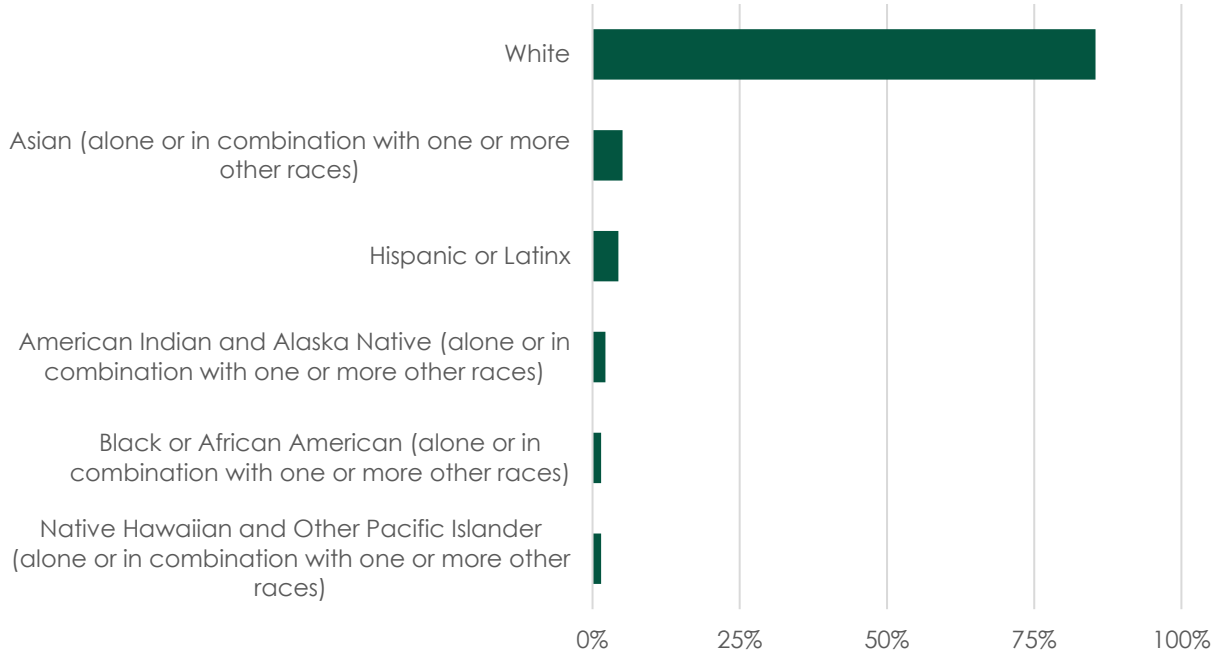
Are there children in your household?



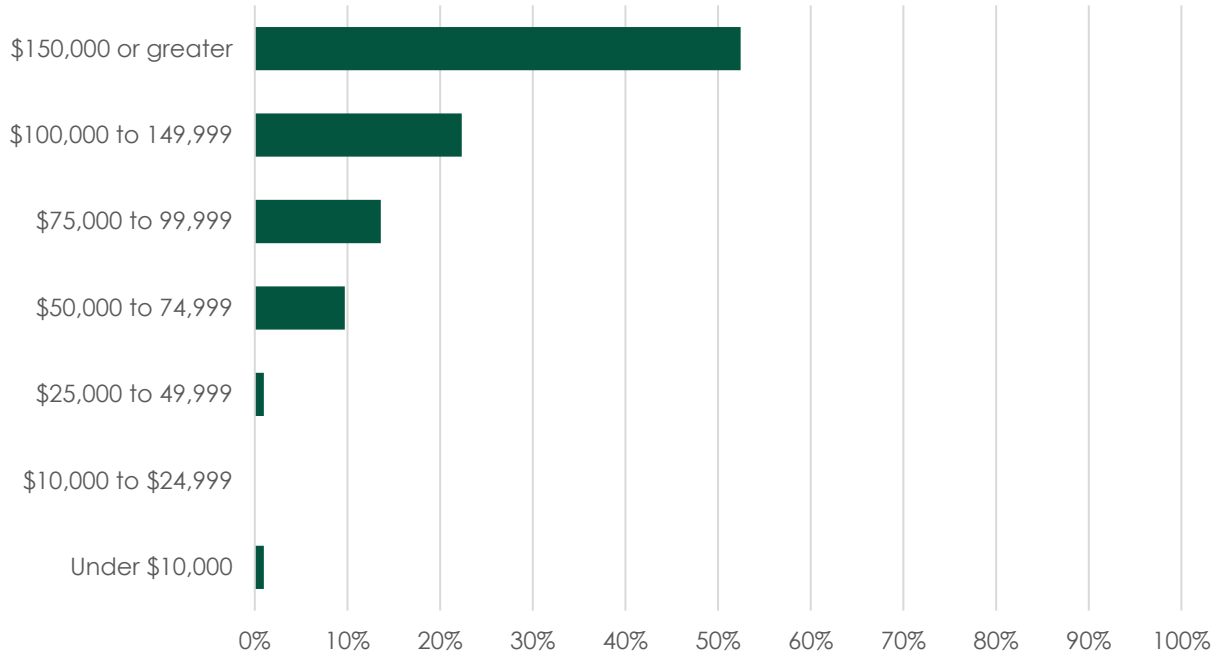
Do you rent or own your home?



How do you identify your race or ethnicity?



What is your annual household income?



APPENDIX E

Open House #2 and Survey Summary

OPEN HOUSE #2 SUMMARY

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

Introduction

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

Open House

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

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

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

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

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

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

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

Online Open House / Survey

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

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

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

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

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

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

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

Survey Results – Land Use Alternatives

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

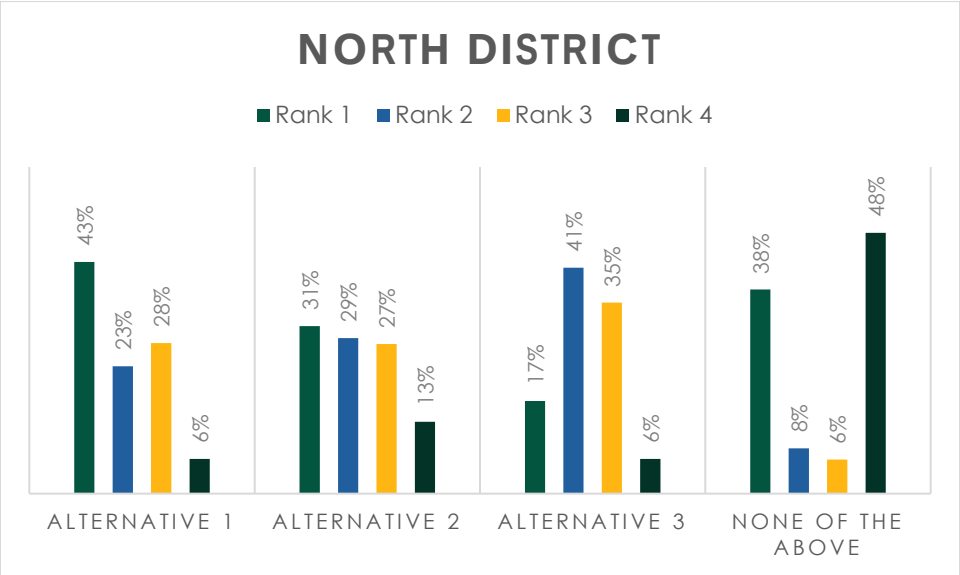
Following each chart is a summary of the key themes from the written responses (what did you like/not like, etc.). A full survey report with all individual written responses is included as Attachment C.

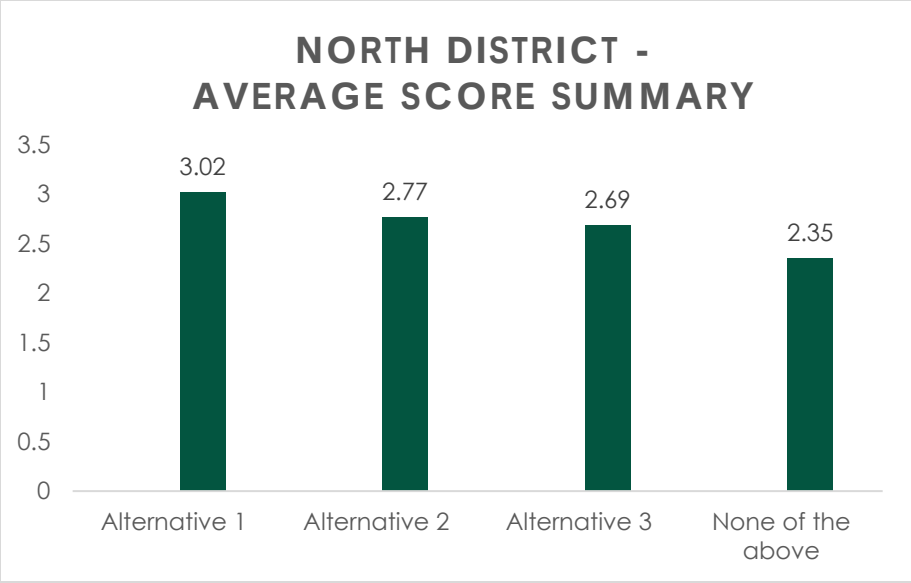
[NOTE: This is not a scientific survey. The online open house was intended as an additional way for people to get information and participate, but it does not reflect a representative sample of Sherwood resident's opinions about Sherwood West.]

NORTH DISTRICT

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

[102 answered; 2 skipped]





Themes from Written Responses:

Likes:

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

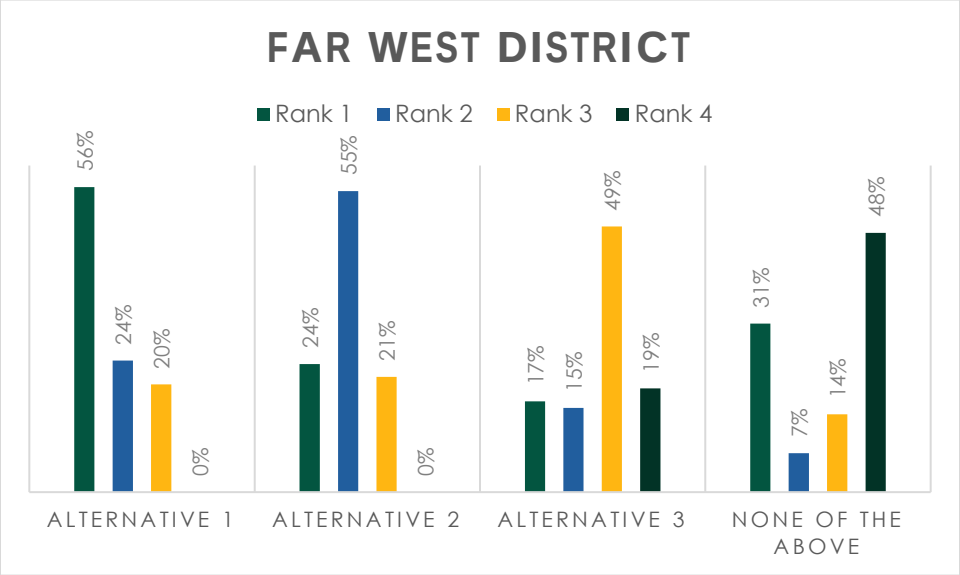
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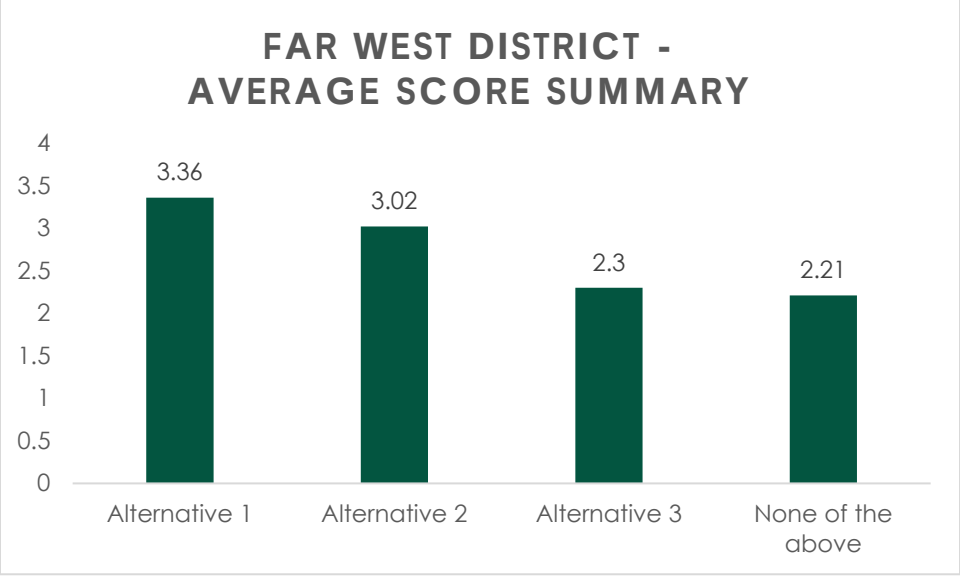
- Area too focused on employment
- Employment near Chicken Creek
- Medium density housing near Edy/Elwert intersection – The amount of traffic existing on Edy/Elwert
- Place housing east of Elwert on Edy near existing subdivisions (Oregon Trail, Mandel Farms)
- Hybrid of Alternative 1 and 2
- Traffic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

FAR WEST DISTRICT

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

[98 answered; 6 skipped]





Themes from Written Responses:

Likes:

- Parks
  - Balance of open space and housing

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

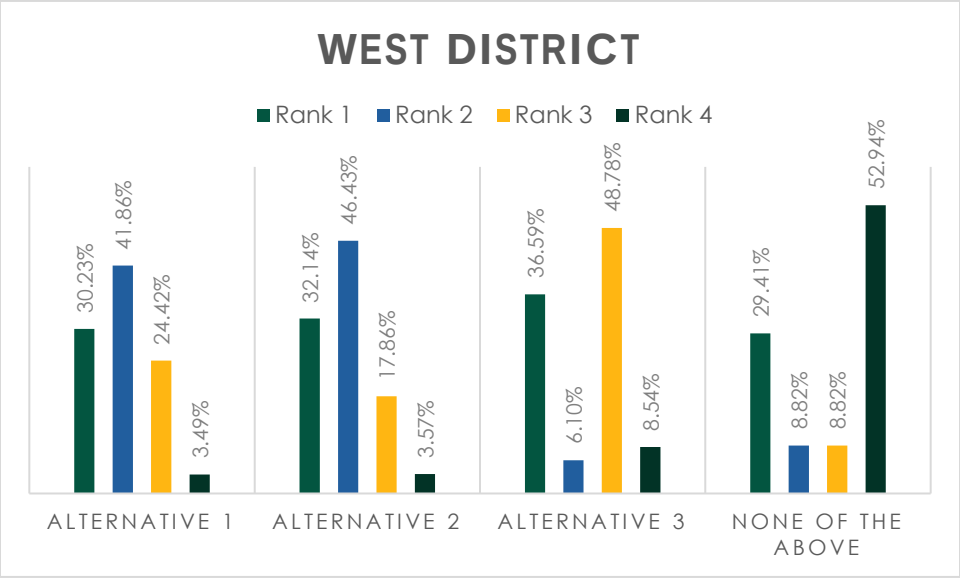
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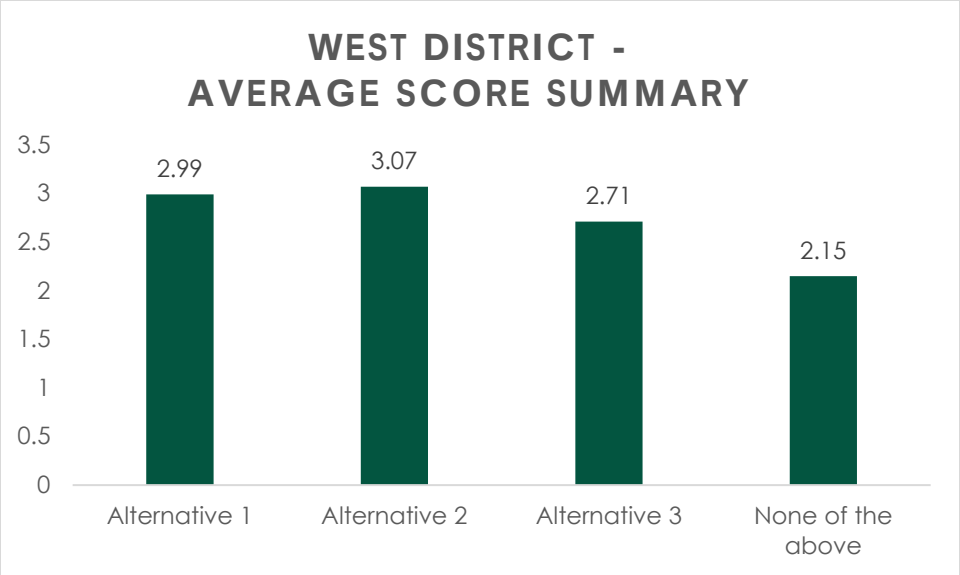
- Lesser density housing in areas of steeper slopes
- Impacts to existing Eastview neighborhood – proposed road connection
- Intersection at Edy/Elwert is dangerous
- Traffic impacts in the area with additional housing

WEST DISTRICT

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

[94 answered; 10 skipped]





Themes from Written Responses:

Likes:

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

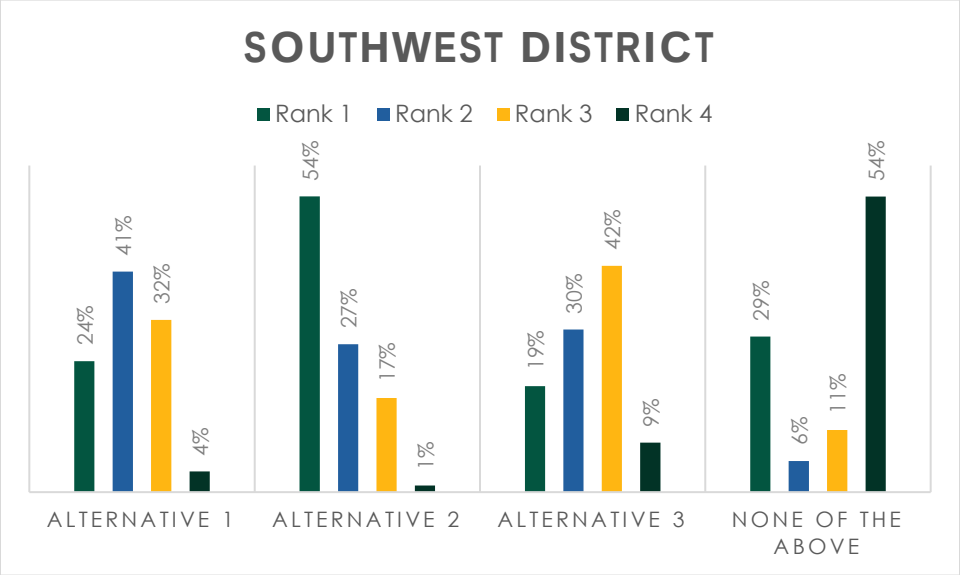
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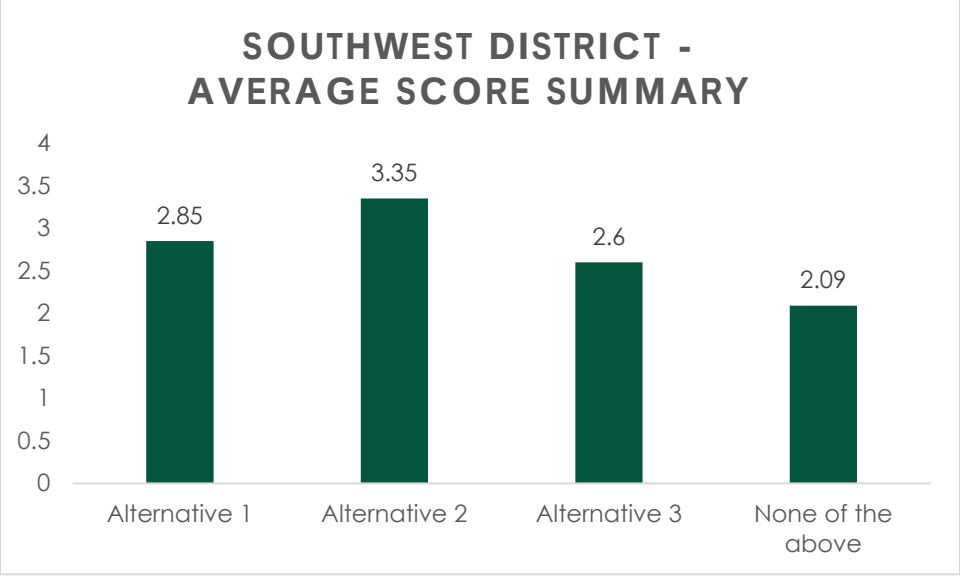
- Increase of traffic
- Edy/Elwert intersection is dangerous
- Extension of Eastview Rd is not practical
- Cottage cluster housing near high school – less likely to have children going to school
- Relocation of Elwert
- Too much high density and cottage cluster housing
- More employment commercial will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

SOUTHWEST DISTRICT

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

[91 answered; 13 skipped]





Themes from Written Responses:

Likes:

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

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

Changes:

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

Survey Results – Transportation Improvements

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

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

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

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

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

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

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

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

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

- Seems unnecessary

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

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

Survey Respondent Demographics

See Attachment C for a summary of respondent demographics.

APPENDIX F

Development Trends and Implications Memo

Development Trends and Implications

Date July 18, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

Note: The City of Sherwood adopted an updated Economic Opportunities Analysis (EOA) in June 2023, after this document was completed. The adopted EOA includes updated information about employment land needs in Sherwood and is available on the City's website: https://www.sherwoodoregon.gov/planning/page/2023-economic-opportunities-analysis-update

Executive Summary

Introduction

This Development Trends and Implications memo is intended to highlight a variety of key trends that will be explored in more detail in another memo to determine the specific opportunities for Sherwood West. It is not intended to answer the question of what Sherwood West can be; instead, it serves to provide a baseline summary of high-level findings from existing City of Sherwood planning documents and the current land use, transportation, and development conditions in the greater Sherwood area.

The Economic Opportunities and Challenges memo that will follow this memo will provide more specific information about assets, opportunities, constraints, economic development strategies, options for long-term job creation, and recommended land uses in Sherwood West.

This memo is organized as follows.

- **Planning Document Summary.** The memo includes summaries of two existing City of Sherwood planning documents: the Housing Needs Analysis (HNA) and Economic Opportunities Analysis (EOA). The HNA and EOA[1] provide information about supply and demand for residential, commercial, and employment lands in the City of Sherwood over 20 years. As both documents are policy-oriented and based on regional growth rates, there may be additional or different opportunities for Sherwood West that will be discussed in the Economic Opportunities and Challenges memo that follows. The summary of these documents in this memo, therefore, reflects just one perspective that may require an updated assessment.
- **Development Trends.** It also summarizes the team's evaluation of recent land use, transportation, and development conditions that impact Sherwood West, including new/pending developments in King City West, River Terrace, and Cooper Mountain, residential and employment growth areas in Sherwood (Brookman and Tonquin), and other development trends in Sherwood.

The key findings from this memo include the past development trends that offer insights into future development prospects for various land uses in Sherwood West, the key takeaways from the HNA and EOA.

Past Development Trends

The development trends of the past can provide an insight into the current and emerging opportunities for new growth. Relative to many other cities in the Portland metropolitan region, Sherwood's building stock is quite new, with most of the buildings constructed during the mid-to-late 1990s and early 2000s. During this time, construction activity was

[1] The 2018 EOA was not adopted by City Council. It is simply included in this memo to highlight baseline conditions.

dominated by single-family residential homes, industrial, and retail. While single-family residential construction declined significantly going into and since the recession of 2007-2008, construction activity for industrial and retail space has remained relatively high. Multifamily construction has been limited but consistent over the past three decades. And construction activity for office, healthcare, and hospitality space has been very limited, although new and emerging trends may result in growth opportunities, particularly for Sherwood West.

ES-1. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Below is a summary of the trends relating to each real estate development sector.

- **Employment (office, industrial).** The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities has spurred significant new investment activity. There are trends and opportunities on which Sherwood may capitalize, including automation, shifting consumer behaviors (e.g., ecommerce), the emergence of the "hub and spoke" offices, and the electrification of vehicles. Sherwood's office market is locally oriented, and construction and absorption have been limited. It has been more than 10 years since an office project was delivered and the pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. The Tonquin Employment Area (TEA) is Sherwood's primary growth area for new employment. Several industrial buildings totaling 535,000 square feet are in various phases of planning and development at the T-S Corporate Park—the first project since the creation of the concept plan in 2010. Other projects are in the early stages of planning in the TEA, per the City, including plans for multi-tenant industrial buildings totaling 900,000 square feet on 60 acres and project interest on 30 acres that was recently annexed and an adjacent 20 acres. Between these prospects and additional interest in new development in the TEA, there is reason to believe that most of the 200 acres of usable land in the TEA will be accounted for sooner than was originally anticipated in the 2018 EOA.
- **Retail/Commercial.** New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. With that said, investment in new retail typically follows household growth; in the southwest Portland metropolitan region, there are several large growth areas expected to generate significant demand for new retail services and amenities. Sherwood West may capitalize on this increased demand and capture a portion through new development.
- **Residential.** Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential. Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending. Apartment occupancy is currently at 95.9 percent—close to the five-year high—indicating demand for new development.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area. However, it is expected that these areas will be predominately residential with limited commercial and employment development. As Sherwood West develops, there may be increasing opportunities for it to be a sub-regional hub for employment. There may also be opportunities to add retail services, but we expect the primary trade area for these other southwestern growth areas to be oriented to the north and east, rather than to Sherwood.

The following table summarizes the scale of planned development in each of these expansion areas.

ES-3. Summary of Planned Development in SW Metro Region Expansion Areas

Expansion Area	Planned Commercial / Employment	Planned Residential
Tigard River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units (about 1,200 units built to date)
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Up to 4,500 total units
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units; Urban Reserve Area: 3,760 units; North CM: 300 units
King City West	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units

Planning Document Summary

The table below highlights the strengths, weaknesses, opportunities, and land supply and demand considerations described in Sherwood's EOA and HNA. These documents offer a potentially conservative depiction of the supply and demand factors for employment and residential growth in the City of Sherwood over the next 20 years.

While this information is helpful context, it is important to recognize that the documents reflect conditions at a certain point in time that are based primarily on an agreed-upon projected growth rate. Given that Sherwood is a relatively small city compared to most others in the Portland metropolitan region, modest developments can have significant impacts on employment and household growth. Growth could be further impacted by a proactive approach by the City, causing businesses and developers to locate in planned employment centers in Sherwood West beyond what was forecasted in each document.

There are, therefore, limitations to these documents which necessitate a fresh look at opportunities for Sherwood West. Because both the EOA and HNA are policy-based documents that follow a required framework, neither provides a discussion of emerging trends that may serve as opportunities for Sherwood West, nor do they include a complete depiction of the development pipeline in Sherwood, particularly for industrial projects. The remainder of this memorandum, as well as the next Economic Opportunities and Constraints memo, will revisit this baseline information and explore more specific opportunities and constraints for Sherwood West.

Table 1. Summary of Key Planning Documents

	Economic Opportunities Analysis	Housing Needs Analysis
Economic Strengths	• Suitable attributes for attracting new business. • Proximity of new residential growth areas. • High quality of life.	• Strong residential growth, particularly in younger families and senior populations. • Relatively high incomes compared with the rest of the Metro region.
Economic Weaknesses	• Congestion and the distance from I-5 hinder both industrial and residential prospects. • Lack of infrastructure in new growth areas. • Reliance on Tonquin Employment Area for meeting industrial land needs.	• Relatively high proportion of single-family detached housing relative to other housing types • Reliance on development of the Brookman Area for meeting residential land needs.
Opportunities	• Citywide growth potential in the industries of manufacturing, professional and business services, wholesale, and visitor and resident services. • Population growth will drive growth in retail businesses.	• Ageing population driving demand for smaller single-family housing, multifamily housing, and housing for seniors. • The growth of younger and diversified households is likely to result in increased demand for a wider variety of housing.
Land Supply & Demand	• Sherwood had 242 acres of unconstrained employment land in 2018, of which half is in the Tonquin Employment Area (TEA). • Employment growth is projected to drive demand for 86 gross acres of industrial land and 85 gross acres of commercial land. • Sherwood has a 24 gross acre surplus of industrial land and a 57 gross acre deficit of commercial land. The surplus is, in reality, much less given the new development coming online.	• Land base can accommodate 65 percent of forecasted population growth. • Limited supply of land for moderate- and higher-density multifamily housing, causing a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of seniors, young families, and moderate-income households.

Source: City of Sherwood

Economic Opportunities Analysis

The 2018 EOA is "an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends."

The primary goals of the EOA are to:

(1) project the amount of land needed to accommodate the future employment growth within the Sherwood City Limits and employment land areas in the Urban Growth Boundary (UGB), namely Tonquin Employment Area and Brookman Annexation Area, between 2019 and 2039;
(2) evaluate the existing employment land supply within Sherwood to determine if it is adequate to meet that need; and
(3) fulfill state planning requirements for a twenty-year supply of employment land.

While the EOA provides an indication of the strengths and weaknesses for job creation and highlights specific opportunities for Sherwood West, it is important to note that the Sherwood City Council decided not to adopt the 2018 EOA and to make updates closer to the adoption of the Comprehensive Plan. The reasoning for not doing so was primarily due to discrepancies between the rate of employment growth projected in the EOA and by Metro. Other

information provided in the EOA, such as broader economic trends and land availability, are still relevant and are discussed here.

The key points of the 2018 EOA are as follow. It is important to emphasize that this section simply summarizes what the EOA indicates, rather than a comprehensive discussion of the specific opportunities for Sherwood West.

Land Supply and Demand

The EOA included a discussion of land supply for employment and commercial development. Key findings are listed below (all findings are as of 2018).

- In 2018, Sherwood had 242 acres of unconstrained land[2], 141 of which is vacant and 101 of which is potentially redevelopable (i.e., underutilized but not vacant sites). Nearly 60 percent of the vacant land (and 40 percent of the redevelopable land) is in the Tonquin Employment Area (TEA). Most were sites less than five acres, nine sites were between five and 10 acres, and three were larger than 10 acres, including just one 50+ acre site in the TEA and two 12-acre industrial sites. Small industrial sites are considered an issue by the City and its economic development partners; the Metro Employment Land Site Readiness Tool Kit describes smaller sites with multiple owners and limited infrastructure as a regionwide issue in the Portland metropolitan area.
- While there has been little new development since the 2018 assessment for the EOA, anecdotal evidence from the City of Sherwood indicates a more constrained land supply than what is portrayed in the EOA. Sherwood West has a potential opportunity to capitalize on regional demand for large industrial sites, particularly given the aforementioned regionwide shortage.
- Sherwood's employment base was 8,340 jobs in 2018. The EOA forecasts 11,785 jobs by 2039, an increase of 3,446 that is projected to result in the demand for 86 gross acres of industrial land and 85 gross acres of commercial land.
- **Industrial.** Most of the buildable vacant employment land in Sherwood is designated as industrial as opposed to commercial, retail, or other types of employment. Sherwood has a supply of 110 acres of suitable land designated for industrial uses, which is a forecasted surplus of 24 gross acres over 20 years, per the analysis conducted for the EOA. There is a greater surplus with the addition of the TEA and the Brookman Addition.
- **Commercial.** Sherwood has 28 acres of land designated for commercial uses. The employment forecast projects demand for 85 acres of commercial land. Sherwood has less commercial land than the City is projected to need over 20 years, with a deficit of 57 gross acres of commercial land.
- **Future Development.** Sherwood has 172 acres of land designated for employment uses in future development designations in the Tonquin Employment Area and Brookman Annexation Area. In total, this land is likely to sufficiently meet both industrial and commercial demand over the next 20 years. However, if the rate of development increases as expected beyond what was forecast in the EOA, there will likely be a shortage of appropriate sites—particularly sites in excess of 10 acres—for employment growth in the City of Sherwood, thereby creating development opportunities in Sherwood West. These opportunities will be further explored in the Economic Opportunities and Constraints memo.

Sherwood's Economic Strengths and Weaknesses

The EOA included several strengths and weaknesses that affect Sherwood's ability to attract and accommodate job growth. A summary is provided below.

[2] The physical constraints used in the Sherwood buildable lands inventory includes areas subject to landslides, areas with slopes greater than 25%, lands within the 100-year flood plain, Metro's Title 3 land (including Water Resource Conservation Areas), lands within Metro's Title 13 Habitat Conservation Areas (Class I and II, A and B), Wetlands, and public facilities.

Strengths

- Sherwood's attributes that may attract businesses are its location along Highway 99; quality of public facilities and services; general availability of vacant land serviced by utilities[3]; quality of schools; and overall quality of life.
- Proximity to new residential growth areas—including the areas along the Roy Rogers Corridor north of Sherwood West—may increase demand for services and employment for new nearby residents. The growth expected in these areas is summarized later in this memo.
- High quality of life due to the Tualatin River National Wildlife Refuge, cultural amenities and events, and access to high-quality education and medical care, among other factors.
- The region's high-quality natural resources present economic growth opportunities for Sherwood, ranging from agriculture and wineries to amenities that attract visitors and contribute to the region's high quality of life. Proximity to Wine Country offers potential opportunities for manufacturing, hospitality, commercial, and other uses.

Weaknesses

- The current transportation network is considered a disadvantage for both residents commuting to jobs (both in and out of Sherwood) as well as businesses that need a distribution route to access the region. Several transportation projects, including the widening of Roy Rogers Road and Tualatin-Sherwood Road, may improve the prospects of attracting new industrial, technology, and commercial users to Sherwood. These opportunities will be explored more in the Economic Opportunities and Constraints memo.
- Distance from I-5 is a disadvantage for attracting some types of businesses, such as warehouses and distribution or manufacturers that need close access to I-5 for heavy freight.
- There is a lack of infrastructure needed to support employment growth on large vacant sites.

Opportunities for Sherwood West

The EOA describes several economic trends and opportunities that could apply to the Sherwood West area. These are described below.

- Growth in population in Sherwood will drive modest growth in retail businesses, including commercial centers and neighborhood retail. It should be noted that the 2018 EOA did not specifically reference the potential opportunities and the new market dynamics that will arise as a result of the substantial new household growth along the Roy Rogers Corridor to the north. While this new growth is unlikely to increase demand for retail businesses in Sherwood, there are likely to be opportunities for additional employment development that capitalizes on Sherwood West's proximity to this sizeable talent base.
- Approximately 1,719 new jobs (83.5 percent of total new jobs) in Sherwood are expected to require vacant or partially vacant land. The forecasted growth of 1,719 new employees will result in the following demand for employment land: 61 gross acres of industrial, nine gross acres of retail commercial, and 41 acres for office and commercial services.
- Approximately 16.5 percent of jobs in Sherwood are located in residential plan designations, including 12 percent of industrial, 15 percent of retail, and 21 percent of office and commercial service employment. Over 20 years it is expected that the proportion of employment located in residential areas will remain the same. These

[3] Anecdotal information provided by the City of Sherwood indicates that utility service throughout the City is inconsistent, with some existing industrial parks and infill location lacking the necessary utility services. The constrained capacity of existing services can be a barrier to economic growth and detrimental to development prospects.

jobs include home offices for industrial employment, such as construction companies and office and commercial medical offices, or small personal service businesses such as banks or hair stylists.

- The industries identified as having potential for growth in Sherwood include manufacturing, professional and business services, wholesale, and services for visitors and residents.
    - **Manufacturing.** Sherwood's attributes may attract manufacturing firms, such as Technology and Advanced Manufacturing, Machinery Manufacturing (Metals and Machinery), and Clean Tech.
    - **Professional and business services.** Sherwood's high quality of life, access to quality schools, existing population and business base, and location within the Portland region may attract professional and business services that prefer to locate in a smaller city like Sherwood, such as Software and Media, Clean Tech, Athletics and Outdoors, and other services.
    - **Wholesale.** Sherwood's access to Highway 99 may make the city attractive to the continued growth of wholesale businesses.
    - **Services for visitors.** Growth in tourism, especially related to agriculture and wineries, will drive demand for services for visitors such as specialty retail, wine tasting rooms, restaurants, and hotels.
    - **Services for residents.** Growth in population in and around Sherwood will drive the growth of businesses that serve residents, such as medical services, legal services, financial services, retail, personal services (e.g., barbers), and restaurants.

The following table is also from the 2018 EOA and shows the concentration of Sherwood's existing businesses by industry. The **bolded** industries have a high location quotient[4] (i.e., highly specialized compared to national employment in the industry), high employment (i.e., have more than 200 employees in Sherwood), and higher than average wages in Sherwood. These industries have the highest growth potential, given existing businesses and the higher concentration of employment.

With that being said, the table is a summary of Sherwood in 2018 and does not reflect an exploration of potential growth industries. Sherwood has up to now been attractive to certain types of industries, yet there is an opportunity to encourage the growth of industries that may not currently exist but see Sherwood as a competitive location in the Portland metropolitan region. For example, while most economic growth is due to the expansion of existing businesses, the City may be able to capitalize on the demand for large sites in excess of 50 acres that are in short supply in the region.

[4] Location quotients are ratios that allow an area's distribution of employment by industry, ownership, and size class to be compared to a reference area's distribution. If an LQ is equal to 1.0, then the industry has the same share of its area employment as it does in the nation. An LQ greater than 1 indicates an industry with a greater share of the local area employment than is the case nationwide.

Table 2. Concentration of Industries and Employment, City of Sherwood, 2016

	High Employment	Low Employment
High Location Quotient	• **Waste management and remediation services** • **Specialty trade contractors** • **Heavy and civil engineering construction** • **Machinery manufacturing** • **Merchant wholesalers, durable goods** • Building material and garden equipment and supplies dealers • Amusement, gambling, and recreation industries • General merchandise stores • Food and beverage stores • Food services and drinking places	• Construction of buildings • Real estate • Wholesale electronics markets and agents and brokers • Plastics and rubber products manufacturing • Personal and laundry services
Low Location Quotient	• Merchant wholesalers, nondurable goods • Miscellaneous store retailers • Truck transportation	• Professional, scientific, and technical services • Ambulatory health care services • Utilities • Administration and support services • Nursing and residential care facilities • Social assistance

Source: Oregon Employment Department, QCEW, 2016 (Table recreated from EOA)

Housing Needs Analysis

Sherwood's HNA provides a factual basis to support future planning efforts related to housing, including concept planning for Sherwood West and the update and revision of the City's Comprehensive Plan policies. The most recently completed HNA for the City of Sherwood provides analysis through twenty years from 2019 – 2039.

Demographics

According to the HNA, Sherwood has experienced rapid population growth since 1990, reflecting its situation as a major growth area on the edge of the Portland metro. Growth has consistently outpaced Washington County and the Portland Metro region. While the population is aging on average, Sherwood has started to attract a greater proportion of younger people and more households with children. The population is also becoming more ethnically diverse.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing.

Sherwood households also have relatively high incomes compared to the rest of the Metro region, which affects the type of housing that is affordable. Income is a key determinant of housing choice.

Housing Stock

Sherwood's housing stock is predominantly single-family detached, which accounts for about 75 percent, with single-family attached accounting for eight percent, and multifamily accounting for 18 percent. Approximately 69 percent of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.

Projections.

Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these, 700 new households will be inside the existing city limits; 1,029 new households will be outside the current city limits in the Brookman Area.

According to the HNA, the forecast for growth in Sherwood is considerably below historical growth rates. Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1 percent per year. In comparison, Sherwood's population grew at 3.4 percent per year between 2000 and 2013 and 8.0 percent per year between 1990 and 2013.

Land Supply. Sherwood's land base can only accommodate 65 percent of the forecasted population growth. Vacant and partially vacant land in the Sherwood Planning Area can accommodate 1,121 new dwelling units of the forecasted need for 1,728 units, leaving a deficit of land for 608 units. If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth.

The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High-Density Residential (145 dwelling units).

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. At growth rates between 2.0 to 4.0 percent of growth annually, the land inside the Sherwood city limits can accommodate two to five years of growth. With capacity in the Brookman Area, Sherwood can accommodate four to 10 years of growth at these growth rates.

Additional housing growth in Sherwood depends on the availability of development-ready land. The amount of growth likely to happen in Sherwood over the next few years is largely dependent on when the Brookman Area is developed, when the Sherwood West area is brought into the UGB and annexed, and when urban services (such as roads, water, and sanitary sewer) are developed in each area.

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. The limited supply of land in these zones is a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of people over 65, young families, and moderate-income households.

Development Trends

This section describes the general development trends for residential, commercial, and employment development in and around Sherwood, including a discussion of planned development in each of the nearby UGB expansion areas of King City West, Tigard River Terrace, and Beaverton's Cooper Mountain.

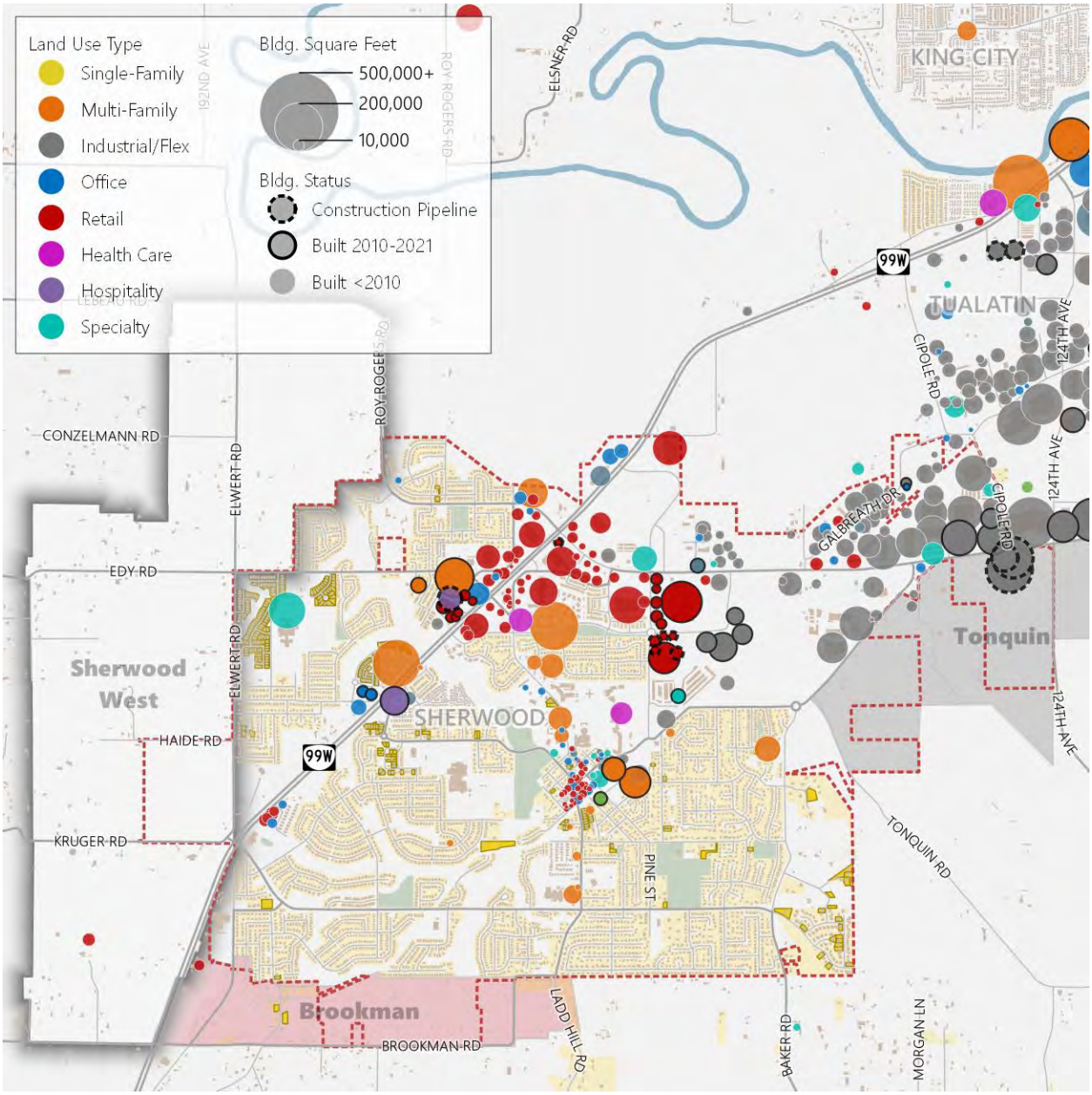
Sherwood Overview by Land Use Sector

Sherwood is experiencing strong growth in all development sectors. The map below provides the location, size, and type of new and existing development in and around the City. Most of the newer (built since 2010—symbolized with the bolded outline in the map) single-family/owner-occupied housing development has occurred on the City periphery where most of the vacant land exists. Industrial has largely clustered in east Sherwood along Tualatin-Sherwood Road. Commercial (retail, office, specialty, other) and multifamily residential development are more centralized, clustering along major arterials (Highway 99W and Tualatin-Sherwood Road) and in Old Town.

Industrial users tend to cluster near other users for a myriad of reasons, and so as long as there is developable land that meets that user's needs, the TEA and the surrounding area are likely to remain the most attractive location for new industrial users. Sherwest West may attract industrial users in select locations, especially as land availability diminishes elsewhere. Office users, while currently one of the most impacted land use sectors by the Covid-19 pandemic, might

consider Sherwood West an attractive location, especially if it develops in a way that offers a variety of amenities, services, and housing options (both in and near the area).

Figure 1. Development Overview by Land Use, Size, and Building Status

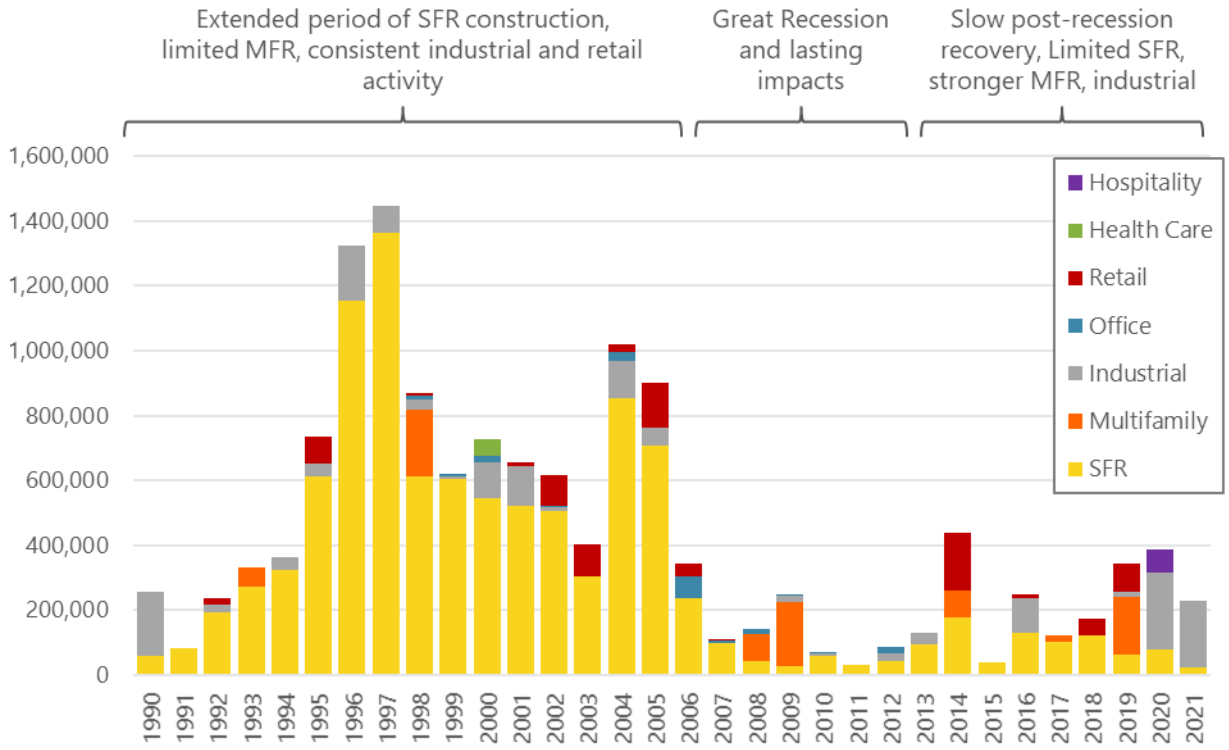


Source: Costar, Metro RLIS (SFR Data), City of Sherwood, LCG

The chart below and the table that follows show total development by year built for the City of Sherwood. There was a significant decline in residential construction activity going into and since the recession of 2007-2008. Multifamily construction has been consistent over the past three decades, averaging almost 26 units or 30,000 square feet per year. Industrial activity has increased again in the past decade following a relative hiatus between 2000 and 2010. Office activity has been very limited, as has healthcare and hospitality, although is likely growth opportunities for Sherwood West that capitalize on several emerging trends, including hub and spoke office development, proximity to Wine Country, proximity to major household growth areas, population growth of all age demographics, and the localization of

healthcare, among other trends that will be further explored in following documents. Retail development activity increased in the 2000s following strong residential growth in the previous decade and has continued into the past decade.

Figure 2. City of Sherwood Square Feet of Development by Year, 1990-2021



Source: Costar, Metro RLIS (SFR Data), LCG

Table 3. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Industrial

The Sherwood industrial submarket contains around 1.7 million square feet of industrial space and can be considered a midsized submarket. The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities—largely due to ecommerce—has spurred significant new investment activity. There is potential to capitalize on these opportunities in Sherwood given the proximity to Highway 99W.

Vacancies have increased significantly over the past year to 13.0 percent, up from 5.1 percent at this time last year, which, in turn, was slightly lower than the five-year average of 5.4 percent. However, this appears largely because of the three new buildings in the Cipole Industrial Park (TEA) completed in 2020 that total about 240,000 square feet and are yet to be fully occupied. According to Costar, leasable available industrial space totals 290,000 square feet of a total inventory of 2.2 million. According to the City of Sherwood, approximately 34,000 square feet in one new building is being sold to a manufacturer and an unknown additional amount of square is likely to get sold to an Australian company for their North American headquarters. The higher vacancy rate should not, therefore, be considered an indication of weak demand.

Net absorption came in at 18,000 square feet over the past year, slightly above the five-year average of 14,400 square feet. Rents grew by 6.1 percent over the past 12 months, in line with the five-year average but lower than this time last year.

New development supply pressures on vacancy or rent are generally limited to the Tonquin Employment Area (described below) in the near term, although few other places in Sherwood could accommodate significant new development projects without larger tracts of additional land being planned for employment uses, such as in Sherwood West. As indicated previously, the EOA indicated a surplus of industrial land, but most of it was small, challenging to develop sites.

Leland Consulting Group understands that there is significant interest in Sherwood from industrial users that is likely to continue the considerable construction activity seen in Sherwood over the past three years. Between 2018 and 2020, approximately 250,000 square feet of industrial space was delivered to market, representing a 12.8 percent cumulative expansion of the inventory. As this recent inventory expansion is absorbed by new or expanding users in the area and the available land supply diminishes, there may be a slowdown in industrial construction in the near term (approximately 2-5 years) until additional land is planned for industrial expansion opportunities. As one of only a handful of new growth areas in the metro, Sherwood West may capitalize on this and other several pertinent trends over a longer timeframe, including:

- Increasing automation of the manufacturing industry will decrease company's needs to locate near large population clusters and potentially result in companies seeking land on the urban periphery.
- Rapidly shifting consumer behaviors, such as ecommerce growth, will continue to enhance demand for distribution and land-mile warehousing facilities.
- Electrification and automation of vehicles will continue to require distributors to locate near major transportation routes.

Tonquin Employment Area. The Tonquin Employment Area (TEA) was brought into the region's UGB by Metro in 2004 and the City of Sherwood completed a concept plan for the area in 2010. The TEA vision is of industry supporting high-tech manufacturing and traded sector jobs. Properties within the Tonquin Employment Area will be annexed into the City of Sherwood upon request by the property owners. Upon annexation, the properties will be zoned Employment Industrial (EI).

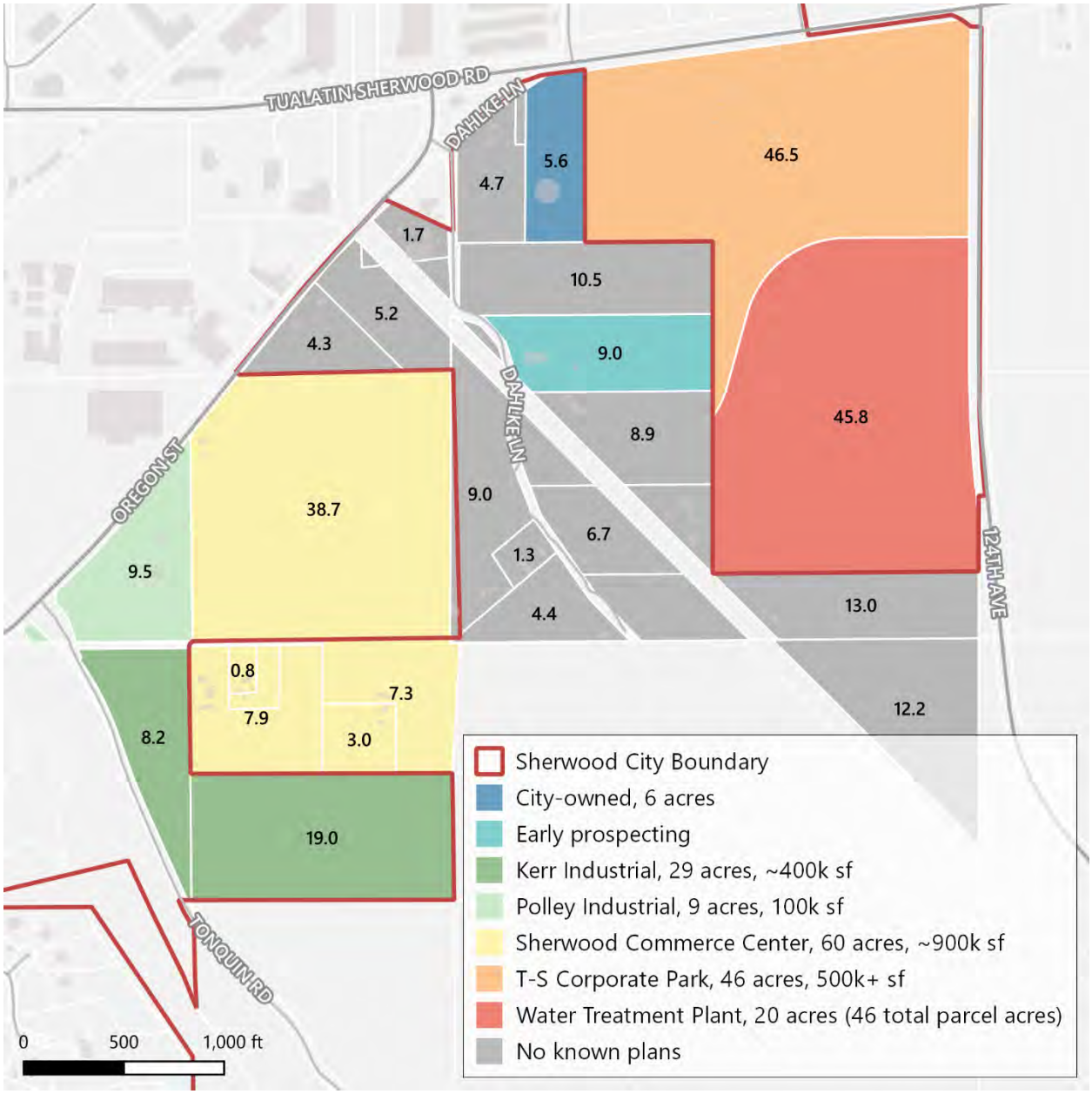
There has not yet been a completed project within the TEA since the adoption of the concept plan, but the development pipeline indicates that most of the land is already accounted for, with several projects at various planning and development stages.

- Most notably, a large multi-phase project called the T-S Corporate Park, which involves five industrial buildings on 46.53 acres, is underway at 12822 SW Tualatin Sherwood Road. Two buildings totaling about 144,000 square feet are underway and a third 183,000 square foot building is proposed for 2022, per Costar data and the City of Sherwood. Upon completion of all five buildings, T-S Corporate Park is expected to contain approximately 535,000 square feet of space for warehousing and industrial uses. At an estimated employment density of 1,000 square feet per employee, the T-S Corporate Park would employ around 535 people. According to the City of Sherwood, there is strong interest from a variety of companies, including tech, advanced manufacturing, and ecommerce occupiers. It was also indicated that there is more interest than the site can accommodate.



- South of the T-S Corporate Park, the Willamette Water Supply Program will begin construction of a statteof-the-art water treatment plant on two acres of 46 total site acres beginning in late 2021-early 2022. The treatment plant improvements will include the construction of a portion of Orr Drive, an important east-west connection within the TEA.
- Multiple parcels totaling approximately 60 total acres with frontage on SW Oregon Street are controlled by a major investment company. Two-thirds of the site is currently annexed and the remainder is likely to be annexed soon, with plans for a 900,000 square foot industrial park with multitenant buildings known as the Sherwood Commerce Center.
- Two parcels containing 38.7 acres fronting onto SW Tonquin Road were annexed in early 2021. According to the City, the property owner has indicated plans to develop approximately 400,000 square feet of new industrial space on the property.
- A 9.2-acre property with frontage on SW Oregon Street and SW Tonquin Road was annexed in early 2021. There is a pre-application submittal for over 100,000 square feet of new industrial space.
- There was previously interest in developing a 4.6-acre site frontage SW Oregon Street, but the owner has indicated holding off until there is more information about the proposed east-west industrial collector road through the TEA.
- Other properties in the TEA are generally accessible by Dahlke Lane, but development challenges include the quality of the road, the location of the major Bonneville Power Authority and PGE transmission lines, incompatible existing development requiring redevelopment, limited quality access, and various topographical and environmental barriers. It is expected that these properties will develop last in the TEA.
- The proposed 2021 URA will provide funds for infrastructure for the TEA and for various sites/projects along 99W.

Figure 3. TEA Development Project Pipeline



Source: LCG, City of Sherwood

Office

Sherwood's office submarket is locally oriented with roughly 200,000 square feet of office space. The vacancy rate has risen somewhat over the past 12 months as of 2021 Q2, but at 2.3 percent, the rate was well below the 10-year average of 6.1 percent.

Annual net absorption for the past year is negative 2,700 square feet, reflecting an increase in vacancies that were likely induced by the COVID-19 pandemic. Over five years, net annual absorption has averaged 1,100 square feet. Despite the rising vacancies and challenges of the last year, average rents increased by 1.7 percent over the past year—slightly lower than the 3.0 percent average change over the past decade—to a 10-year high of $24.61 per square foot.

There are no development supply pressures on vacancy or rent in the near term, as there is no new known office construction in the pipeline. This lack of construction extends a prolonged hiatus from new development in the Sherwood area; it has been more than 10 years since an office project was delivered. The Economic Challenges and Constraints memo that follows this document will provide additional details about specific opportunities to include office space as a component of employment-oriented land development.

The pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. Looking ahead, the effect of the pandemic has the potential to redefine the use of office space, as employers reevaluate the safety and health of workers. As the office sector emerges from the COVID-19 pandemic, there may be pent-up demand for new leasing opportunities, particularly offices in suburban locations that offer more space at more affordable rates than premier office locations like the Portland CBD.

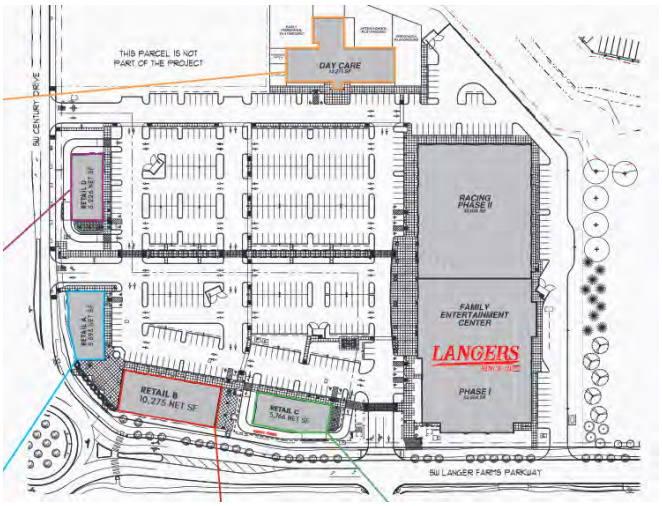
Retail

Retail vacancies in Sherwood, at 2.7 percent, are lower than the five-year average of 5.0 percent, albeit higher than this time last year. The rate is also significantly lower than the region's average. Meanwhile, rents have increased by four percent in the past year, slightly lower than the five-year average of 4.2 percent.

New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. Retail investors are also reasonably active in Sherwood and pricing is above the region's average.

The commercial real estate environment, and particularly the retail sector, remains uncertain due to the pandemic and the increasing demand for ecommerce. Even with vaccines, it is probable that retailers will continue to face turbulence in the coming quarters. Those effects will likely linger for the foreseeable future, impacting demand, rent growth, and the capital markets in the process. However, as household growth occurs in Sherwood and in nearby areas (including the competing UGB expansion areas to Sherwood West that are described later in this memo), there will be increased demand for new retail development. Retail in Sherwood is likely to draw most of its customers from within the City and from areas to the south, rather than from areas to the north and east where there are preexisting retail and commercial clusters. That being said, unique regional drawers or major destinations will likely have a much larger trade area from which to pull customers than convenience-based retail.

Parkway South. There is a substantial new development under construction in Sherwood called Parkway South on the area bounded by SW Langer Farms Parkway and SW Century Drive.



At 132,000 square feet of gross leasable area (GLA), Parkway South is anchored by a 53,000 square foot family entertainment center—the only building currently built. Among the other proposed buildings are a 12,275 square foot daycare facility and a 40,000 square foot indoor racing facility. Approximately 27,000 square feet of in-line tenants on "pad" sites make up the remaining buildings.

The fact that the only new major commercial center planned for this part of the metropolitan region is primarily non-retail is telling and reflects the changing composition of commercial development and a desire for differentiation in an often saturated retail market.

Rental Residential

Sherwood shares a multifamily/apartment submarket with Tualatin and is conveniently located between major employers in the Sunset Corridor and Wilsonville. Vacancies generally trend below the regional Metro area rate, but can be volatile as there are only 3,888 total units (1.9 percent of the regional market), so small changes in new inventory or absorption can make significant impacts. Regardless, occupancy is currently at 95.9 percent—close to the five-year high—indicating strong and consistent demand for new development.

Annual rent growth 6.0 percent in the past year, up from an annual average of 3.3 percent over the past five years. Rent growth in 2019 was triple Portland's overall average, ranking near the top of all apartment submarkets in the region, but slowed in 2020 due to the coronavirus pandemic.

Only four new developments were delivered to the market in the past decade, representing about 320 total units, and no additional projects are in the pipeline. Though few multifamily sales have occurred since 2017, the submarket occasionally sees sizable institutional investment.

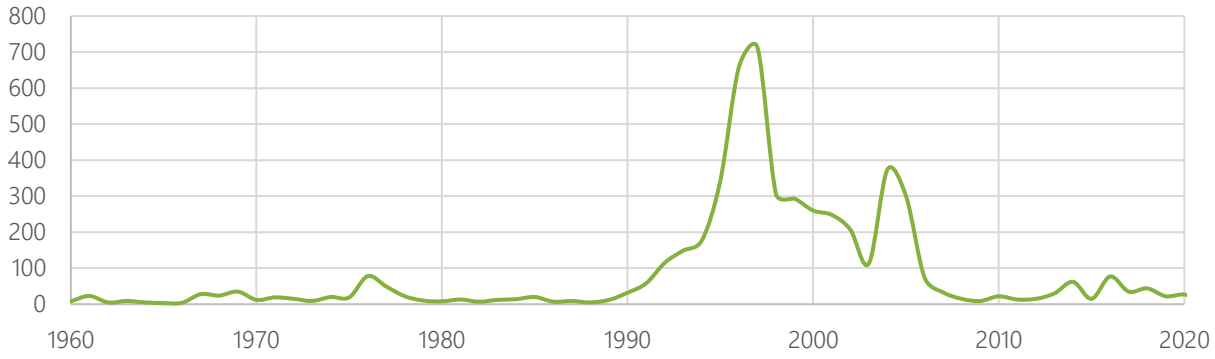
Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential.

Ownership Residential

Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending.

Sherwood's housing stock is relatively new compared with the rest of the Portland Metro region. Almost half of all Sherwood single-family homes were built in the 1990s, averaging 284 new units built per year, with another third built in the 2000s, averaging 150 new units built per year. Construction slowed since 2010, with new construction averaging 32 units per year, impacted by both the lasting effects of the Great Recession and the diminishing availability of buildable residential land (not including the Brookman area). Upon annexation of additional residential land in the Brookman area, single-family residential construction is expected to pick up again. The city has annexed roughly 65 acres to date and three new subdivisions have been approved with a total of 232 lots. These households will generate demand for both nearby commercial amenities and services and employment opportunities.

Figure 4. Single-family Homes by Year Built



Source: Metro RLIS

In March 2021, Sherwood home prices were down 5.9 percent compared to last year, selling for a median price of $585,000. On average, homes in Sherwood sell after 16 days on the market compared to 22 days last year. There were 37 homes sold in March this year, up from 22 last year.

Hospitality

While the hotel industry has been among the most significantly impacted real estate sectors by the COVID-19 pandemic, it is now seeing buyers flock to distressed properties. Sales have surged nationwide; a clear signal some commercial real estate investors are ready to act while others may still be waiting for similar action in other sectors such as office or retail.

Sherwood's only hotel—a 73-room, 71,000 square foot Hampton by Hilton—was built recently in 2020 along Highway 99W, reflecting a highly limited market.

The hotel industry appears poised for recovery as people begin to travel once more. However, future disruptions in the near term (0-2 years), such as new waves of coronavirus infections, continuing competition from Airbnb and similar models, too few hotel workers and patrons vaccinated, a glut of supply, and continued reduced business travel may continue to dampen hotel prospects. That being said, there are most likely opportunities that can capitalize on Sherwood's proximity to Wine Country and an increasing number of prominent companies in the area, among other emerging trends. These opportunities will be further explored in later tasks.

Southwest Metro Region Expansion Areas

Sherwood is part of the Metro region. All cities in Metro share one regional UGB. This boundary is the line between urban and rural/resource uses and development. The following map shows the location of Sherwood West relative to the current location of Metro's urban and rural reserves, denoted in blue and green, respectively. Understanding the timing of the development in both of these areas is critical to determining the extent of the demand for various uses in Sherwood West in the near- and mid-term, as well as how much land will be needed to serve longer-term growth.

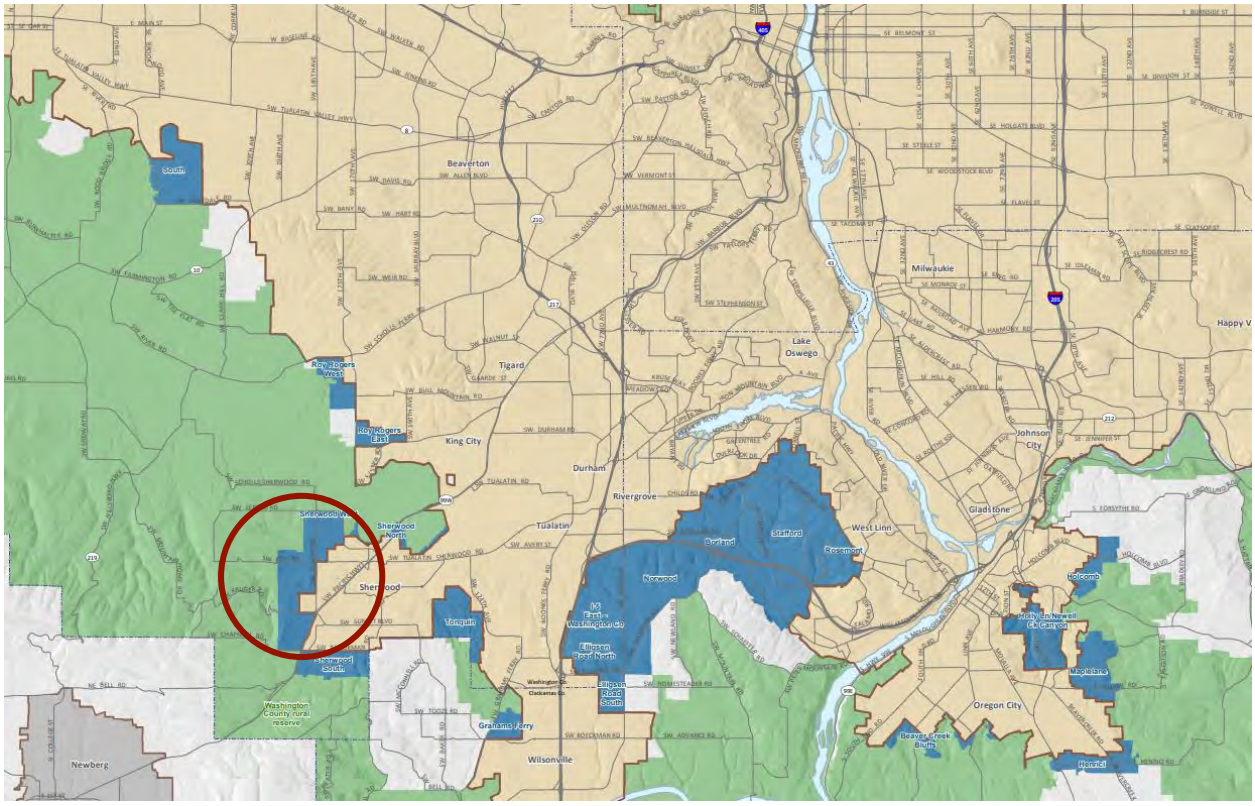
The reserves designated by Metro represent the region's policy regarding land supply needed over the next 50 years. However, the Portland metropolitan region has experienced higher-than-expected economic growth and housing construction, resulting in a quickly diminishing availability of developable land since the designations. A reassessment of land needs, therefore, is likely to be triggered sooner than expected.

In short, it is safe to assume that areas to the west and south will be developed at some point. This analysis, therefore, takes a phased approach to assessing development potential in Sherwood West. In the near term (0-10 years), Sherwood West will continue to be an edge location. As development occurs over the longer-term (20+ years), it will become increasingly central to surrounding neighborhoods. Thus, it is important to identify short-term opportunities based on the current market while maintaining a long-term outlook, particularly if the City's vision for economic development does not align with what the current market allows.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area.

Other expansion areas exist along the I-5 and I-205 corridors. These areas are in various stages of planning but are likely to serve a different market area and, therefore, not directly compete with Sherwood West. For major employment uses, there might be some level of competition at the regional level, but Leland Consulting Group anticipates sufficient demand for these uses. A myriad of other challenges also pose barriers to developing these areas, including topography and political hurdles.

Figure 5. Metro Urban and Rural Reserves



Source: Metro

The following table summarizes the scale of planned development in each of these expansion areas.

Table 4. Planned Development Summary

Expansion Area	Commercial / Employment	Residential	Additional Notes
River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units; 75% Single-family, 25% Multifamily (about 1,200 units built to date)	Residential Development is currently underway and is expected to finish in the next several years. Construction of commercial space is expected in late 2021.
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Approximately 3,100 to 4,500 total residential units,	A mix of SFR detached and attached and MFR apartments are expected. Employment uses are desired by the City.
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units Urban Reserve Area: 3,760 units North CM: 300 units	Residential Development currently underway, existing high school, future development at North Cooper Mountain. Limited competition.
URA 6D King City (King City West)	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units, including a mix of single-family and multi-family homes.	Limited existing household support and physical barriers limit market area, this area is the most removed from centers of population and employment.

Source: LCG

The UGB expansion areas are expected to get built out in the following order.

- River Terrace 1.0
- South Cooper Mountain
- King City West (URA 6D)
- River Terrace 2.0

King City 6D

King City Urban Reserve Area 6D is a 528-acre expansion area to the west of the existing city limits. SW Beef Bend Road and SW Roy Rogers Road border the area on the north and west, respectively. The south boundary is formed primarily by the southern segment of SW Elsner Road and the Tualatin River.

According to the 2018 concept plan, the area could accommodate as many as 3,576 housing units, including 1,222 multifamily units, 560 single-family attached, and 1,794 single-family detached. The 2017 King City Market Study estimated 500 to 950 housing units could be absorbed within the first 10 years of construction.

King City is looking to develop a town center, which is likely to serve these new residents. Development is likely to compete with River Terrace 2.0 or be part of a compatible commercial/employment cluster near Beef Bend Road.

Tigard River Terrace

River Terrace 1.0 is a 500-acre area on Tigard's westernmost edge. It was added to the region's Urban Growth Boundary in 2002 and 2011 to accommodate future housing needs. Approximately 1,200 units are currently built in the area, about three-quarters of which have been built since 2016 (233 were built between 2000 and 2015). Continued build-out of

Tigard River Terrace 1.0 (excluding the River Terrace 2.0 West and South study areas) will result in a total of 2,600 residential units (single-family and multifamily), approximately 25 percent of which will be multifamily.

The River Terrace Town Center is also proposed in the area, a "Main Street" development type that will include 350 residential rental units and 25,000 to 40,000 square feet of neighborhood-serving commercial, likely involving a small format or specialty grocer, medical or professional/financial offices, and food service and drinking establishments. Development is expected to start in late 2021.

River Terrace 2.0 is the next phase of planning in this area. Two urban reserves are totaling over 500 acres to the west and south of the current River Terrace (1.0). River Terrace 2.0 is expected to feature a wider variety of housing options (with average residential densities of 16 to 24 units per acre), recreation, and employment areas. River Terrace 2.0 is expected to add between 3,100 to 4,546 units at full project built out.

Between 10 and 30 or more acres have been identified for commercial and employment uses. It remains too early in the planning process to describe these plans in more detail.

Collectively, the River Terrace areas may include more than 11,000 new residential units and substantial land planned for commercial and employment growth.

Beaverton Cooper Mountain

The Beaverton Cooper Mountain Community Plan is a multi-year effort to plan for the 1,232-acre Cooper Mountain area, which was added to the region's urban growth boundary in 2018. The Cooper Mountain Community Plan will establish a long-term vision for the area's growth and development to support welcoming, walkable neighborhoods that honor the unique landscape and ensure a legacy of natural resource protection and connection. The Cooper Mountain area is located southwest of Beaverton outside the current city limits.

The Cooper Mountain area consists of three areas: a 510-acre area to that north that is inside the UGB but still in unincorporated Washington County; a 544-acre area to the south that was annexed into the city in 2012 (South Cooper Mountain); and a 1,232-acre urban reserve area in-between.

Urban Reserve Area. Current Washington County zoning is primarily Agricultural and Farmland and Rural Residential zones; however, Beaverton will apply its own zoning to the area once properties are brought inside city limits and the area is anticipated to provide at least 3,760 future homes, including a mix of single-family, multi-family, and middle housing types such as townhomes, duplexes, triplexes, and fourplexes. The City anticipates completing the Community Plan in December 2022, after which it will begin accepting owner-initiated applications for annexation and development.

South Cooper Mountain. Due to its proximity to Sherwood and location on Scholls Ferry Road and near Roy Rodgers (providing north-south access to Sherwood), the 554-acre South Cooper Mountain is expected to be the primary competition for new development in Sherwood West out of the three Cooper Mountain areas. The South Cooper Mountain Plan shows that the area could support up to 3,430 housing units and between 47,000 and 142,000 square feet of new commercial space, which would primarily be driven by demand from new residents. South Cooper Mountain is expected to be nearly built out as early as 2024. There is also a new high school that will hold up to 2,200 students and 200 staff.

North Cooper Mountain is slated to support another 300 housing units if new zoning is adopted in the northern portion of the area; utilities are made available; and, properties annex to the City of Beaverton.

Transportation

The regional transportation network serving Sherwood West and surrounding areas is planned for a number of updates and improvements that will be needed to serve future residential and employment growth and changing land use

patterns. Washington County recently completed an Urban Reserves Transportation Study (URTS) project, which is intended to inform concept planning in the urban reserves (including Sherwood West), help ensure that the County meets mobility and capacity standards on area roadways, and provide a roadmap to funding transportation system improvements as the urban reserves develop in the future. Notable projects in the vicinity of Sherwood West include:

- **Roy Rogers Road:** Washington County plans to widen Roy Rogers Road between Scholls Ferry Road and 2,500 feet south of Bull Mountain Road to five lanes with bike lanes and sidewalks. This project is expected to be completed in December 2021.
- **Tualatin Sherwood Road/Roy Rogers Road:** Washington County plans to widen Tualatin-Sherwood Road/Roy Rogers Road, between Borchers Drive and Langer Farms Parkway, to five lanes with bike lanes and sidewalks and additional turn lanes at Highway 99W. The project is expected to begin in Fall 2021.
- **SW Brookman Road:** When the Sherwood West area annexes to the City, SW Brookman Road (SW Chapman Road) will be upgraded to an urban facility with facilities for bicycling and walking, and the City is exploring crossing solutions at Highway 99W.

APPENDIX G

Economic Opportunities Memo

Sherwood West Concept Plan

Economic Opportunities and Challenges

Date June 15, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

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Executive summary

Stakeholder Interview Takeaways

- **Employment Land.** There is a limited supply of high-quality buildable employment land in the region and increasing demand, particularly for large sites. Stakeholders believe that demand is strong enough to absorb whatever amount of land the City sets aside for employment in Sherwood West.
- **Development types.** Developers are mostly building multitenant flex space (as part of larger industrial or business parks), warehouses, and distribution facilities (both speculative and build-to-suit). The transportation network is considered prohibitive for the latter two in Sherwood West. Opportunities for build-to-suit single-user buildings may also arise sporadically.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site.
- **Land needs** range from 40 to 50 acres per "center" or "park" allowing for buildings averaging 50,000 square feet on five to six acres, although a larger-than-average business park or campus-style development may require more than 100 acres. Total demand is likely sufficiently strong to support a number of these developments, creating a healthier jobs/housing/fiscal balance for Sherwood. Sherwood should target two to three areas of Sherwood West with the largest and flattest (less than 3.0 percent slopes) contiguous tracts of land for these developments. Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road, along Highway 99W and potentially near Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.
- **The wine industry** is an important part of the local and regional economy which may dovetail with industrial, retail, and hospitality uses, but it is unlikely to solely support the growth of any of these land use sectors. A diversified economy and additional employment are necessary.

- **Land aggregation** is critical because of the number of different property owners in Sherwood West.
- Developers want **transparency and certainty** for land, zoning, and infrastructure. This is now considered more important than a shorter development timeline.
- **Office prospects** are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples and the market is unproven.
- **Zoning flexibility** is critical. It is not recommended the City dictates uses, but simply provides limitations on undesirable uses.

Opportunities for Sherwood West

- **Industrial.** The industrial market is hot and unlikely to cool within the next 10 years. Sherwood is beginning to see interest from existing tech companies in Hillsboro and elsewhere. As the west and southwest parts of the metro region develop, the gap between Sherwood and existing tech and other industry clusters will likely decrease, creating a critical mass of employment with access along the Roy Rogers corridor.
- **Target tenants** are wide-ranging, including service providers, contractors, tech companies, logistics, light manufacturers, designers, healthcare users, etc. Other users in the City's target industry list—including advanced manufacturing, life sciences, R&D, software/media design, professional and business services, food products, outdoor wear design, etc.—are also appropriate.
- **Tech Clusters.** Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but these markets are now understood to be softening, with developers looking for opportunities elsewhere in the Portland metro. The Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses to the metro region.
- **Hotels**—particularly mid-range, independent, and boutique hotels—are in demand. However, Sherwood cannot expect to support new hotel development based entirely on its proximity to wine country as other cities to the south are better positioned for an immersive wine country experience. Instead, new hotels in Sherwood will likely be feasible as a follow-on use once employment growth occurs, and the market is proven.
- Similarly, new **retail development** will come in a later phase after residential and employment growth.
- **Office space** is likely to be part of mixed-use developments, commercial centers, or larger employment centers. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office.
- **Retail.** New growth will drive demand for new space, but the growth of ecommerce and declining retail footprints may dampen the impact. Sherwood should focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places, either as neighborhood-centers or main street corridor approach that diversifies the retail mix and supports the growth independent retailers and restauranters.
- **Healthcare.** Because major healthcare facilities depend on large nearby population bases and visibility and access along highways and major transportation corridors, such a facility may be unlikely in the next 10 or 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City. Smaller-scale healthcare facilities are likely to be part of centers or larger developments.

Strategies/Recommendations

- **Be Flexible.** Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.

- **Plan for Mixed Employment.** Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.
- **Plan for Multitenant Space** that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- **Compile a Toolkit** of incentives and tools that can be packaged together to encourage desired development types.
- **Be Both Proactive and Patient.** Depending on the market cycle and the opportunities at any given time, certain land uses will develop faster than others. This will require a phased development approach in Sherwood West. Industrial and residential uses are likely to dominate in the near term, followed by retail, hospitality, office, and healthcare.
- **Ensure that Buildable Shovel-ready Land is Available for Employment.** The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development. Flat sites with slopes of less than 3.0 percent are limited and should be reserved for mixed employment and industrial users.
- **Invest in Talent and Quality of Place**. The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another.
- **Increase Accessibility and Visibility** via the regional transportation network. Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure.
- **Consider Land Acquisitions.** Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.
- **Target 99W and North Sherwood West** for transportation-dependent uses and larger-scale employment development, respectively. There is little frontage on 99W so it should be retained for certain users. Similarly, the largest tract of flat land (100+ acres) in Sherwood West is located to the north. Other areas may be feasible, but developers of industrial and, to a slightly lesser extent, office projects typically require regularly-shaped tracts of flat land with slopes of less than 3.0 percent. A campus-style development may be able to accommodate a greater variety of topographical conditions. Further analysis of the topographical and other physical conditions is necessary to determine the extent of these opportunities.

Introduction

This Economic Opportunities and Challenges memo provides an evaluation of Sherwood West's assets and constraints; summarizes input from interviews with developers, stakeholder, and leading economists; and provides insights on the economic future of Sherwood West as a part of a growing Sherwood. It is intended to highlight opportunities for economic development strategies and non-residential land uses that could produce jobs and tax base as part of the overall mix of land uses in Sherwood West over the next 20 years and beyond. It also explores creative options for long-term job creation that reflect Sherwood West's location at the urban edge and that optimize its ability to evolve as the region matures and economic changes occur.

In preparing the memo, Leland Consulting Group (LCG) conducted interviews with key stakeholders to explore how technology, health care, office, hospitality, retail, and other employment uses might evolve in Sherwood West's unique location. These stakeholders included local and regional industrial, office, mixed-use, retail, and hotel developers, brokers, and specific industry representatives (such as the wine industry). The anecdotal takeaways from these interviews are intermixed within the narrative of this memorandum.

Sherwood should not attempt to compete against other employment centers that may have better locational attributes such as proximity to I-5 or existing clusters of technology employment. Accordingly, we have identified opportunities that play to Sherwood West's unique attributes. These opportunities build upon the area's proximity to the wine country, long-term changes to office dynamics as a result of COVID-19, evolving changes to the retail landscape, and other factors.

The memo includes a shortlist of employment land uses that could realistically be supported in Sherwood West, with projections for development over time.

Constraints and Challenges

Based on key takeaways from feedback received during the stakeholder interviews, most of the opportunities for long-term job creation in Sherwood West will likely require a mixed employment approach—namely industrial, flex, and office. This approach is consistent with both recent development in the Tonquin Employment Area and other examples of peripheral employment development clusters in the region. Of these mixed employment uses, industrial development, which typically includes warehousing, logistics, distribution, and manufacturing, has the narrowest framework of site selection criteria. While demand-related factors are generally expected to largely overcome potential challenges related to site conditions, it is important to highlight these selection criteria as the industrial market may not remain as strong as it currently is over the next 20 years.

Site selection criteria for industrial development typically includes:

- **Access to major transportation routes.** Industrial users typically need access to major transportation routes so that products can be quickly and easily delivered and shipped, and to maximize the employment catchment area. The closest industrial development in the past 20 years has been in Tualatin and Sherwood along I-5 and Highway 99W—both major freight and transportation routes.
- **Separation from residential uses.** Due to the propensity of industrial users to generate noise, pollution, and vehicular traffic, development is not typically located next to residential uses. This sometimes also applies to other uses that attract pedestrian activity, such as main street retail and hospitality.
- **Low-cost land.** Of all land use types, industrial fetches the lowest rents and sale prices. Comparatively, high-density residential and commercial uses fetch the highest rents and sale prices. Typically, the cost of land reflects these trends.
- **Large, uniform sites.** Industrial development is low-density (typically one or two stories) and requires plentiful space for circulation, storage, and parking, particularly for freight operators.

- **Flat sites.** Due to the cost of grading, combined with the low value of industrial development, industrial users require sites with less than 3.0 percent slopes.

With these selection criteria in mind, there are several major constraints or barriers to commercial and employment-focused development in Sherwood West and the immediate surrounding area. We have highlighted these below.

- **Location.** Sherwood West is located in the southwestern corner of the Portland Metro region and lacks easy access to the I-5 corridor. In the near term, this edge location creates a one-sided market area, limiting the employment catchment area. Further, the travel time to or from Portland International Airport[1] is double the average tract in the Portland metro. As we will discuss in the following pages, strong regional demand and a limited supply of employment lands mitigate these challenges in the near term, and long-term residential and job growth is expected to soften these impacts as time goes on.
- **Regional Competition.** As noted in the previous Development Trends and Implications memo, the southwest Portland metro region will see significant growth over the next 20 years, primarily because of the development of Sherwood West and several other nearby UGB expansion areas—including Tigard River Terrace, King City West, and Beaverton Cooper Mountain—as well as local annexation areas like Brookman and Tonquin. Most of these future growth areas are expected to include some level of commercial (and to a leser extent, employment) space that will compete with new development in Sherwood West. Closer cities within the Portland metropolitan region also have existing industry and business clusters that will continue to grow in the coming years. However, these central-area opportunities are expected to be fully built out or have limited land availability (particularly for larger sites), pushing the focus of substantial new developments to outer locations like Sherwood West.
- **Local Competition.** More locally, there are existing and emerging clusters of development within Sherwood that may be seen by developers and businesses as more attractive for new development. Locally serving retailers, such as restaurateurs, may prefer the established location and charm of Old Town. A hotel developer may have similar sentiments. For larger-scale retail, which is facing an uncertain future due to shifting consumer behaviors and the rise of ecommerce, Sherwood West's southeastern boundary fronting Highway 99W may be a favorable location because of access and visibility, as might the Roy Rogers corridor after its planned expansion. The Tonquin Employment Area (TEA) and the surrounding areas in Tualatin are currently seen as better locations for industrial and office development but vacant land is quickly being developed, which is likely to push the focus further west to places like Sherwood West.
- **Multiple Property Owners.** With 126 properties and 110 property owners, there are few locations that would not require land aggregation and assemblage for a larger (20+ acre) development. Developers tend to prefer large sites with single ownership in order to avoid the significant delays and hurdles associated with assembling enough land from multiple parcels. Further, property owners are rarely on the same page regarding long-term plans and it is difficult to predict if, when, and why private property owners will sell or develop their land. The City may implement a strategic program for property acquisition to meet economic objectives, either in partnership with other public agencies, by soliciting a qualified broker, or by other means.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site. Infrastructure needs often include enhanced water delivery systems (particularly for tech), enhanced electricity (e.g., green energy), and high speed internet.

[1] Access to other closer municipal airports, such as Hillsboro, also play a role in economic opportunities for Sherwood West, albeit to a lesser extent that Portland Airport. Corporate executives and prospectors often utilize these other airports with private or corporate planes.

- **Topography.** Substantial employment-oriented development, such as a business park, campus, or large-scale industrial or office space, typically requires relatively flat land with slopes under five percent (under three is preferable for industrial). Locations with these topographical conditions are limited in Sherwood West. Sloped sites require grading, which can be prohibitively expensive for developers, particularly if the soil conditions are challenging.[2]
- **Lack of existing rooftops.** While new residential growth is expected over the next 10+ years, the lower density of households and jobs within a five-mile radius of Sherwood West currently limits demand for new retail space and also limits the employment catchment area for new businesses. The density of rooftops in a given location is a critical site selection criterion for new developments. During the recent round of interviews, one stakeholder shared an example where a developer chose to develop in Salem rather than Woodburn due to this issue. With this being said, the lead time for new development to occur will likely align with this growth, which necessitaes proactive planning for new development. Further, Sherwood benefits from its proximity to the Portland metro and is the heart of the triangle formed by Hillsboro, Beaverton, and Wilsonville, with existing undeveloped "gaps" in this area expected to fill in over the next 20 years, increasing the total number of jobs and people.
- **Uncertain/softened Office Market.** The COVID-19 pandemic created much uncertainty regarding the future of office uses. The suburban office market has fared relatively better than the Portland Central Business District (CBD), likely because of the suburb's propensity for "essential" or neighborhood-serving offices like medical, banks, finance and insurance, etc. rather than industries that typically cluster in downtown settings (e.g., professional services).
- **Land Use Application and Permitting.** Some stakeholders interviewed considered Sherwood's application process to be arduous relative to other cities, particularly for industrial development. Suggestions to improve and streamline this process include pushing elements of the initial application to later in the process and being clear about timeframes for various types of permits.

Opportunities

Industrial

The industrial market is considered the hottest of all land use sectors. Ecommerce has surged during the course of the pandemic, with online shopping now considered a norm and capturing more than one-quarter of the total retail market. Further, for every one percent of new retail sales, ecommerce creates demand for 38 million square feet of new warehouse space, and is expected to continue to increase. Other trends benefitting industrial prospects in Sherwood West include the increasing popularity of satellite facilities, which appears to be aligned with residents' desire to work close to their homes. Several other key opportunities related to industrial development in Sherwood West are highlighted below.

Strong Demand. Stakeholders consistently pointed out the increasing difficulties in finding sites in the Portland area, especially large, contiguous, developable sites. As high-quality industrial sites become increasingly scarce in the Portland region, rental rates for industrial space have surged.

Land Needs. In terms of the rate of development, the Tonquin Employment Area (TEA) is considered a relatively accurate depiction of what could be seen in Sherwood West. While Sherwood West is less likely to see as many users that are highly dependent on major transportation routes, the pace of development in the TEA is indicative of the

[2] Basalt is common in soils throughout the Portland area; Sherwood may experience similar challenges, although that bedrock around Sherwood West is understand to be relatively deep, making grading less of a challenge than in some other parts of the region.

strength of the market, and this is unlikely to subside for at least 10 years. In fact, some developers would not consider a 100-acre designation "long-term planning" and several stakeholders suggested that the 108-acre area in the north of Sherwood West is considered a "drop in the bucket" that would be accounted for within two weeks if it were development-ready today. Additionally, institutional developers are generally purchasing 40- to 50-acre sites in order to phase development over time, with the main focus on five to six-acre developments with around 50,000 square feet of multitenant, mixed employment space. There is also new investment nearby in the Tonquin Employment Area (TEA) for larger buildings (upwards of 200,000 square feet), albeit to a lesser extent than the aforementioned product type, that can be either single user or multitenant. The larger the development, however, the greater the need for flat, unencumbered sites that become increasingly challenging to find.

The City of Sherwood could, therefore, plan for substantial industrial-focused employment growth over the next 20 years. Development types include mixed-use employment with a focus on tech, manufacturing, and warehousing. Despite the regional need for large lot industrial, the City should avoid mandating large lot industrial and instead maintain as much contiguous developable land as possible in order to accommodate phasing. While providing an estimate for the total amount that could be designated for employment lands or the specific product types that should be planned for is challenging, we recommend a flexible approach that can accommodate a range of development programs and types. Larger sites may be developed in full or subdivided by a developer.

Residential Growth. Nearby residential growth will benefit industrial prospects—mainly for smaller multitenant spaces—as people continue to value shorter commutes and quality spaces.

Competition. One of Sherwood's primary competitors for new industrial-focused employment land development is Wilsonville. The Coffee Creek area is considered a comparable location to Sherwood West. However, Wilsonville's sites are also considered challenging to develop because there are few sites in excess of 10 acres and there is limited city-provided infrastructure (water, sewer, roads); stakeholders agree that larger sites are needed to achieve an adequate return on investment, especially if infrastructure investments are expected from the developer. Wilsonville is also seen as challenging to work with due to overly restrictive zoning and a challenging permitting process. Of note, the City of Wilsonville has formed an urban renewal district as part of its strategy to support development in the Coffee Creek area.

Low Vacancies. Of the almost 10 million square feet of speculative construction in the metro region that have been delivered over the past 5 years, less than 10 percent is available and the market should be able to absorb most of the 2.1 million speculative square feet being delivered in 2020-2021. Vacancy is expected to increase to 6-8 percent within the next five years as a result of the development pipeline, bringing about more stability to the market. There are roughly four million square feet still in the pipeline, over half of which is planned to be owner-user or build-to-suit properties.

Wine-related Impacts. Outside investment is increasing in Oregon's wine industry and the Willamette Valley is quickly becoming a hotbed of new activity as investors see profit-making opportunities associated with the lower cost of land (relative to France and California) and grape production, as well as recognizing the need to diversify locations in the face of climate change. The recent acquisition of Ponzi (a Sherwood area business) by the French company Bollinger is one of the first foreign acquisitions in Oregon, but it is expected as the start of an emerging trend rather than an exception. Impacts of the wine industry on hospitality and commercial prospects are explored in later pages.

Developers see opportunities in storage, distribution (including bottling), production, and warehousing. While the former is a low-density employment type, the others pay higher wages and employ a significant number of people. Wine-focused manufacturing also aligns with existing trends in the southwest metro region which has seen food processing become a major employment sector. While industrial stakeholders see opportunities in production, wine industry experts consider it a nonstarter, with the majority of production facilities likely to remain in the immediate vicinity of the growth area. Storage and distribution may benefit from proximity to Highway 99W, but, again, developers

see areas that are more centrally located in wine country—such as McMinnville along Highway 18—as better potential locations in the short-term.

T-S Corporate Park. Cities are increasingly using zoning codes to influence development. For the T-S Corporate Park, the developers knew the zoning before it was annexed, and the plans were reactive to that zoning. The developers looked at the Koch Corporate Park to the east as a comparable example for what they could expect. Despite topographical, soil, and wetland constraints, the project is rapidly proceeding with multitenant space geared to manufacturing, food, and tech (such as bioscience).

Target Industries

During the stakeholder interviews, participants (including those throughout all stages of the development process, from high-level prospecting to tenant recruitment) generally agreed with Sherwood's target industries. These industries include:

- High Technology/Computers & Electronics
- Light Manufacturing/Advanced Manufacturing[3]
- Cleantech
- Life Sciences/Biosciences
- Research and Development (R&D)
- Software/Media Design
- Professional/Business Services
- Food Products
- Outdoor/Athletic Wear Design
- Healthcare

Other industries mentioned during the interviews included logistics and engineering. Many of the target industries above are highly water-intensive. One major competitive advantage in Oregon's favor is the availability of water. Some of Oregon's competition, including New Mexico and Arizona, are facing significant challenges due to current and expected future droughts.

These industries are primarily traded sector and provide, on average, higher-paying jobs and may be part of a campus-style development or as individual site developments (most likely multitenant mixed employment buildings). It is understood that these development types are seeing increasing levels of interest from various stakeholders. A larger campus or business/tech park will require larger tract of land in excess of 20 acres and perhaps as much as 100 or more acres.

Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road. Other locations may be appropriate as long as land is free of development impediments, such as steep slopes and wetlands. A high-level topographical analysis of the area shows potential locations for other employment areas along Highway 99W and perhaps centrally around Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.

Locational Considerations

Highway Access. Approximately 0.8 miles of Sherwood West's southeastern boundary fronts onto Highway 99W (between Kruger Road and Chapman Road). This access is considered critical for industrial users that require quick and easy access to the transportation network. This location is considered the only place that warehousing and distribution users may locate. The middle section of this stretch of Sherwood West contains topography that is likely prohibitive for new development that requires flat land (especially industrial), and the northern section is made up of multiple property owners and several irregularly-shaped and smaller parcels, creating challenges for land assembly and development. Generally, high-density employment is not considered likely due to the impacts on the transportation network and

[3] One stakeholder specifically mentioned interest in aerospace components manufacturing.

probable congestion, although this could be somewhat mitigated with robust residential growth that reduces commute times.

Tech Clusters. Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but the market is now believed to be softening, with developers looking for opportunities elsewhere in the Portland metro where there is access to new talent clusters, new homes (especially for executives), and large tracts of land available to develop (particularly lower-cost land). LCG's stakeholder interviews suggest that the Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses in the metro region.

Access to Talent. Talent is critical to location decisions for employers and is the single most important factor driving urban economic success is the educational attainment of a city's population.[4] Economic development partners and employers talk about "Talent" in terms of (1) the size of the skilled labor force in the market area, (2) the size or percentage of the population with a college degree, and (3) industry composition.

Approximately 17,000 new households are planned between the three UGB expansion areas along the Roy Rogers corridor (Sherwood West, Tigard River Terrace, and King City West—all within a five-mile radius), potentially adding more than 50,000 people to the area in the next 10 to 20 years. This growth will increase the interest of developers of all land uses in and around the Sherwood area. The importance of Sherwood High School should not be understated here as a local driver of talent creation. The school district is considered a major draw to the area for residents and executives, and programs and partnerships with industry groups or businesses will likely continue to increase opportunities for localized economic development.

Infrastructure

Infrastructure is considered one of—if not the most—important elements for employment-focused development in Sherwood West. Developers desire certainty around roads and utilities, and now consider it a simple "build it and they will come" approach.

Funding Plan. Metro, the regional planning agency, also considers infrastructure essential and recommends that the City develop a clear infrastructure funding and phasing plan as part of the Sherwood West Concept Plan. If the City can prove a certain return on investment, this plan can help justify the additional investment, financing, and funding from an economic development perspective. This does not necessarily equal an expectation of the City to build all infrastructure, but developers are increasingly doing risk assessments relative to delivery, so a clear plan for getting the shovel in the ground is important—more important than being promised a quicker overall timeline.

Shovel-ready Sites. Having shovel-ready sites available is likely to offset any of the area's potential disadvantages, to a certain extent. However, we recognize that there is a risk involved in speculative infrastructure investment, especially if the requirements for new development differ from user to user. The tech industry, for example, is understood to be asking for enhanced water delivery systems, enhanced electricity (e.g., green energy), and high-speed internet. In this case, Sherwood's municipally-owned broadband is a major advantage. It is recommended that the City of Sherwood develop a defined implementation plan with readily available funding.

Office

Office prospects are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples, and the market is unproven.

[4] https://cityobservatory.org/talent-and-prosperity/

Based on LCG's experience and other sources, employers base their decisions on where to locate office space based on the following primary criteria:

- **Attracting and retaining talent.** This is the most often cited requirement for location decisions. Businesses want to be in locations where they can draw on a large pool of highly-educated, innovative, creative, and motivated individuals. While the population size and educational attainment near Sherwood West are reasonably strong, other competitive areas still have a talent advantage, as shown in the table in the Locational Considerations section.
- **Development Clusters.** Being located in proximity to customers, collaborators, suppliers, and even competitors is critical to the success of office developments. Hence the clustering of Athletic and Outdoor businesses in the Portland metro region, and in proximity to Nike.
- **Accessibility and visibility.** Employers' workforce, customers, suppliers, and others must be able to easily get to and from the office space. Visibility is important since an attractive office space can act as a marketing tool for the company's brand.
- **Quality of place.** Since talent is the most important consideration, and highly skilled people are attracted to places with a high quality of life, quality of place is important to employers.
- **Real estate costs.** After labor costs, real estate costs like rent and other fees increase the costs of operation. Higher costs often mean tighter budgets and slower growth trajectories.
- **Regulation and tax structure.**[5] Depending on a business' perspective, it may consider the regulatory or fiscal environment as supportive or contrary to its operations. Regulations can include environmental requirements, zoning, and other elements that may restrict certain uses, development types, or businesses. Taxes, such as property and income tax, can also impact a business' ability to attract workers, but taxes play a lesser role than others mentioned here.

Regional Overview

While office prospects remain murky, it is expected to return to full strength within the next five years as economic conditions improve. The Portland CBD accounts for the vast majority of the metro's office inventory, which is unlikely to change despite trends that support a greater dispersion of the office inventory.

Total vacancy in Downtown Portland has been increasing each quarter since 2019 to its current vacancy of 16 to 18 percent and is expected to continue to increase as pipeline development comes online and if leases expire and are not renewed. A vacancy rate near or upwards of 20 percent is considered a major problem from which it is challenging to recover. Almost one million square feet of new, mostly unleased, office product was delivered to the market in 2020, and another 500,000 square feet is still in the pipeline.

After many years of office space consolidation, office users may start to value more space (spurred on by health concerns brought on by the COVID-19 pandemic), although any impacts from space expansions are likely to be dampened by the increasing normalization of the work-from-home environment.

Suburban Office

The suburban office market has generally maintained a steadier course with a vacancy rate currently around 10 percent, albeit with a substantially smaller inventory. The suburbs can provide employment opportunities closer to people's homes and often levy fewer taxes that can be seen as attractive for residents.

[5] Based on LCG experience and *Seven reasons why location is important* https://www.us.jll.com/en/views/seven-reasons-location-important

Most office developments that are part of larger planned centers as single, isolated buildings typically struggle to penetrate the market. An example of this is the nearby Pacific Financial Center in Tualatin. Despite a location on Highway 99W, the building has struggled to attract tenants and is only recently achieving a vacancy of 75 percent since its construction in 2008, with asking rents of $28 full-service advertised for currently available space. Pacific Financial Center is an ode to an outdated development model and demonstrates the need to cohesively plan for a critical mass of employment and commercial activity.

For the purpose of long-term planning of Sherwood West, the City can assume that office space will be a relatively minor part of the development program, either as mixed-employment, campus, and/or mixed-use developments. The most likely development type is surface parked projects no more than 20,000 square feet, with some smaller office space as part of mixed-use developments. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office. With tech, it is most important for there to be a critical mass.

As with industrial, a flexible approach that accommodates these and other development types—as desired by council—is recommended. While office prospects remain dictated by the availability of flat land, it is typically a higher value development type that commands higher prices and rents than industrial, and it can therefore get built in areas with slightly more challenging site conditions (sometimes with slopes between five and 10 percent).

Office as Part of Mixed-Use Developments

Several trends in consumer behavior provide additional cause for optimism for commercial and employment uses in Sherwood West.

Remote Working Opportunities. One of the trends from the COVID-19 pandemic that is likely to continue is the rise of flexible employment and remote work. As many as 20 to 30 percent of office workers plan on not returning to the office full time. With the projected growth of anywhere from 20,000 to 30,000 new residents aged between 25 and 64 over the next 20 years within five miles of Sherwood West (above an existing baseline of 36,400), this growth may result in as many as 20,000 people working remotely. This may provide opportunities for smaller office suites (less than 1,000 square feet) and coworking spaces that could be part of a mixed-use environment.

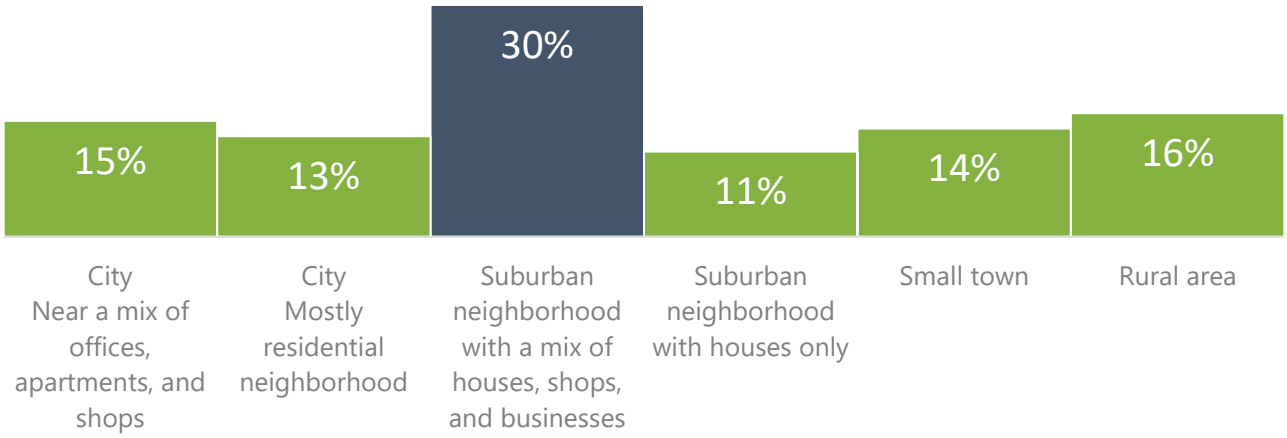
20-minute Neighborhood. One notable shift in consumer behavior is the growing demand for the **20-minute neighborhood—**the concept where one can take care of everything within a 20-minute walk. These areas have walkable access to a mix of employment and commercial services, including amenities, multimodal access, adequate sidewalks, and good street connectivity.

While it is challenging for most areas in suburban or edge locations to attract a critical mass of commercial amenities and services and employment opportunities to achieve the 20-minute neighborhood, there has long been a growing demand for suburban neighborhoods that include these elements, as shown below. Sherwood West can capitalize on these shifting preferences.

Orenco Station is a good example of this: the Hillsboro suburb is a grocery-anchored mixed-use center with retail and office uses surrounded by a variety of housing types, including single-family homes, townhouses, and apartments. Another good example is the City of Lake Oswego, which has succeeded in creating an amenity-rich environment for its office workers, resulting in an attractive, mixed-use location that drives rent premiums and supports higher density development.

These areas are attractive to younger knowledge workers who might be interested in some type of incubation space for new company creation. The new high school will help the potential growth of knowledge-related employment by anchoring and nurturing community bonds.

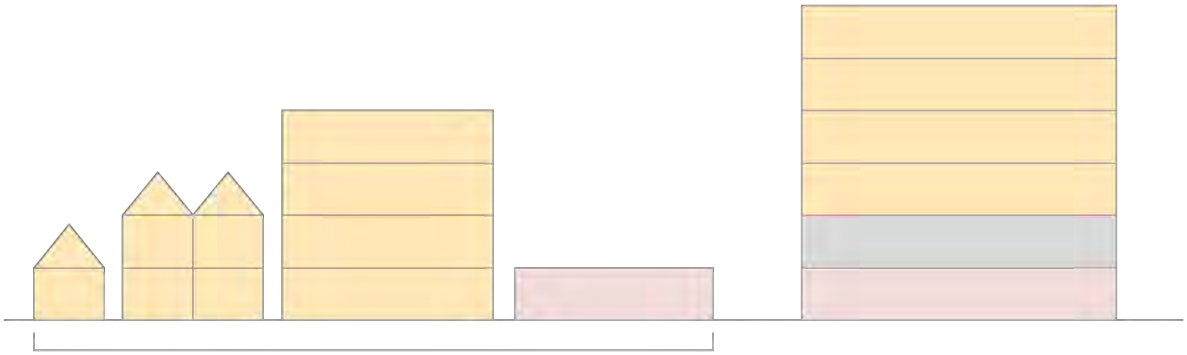
"Where Would You Most Like to Live" Survey Results



Mixed-use development has historically been limited to downtown environments, only occurring in some suburbs in hotter markets. However, it is now expected that mixed-use has a future in the suburbs, especially if it can be developed horizontally (versus vertically) and accommodated on larger sites to mitigate the higher cost of construction associated with typical vertical mixed-use development. Horizontal mixed-use typically occurs organically and, in turn, creates the market conditions to support more density.

Sherwood should pursue horizontal, rather than vertical, mixed-use development, at least in the near term. The major differences include parking (surface versus structured), construction type (wood versus concrete podium), the use of elevators, additional circulation and interior spaces, fire and safety elements, and the level of fees associated with the development.

Vertical mixed use also requires much higher rents, primarily because of the more expensive construction costs. These rents do not exist in the Sherwood area today. As such, pursuing the latter without allowing for the former may delay new development in Sherwood West.



Hospitality

New hotel development has been clustered in downtown Portland and Hillsboro, with a few isolated projects elsewhere along major arterials. There has been relatively limited hotel development in the southwest metro region, except for Sherwood's new Hampton Inn.

Some of the key inputs to hotel developers' site selection decisions are the amount of nearby employment (which drives business travel), convention center space, major tourist destinations/quality of place, and visibility from major highways/transportation corridors. There is also "background demand" that is linked to the size of the surrounding population. Hotel development, to an even greater degree than commercial development, tends to be a "following use." In other words, hospitality follows other types of development, particularly office space. Office space is a significant generator of hotel demand and makes it easier to justify the market and attract developers.

Sherwood West is likely to have competitive advantages in terms of major employment clusters, tourism draws, and transportation corridors compared to other locations. LCG considers the probability of attracting a new hotel in the area as high, particularly for a mid-range hotel. However, the City should not expect lodging development to be completed early in the lifespan of Sherwood West.

Challenges. Specific challenges related to the hotel industry for Sherwood West are listed below.

- Lack of major office employers and two of the major employers include healthcare and the school district, which doesn't reflect an adequately diversified employment base to drive hotel demand.
- Existing land availability in the heart of wine country for wine-oriented hotels in other cities such as Dundee means that Sherwood is unlikely to be competitive based on the wine industry alone.
- Hotels are generally "follow-on" investments because they are expensive to build; developers, therefore, need a proven demand before committing to development.
- Hotels require adequate "activation energy"; there is currently a lack of restaurants and other amenities in and around Sherwood West.
- Lack of local comparable examples; hotel developers need to prove that hotels can get to 70 percent occupancy in order to confidently develop. However, if the Hampton Inn negatively performs, it is not necessarily an indication of prospects as branded hotels can be a negative for certain audiences.

Opportunities. Most of these challenges can be addressed by focusing on employment growth and a greater array of commercial amenities and services. The pandemic has also increased consumer's desires for "drive-to" areas, so cities like Sherwood that are less isolated may become more resilient to future market disruptions.

Feedback from the stakeholder interviews indicated a range of hotel options for Sherwood, including mid-range and upper-range or boutique hotels. The Allison Inn and Spa in Newberg was discussed as a luxury option ($500+ a night) but is not expected to be currently feasible in Sherwood until a critical mass of high-wage employment occurs to complement Sherwood's presence as a gateway to Wine Country. An upper range or boutique option ($300-400 a night) such as McMinnville's Atticus Hotel faces similar challenges in the near term and may be best suited to Old Town Sherwood over the longer term. The recently completed 73-room Hampton Inn in Sherwood is considered a budget-friendly option (less than $150 a night).

Primary demand is for at least one mid-range hotel in the $150 to $250 a night range that fills an existing gap in the market.

Location. The most likely location for a hotel would be near a mix of uses or town center feature, or near open spaces. It is possible that lodging could be located along one of the arterials and look to build on travel to and from the wine country to the southwest, but there are most likely superior wine country lodging locations. In fact, a location on 99W would help with visibility, but the need for visible, highway-adjacent locations is declining as consumers increasingly use technology to seek lodging options and book ahead of time. A more physically attractive location will maximize Sherwood West's unique assets such as its views and open spaces. Proximity to future employment is also recommended to target business travelers and a broad spectrum of customers that may desire a different product from branded I-5 corridor hotels.

Wine tourism. While Sherwood is well positioned between the Portland metro and wine country, the City should not base its future on the wine industry. Other cities that are more centrally located in Wine Country are likely to continue expanding and experience the bulk of tourism activity, particularly for out-of-state visitors (even though Sherwood's location as a gateway to wine country is a major advantage). Local support is also strong, and new residential growth coupled with an increase in inter and intra-state tourism (particularly from TX, NY, FL, etc.) will drive demand for new facilities (e.g., satellite tasting rooms).

An Oregon Winery Visitor Profile Study Report for 2019 by Travel Oregon profiles visitors to the State's wine regions. In the Sherwood region, the average visitor is a 51-year-old woman earning $113,000 per year. These visitors average $600 in spending over the course of two days and stay an average of 1.5 nights. Compared to the Napa region, the lack of available lodging and other services and amenities is apparent, with Napa visitors staying an average of two nights with greater expenditures.

This data is consistent with information garnered during stakeholder interviews, which indicated potential opportunities for high-end and boutique hotels and white tablecloth restaurants in Sherwood. These uses would help elevate Sherwood's position as a high-end tourism destination for domestic and international visitors.

Retail/Commercial

As described previously, the retail real estate sector continues to struggle as a result of the ongoing pandemic and the growth of ecommerce. There is now significantly less new retail development being built per new resident than ever before. Big box retail prospects are also the lowest they have ever been among the development community. With that said, Sherwood's retail market is considered vibrant and healthy.

Sherwood's retail inventory is largely traditional brick-and-mortar, i.e., surface parked commercial centers or standalone buildings along transportation routes. The three types of centers include:

- **Community centers.** Often referred to as a strip mall, community centers range from 125,000 square feet to 400,000 square feet. These properties usually have a grocery store and can also have a discounter and large specialty shops mixed with convenience retailers, such as drugstores.
- **Neighborhood Centers.** A smaller version of community centers. These are typically referred to as grocery-anchored properties, along with other convenience retailers. They run up to 125,000 square feet.
- **Convenience Centers.** These are very small properties that are less than 30,000 square feet and filled with, well, convenience-based retailers, such as dry cleaners, nail salons, drug stores, and other types of shops where customers are looking for a quick purchase or service.

Spending Gap Analysis. A retail gap or leakage analysis helps identify strengths and opportunities in the retail market. Supply is determined by estimating the sales by retail establishments in the region to all consumers, regardless of where they live; sales to businesses are excluded. Demand is determined by estimating the expected amount spent by consumers that live in the region at all retail establishments, regardless of their location. The difference between supply (retail potential) and demand (retail sales) represents the retail gap. If the demand is greater than supply, a leakage occurs. Retail leakage refers to the amount of money that residents are spending on retail goods and services at stores located outside the community. If supply is greater than demand, a surplus occurs and indicates that retailers are selling more than is demanded within the region. This information is critical to economic developers and regional planners because it can be used to recruit appropriate retailers to the community. It is also useful to retailers already located in a community because it can guide on tapping new markets with expanded or improved product offerings.

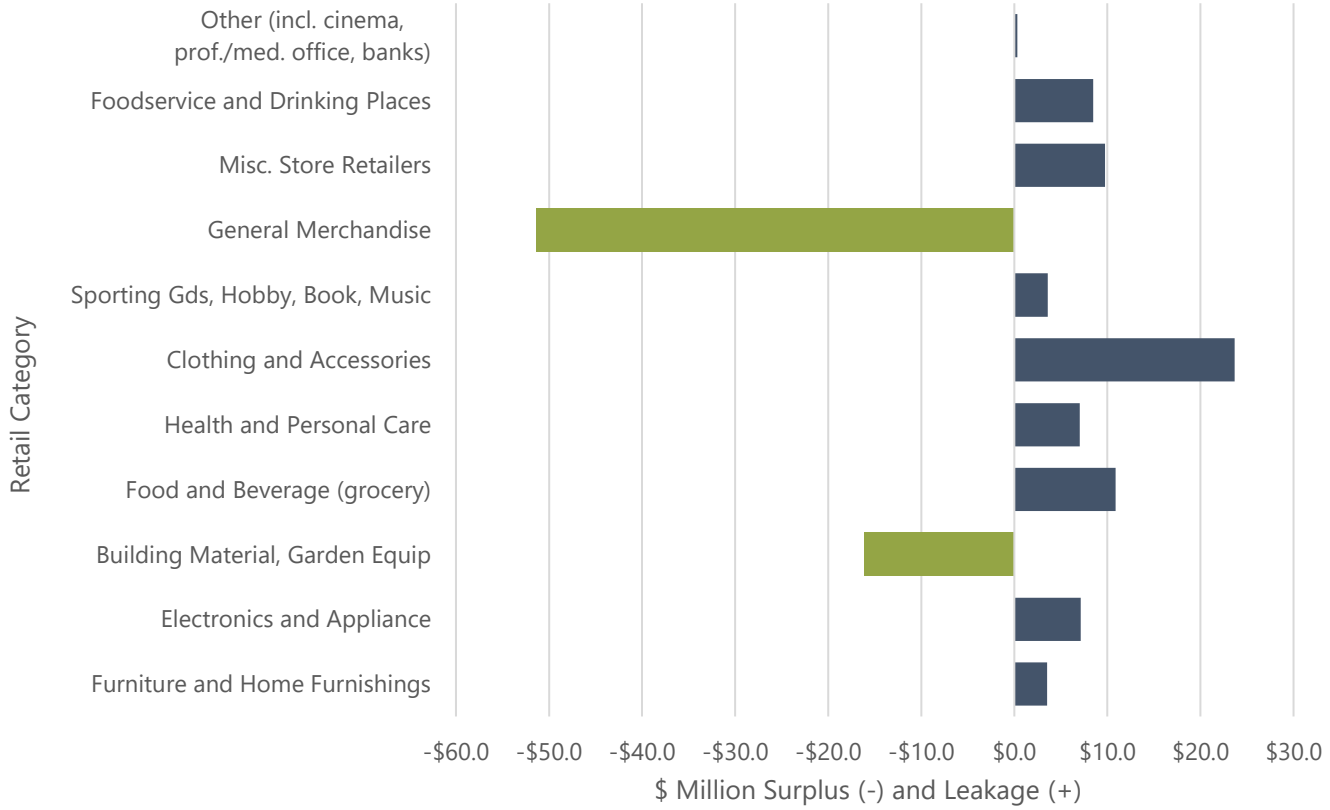
As the following chart shows, there is leakage in most retail categories. However, total retail demand is estimated at $402 million and total retail sales at $395 million, meaning there is little difference in total. Further, a huge surplus for General Merchandise (such as Target, Walmart, etc.) may account for much of the leakage in specific retail categories

like Clothing and Accessories and Miscellaneous Store Retailers. Also likely is that the Sherwood area, as the gateway to the Portland metro, is capturing spending from smaller cities in the Willamette Valley that do not have as many retail offerings. As Sherwood increases its retail offerings and the commercial landscape becomes increasingly vibrant and diverse, the retail gravity will likely draw from an increasingly large trade area to the south. If planned properly, a cluster of unique, destination-style retail offerings would likely capitalize on these opportunities.

Looking ahead, residential and employment growth will certainly drive demand for additional retail space, but the growth of ecommerce and declining retail footprints may dampen the impact. Traditional "big box" retail is also unlikely as the market is relatively saturated with this product type. Instead, Sherwood should expect to focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places. These categories are also less prone to market disrupters. Enough leakage exists in these categories to immediately support at least one moderately-sized cluster of stores.

There is a growing desire for placemaking, entertainment, and culinary experiences. According to stakeholders, Sherwood is missing specialty markets and independent, farm to fork, and white tablecloth restaurants. Restaurants are important placemaking elements that support business retention and expansion and other economic objectives. There is a belief that opportunities exist to market Sherwood West to certain restauranteurs that may want to relocate from the central city. Similarly, individual wine-related tasting rooms or a regional wine bar may be able to capitalize on the burgeoning wine industry. While Old Town is the more likely environment for these uses, existing available spaces are limited; a nodal development cluster or main street development in Sherwood West may attract developers and tenants that recognize the market opportunity for these uses.

Current Spending Surplus (-) and Leakage(+) by Retail Category, Primary Trade Area (10-minute drive time)



Source: ESRI, LCG

Healthcare

Today's healthcare facilities are dispersed throughout the region and have spread out to serve the needs of the metro's growing population. Key healthcare demand drivers are the size of the population in the market area and the size of key populations such as seniors. Small- and medium-size healthcare facilities (particularly clinics, primary care offices, and dental offices) can easily fit into smaller commercial centers. Major healthcare facilities (e.g., hospitals and large medical office buildings) tend to locate along highways and major transportation corridors. Healthcare is an industry that has the potential to drive demand for other commercial uses and amenities, including retail, office, lodging, and, to a lesser extent, light industrial and manufacturing.

One of the hottest trends shaping healthcare real estate is the shift to delivering medical care in outpatient settings. Ultimately, this trend is being driven by three factors: an emphasis on driving down costs, the rise of the healthcare consumer, and an aging population.

This is consistent with the findings from LCG's interview with a major healthcare provider. Key findings are as follow.

- Site criteria for new healthcare facilities include drive times, ease of access, visibility, proximity to other services, and distance from competitors. A location along 99W appears the only adequate location that fits this criteria.
- With the shift to outpatient facilities, healthcare providers are unlikely to build additional in-patient facilities in Sherwood.
- Providers consider a 10-minute drive time the market area for primary care and 20-minute drive time the market area for specialty services. Existing facilities in Newberg and Beaverton are within a 20-minute drive time of Sherwood and may not compete for additional specialty services in the near future. Demand for primary care services, however, is likely to increase as the population and number of jobs increases in the immediate Sherwood area.
- Providers are increasingly partnering with developers to build facilities as part of larger mixed-use and wellness-oriented projects.
- Smaller clinics sized around 1,500 square feet may be part of mixed-use developments or in retail settings.

Sherwood West may benefit in the future from several emerging trends, including a growing acceptance and use of telehealth (driven by the COVID-19 pandemic), technological advances, and a growing desire for more convenient and accessible outpatient services. These trends are more likely to lend themselves to smaller healthcare facilities.

LCG's assessment is that it is likely that some small- or medium-size healthcare facilities will locate within one or more of the Sherwood West commercial areas. Assisted living facilities can be located within residential parts of Sherwood West.

Because major healthcare facilities depend on large nearby population bases, higher visibility, and access to highways and major transportation corridors, as well as the shift away from inpatient facilities, such a facility is unlikely to develop in Sherwood West, at least in the next 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City.

Strategies for Employment Growth

LCG recommends the following approaches and strategies for employment attraction:

- *Be Flexible.* Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.
- *Plan for Mixed Employment.* Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.

- *Plan for Multitenant Space* that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- *Compile a Toolkit* of incentives and tools that can be packaged together to encourage desired development types.
- *Be both proactive and patient.* The City will need to be both *proactive*—in maintaining relationships with major employers, brokers, economic development professionals at different levels of government, and others in the employment development community and understanding their needs—and also *patient*. This means a recognition that the City will probably forgo the opportunity to see the land developed sooner with residential.
- *Ensure that buildable shovel-ready land is available for employment.* The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development.
- *Invest in talent and quality of place.* The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another. More broadly, the City should work to ensure that its workforce is well educated and trained to fill jobs within the City and regional industry clusters. It should also focus on supporting the development of a diverse array of suitable housing types, promoting placemaking as a core economic development strategy that prioritizes amenities, services, connection to Old Town, and open space. Doing so will likely draw a greater connection between Sherwood's existing high quality of life and well-skilled/educated workforce to encourage talent retention/tech business incubation and grow the community tech "ecosystem" etc. in Sherwood West.
- *Increase accessibility and visibility via the regional transportation network.* Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure. In the near term, most employees are most likely to commute to work in cars they own; over the long term, automated vehicles, ride-sharing, and non-auto modes may increase. In any case, this will require the City to work closely with other cities, Washington County, and Metro.
- *Consider land acquisitions.* Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.

Tools

The market is currently favorable for new employment-oriented development, yet tools and incentives may be necessary if the City desires a certain type of use the market doesn't support or it wishes to accelerate the timing of new development. The City may achieve this using an array of tools, including:

- Enterprise zones
- Zoning
- Incentive programs (tax abatements, development assistance)
- Fee waivers
- Marketing[6], developer outreach/solicitation

[6] An element of marketing may be necessary. The City's municipally-owned broadband service is a unique differentiator in the region and should be promoted.

- Public-private partnerships
- Strategic public partnerships (e.g., with GPI)
- Local improvement districts
- Urban renewal areas

Phasing

Developers are already interested in Sherwood West, particularly developers of industrial and mixed-employment uses. Despite the 20-year planning horizon of this Concept Plan, the timeline for bringing land into the UGB is potentially much quicker. The next legislative ask is 2024 and it is recommended the City move quickly to ensure development can occur within the next 10 years.

Industrial development has historically been about cost and infrastructure; now, it is about speed to market and feasibility. Most major industrial developers are likely operating within a five to 10-year timeline. It is also important to note that infrastructure provisions—or at least a clear implementation plan—available land to develop (without development encumbrances or multiple property owners), and adequate zoning are all critical elements for attracting employment-focused development.

Zoning

Zoning is one of the most critical pieces to get right. Flexibility is critical and the balance should be just prescriptive enough without dictating the uses in order to encourage desired development types while accommodating future growth and emerging trends like robotics and changing delivery systems. Restrictions should be limited to uses that have very low employment densities, such as storage. The zoning in the Tonquin Employment Area is considered a good example of employment-focused zoning.

Parking and environmental standards are two of the more challenging elements of the development code. It is important to keep these standards up to date with industry best practices and user needs and not have overly cumbersome standards.

APPENDIX H

Transportation Issues Memo

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION ISSUES MEMO

DATE: April 29, 2021

TO: Joe Dills and Kyra Haggart | Angelo Planning Group

FROM: Carl Springer | DKS Associates

SUBJECT: Sherwood West Concept Plan Re-Look, Transportation Issues Project #21057-000

PURPOSE

The Sherwood West Concept Plan Re-Look will update the land uses and community plan envisioned in the Sherwood West Preliminary Concept Plan, which will influence the transportation systems that serve it. This memorandum highlights key transportation considerations, including what has changed since Preliminary Concept Plan was completed in 2016 to inform strategic transportation system choices for Sherwood West.

The purpose of this memorandum is to summarize the key transportation issues and projects that will be addressed through this Concept Plan update. It is recognized that transportation system planning works best when it responds to the existing and future needs of its users, which are represented by how land use plans are organized. The transportation plan must also respect the environmental and topographical constraints that are present within Sherwood West.

LAND USE ISSUES

This update is expected to take a new approach in the land use plan which has a direct impact on transportation systems. Studies completed since 2015 indicate greater community needs for employment and mixed-use commercial areas to help Sherwood better balance the mix of jobs and housing that are accessible to the community. This kind of change will affect the travel patterns during commute hours and have some influence on the kinds of services and public amenities that are suitable to support this area. Also, recent state land use regulations have modified single-family zoning requirements to encourage a mix of housing types within each new neighborhood (HB 2001). This is expected to yield higher residential densities than was previously reflected in the preliminary concept plan.

In addition, the new Sherwood High School campus will be reflected in this plan, which was not a part of the prior work. The transportation demands of a high school campus represent a significant change, in terms of the intensity of travel in this area; the reliance on safe and comfortable

walking and bicycling systems in Sherwood West; and, the ability to provide north-south connectivity on the west side of SW Elwert Road. Several major new street improvement projects have already been constructed to support the new school. However, in developing the rest of the concept plan's transportation system, these unique school-related travel needs will be considered to ensure a consistent and connected service to all neighborhoods that are expected to utilize this campus.

Outside of the City of Sherwood, new growth along the Roy Rogers Road corridor now has better plans or updated information that was not available five years ago. Growth in these areas will influence regional travel conditions, which could include local routes within Sherwood West like SW Elwert Road. These new external growth areas include Cooper Mountain in Beaverton, expansions to River Terrace in Tigard, and Kingston Terrace, the new western expansion of King City extending to Roy Rogers Road. Taken together, these nearby growth areas will add thousands of additional families that will rely on the same regional transportation system that serves the Sherwood West community, and they need to be considered in assessing the travel conditions for the Sherwood West Concept Plan.

TRANSPORTATION SYSTEM ISSUES AND PROJECTS

This section provides a review of pending regional transportation system improvement projects and also highlights several previous street elements within the plan boundary that will be revisited through this process.

ROY ROGERS ROAD

Washington County plans to expand SW Roy Rogers Road to a five-lane arterial (two travel lanes in either direction plus a center turn lane) south into Sherwood through to Highway 99W. The final southerly extent of this improvement will be from Chicken Creek to Borchers Drive. The estimated $14 million project is funded by the County's MSTIP program, and it is planned for completion by Spring 2024. This regional corridor connects SW Scholls Ferry Road to Highway 99W and connects between job centers in Hillsboro, Beaverton and housing areas in Sherwood, Wilsonville, and western Clackamas County. Horizon year (2040) travel forecasts are roughly 40,000 vehicles on an average weekday, which is similar to levels observed today on Highway 99W between Tigard and Tualatin. This high level of travel demands may influence the type and location of potential development along the SW Roy Rogers Road corridor, specifically making it more attractive for retail and mixed-use development.

BROOKMAN ROAD

The SW Brookman Road extension ultimately will define a new southern edge of Sherwood. When properties in the Brookman Addition area annex to the City, SW Brookman Road will be upgraded to a full urban arterial facility and its current intersection with Highway 99W will be upgraded to comply with Washington County and ODOT standards for driving, bicycling, and walking. The recent update to the Brookman Addition Concept Plan recommended an interim 3-lane arterial cross-section on Brookman Road until such a time as a 5-lane section is required. The scope and character of the 99W crossing is still under discussion, and the City has stated a desire to explore

an overcrossing roadway rather than at-grade intersection to provide a more convenient and safer route east-west. The SW Brookman Road extension west of Highway 99W (via SW Chapman Road) will also serve as the southern edge of the greater Sherwood West planning area and provides important connections to planned north-south routes that lead up to SW Krueger Road. Ultimately, the timing of the Brookman Road upgrade is tied to land use actions to bring this area into the City of Sherwood. At this time, the County has not programmed funding for these improvements.

HIGHWAY 99W

This state facility is a primary north-south regional highway serving Sherwood. The high speeds, crossing width, and limited crossing opportunities make it a significant barrier for intra-city travel within Sherwood, especially for walking and bicycling travelers. At the time the new high school campus was considered by the City in 2017, a potential solution was identified that would provide a new highway overcrossing for walking and bicycling near the southern end of the campus. Initial feasibility studies have been done to provide a non-motor vehicle crossing just north of SW Sunset Boulevard that extends over Highway 99W to the far side of SW Elwert Road. This connection should be considered as part of the Sherwood West planning process.

ELWERT ROAD

SW Elwert Road is a direct north-south route between SW Scholls-Sherwood Road and SW Krueger Road. It spans a significant portion of the Sherwood West Planning area and is a common alternative route to Highway 99W for local and diverted regional travel. It will be important to strike a balance between local connectivity and regional travel needs when developing the ultimate design of this facility as it is upgraded to urban standards. Several aspects of this route that should be considered include:

- **Intersection with SW Scholls-Sherwood Road** – This intersection will likely need upgraded traffic controls and a more defined intersection area as the adjoining farmlands are developed.
- **Intersection with Elwert Road at Edy Road** – This intersection is adjacent to Chicken Creek and significant environmentally constrained lands. The prior plan recommended a double roundabout solution to minimize environmental impacts and to discourage attractiveness of regional through traffic.
- **Intersection with Elwert Road at Kruger Road** – This intersection was recently improved to a larger roundabout and road re-alignments as part of the high school campus project to address chronic congestion and safety concerns. As the remaining lands to the south are planned for development, the adequacy of this improvement will be re-evaluated.
- **Parallel routes to Elwert Road** – As the preliminary concept plan is revised, the consultant team will seek out opportunities for parallel routes further to the west that can provide local travelers with more north-south options, particularly for access to the high school campus area.

MULTIMODAL TRAVEL OPTIONS

A key component of the transportation network for Sherwood West will be to incorporate safe and convenient walking and bicycling facilities into the higher classification street facilities. All of the local arterial and collector

class streets will have these elements added to the cross-sections for planned improvements. In addition, the natural areas and varied terrain offer opportunities for a separate trail system to promote non-motorized travel away from the roadway network. Transit does not currently serve the immediate Sherwood West area. The closest TriMet service is Route 94 which connects to Portland along Highway 99W. The nearest stop is over a mile away. The concept plan should explore how to make the area "transit-ready" with transit-supportive land use and sufficient connectivity of the street system. In addition, consideration should be given to micromobility solutions like scooters and bike-sharing to help address first/last mile challenges.

APPENDIX I

Plan Concepts

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

These Plan Concepts were developed early in the development of the Sherwood West Concept Plan. Ideas from these Plan Concepts were refined and revised for the final Concept Plan.

DRAFT PLAN CONCEPTS

LIVABLE & CONNECTED STREETS

SHERWOOD WEST CONCEPT PLAN

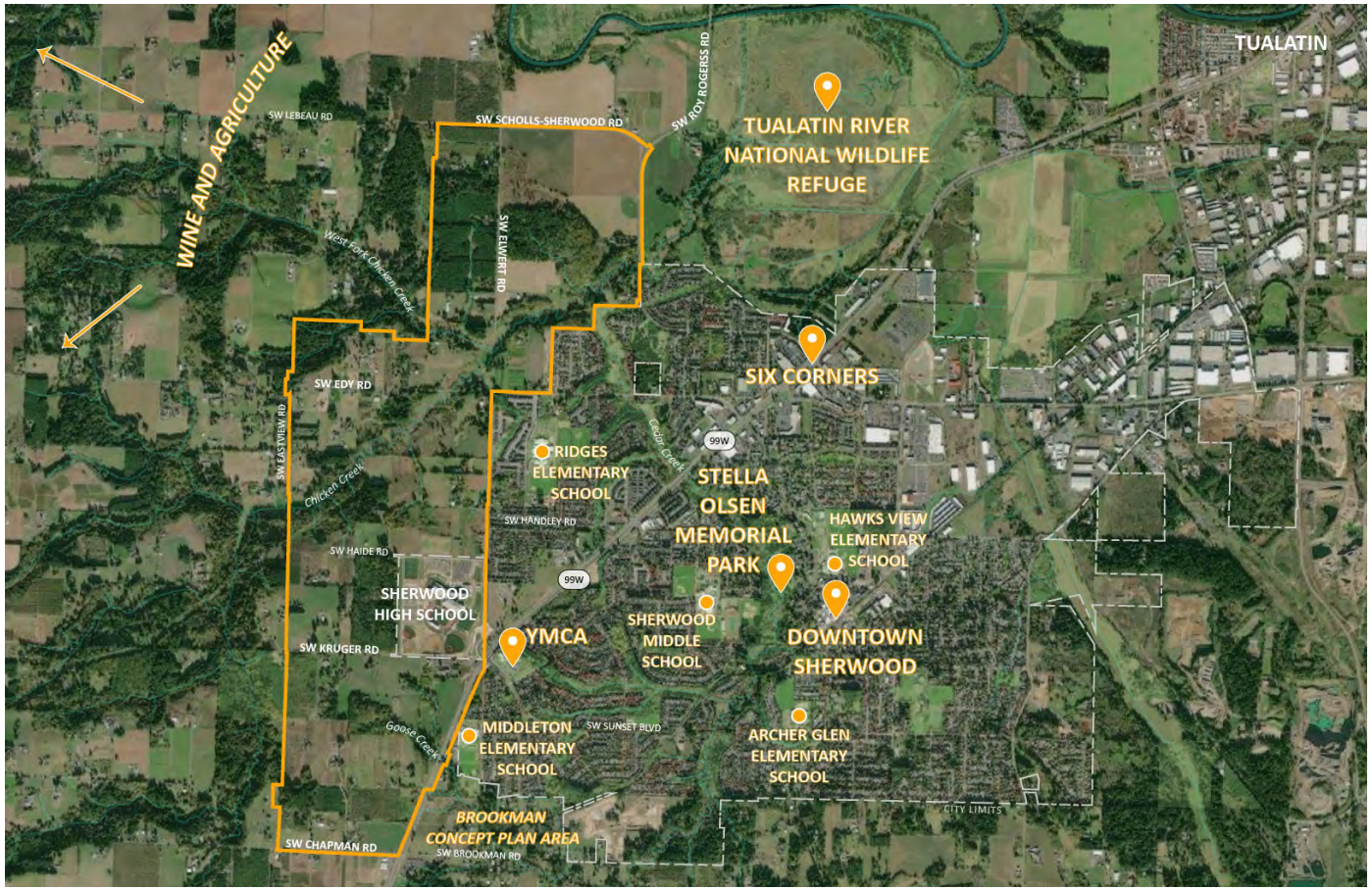
The Sherwood West area is adjacent to and a part of Sherwood's network of streets that carry both local and regional traffic. As the City of Sherwood grows, a well-designed and connected network of streets in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

PRINCIPLES

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

INTEGRATED STREET NETWORK

This map shows important local and regional destinations. It will be important to ensure that the future street network in Sherwood West is integrated with existing Sherwood, providing connections to these destinations.



A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 1

This diagram shows a draft framework of streets for Sherwood West. This option implements the realignment of SW Elwert Rd and SW Edy Rd that was studied in the Preliminary Concept Plan. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The Elwert-Edy Road intersection is realigned as described in the Preliminary Concept Plan.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.



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A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 2

This diagram shows a second option for the street framework in Sherwood West. In this option, the existing alignment of SW Elwert Rd and SW Edy Rd is retained, with the intersection rebuilt. Option 2 would require raising the intersection and road approaches approximately 10 to 20 feet in elevation in order to correct for topography, floodplain issues, and the existing unsafe sight-distance visibility. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

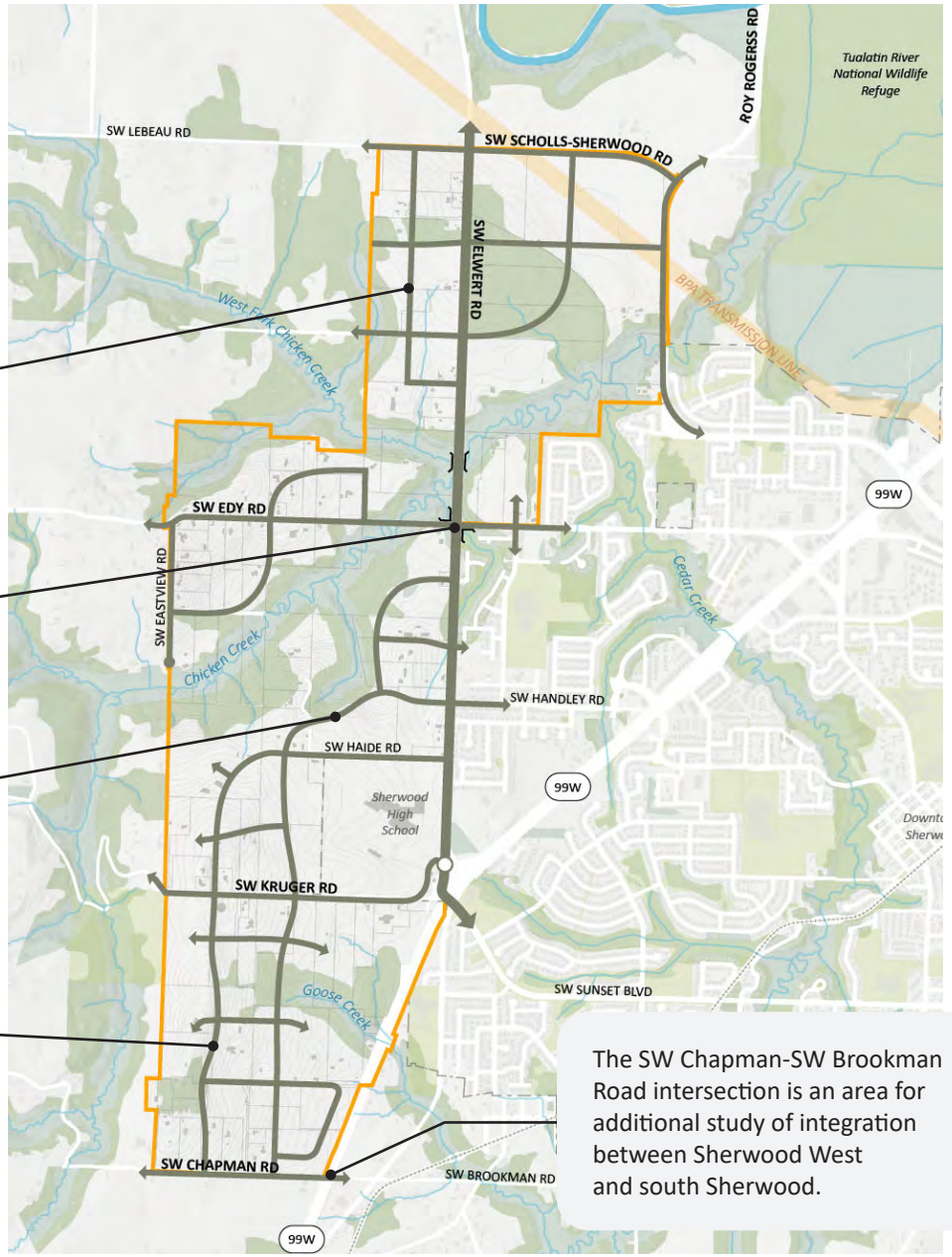
North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The existing Elwert-Edy Road intersection is retained and significantly rebuilt.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

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DRAFT PLAN CONCEPTS

SW ELWERT ROAD DESIGN CONCEPT

SHERWOOD WEST CONCEPT PLAN

SW Elwert Road is an important opportunity for Sherwood West. A County-designated arterial street (south of SW Edy Road), it carries about 9,000 average daily trips today and is forecast to carry 14,000 average daily trips in 2035. How can it be designed to be a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side? This document provides ideas to achieve that goal.

PRINCIPLES

- Connect west and east
- Tame the traffic
- Promote safe and comfortable walking and biking
- Create a green, landscaped corridor
- Provide for future transit
- Plan for safety

ELWERT ROAD TODAY



Distinctive landscape character



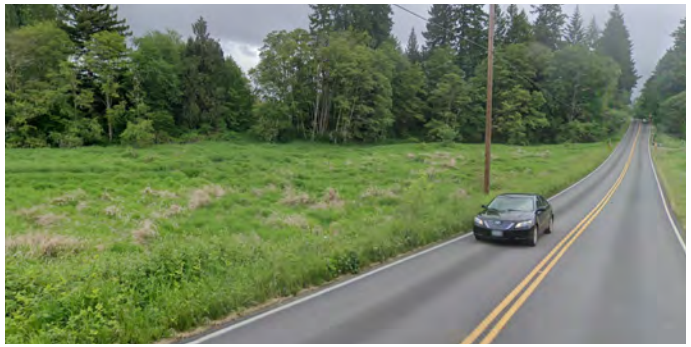
Opportunity to improve east-west integration, add sidewalks and bike lanes



SW Edy & SW Elwert intersection
(Significant improvements are needed)



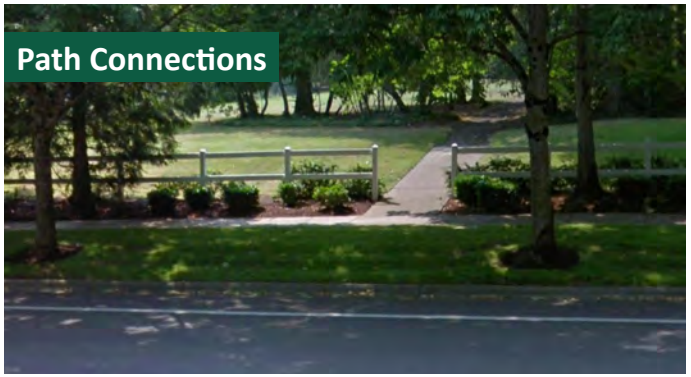
Southern Gateway to Sherwood West, High School provides likely destination for future transit

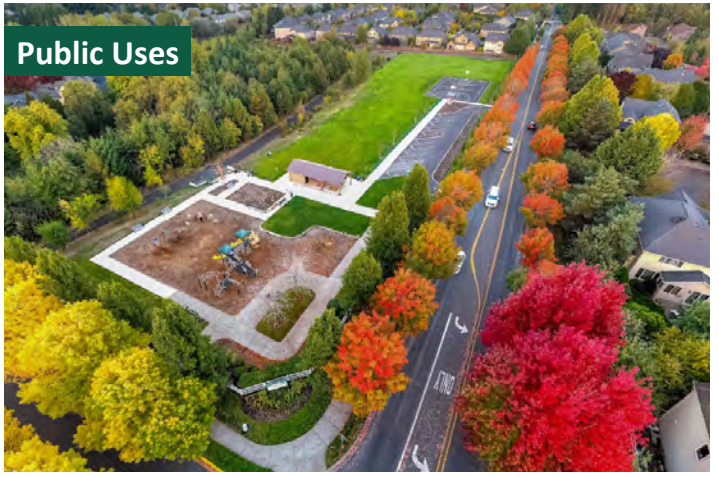


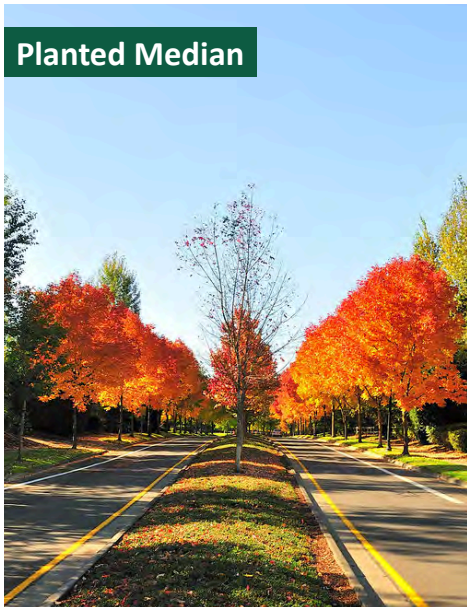
Potential Chicken Creek crossing viewed from SW Elwert

DESIGN IDEAS: LEARNING FROM SW SUNSET BOULEVARD













DESIGN IDEAS: A DISTINCTIVE, CONTEXT-SENSITIVE SW ELWERT ROAD











Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

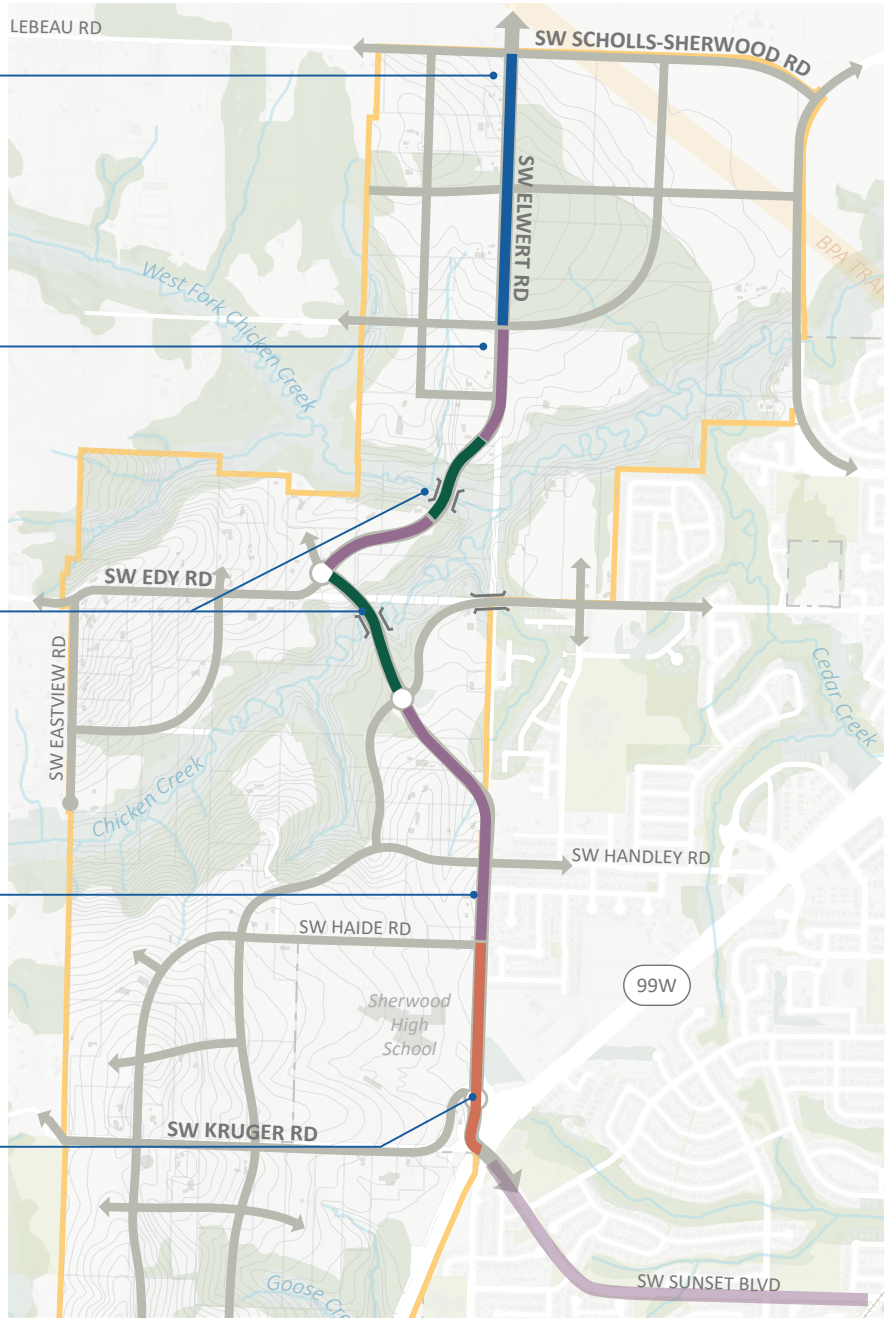
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north



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DRAFT PLAN CONCEPTS

ACTIVE TRANSPORTATION

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

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

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

WHAT COULD ACTIVE TRANSPORTATION LOOK LIKE IN SHERWOOD WEST?

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

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







INTERCONNECTING FUTURE TRAILS - INITIAL CONCEPTS

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

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

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

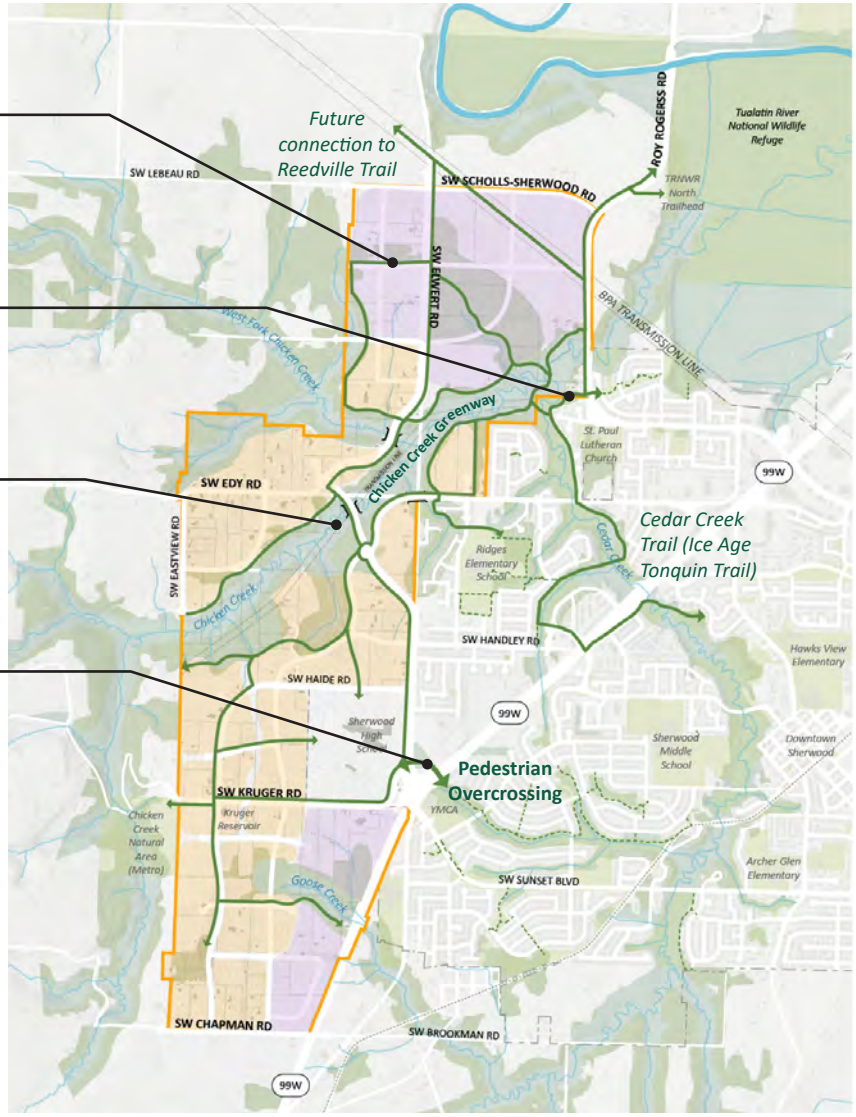
A new Chicken Creek Greenway could take advantage of the existing natural creek corridor to connect to the Cedar Creek Trail and other regional trail networks.

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





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



FUTURE TRANSIT, MICROMOBILITY, AND THE "FIRST AND LAST MILE"

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

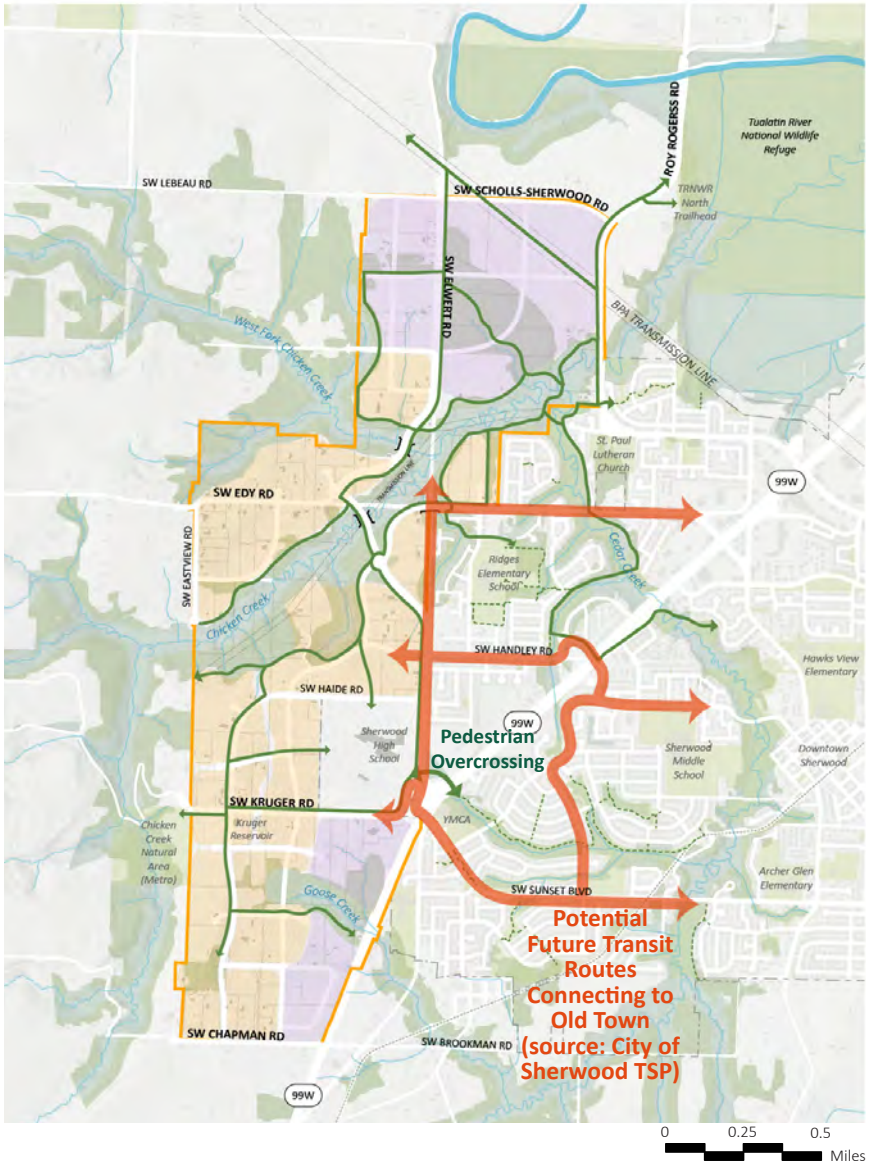
In addition, the inclusion of "micromobility" services, like bike-sharing and scooters, can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops to help fill gaps in transit access (the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











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DRAFT PLAN CONCEPTS

GREAT NEIGHBORHOODS

SHERWOOD WEST CONCEPT PLAN

City of Sherwood Oregon

What will make great neighborhoods in Sherwood West? The vision statement provides guidance in its citation of "families… well-connected streets… walkable… variety of well-designed housing… natural extension of Sherwood's neighborhoods… natural landscape… network of natural areas, parks, and trails." This document provides ideas for how those visions can be turned into reality. It focuses on neighborhood form and key issues for the Concept Plan. Using this guidance, the next step will be to identify land use alternatives.

PRINCIPLES

- Plan for walkability
- Provide a variety of housing opportunities
- Integrate new and existing neighborhoods
- Plan parks and schools as destinations
- Provide adequate parking
- Connect greenspaces into a network
- Integrate nature into neighborhoods











WALKABLE NEIGHBORHOODS: SHAPED BY THE LAND

This diagram is a study of "walkable" areas within Sherwood West. The colored areas show a combination of factors that influence walkability: ¼ to ½ mile of distance (a 5-10 minute walk); natural features such as Chicken Creek; slopes; and existing development. These subareas within are useful for identifying areas of cohesive character and where various land uses might be located and connected. The edges of some areas are clear and very intuitive. The edges of other areas are approximate.

West Elwert: Potential addition to the northern Mixed Employment area

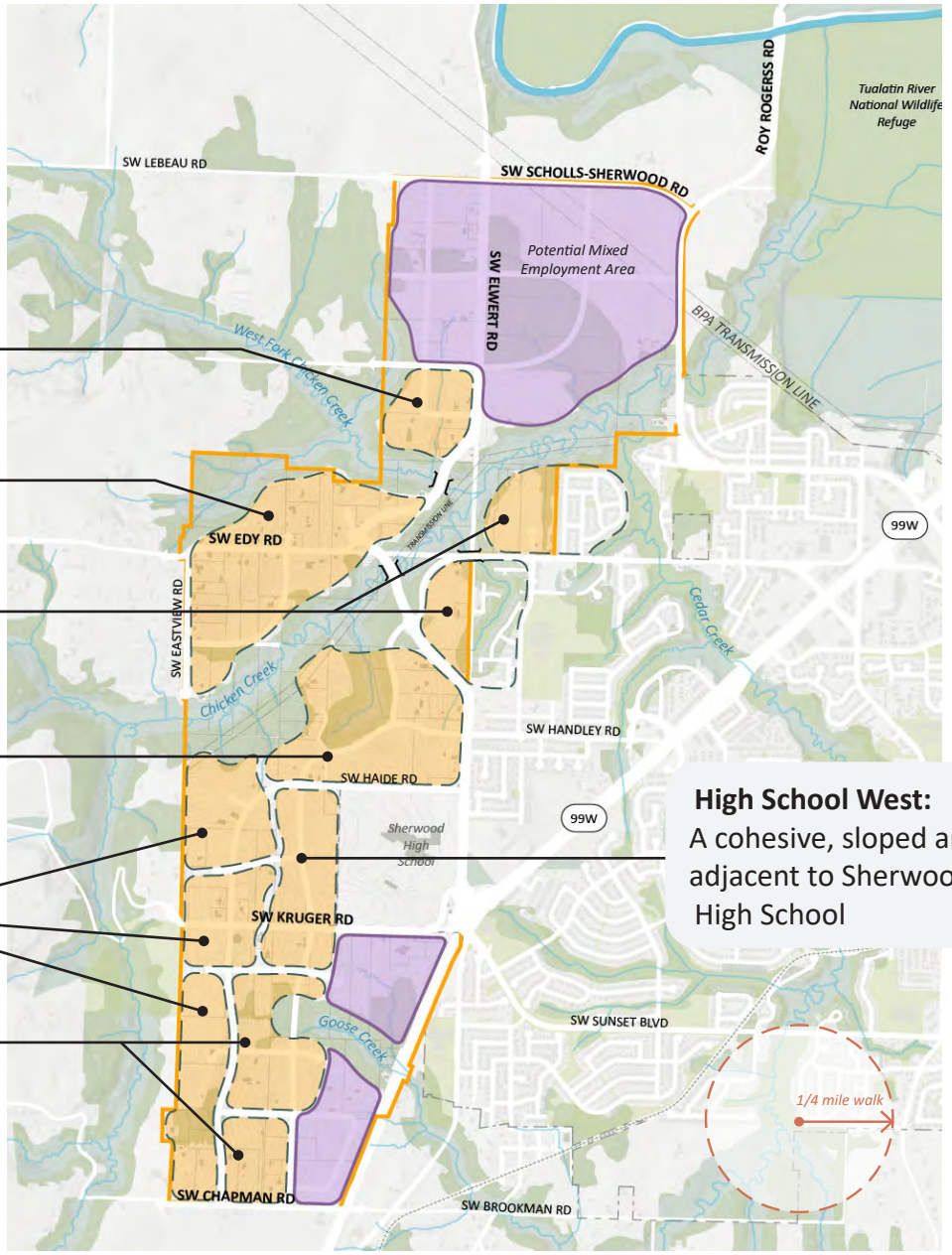
West Edy: A cohesive area from Chicken Creek to the Eastview Road ridgeline

Edy South and East: Close proximity to existing neighborhoods and Ridges Elementary School

Haide North: A fairly large "flat" area with an easy walk from center to edge and some slopes toward Chicken Creek

Hilltop and Ridgeline: Sherwood West's view properties; includes areas facing west

Goose Creek and East Slope: Hillside areas that face east and close to Mixed Employment areas



High School West: A cohesive, sloped area adjacent to Sherwood High School

DRAFT 9/27/2021

CONNECTED PARKS, SCHOOLS, AND GREENSPACES

This diagram is a study of how neighborhood and community parks might be part of a network of connected greenspaces and community connections. The number and locations of potential parks is preliminary and intended to show ideas, not recommendations.









Community Parks provide opportunities for active recreation and organized play in a location that can accommodate increased traffic and demand, while also serving as a neighborhood park for nearby residents.

Minimum size: 10 acres

Neighborhood Parks provide close-to-home recreation opportunities for nearby residents, who typically live within walking and bicycling distance (.5 miles) of the park in a residential setting.

Minimum size: 1.5 acres



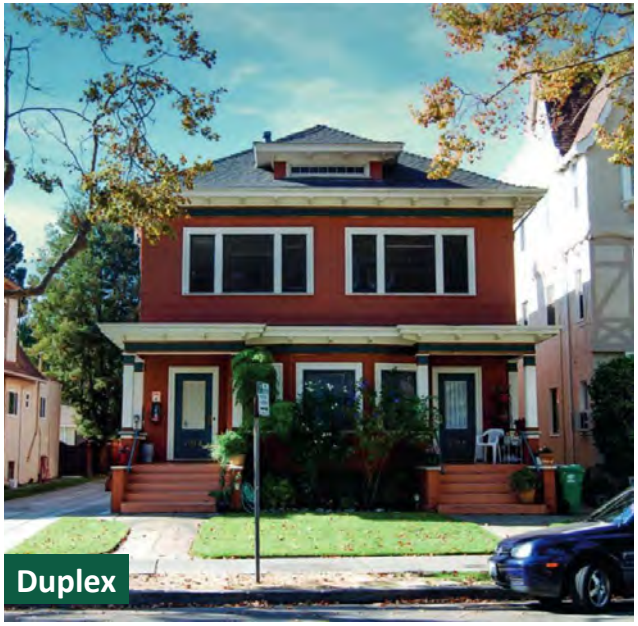
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HOUSING TYPES

Sherwood West's zoning will allow for a wide range of housing types, guided by Sherwood's design guidelines and standards. Here are some examples of the potential housing types.


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached

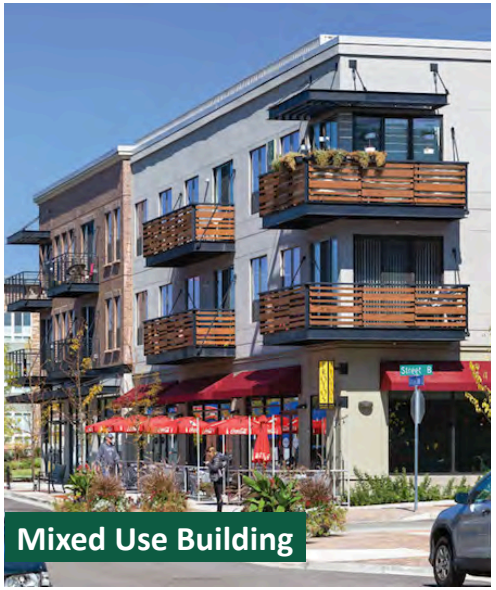

Triplex


Fourplex


Apartments



Live-Work Unit


Mixed Use Building


Courtyard Apartment

DRAFT PLAN CONCEPTS

MIXED EMPLOYMENT AREAS

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

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

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

WHAT IS MIXED EMPLOYMENT?

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









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

MIXED EMPLOYMENT: A RECIPE FOR SUCCESS

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

A MIX OF EMPLOYMENT USES

Candidate industries and employment uses for Sherwood West include:

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

SITING REQUIREMENTS

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

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

TRANSPORTATION ACCESS

Transportation considerations for Sherwood West include:

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













MIXED EMPLOYMENT IN SHERWOOD WEST: AREAS FOR FUTURE STUDY

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

Approximate Acres: 285

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

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

Approximate Acres: 6

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

Opportunities: mixed-use node with retail

Approximate Acres: 55

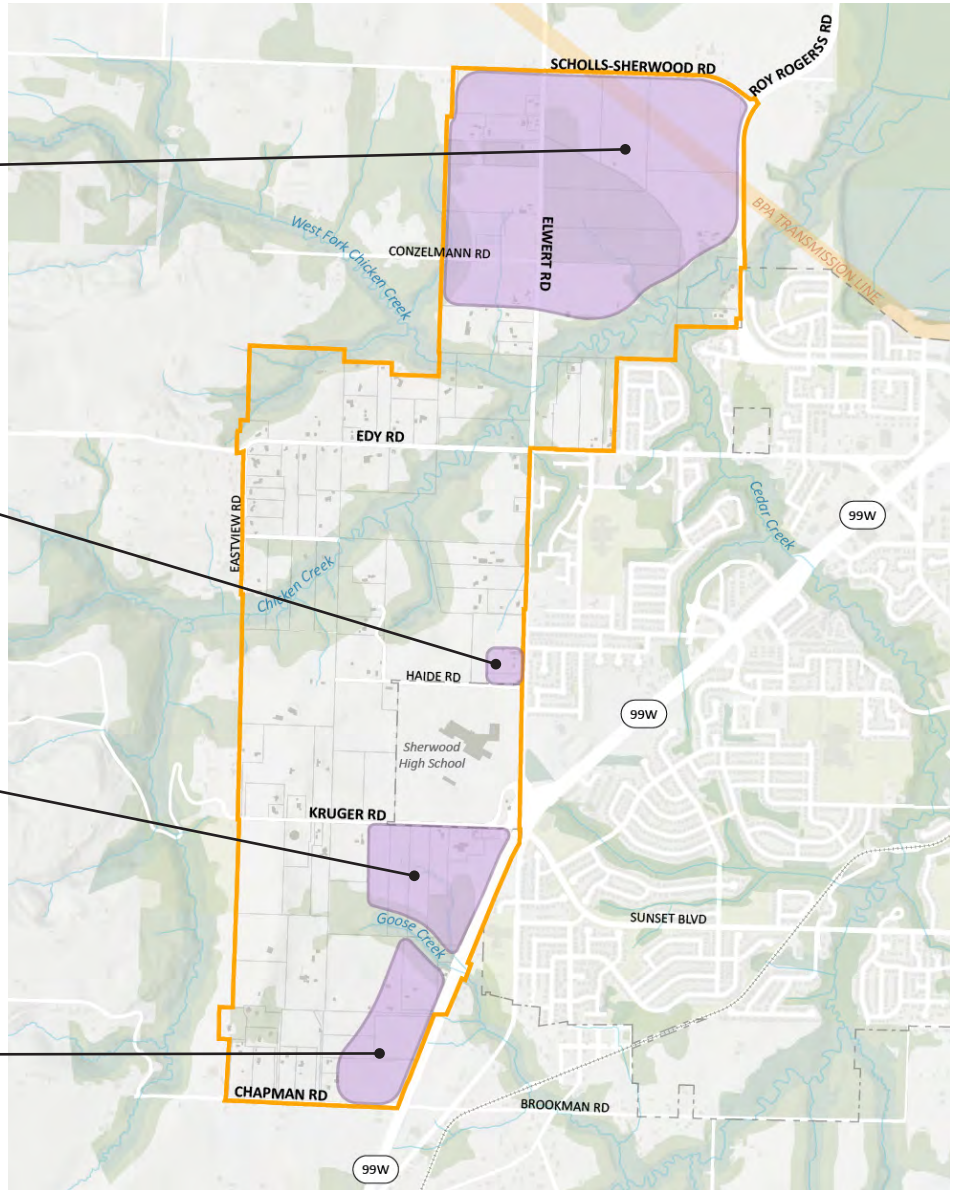
Characteristics: high visibility, good transportation access to Highway 99 at Kruger, some slopes and natural resource areas

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

Approximate Acres: 43

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

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



DRAFT PLAN CONCEPTS

CHICKEN CREEK GREENWAY

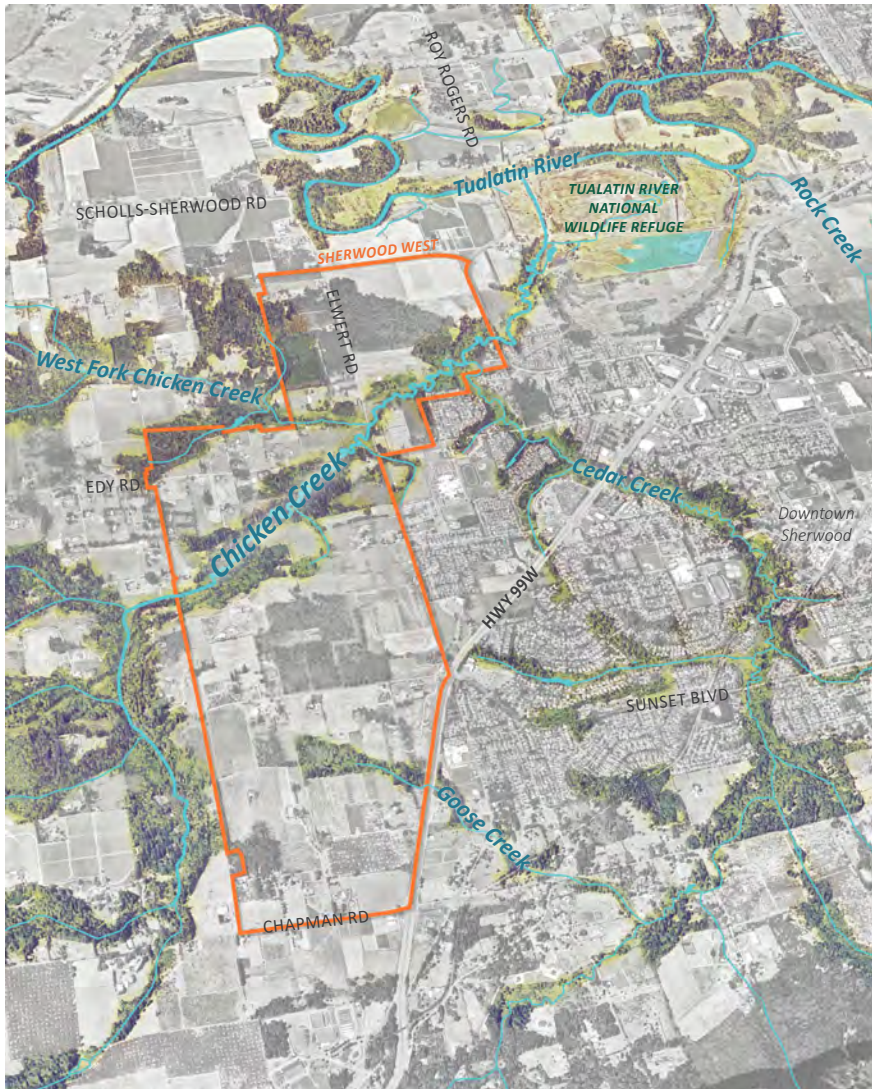
A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge.

In Sherwood West, Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. The Cedar Creek greenway, which passes through Sherwood just west of downtown, feeds into Chicken Creek in the northeast part of the study area. Several smaller channels—Goose Creek and West Fork Chicken Creek—also feed into Chicken Creek in the southeast and central portions of Sherwood West, respectively.

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

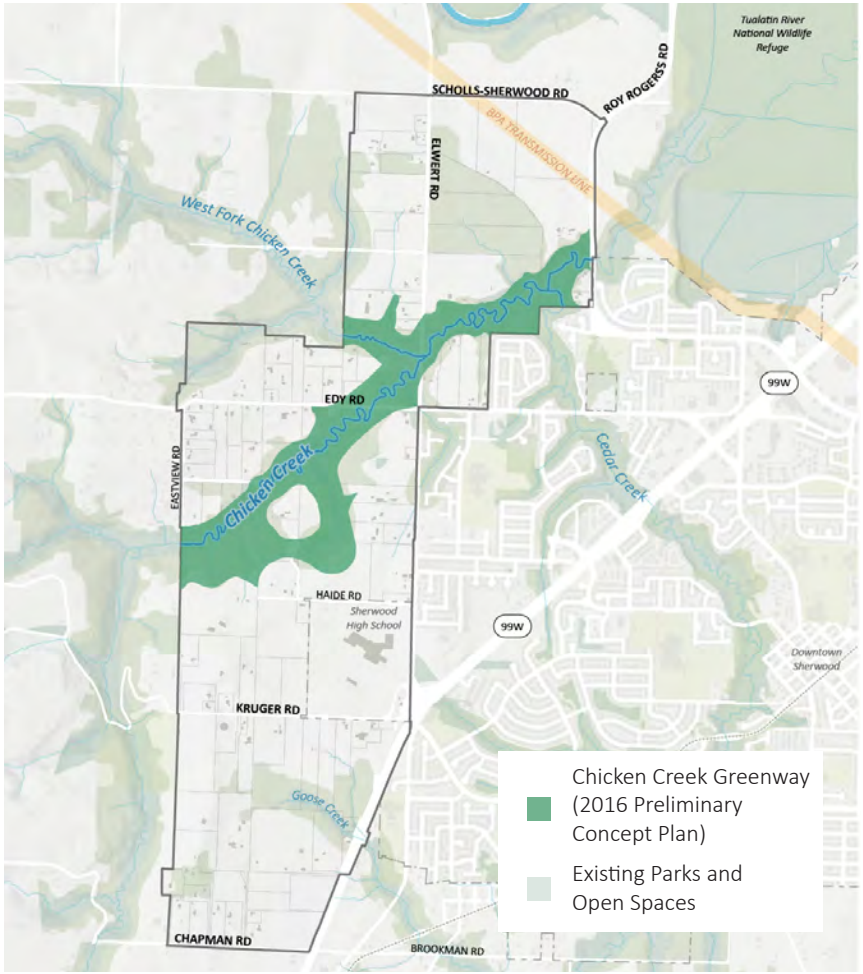


Fanno Creek / Photo Credit: Tree for All



CHICKEN CREEK GREENWAY

The 2016 Preliminary Concept Plan identified the Chicken Creek corridor as a key green space element of the plan. This concept planning process offers the opportunity to refine the 2016 vision for this area as the **Chicken Creek Greenway**. A greenway is a collection of natural areas, parks, and trails connected by a linear green corridor, often surrounding a creek. The Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas shown below. The Chicken Creek Greenway would be one part of Sherwood West's greenspaces. Other examples of greenspaces include: tree and tree canopy protected by Sherwood's code; West Fork Chicken Creek, Goose Creek, Cedar Creek, and their habitat areas; stormwater facilities; neighborhood parks, community parks, and school fields; and trail corridors. Neighborhood and community parks are addressed as part of the Great Neighborhoods plan concept.

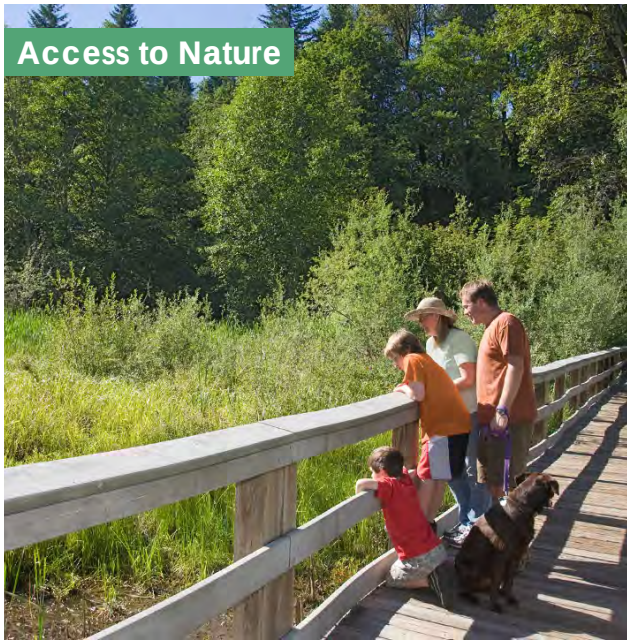




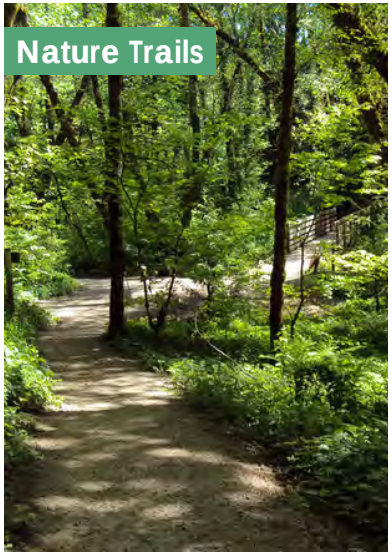
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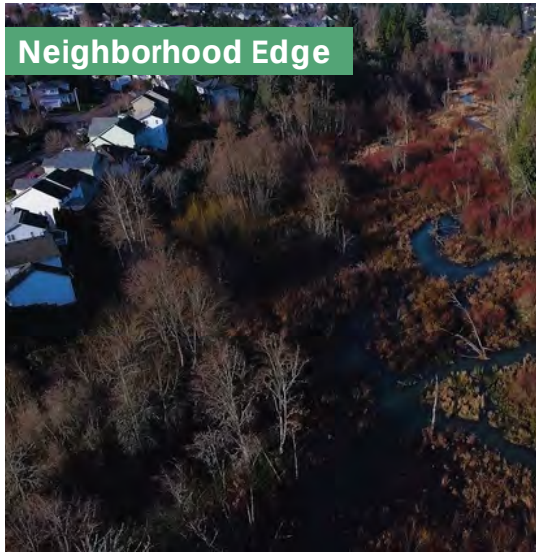
ELEMENTS OF A GREENWAY



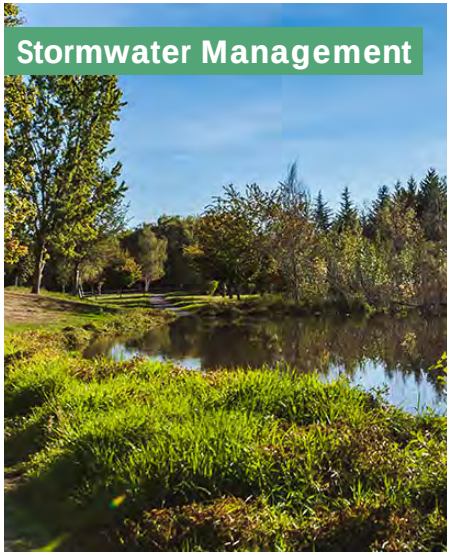












GREENWAY PRECEDENTS



Location: Beaverton, OR

Amenities: paved trails, creek boardwalk, habitat restoration site, Moshofsky Woods Natural Area, regional trail connections



Location: Bethany, Washington County, OR

Amenities: paved trail, creek boardwalk, regional trail connections, wildlife habitat and viewing opportunities





Location: Beaverton, OR

Amenities: paved trails, benches, parking, wetlands, wildlife habitat and viewing opportunities, regional trail connections

APPENDIX J

Alternatives Evaluation Memo

ALTERNATIVES EVALUATION

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

Introduction

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

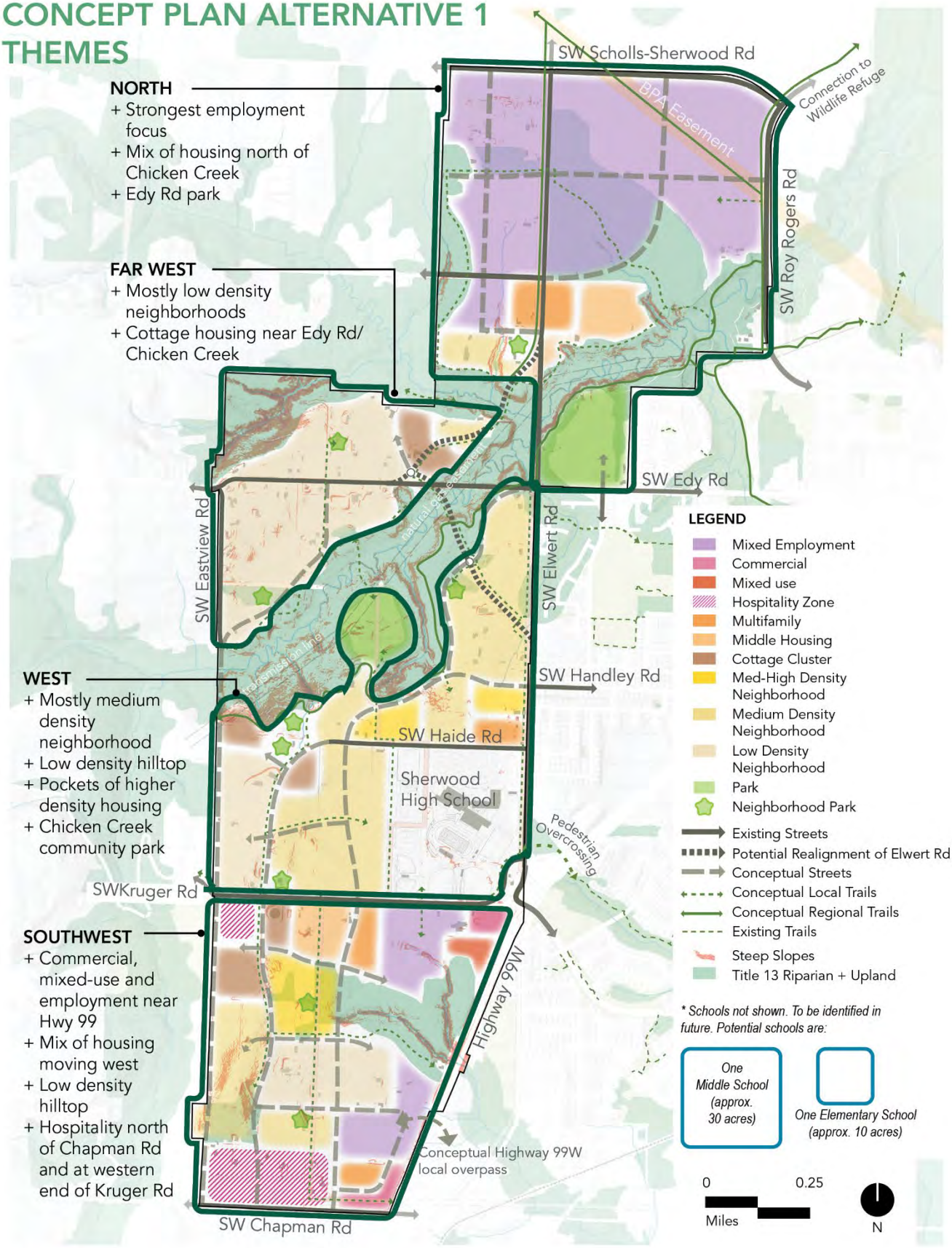
- Alternatives evaluation (this memo)
- Community feedback from Open House #2
- Community feedback from the online Open House #2
- Developer feedback from the Employment Opportunities tour and meeting
- Traffic impact analysis

Vision Statement

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

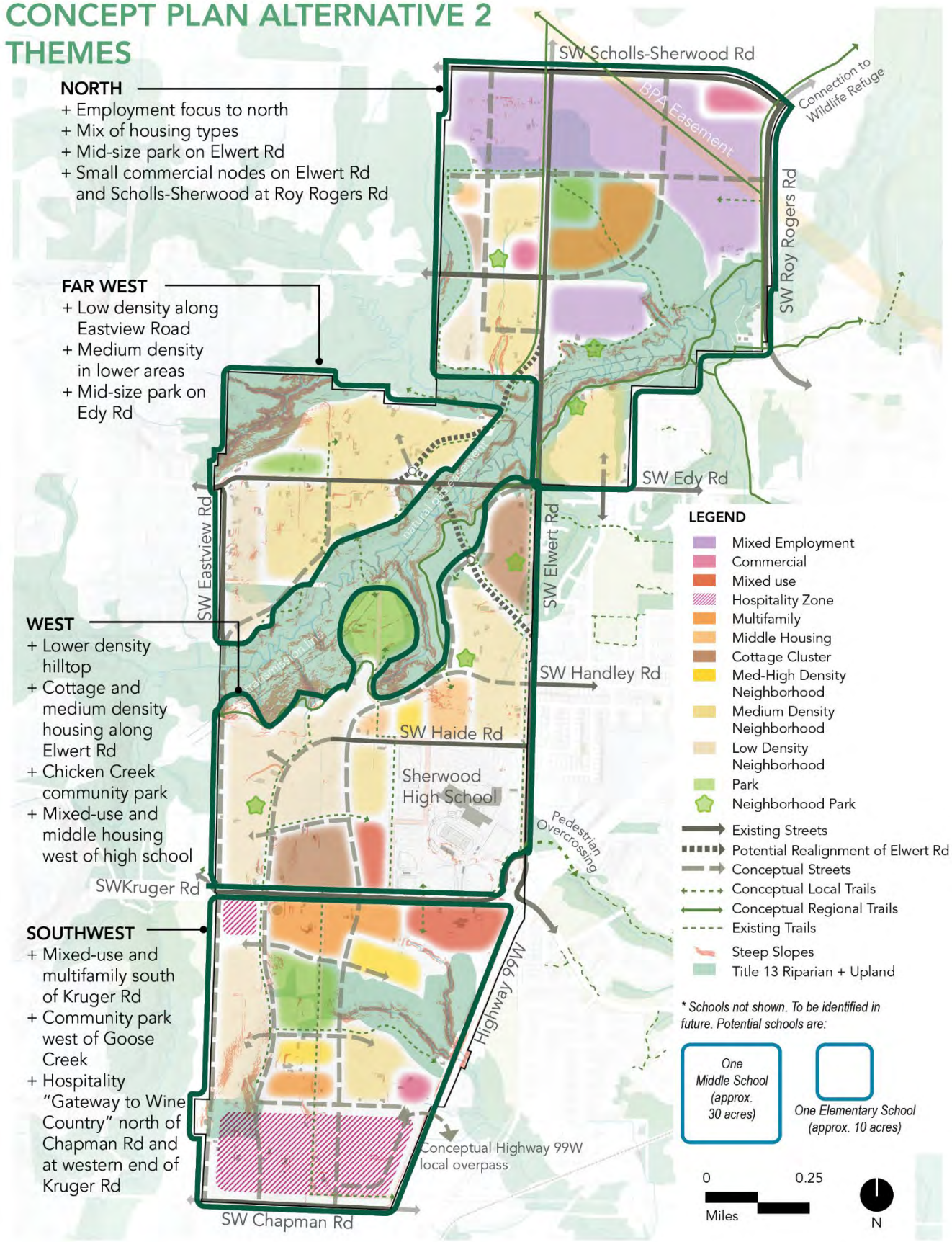
Concept Plan Alternatives (next pages)

CONCEPT PLAN ALTERNATIVE 1 THEMES



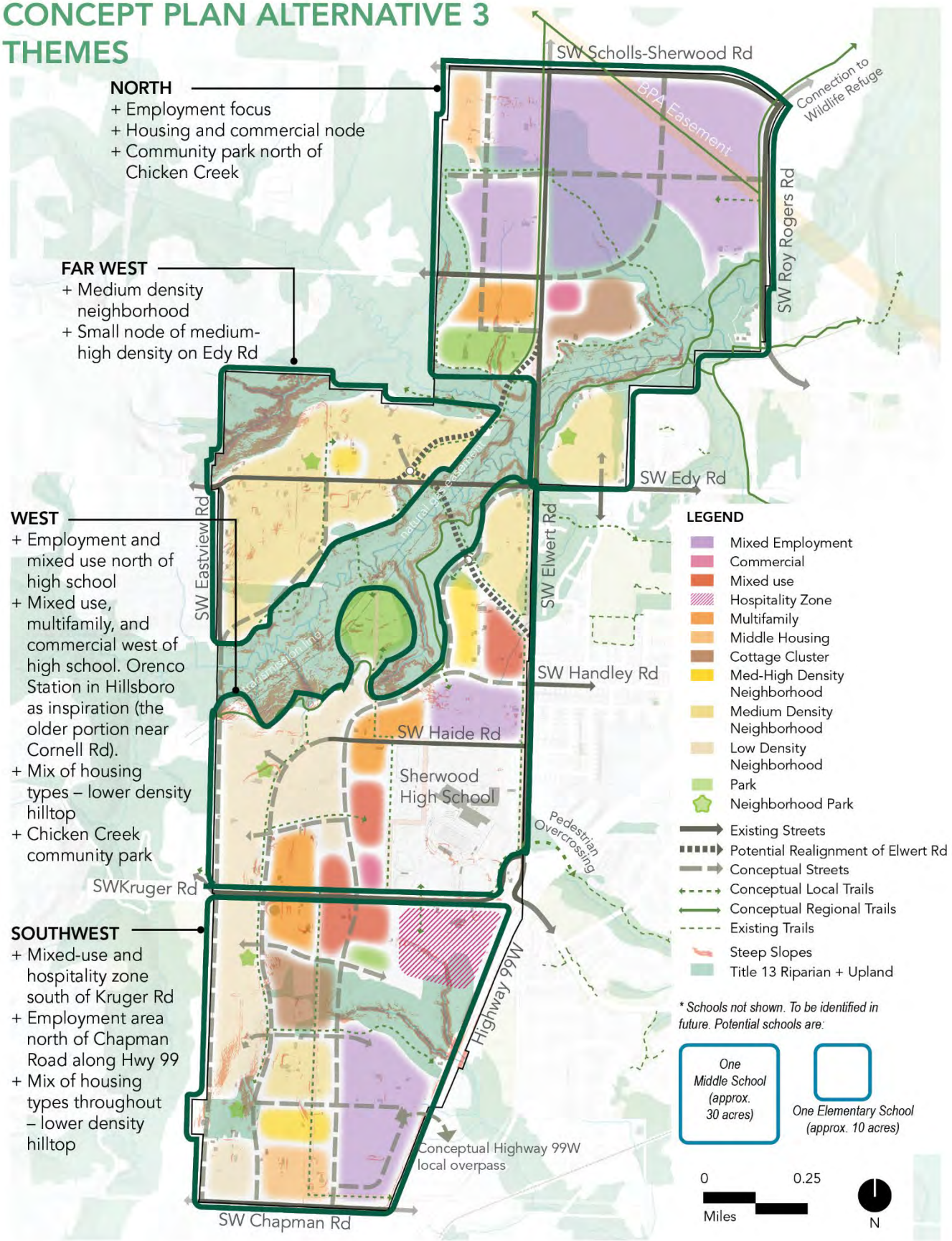
SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 2 THEMES



SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 3 THEMES



Land Use Metrics

HOUSING ESTIMATES

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

Alternative 1

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

Alternative 2

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

Alternative 3

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

EMPLOYMENT ESTIMATES

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

Alternative 1

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

Alternative 1

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

Alternative 2

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

Alternative 2

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

Alternative 3

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

Alternative 3

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

Qualitative Evaluation

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

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

Goals, Criteria, and Evaluation

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

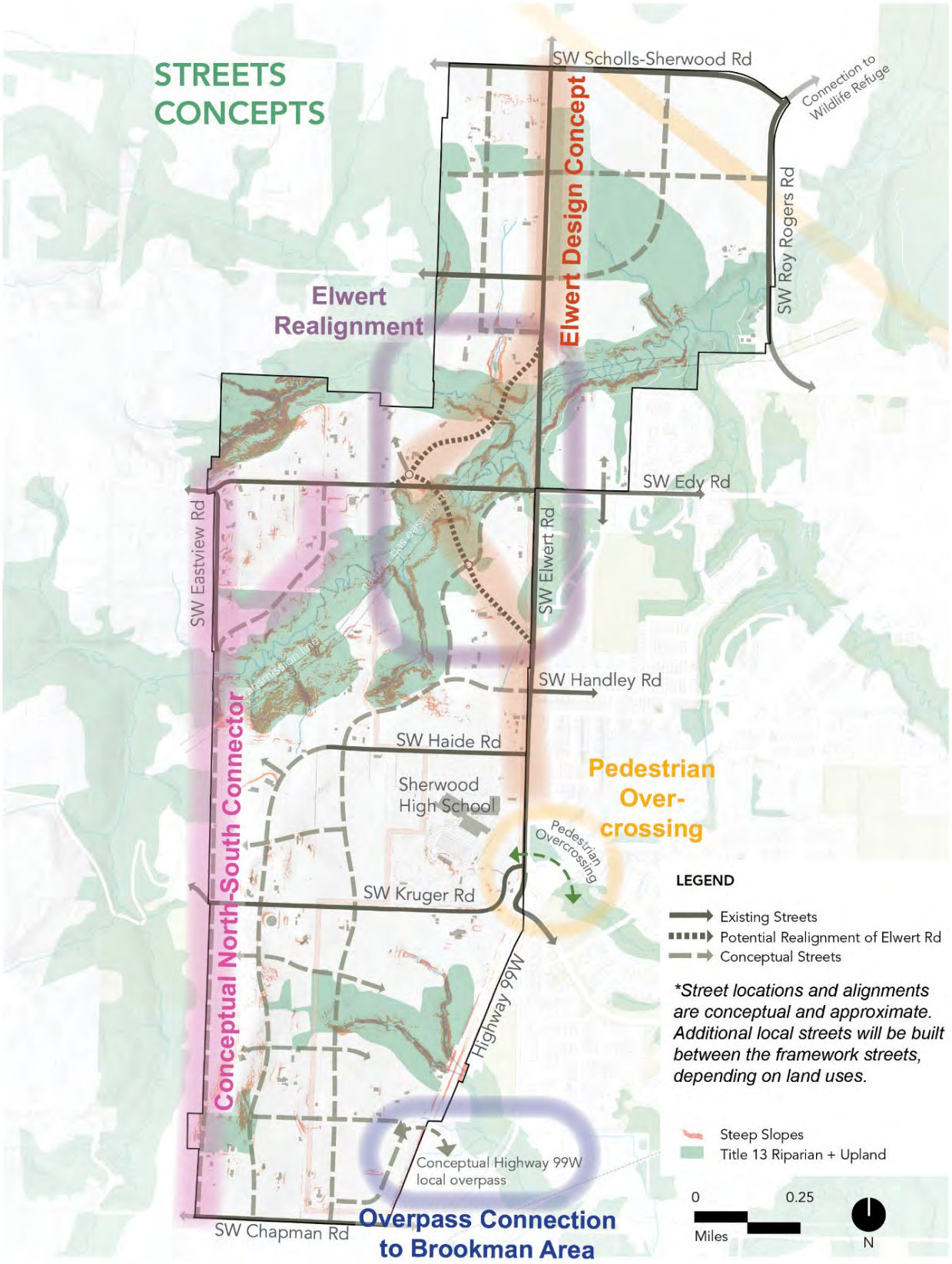
GOAL 1	EVALUATION CRITERIA
Alternative 2 Score ◒	• Mix of land uses – Alternative 2 has a greater mix of land uses is introduced into the North and West districts as compared to Alternative 1. • Alternative 2 has the highest number of Multi-family units at 1066. • Alternative 2 has the lowest number of Middle Housing Zone units at 113. • Alternative 2 has the highest number of Cottage Zone units at 524. • Three retail nodes: in the North, West, South districts. • Average density is 11.4 du/ac (9.7 with open space), assuming 10% middle housing in single dwelling zones.
Alternative 3 Score ◒	• Mix of land uses – Alternative 3 has a relatively high degree of mix, especially in the West district and Kruger Road area. • The mixed use and employment north of the High School is different from Alternatives 1 and 2, which have residential uses in that area. • Alternative 3 is in the middle of the range for Multi-family units at 776. • Alternative 3 has relatively high amount of Cottage Zone units at 505. • Three retail nodes: North, West (Handley Road), West/Southwest (Kruger Road). • Average density is 11.3 du/ac (9.4 with open space), assuming 10% middle housing in single dwelling zones.
Summary	The main difference for this criterion is the mix and variety of land use across the alternatives. Alternative 1 is the most similar to existing Sherwood due to prevalence of residential uses and slightly lower density. Alternative 2 can be seen as a plan for an evolving Sherwood, where residential land use is dominant, more housing choices are introduced over the next 10-40 years, and neighborhood character is guided by design regulations. Alternative 3 has the most marked differences from existing Sherwood. The percentage of Multi-family housing is also a key variable, ranging from 585 units (Alt 1) to 776 units (Alt 2) to 1066 units (Alt 3). The full circle score for Alternative 1 is based on it being most similar to existing Sherwood, per the goal. Alternatives 2 and 3 provide more housing types and choice.

GOAL 2	EVALUATION CRITERIA
The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.	• *Infrastructure is well-planned to make Sherwood West attractive to developers and large employers* • *There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs* • *There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses*
All Alternatives	• Infrastructure planning is similar for all three alternatives. • Per the City's initial analysis, the West subdistrict is the most readily served with infrastructure. However, the City could prioritize infrastructure funding to serve other land sooner. Further analysis is required. • All alternatives would add significant amounts of new employment lands to the City of Sherwood, including larger sites for technology parks in the North district. • All alternatives include land designated for a new Hospitality Zone, with the intent to leverage the area's unique location for destination retail, hospitality and visitor-related uses.
Alternative 1 Score ●	• Alternative 1 has the second highest amount of Mixed Employment land, 163 acres, focused in the North District. • Commercial, Mixed-Use, and Hospitality lands total 86 acres. • The Hospitality Zone lands are in upland properties with scenic views along Chapman Road and the west end of Kruger Road.
Alternative 2 Score ●	• Alternative 2 has significantly less Mixed Employment land, 111 acres, focused in the northern area of the North district. • Commercial, Mixed-Use, and Hospitality lands total 146 acres – highest of the alternatives. • The Hospitality Zone lands along Chapman Road have visibility from Hwy 99 and continue west to upper, scenic view properties.

GOAL 2	EVALUATION CRITERIA
Alternative 3 Score ●	• Alternative 3 has the largest amount of Mixed Employment land, 183 acres, focused in the North district and Southwest district along Hwy 99. • Commercial, Mixed-Use, and Hospitality lands total 98 acres – slightly higher than Alternative 1. Employment uses are located on the west and north side of the High School, which is unique to this alternative. • The Hospitality Zone is focused at the Kruger/Hwy 99 node and there are no Hospitality Zone lands at Chapman Road as there are with the other alternatives.
Summary	All three alternatives support the Goal 2 and would significantly increase the employment land supply in Sherwood. At 250-280 total acres, employment lands comprise about 40% of the net buildable land supply in Sherwood West. The alternatives have different locational emphasis for different employment sectors. Alternatives 1 and 3 emphasize use of the North district for Mixed Employment. All alternatives include mixed use and other commercial opportunities along Kruger Road, with Alternative 3 extending that concept around the High School. A focus on Hospitality land along Chapman Road is in Alternatives 1 and 2. The equal scoring above is based on excellent fulfillment of the goal by all alternatives - the alternatives simply achieve that outcome in different ways. The differences between the alternatives are related more to land use compatibility, how much Mixed-Use and Commercial lands could be supported, and preferences for the location of the Hospitality Zone.

GOAL 3	EVALUATION CRITERIA
Transportation facilities serve to connect, rather than divide, neighborhoods.	• *A network of streets provides north-south connections to and through the area* • *The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing* • *Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people*

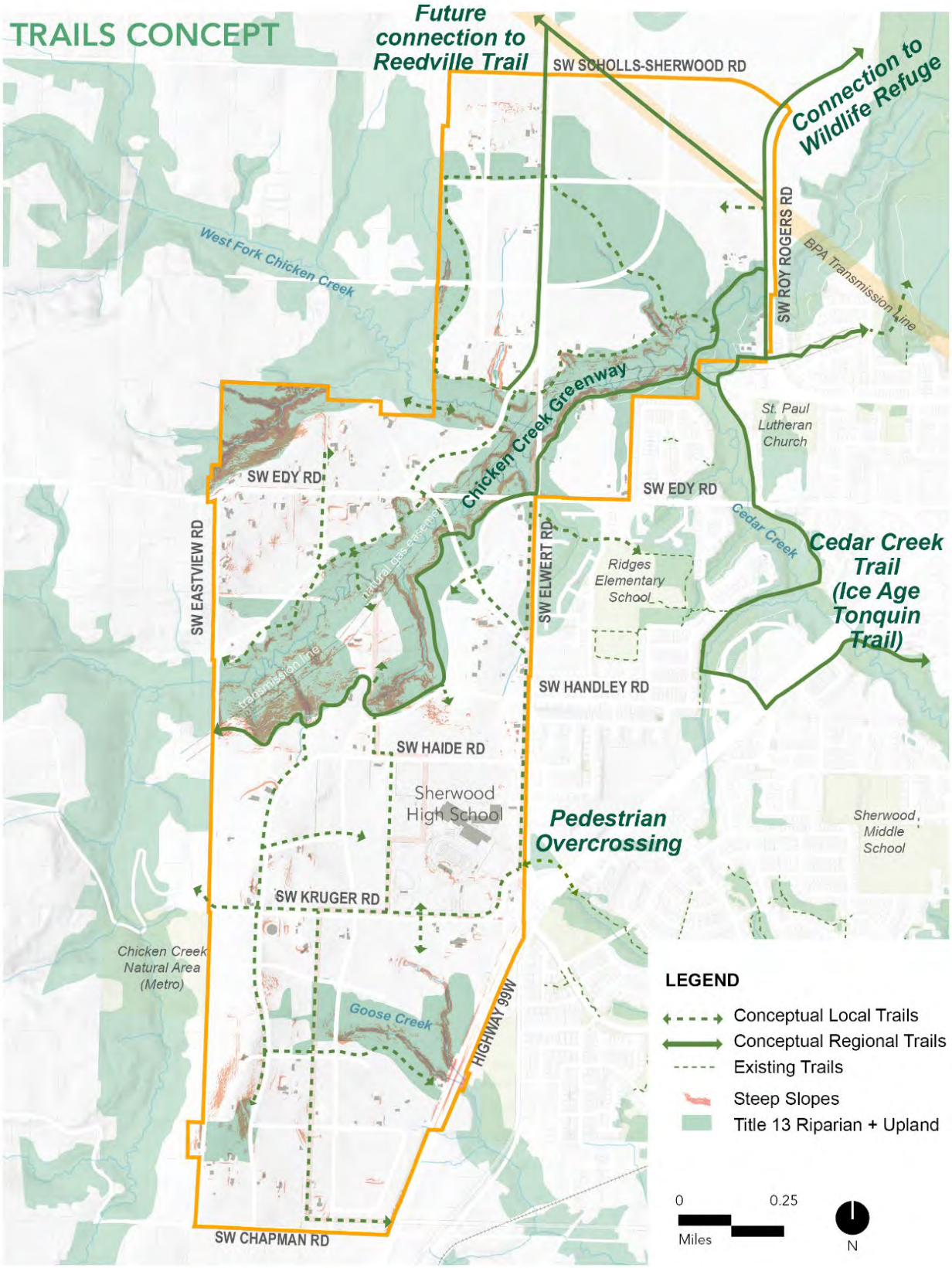
GOAL 3	EVALUATION CRITERIA
	• *Streets are designed with consideration for safety and emergency response vehicles* • *Sherwood is "transit-ready" for future transit service*
All Alternatives	*Note: A traffic impact analysis is being prepared and will provide information needed for assessment of this goal. Initial results from the analysis will be presented at the TAC and CAC meetings.* • The same street network is common to all alternatives (see map on next page). • All alternatives support the future opportunity for a Highway 99 pedestrian crossing. • The alternatives all emphasize the same priority for safety, managing traffic, and making streets places for people. • Transit routing is an unknown at this point. From a land use perspective, Alternative 3 may be the most transit supportive due to the land use patterns in the West district.
Summary	This evaluation is unscored because the transportation recommendations are the same for all alternatives and a traffic impact analysis is underway.


STREETS CONCEPTS
SW Scholls-Sherwood Rd
Connection to Wildlife Refuge
Elwert Design Concept
SW Roy Rogers Rd
Elwert Realignment
SW Edy Rd
SW Eastview Rd
SW Elwert Rd
SW Handley Rd
SW Haide Rd
Sherwood High School
Pedestrian Over-crossing
Pedestrian Overcrossing
SW Kruger Rd
Conceptual North-South Connector
Highway 99W
Conceptual Highway 99W local overpass
Overpass Connection to Brookman Area
SW Chapman Rd
LEGEND
Existing Streets
Potential Realignment of Elwert Rd
Conceptual Streets
*Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.
Steep Slopes
Title 13 Riparian + Upland
0
0.25
Miles
N

GOAL 4	EVALUATION CRITERIA
Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	• *The Chicken Creek corridor is protected* • *Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced* • *Residents have access to nature through a network of multi-use and soft-surface trails* • *Parks and natural areas serve as places where families and community members can gather together* • *Existing mature trees and areas of dense tree canopy are preserved where feasible*
All Alternatives	• Protection of the creek corridor and riparian/upland habitat areas is built into all three land use alternatives. The Chicken Creek Greenway is one of the key plan concepts for Sherwood West and will provide access to nature and trail connections for future residents and visitors. • The proposed realignment of Elwert and Edy Roads will reduce the impact of infrastructure improvements (road widening) on sensitive creek confluences. The realigned roadway will cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment also eliminates the excessive fills within the SW Elwert/SW Edy Road intersection and follows the existing terrain. This will require construction of structural bridging and acquisition of right-of-way. • The trails concept is the same for all three alternatives (see page 18). This includes a regional trail connection to the Tualatin River National Wildlife Refuge. It also includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. • All three alternatives include two community parks (10-20 acres each) as well as neighborhood parks (2-5 acres) integrated throughout Sherwood West neighborhoods. Future parks will be consistent with policies and guidelines in the recently-updated Sherwood Parks & Recreation Master Plan. Natural areas and open space dedicated through development will provide additional green space. • Existing mature trees and tree canopies will be preserved through Metro Title 13 habitat protections and through application of the Sherwood Development Code's tree preservation standards.

GOAL 4	EVALUATION CRITERIA
Alternative 1 Score ◒	• Alternative 1 has an estimated 43 total acres of parks (community and neighborhood parks).
Alternative 2 Score ●	• Alternative 2 has the most park acreage, with an estimated 55 total acres.
Alternative 3 Score ◒	• Alternative 3 has the least park acreage, with an estimated 37 total acres.
Summary	All three alternatives provide strong support for these evaluation criteria by emphasizing preservation of natural areas and access to parks and nature. The three alternatives each locate one community park in the area south of Chicken Creek, surrounded by resource land. The main distinguishing features between the alternatives are the locations of the second community park and total park acreage. Alternative 2 was given the highest score because it provides the most park acreage—thereby providing the greatest access to recreation, nature, and community gathering space for residents.

GOAL 5	EVALUATION CRITERIA
The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.	• *Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers* • *Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations* • *Students have safe options to walk or bike to school*
All Alternatives ●	• The trails concept is the same for all three alternatives (see next page). This includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. Trails connecting to local destinations will help to encourage walking, rolling, and biking. • The trails concept includes key connections between new growth in Sherwood West and existing areas of Sherwood—such as such as future connections to the Reedville Trail, the Tualatin River National Wildlife Refuge trails, Ice Age Tonquin Trail/Cedar Creek Trail, and the future Highway 99 pedestrian overcrossing. • School locations are not identified in the alternatives maps. However, safe routes to school will be an important consideration in the siting of future schools in Sherwood West, and in planning trail and sidewalk connections between neighborhoods and schools.
Alternative 1 Score	• N/A
Alternative 2 Score	• N/A
Alternative 3 Score	• N/A
Summary	All alternatives support these criteria equally, as described above.



SHERWOOD WEST CONCEPT PLAN

GOAL 6	EVALUATION CRITERIA
Growth and development are well-planned and implementation of the area is pragmatic.	• *The extension of public facilities and services are phased and coordinated with development* • *Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary*
All Alternatives	• Extension of public facilities is a critical issue for Sherwood West regardless of the land use alternative. • Infrastructure phasing and funding will be further explored after a preferred land use alternative is selected. • Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, areas north and south of the high school and close to SW Elwert Road, are the most logical areas for development to occur first. • The City may consider new annexation policies based on a phasing plan for development within Sherwood West. The annexation policies could consider priority areas to provide an orderly and efficient transition from rural to urban land uses to ensure public infrastructure needs are met to provide homes and jobs in Sherwood West. These ideas will be further fleshed out in the infrastructure phasing/funding task.
Alternative 1 Score ●	• Alternative 1's land uses generally serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • The Hospitality Zone concept is a new idea for Sherwood and would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses. Because it is untested, it is unknown how effective it will be in serving Sherwood's needs. Alternative 1 has a moderate amount of Hospitality zoning (roughly 31 acres) located on Chapman Rd and at the west end of Kruger Rd. • Land uses in the Southwest district closest to the Brookman expansion area include a mix of commercial, mixed employment, and multi-family zoning. This complements the planned commercial, office and light industrial zoning for the western portion of the Brookman area.

GOAL 6	EVALUATION CRITERIA
Alternative 2 Score ◒	• Alternative 2's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 2 has the greatest amount of Hospitality zoning (roughly 63 acres), occupying about a third of the Southwest district. • Land uses in the Southwest district closest to the Brookman area include commercial and hospitality uses. These uses are relatively compatible with the planned zoning for the western portion of the Brookman area.
Alternative 3 Score ●	• Alternative 3's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 3 has the most modest amount of Hospitality zoning (roughly 63 acres), located at the intersection of Highway 99 and Kruger Rd. • The eastern portion of the Southwest district closest to the Brookman area is exclusively designated as mixed employment. This use may be the most complementary to the planned zoning for the western portion of the Brookman area.
Summary	All three alternatives will extend public facilities as part of development and will be phased primarily based on different areas' proximity to existing facilities. All three alternatives include land uses that serve Sherwood's needs. However, the Hospitality Zone is the newest concept, and its practicality is not yet known. Therefore, alternatives that de-emphasize hospitality zoning (Alternatives 1 and 3) may be more pragmatic for implementation, consistent with the goal. The conclusion is very subjective – the City should continue to study the Hospitality Zone concept and include it in its economic development efforts.

APPENDIX K

Developer Tour Summary

Sherwood West Re-Look

Developer Tour Notes

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

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

The tour included the following participants:

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

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

Zoning and Land Use

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

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

Infrastructure

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

Implementation and Funding

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

APPENDIX L

Transportation Impact Analysis

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION IMPACT ANALYSIS MEMO

DATE: January 5, 2023

TO: Joe Dills, Kate Rogers | MIG
Erika Palmer, Joy Chang | City of Sherwood

FROM: Carl Springer, Amanda Deering, Alex Haag | DKS Associates

SUBJECT: Sherwood West Concept Plan Traffic Impact Analysis Project #21057-000

INTRODUCTION

The Sherwood West Re-Look project will prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan, which was approved by the Sherwood City Council in 2016, was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. The purpose of the Sherwood West Re-Look project is to take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth.

This memorandum summarizes the preliminary findings regarding the transportation impacts of the Sherwood West Concept Plan (Concept Plan) project and transportation network upgrades contemplated for the Plan Area. This memorandum includes:

- Estimated trip generation of the three land use alternatives
- Discussion of potential transportation network changes being contemplated in the Concept Plan, including the realignment of Elwert Road and evaluation of a parallel north-south connector route from Chapman Road to Edy Road.

  Note: the north-south connector is not a site-specific proposal. It is a connectivity concept for further study. The memorandum is an initial evaluation of a conceptual connection between Chapman Road and Edy Road.
- Discussion of expected traffic growth in Plan Area
- Initial system performance review on major roadways and at two key study intersections

STUDY AREA AND LAND USE ALTERNATIVES

The Concept Plan Area, illustrated in **Figure 1**, is bounded by Scholls-Sherwood Road to the north, Roy Rogers Road and OR 99W to the east, Chapman Road to the south, and Eastview Road to the west.

Three land use alternatives for the Concept Plan Area are being developed as part of the Concept Plan Re-Look (**Appendix A**). Land use Alternative 1 has the highest proportion of medium/high-density neighborhood land use of the three alternatives and less cottage zoning and multifamily than the other alternatives. Alternative 2 has the highest proportion of multifamily land use and less middle housing zone than the other two alternatives. In terms of employment acres, Alternative 1 has fewer mixed-use acres than the other two alternatives. In comparison, Alternative 2 has fewer mixed-employment acres but more commercial and hospitality land-use acres than the other two alternatives.

A breakdown of the total jobs and housing units for the three alternatives is summarized in **Table 1**. While the alternatives vary regarding the proportion and location of housing types, all three offer a comparable number of total housing units. For total jobs, Alternative 3 provides the highest number of total jobs, and Alternative 2 provides the least.

TABLE 1: HOUSING METRICS AND JOBS SUMMARY

CATEGORY	CONCEPT PLAN ALTERNATIVES		
	ALT 1	ALT 2	ALT 3
TOTAL HOUSING UNITS	3,730	3,845	3,635
TOTAL JOBS	5,245	4,600	5,020

Note: values rounded to the nearest multiple of 5

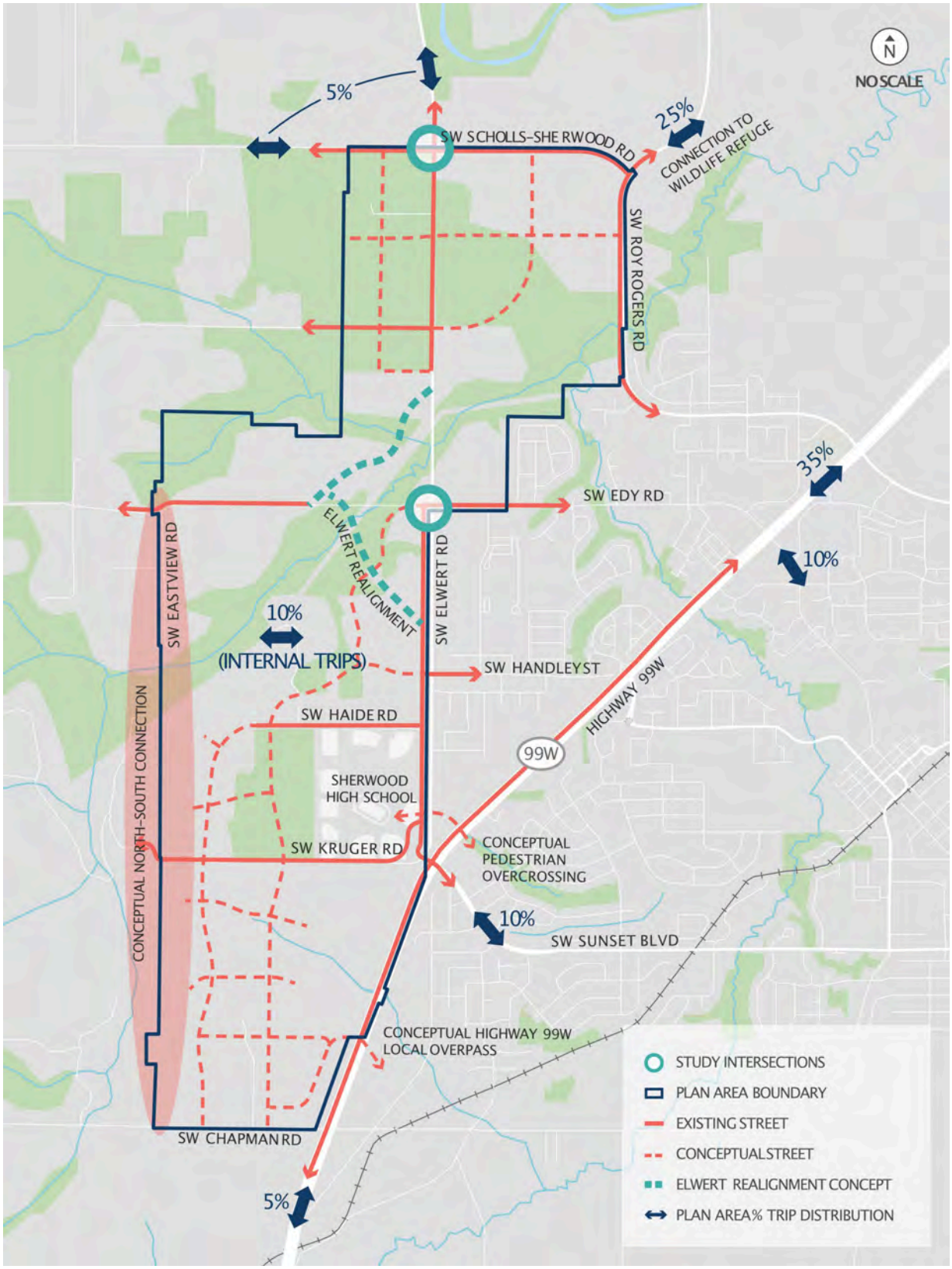


FIGURE 1: PLAN AREA AND TRIP DISTRIBUTION

PLAN AREA TRAVEL FORECAST

VEHICLE TRIP GROWTH ESTIMATE

Trip generation for the three land use alternatives is estimated based on the Westside Travel Demand Model and the number of the expected housing units and jobs provided by each alternative. Summarized in **Table 2**, all three land use alternatives are expected to generate a similar number of vehicle trips when the area is fully developed. The values reported in **Table 2** are total vehicle trips during the 2-hour PM peak period. The magnitude of vehicle trips is comparable to the number of anticipated trips estimated by the previously completed Urban Reserve Transportation Study (URTS) for this area. By way of comparison, the URTS assumed land uses included a higher level of households (6,495) and minimal jobs (545) within the planning area.

TABLE 2: VEHICLE TRIPS DURING 2-HOUR PM PEAK PERIOD

	ALT 1	ALT 2	ALT 3	URBAN RESERVE TRANSPORTATION STUDY
TOTAL VEHICLE TRIPS (2-HOUR PM PEAK)	6,040	6,725	6,780	6,470

Note: values rounded to the nearest multiple of 5

REGIONAL TRIP PATTERNS

Regional trip patterns for the Plan Area were estimated using the Westside Travel Demand Model to help understand the primary travel directions for trips that start or end in Sherwood West. As shown in **Figure 1**, most Plan Area travel demand is to/from the northeast of the Plan Area, either on Roy Rogers Road, OR 99W, and to/from the east on Tualatin-Sherwood Highway. Approximately 60% of vehicle traffic that begins or ends within the planning area will use these three routes. About 30% of travel demand crosses OR 99W to/from the rest of the City of Sherwood, while only 5% is to/from south of the Plan Area via OR 99W, and 5% is to/from northwest of the Plan Area on Lebeau Road and Scholls Sherwood Road. The analysis also showed that about 10% of traffic remains internal to the Plan Area, meaning that the trips start and end within the planning area.

STREET NETWORK AND CONCEPTUAL STREET ALTERNATIVES

Several transportation network improvements were considered as part of the Preliminary Sherwood West Concept Plan and others as part of this subsequent analysis, including:

- The realignment of Elwert Road west of Chicken Creek.
- A conceptual north-south connection between Chapman Road and Edy Road.
- A new pedestrian over crossing near OR 99W at Sunset.
- A new multimodal overcrossing at OR 99W north of Brookman Chapman Road; and

- Several new internal local and connector roadways.

The conceptual locations of these upgrades are illustrated in **Figure 1**. All future facilities would meet current City multimodal street and trail facility standards. Major roadways generally would have one travel lane in each direction with center turn lanes (Scholls-Sherwood Road, Elwert Road, Edy Road, and Kruger Road), while local streets would be one lane in each direction. As noted above, the north-south connector is not a site-specific alignment. For this analysis, a two-lane road is assumed.

ELWERT ROAD RE-ALIGNMENT CONCEPT

Elwert Road from OR 99W to Scholls-Sherwood Road is a two-lane rural arterial. Washington County and the City of Sherwood's Transportation System Plan identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. According to the County's Road Design Standards, this type of facility requires 90 feet of road right-of-way which includes 50 feet wide pavement, 2 travel lanes, a center turn lane and 2 bike lanes, plus landscape areas and sidewalks behind the curbs. The existing Elwert Road north of Edy Road has a paved area about 24 feet wide with ditches on both sides. As described in the Preliminary Concept Plan, the existing rural condition of Elwert Road would require significant expansion and upgrading to accommodate the city's adopted roadway design standards. This would include land acquisition for road right-of-way and could include re-grading the vertical alignment to improve driver sight distance. In addition, the portions of Elwert Road constrained by the Chicken Creek watershed would further require large cut-and-fill sections and significant environmental mitigation.

As a result, the Preliminary Concept Plan identified re-aligning Elwert Road west of the creek as being more cost-effective and preferred from a constructability standpoint rather than improving the existing alignment. Re-aligning Elwert Road is a transportation recommendation that has been carried forward as part of the current Sherwood West Concept Plan Re-Look project and is analyzed in this memorandum.

As shown in **Figure 1**, this future re-alignment is preliminary and subject to further study and design. Issues to be addressed in future work should include the following:

- Full or partial closure of existing creek crossings
- Cost and constructability
- Safety for all travel modes
- Local circulation for adjacent property and neighborhood connectivity
- Natural resource impacts and permitting
- The potential for a jurisdictional transfer of SW Elwert Road from the county to the city
- Implementation of an SW Elwert Road Design Concept

This initial study did not evaluate specific designs for the re-alignment – that is left to be addressed during future studies. However, this study did confirm that the existing alignment and traffic controls at Elwert/Edy need to be improved to safely serve the expected growth, as discussed in a later section of this memo. As discussed in the next section, this study also confirms that the re-aligned Elwert Road can function effectively as a two-lane cross-section, with appropriate pedestrian-bike facilities provided and center turn lanes/median where needed.

NORTH-SOUTH CONNECTOR

The core idea of the north-south connector is to connect SW Chapman Road to the north end of Sherwood West, enhancing regional connectivity and providing an option away from neighborhoods. The specific route is conceptual, and its alignment has yet to be identified, as reflected by the wide shaded area in **Figure 1**. The City is aware of challenges – topographic, environmental, and conflicts with existing development – but seeks to continue to study this long-range transportation corridor. This connector would require approximately 1.7 miles of new roadway plus a new bridge structure across Chicken Creek.

TRAFFIC PERFORMANCE ANALYSIS

Based on the initial travel forecast for 2040, the general travel conditions were reviewed to assess the planning street system overall based on expected daily traffic volumes and a more detailed review at two key study intersections during peak hours that have historically had operational issues. After the Sherwood West Concept Plan is approved, a further detailed operational analysis will be made to identify specific geometric and traffic control improvements that will be needed at other intersections as the area develops, which will be incorporated into the capital improvement program and the City's Transportation System Plan. A prior study of the OR 99W intersection at Brookman Road-Chapman Road recommended upgrading that intersection to traffic signal controls as development continues in the south end of Sherwood.

It is recognized that Sherwood West will not be fully built out by 2040, but a horizon year 20 years from the existing conditions was selected for analysis. The analysis includes the existing (2019) and future (2040) conditions. Both horizon year scenarios assume the existing lane configurations and controls of the study intersections. Analysis has been conducted using Highway Capacity Manual (HCM) 6th Edition methodology and Synchro 11 software suite.

As all three land use alternatives are expected to generate a comparable number of total vehicle trips, analysis has been conducted for Alternative 3 since it had the highest vehicle trip estimate. Plan Area generated traffic has been assigned to the study road network based on the regional travel patterns described in the previous section.

DAILY TRAFFIC VOLUMES

The daily traffic volumes on the major roadways within the Plan Area provide a general performance indicator for road segment capacity. Depending on access management and cross-

street spacing, a 3-lane arterial or collector roadway can carry 15,000 to 20,000 vehicles daily. 2040 daily traffic volume forecasts have been reviewed within the planning area, as summarized in **Table 3**. Each roadway was shown to carry below this maximum level and will therefore provide satisfactory service. Further studies will be required during the development review to determine appropriate geometric improvements and traffic control upgrades at significant intersections.

TABLE 3: DAILY TRAFFIC FORECASTS ON SELECTED ROADWAYS

ROAD SEGMENT	2040 DAILY TRAFFIC
SCHOLLS-SHERWOOD ROAD BETWEEN ELWERT ROAD AND ROY ROGERS ROAD	13,000
ELWERT ROAD NORTH OF CHICKEN CREEK	10,000
EDY ROAD EAST OF ELWERT ROAD	9,000
EDY ROAD WEST OF CHICKEN CREEK	1,500
NORTH-SOUTH CONNECTOR ROAD	4,000*
CHAPMAN ROAD WEST OF OR 99W	9,000

Note: *The volume estimate ranged from 1,500 to 4,000 ADT on this facility.

The notable finding from this review was the expected low vehicle traffic usage on the conceptual north-south connector roadway. As shown in **Table 3**, the volumes are expected to range from a low of 1,500 to 4,000 vehicles daily, which is consistent with local street or neighborhood routes. Further study is recommended as the planning advances.

INTERSECTION OPERATIONS

Summarized in **Table 4**, the results of the traffic operations analysis indicate that the study intersections are found to be operating acceptably under existing conditions. The Elwert Road & Lebeau/Scholls-Sherwood Road intersection, which is controlled by all-way stop signs, is operating at LOS D, with the highest delays experienced by the westbound shared movement. The Elwert Road at Edy Road intersection is currently controlled by a traffic signal and shared approach lanes on all legs. It operates at overall LOS A, and LOS B or better for all individual approaches.

Results of the traffic operation analysis indicate that by 2040, conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to LOS F if no capacity improvements are made, with significant delays experienced by the westbound and southbound movements. The Elwert Road at Edy Road signalized intersection would be expected to operate acceptably at LOS C through to 2040 with existing capacity (no geometric improvements). However, as noted previously, to comply with the city's urban street design standards, this intersection requires expansion to accommodate safe walking and bicycling, which is important given the proximity of two school campuses. Refer to **Appendix B** for more details on these intersection analyses.

TABLE 4: EXISTING AND FUTURE INTERSECTION OPERATIONAL ANALYSIS SUMMARY

INTERSECTION	WORST MOVEMENTS	2019 PM		2040 PM	
		DELAY	LOS	DELAY	LOS
ELWERT ROAD & LEBEAU / SCHOLLS-SHERWOOD ROAD	Westbound Scholls-Sherwood	41.0	E	165.7	F
	Southbound Scholls-Sherwood	23.5	C	46.0	E
	OVERALL	**28.8**	**D**	**98.1**	**F**
ELWERT ROAD & EDY ROAD	Eastbound Edy	9.0	A	35.3	D
	OVERALL	**12.2**	**B**	**27.9**	**C**

Note: Worst movements noted have the highest delay for a given roadway approach. In all cases, the approach shares a single lane for all left-turning, through, and right-turning traffic. Refer to Appendix B for calculation details.

CONCLUSIONS

This memorandum summarizes the preliminary findings of the transportation impacts of the three land use concepts developed for the Plan Area as part of the Sherwood West Concept Plan Re-Look.

All three land use concepts being contemplated as part of the Re-Look have a comparable number of total proposed housing units and total jobs. Despite each alternative varying in terms of housing typology and land use layout, all three would be expected to generate a similar number of overall vehicle trips to the number estimated by the previously completed URTS for this area.

Regional travel patterns identified using the Westside Travel Demand Model indicate that most Plan Area traffic travels to or from outside the Plan Area, with only 10% of travel demand remaining internal. Most travel demand (60%) is to/from the northeast of the Plan Area, and about 30% is traveling to/from the City of Sherwood east of OR 99W. Variations in land use and layout in the three Alternatives would be expected to have a minimal impact on overall travel patterns.

The Sherwood West Concept Plan describes two road network upgrades that are being examined as part of the Re-Look: the realignment of Elwert Road and a new conceptual north-south parallel route that would connect Chapman Road to Edy Road. The realignment of Elwert Road was identified as a preferred option as part of the Preliminary Concept Plan, and this current Re-Look project, due to the required cross-sectional upgrades and the existing alignment's confluence with Chicken Creek.

Results of the intersection operational analysis indicate that conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to excessive congestion (LOS F) during peak travel hours if no capacity improvements were made. In contrast,

the intersection of Elwert Road at Edy Road would be expected to operate acceptably with its existing signalized configuration through to the 2040 horizon year. However, both locations will need to be improved to accommodate multimodal facilities as required by the county and city's urban street standards.

The Concept Plan includes urban upgrades to significant roadways within the Plan Area, such as Elwert Road, Kruger Road, Chapman Road, and Edy Road. The planned upgrades include two to three-lane cross-sections and upgrading several existing intersections to either roundabouts or traffic signals. Our initial finding is that Sherwood West Growth will be served adequately with the planned street network as described in the Concept Plan. Further study is recommended to develop a more comprehensive list of improvements and associated cost estimates as this area is made ready for urban development.

RECOMMENDATIONS

Based on the high-level findings of this memorandum, the following are recommended:

- The Elwert Road re-alignment concept be advanced with the Sherwood West Concept Plan, and further studies be conducted to determine the best alignment and intersection configurations.
- The Elwert Road corridor should adopt design themes consistent with the city's vision, as represented by the Sunset Road corridor.
- Upgrade Elwert Road to three lane cross-section with bike lanes and sidewalks take place as development occurs.
- Upgrades to the Elwert/Lebeau Road at Scholls-Sherwood Road intersection be made to provide additional capacity to adequately support traffic growth through to the 2040 horizon year. The intersection with Elwert Road will require additional study, reconfiguration, and eventual signalization or roundabout improvement as development occurs.
- Multimodal safety improvements be made to the Elwert Road and Edy Road intersection consistent with the cross-sectional upgrades to these roadways outlined in the Concept Plan. Other intersections should also be reviewed for possible multimodal safety upgrades as development occurs nearby, including the Elwert Road at Handley Road intersection, and the Elwert Road at Haide Road intersection.
- Edy Road between Elwert Road and Borchers Drive is as a 3-lane collector with bike lanes and sidewalks in the city's Transportation System Plan. This project should be included for the portion within the concept planning area.
- Edy Road west of Chicken Creek should be a two-lane collector road without on-street parking within the concept planning area.
- The north-south connector concept should be further studied to better address the cost/benefit trade-offs for this new route. Sufficient north-south connectivity should be incorporated into the growth area to provide direct north-south multimodal service parallel to SW Elwert Road.

APPENDIX M

Housing Memo

Background on Housing Needs and Consistency with State/Metro Requirements

HOUSING MEMO

Supplemental to Housing Policy Implications Memo

TO:	Community Advisory Committee
FROM:	Erika Palmer, Planning Manager
CC:	MIG|APG
DATE:	April 2023

Introduction

This memorandum provides supplemental information to the Housing Implications Memo that summarizes the future of housing in Sherwood to help inform discussions on this topic. This memorandum provides background on housing needs in Sherwood and how the Sherwood West Concept Plan is consistent with state and regional requirements.

STATE LAND USE GOAL 10, HOUSING

The purpose of Goal 10 is to provide for the housing needs of Oregonians. Goal 10 requires Sherwood to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth, providing flexibility in housing location, type, and density to ensure the availability and prices of housing units are commensurate with the needs and financial capabilities of households. The City is required to meet the Metropolitan Housing Rule (OAR 660-007) that is designed to "assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) Urban Growth Boundary (UGB)." Needed housing means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. The rule also specifies the mix and density of new residential construction for cities within the Metro UGB. Sherwood is required to provide the opportunity for at least 50 percent of new residential units to be attached single-family housing or multi-family housing. In addition, the rule sets specific density targets for cities in the Metro UGB. Sherwood's average density target is six dwelling units per net buildable acre.

Sherwood's housing stock is predominantly single-family detached at roughly 75% (2021 American Community Survey, US Census). Sherwood's population growth and shifting demographics affect future housing growth and shape the changes in the City's housing market. While Sherwood's population has been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more ethnically diverse. If these trends continue, there will be changes in the types of housing demanded in the community's future.

The aging population is likely to result in increased demand for smaller single-family housing detached and attached, multi-family housing, and senior living facilities. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multi-family housing choices. Smaller housing units such as cottage clusters can be an attractive option for a wide variety of community members including seniors, empty-nesters looking to downsize, and young adults. Cottage housing is smaller and may be more accessible than a typical single-family home. The smaller size makes it a more attainable option for first-time home buyers than a larger home due to less expensive insurance, energy, property taxes, and mortgages. The number of people living in multigenerational family households is growing due to many reasons including finances, caregiving, childcare, or a change in relationship status. Accessory Dwelling Units, plexes, cottage clusters can help provide housing types where families can live close together.

Housing prices are higher in Sherwood than regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes. Sherwood households have a relatively high income, which affects the type of housing that is affordable, particularly for young people and new families. Future housing affordability will depend on the relationship between income and housing price and whether housing prices will continue to outpace income growth.

2019-2039 Housing Needs Analysis

Sherwood's 2019-2039 Housing Needs Analysis (HNA), adopted by reference in the City's Comprehensive Plan, provides technical and factual background relating to current and future housing needs. The Oregon Department of Land Conservation and Development acknowledged the HNA and no one appealed the document to the Land Use Board of Appeals. As state law requires, the HNA examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the City expects to annex for residential uses (Brookman area). ***The HNA identifies an additional 1,728 new households between 2019 and 2039*****. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West.**

Sherwood's HNA includes information about the factors that could affect housing development, including historical and recent development trends; projections of new housing units needed in the next 20 years; demographic and socioeconomic factors affecting housing choice, and regional and local trends in housing cost and affordability.

The forecasted growth rate in the HNA 2019-2039 is 1.1% based on Metro's forecast. The HNA provides a forecast of housing by type and density of housing. The HNA includes a Buildable Lands Inventory (BLI) for housing within the Urban Growth Boundary. The BLI demonstrates that the current land use designations provide an adequate short- and long-term land supply for housing development, meeting existing needs and 65%, and projected growth over the next 20 years. However, Sherwood has a deficit of land for 608 dwelling units, and annexations will need to continue in Brookman to provide an adequate land supply.

The HNA analyzes existing development patterns and intensity, existing land use designations and zoning, and building constraints to determine where vacant land and/or land that is likely to be redeveloped and then compares the existing supply of land to emerging development trends and projection of needed housing units.

The HNA 2019-2039 makes the following conclusions regarding compliance with Goal 10:

- Sherwood will need to plan for enough residential land to accommodate forecasted housing needs for the next 20-years:
- Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these 700 new households are inside existing city limits; 1,029 new households are outside current city limits.
- Sherwood's land base can accommodate most of the forecast for growth. Vacant and partially vacant land in the Sherwood Planning Area has the capacity to accommodate about 65% of the forecast for new housing on areas within the city limits and the Sherwood Planning Area.
- Sherwood has a deficit of land for housing. The deficit of land is for 608 dwelling units. The largest deficits are in Medium Density Residential-Low (154 dwelling units); Medium Density Residential-High (252); and High-Density Residential (145 dwelling units).
- To provide adequate land supply, Sherwood will need to continue annexing the Brookman Area, the primary designated residential area in the Sherwood Planning Area. Without the Brookman area developing, the City has a projected deficit of 1,155 dwelling units
- Sherwood will need Sherwood West to accommodate future growth beyond the existing city limits and the UGB (Brookman area). There is a deficit of 608 dwelling units over the next 20-years in Sherwood city limits and Brookman Area. The growth rate of Metro's forecast for household growth (1.1% average annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). At the historic growth rate, Sherwood will be out of buildable lands for residential development within 4-10 years.
- Sherwood has a relatively limited supply of land for moderate and higher density housing. The limited supply of land in these zones is a barrier to development of townhouses and multi-family housing, which is needed to meet the housing demand for growth of people over 65, young families, and moderate-income households. Sherwood will need to plan for a greater variety of housing types.
- Sherwood will have an ongoing need for providing affordable housing to lower-income households. About 31% of households in Sherwood have incomes below 80% of the MFI. These household will need a range of housing types, such as lower-cost single family housing, townhouses, or multi-family housing. Sherwood currently has a limited supply of land available in its planning area for moderate and high-density housing.

To comply with Goal 10, the City will need to either change its policies to allow for more development on the inventory of vacant land within the City boundary (greater densities, greater building heights), request a UGB expansion from Metro, or both. An urban growth boundary expansion proposal to Metro will allow the community to accommodate needed housing and provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.

The Sherwood West Concept Plan includes land use designations that provide for a variety of housing types: single-family residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwelling units, and multi-family units. The Concept Plan supports homeownership and lower-income housing opportunities with access to jobs, transportation choices, parks and open spaces, and other supportive amenities of a complete community.

Metropolitan Housing Rule: OAR 660, Division 007

The planning process for the Sherwood West Concept Plan applied the Metropolitan Housing Rule. As identified in Table 1 below, the Concept Plan provides for a variety of residential land use districts that allow for multiple housing types at a range of prices and rent levels. Table 1 presents estimated housing units and densities based on the proposed Concept Plan map. The assumptions regarding residential densities were developed in collaboration with the Community Advisory Committee and are based on existing zone densities in the Sherwood Development Code. The metrics assume that Sherwood West will build out based on recent density trends in each residential designation. Recent density trends in Sherwood show that developments are utilizing the maximum densities per acre allowed in each zone.

In each of the "Neighborhood" designations, middle housing will be permitted along with single-family detached housing. Table 1 includes a range of total housing units depending on how much middle housing is built in these areas, showing 0, 10, 20, or 50 percent middle housing scenarios. The range shows 3,117 units on the low end to a high of 5,582 units if 50 percent of middle housing was constructed in the neighborhood designations. The density ranges from 9.2 units per net buildable acre with 0 percent middle housing to 16.4 units per net buildable acre if 50 percent of middle housing was constructed in the neighborhood designations.

Table 1. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

The Sherwood West Concept Plan has provided the opportunity for at least 50 percent of new housing types to be single-family detached and 50 percent a mix of single-family attached and multifamily. The Low and Medium neighborhood designations provide the opportunity for a range of single-family

detached and by law allow the full range of middle housing types (attached housing) with design standards. The Middle Housing, Cottage Cluster, and Medium/High designations allow the opportunity for attached single-family units (cottages, plexes, townhomes). The Multi-Family designation allows for multi-family units. As described below in Table 2, even if zero percent middle housing is produced in the Low and Medium Density Neighborhoods, there is an opportunity for 50 percent attached housing. Table 2 identifies the estimated allocation of housing units to residential designations in Sherwood West.

Table 2. An estimated allocation of housing units to residential designations in Sherwood West

	Estimated Dwelling Units	% of Units	Housing Units by Mix	
Multi-Family	798	26%	Multifamily	25%
Middle Housing	173	6%	Attached	25%
Cottage Cluster	362	12%	SFD	50%
Med/High Density	248	8%		
Medium Density	816	26%		
Low Density	720	23%		
Total	3,117			

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 11 – PLANNING FOR NEW URBAN AREAS

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB.

UGMFP 3.07.110(b)(1)(C)

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure, and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

The City of Sherwood is experiencing a housing shortage, as with other cities within Washington County, the Portland Metro region, and the state of Oregon. It is estimated that between 2020-2040 the Portland

Metro region will need almost 295,000 housing units. [1] The ongoing undersupply of housing is one factor in the rapidly rising home prices and rent increases throughout the metro area and other cities and counties throughout the state.

According to the Case-Schiller price index, home prices in the Portland MSA have more than doubled in the past 15 years.[2] The strong housing market during the pandemic resulted in higher rents and home prices. Seasonally adjusted home prices are down about 4% for the Portland metro region this past year (2022), but only 19% of the Portland area households are estimated to afford the monthly payment on the median home sold. This is a decline of 131,000 households since the start of 2022.[3] Housing affordability has two components: housing costs and household income. Affordability is the ratio of the two. As such, a growing economy with more-plentiful and better-paying job opportunities does help housing affordability, at least insofar as incomes rise faster than housing costs do.[4] Housing cost burdens create impacts. Households that spend a higher proportion of their income on housing will have fewer resources for other basic needs. In addition, high rents lead to a lower rate of savings which can lead to economic instability if there is a loss of employment, an emergency, or an unexpected expense.

Sherwood's population growth and shifting demographics affect future housing growth and shape city housing market changes. While Sherwood's populations have been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more diverse. If all these trends continue, there will likely be changes in the types of housing demanded in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and senior living. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multifamily units.

Currently, Sherwood's housing stock is predominantly single-family detached. Housing prices in Sherwood are higher than the regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes and households have a relatively high income, which affects the affordable housing type, particularly for young people and new families.

The City's most recent Housing Needs Analysis (HNA) for the 2019-2039 period provides Sherwood with a factual basis to support future planning efforts related to housing. It is used to help develop

[1] Oregon Department of Land Conservation and Development Regional Housing Needs Analysis Presentation, Washington County Coordinating Committee, December 14, 2020.

[2] https://fred.stlouisfed.org/series/POXRSA

[3] https://oregoneconomicanalysis.com/2022/12/09/oregon-homeownership-affordability-november-2022/

[4]https://oregoneconomicanalysis.com/2022/02/15/construction-housing-supply-and-affordability/

Comprehensive Plan goals and policies that are consistent with the HNA while reflecting City priorities and strategies.

As required by state law, Sherwood's Housing Needs Analysis examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the city expects to annex for residential uses. The HNA identifies an additional 1,728 new households between 2019 and 2039. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West. Sherwood can accommodate about 65% of the forecast for new housing within city limits and the Brookman area. Sherwood has a deficit of 608 dwelling units in all residential zones (low, medium, and high). Without the Brookman area developing, the City has a greater projected deficit of 1,155 dwelling units.

The City of Sherwood has implemented a number of policies over the last couple of years to meet the Comprehensive Plan goal to "Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents."

Some of the policies include:

- Allowing for middle housing types in all residential zones
- Implementing clear and objective standards for all housing types
- Eliminating off-street parking requirements for accessory dwelling units (per Oregon House Bill 2001) and reducing parking requirements for multi-family housing per Oregon Climate-Friendly and Equitable Communities (CFEC) rules adopted by the Oregon Land Conservation and Development Commission in July 2022.

In addition, the City's Comprehensive Plan sets out policies relating to attractive and attainable housing within the community including:

> Policy 3.2 Identify opportunities to support the city's housing mix, to ensure the housing supply includes a variety of housing types and unit sizes that support a range of housing prices
>
> Policy 3.3 Support a variety of housing types such as but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single-story units, and extended family and multi-generational housing.
>
> Policy 3.4 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.
>
> Policy 3.5 Support homeownership opportunities for all housing types by encouraging condominiums, cooperative housing, and other types of ownership methods
>
> Policy 3.6 Collaborate with organizations to provide opportunities for the development of lower-cost housing and housing development incentives In areas with access to jobs, transportation, open spaces, schools, and supportive services and amenities.

The Sherwood West Concept Plan proposes a mix of housing types, leading to different tenures and price points. The Sherwood West Concept Plan provides a variety of housing types: single-family

residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwellings, and multi-family units. A proposed middle housing designation comprised of apartments, condominiums, townhomes, and plexes, and a cottage cluster designation provides more options for homeownership as compared to single-family detached housing on large lots.

As discussed above, the Concept Plan also ensures that the density and mix of housing types for new residential units are planned for the opportunity of at least 50 percent single-family detached and 50% attached and multi-family housing units.

There are six residential designations, which will allow multiple housing types and varying lot sizes within Sherwood West. As described above, the Concept Plan includes a range of housing estimates for the "Neighborhood" (single-family) designations – depending on how much middle housing could potentially be built (including scenarios from 0-50%). Based on current development trends and consultation with developers in the region and housing economists, the City believes that a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing.

Two residential designations (Middle Housing and Cottage Cluster) will solely allow for middle housing types and are responsive to many voices in the Concept Plan process who have advocated for housing for young families and people in Sherwood who would like to age in place. The Concept Plan provides housing types that are needed for the community while allowing for a transition to lower urban densities adjacent to the rural reserve in the hillier areas of Sherwood West.

There is a need for both housing and employment opportunities in Sherwood. The most recent Economic Opportunities Analysis indicates Sherwood has a deficit of roughly 277 buildable acres of employment land. The Sherwood West Concept Plan proposes 265 net buildable acres of employment land. The mixed employment areas are anticipated to provide a mix of office, light industrial, and flex space uses for target industries such as clean tech and advanced manufacturing identified in the city's Economic Opportunities Analysis. It is estimated that 4,524 jobs can be accommodated and the employment-to-housing ratio for the plan area is estimated at 1.3 (but would depend on the middle housing scenarios described above). The Concept Plan is anticipated to meet the projected community housing needs and employment needs to create a walkable community with a balance of employment, residential, commercial, and greenspace land uses – to be place where families can safely live, work, shop and play.

APPENDIX N

Infrastructure and Phasing Analysis

INFRASTRUCTURE & PHASING ANALYSIS

TO:	Sherwood West Technical & Community Advisory Committees
FROM:	Erika Palmer, Planning Manager and Jason Waters, City Engineer
REVISED BY:	Eric Rutledge, Community Development Director
CC:	APG; Kate Rogers, MIG/APG
REVISED DATE:	February 13, 2024

Purpose

This memorandum outlines the following:

1. Existing infrastructure conditions in Sherwood West (including water, sanitary sewer, stormwater, and transportation); and
2. The opportunities and constraints in Sherwood West for the provision of extending public facilities and services, and potential future phasing.

WATER SYSTEM

Existing Conditions

The current Water System Master Plan was adopted in May 2015. The Master Plan considers all areas within city limits, the urban growth boundary, and the West Urban Reserve (Sherwood West study area). The City's primary water supply is from the Wilsonville Water Treatment Plant, supplemented by groundwater wells. The City maintains an emergency connection and transmission piping to the Tualatin-Portland supply main. The City's distribution system includes three service zones supplied by three storage reservoirs and two pumping stations. The majority of Sherwood customers are served from the 380 Pressure Zone, which is supplied by gravity from the City's Sunset Reservoirs. The 535 Pressure Zone serves the area around the Sunset Reservoirs, supplied with constant pressure by the Sunset Pump Station, and the 455 Pressure Zone serves higher elevation customers on the City's western edge by gravity from the Kruger Reservoir.

Opportunities and Constraints in Sherwood West

Existing water facilities in or near the study area include a water reservoir, a supply line, and distribution lines. The Kruger Reservoir is a 3.0 MG reservoir located inside the study area, south of SW Kruger Road and approximately one-half mile west of Hwy 99W. The Kruger Reservoir serves the 455 pressure zone. An 18-inch transmission line is located in SW Kruger Road between the reservoir and Hwy 99W.

The area south of SW Handley Street is split between the Future 455 West and Future 630 West zones. The area north of SW Handley Street falls primarily within the Future 380 West pressure zone.

An 18-inch water main from the Kruger Reservoir extends north in SW Elwert Road for approximately 800 feet. The line then reduces to a 12-inch line and continues north to SW Handley Street. In addition, a short segment of a 12-inch waterline has been constructed in Elwert Road in the vicinity of Derby Terrace. A 16-inch water main located in SW Copper Terrace terminates at SW Edy Rd, approximately 840 feet east of the study area.

Initial anticipated growth in Sherwood West will be served by extending the existing 380 and 455 Zone distribution mains. Future customers along the ridge north and south of the existing Kruger Reservoir will be served by constant pressure from the proposed Kruger Pump Station at the existing reservoir site. This proposed closed zone is referred to as the 630 West Zone. Some future customers in Sherwood West at the interface between the 630 West and 455 Zones may need to be served through a PRV-controlled sub-zone or through individual PRVs on each service in order to maintain required service pressures. This area is referred to as the 630 West PRV Zone.

A small area on the western edge of the West Urban Reserve along Edy Road near Eastview Road is too high in elevation to receive adequate service pressure from the adjacent 380 Zone. This area will be served as part of the closed 475 West Zone by constant pressure from the proposed Edy Road Pump Station. Large diameter mains will be needed to expand the City's water service area to supply Sherwood West as development occurs.

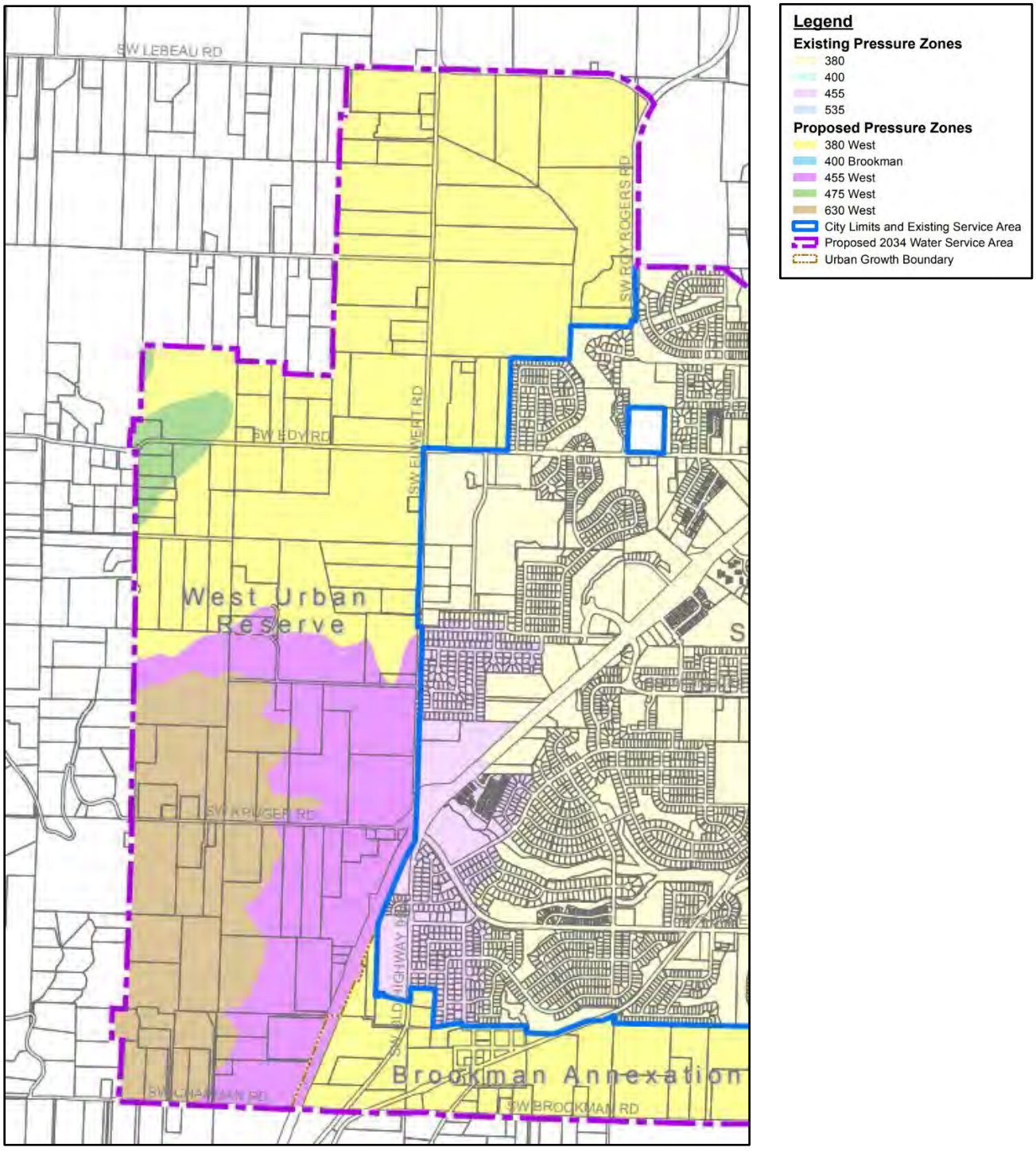


Figure 2-1 of the Water Master Plan (2015) – Existing and Future Pressure Zones

Implications for Water Facilities on Phasing

The West and Southwest districts in Sherwood West have the opportunity to be served with water infrastructure in the near future. A new 12" water main was extended along SW Edy Rd. to the intersection with SW Elwert Rd. This line is immediately available to serve the medium density residential neighborhood north of Edy and east of Elwert within Sherwood West. Water infrastructure will need to be extended east to west to serve the residential hillsides as development occurs.

The North District will be served by extending new 12" water lines within Elwert, Scholls-Sherwood, and Roy Rogers creating a looped system. Partial development of the North District's mixed-employment zone can occur prior to the entire main-line loop being constructed. A redundant looping system through local streets can allow immediate development along SW Roy Rogers's road. The 12" water main size is expected to be sufficient for most industrial users; however, high-demand users could require higher peak flors and larger mains than are currently planned.

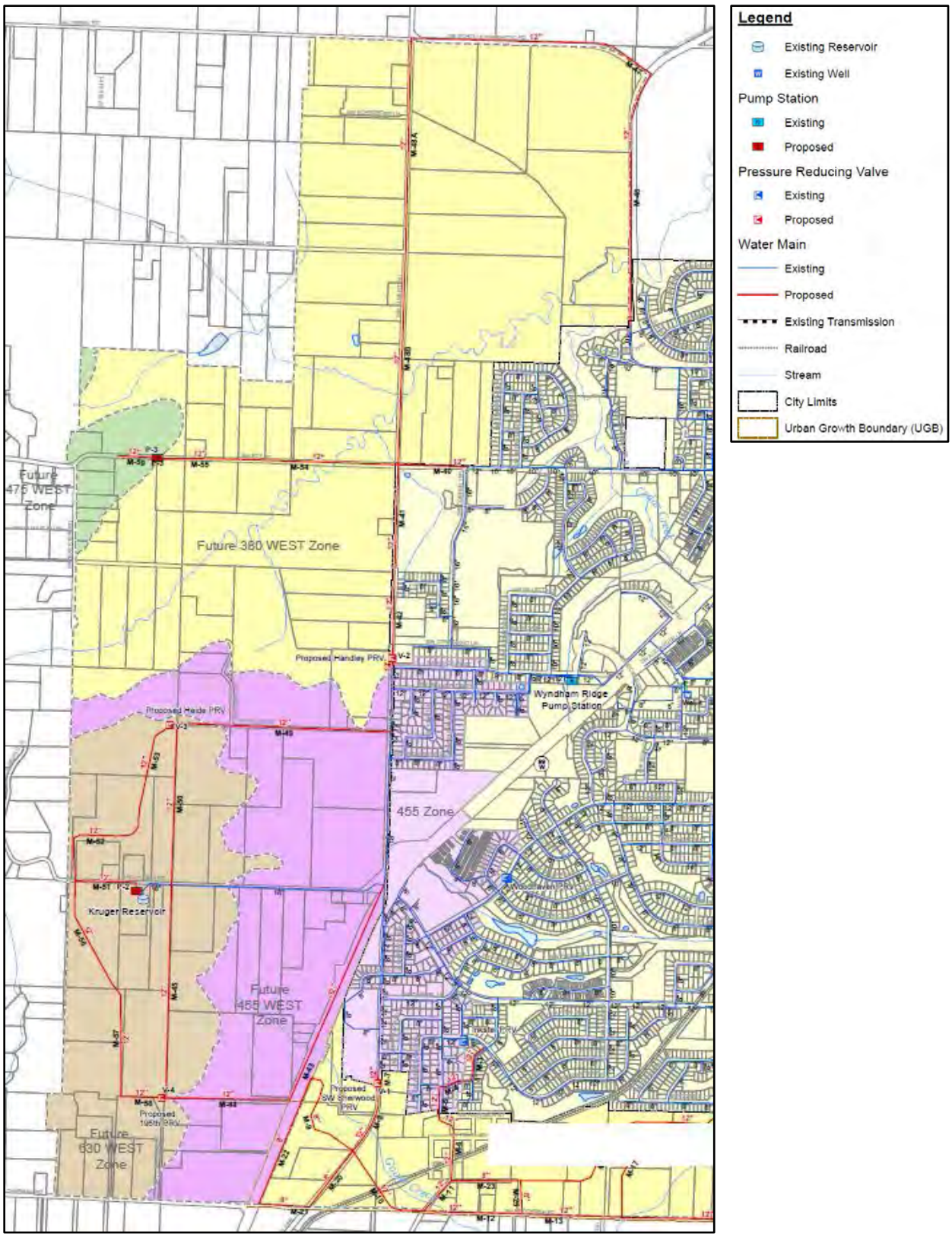
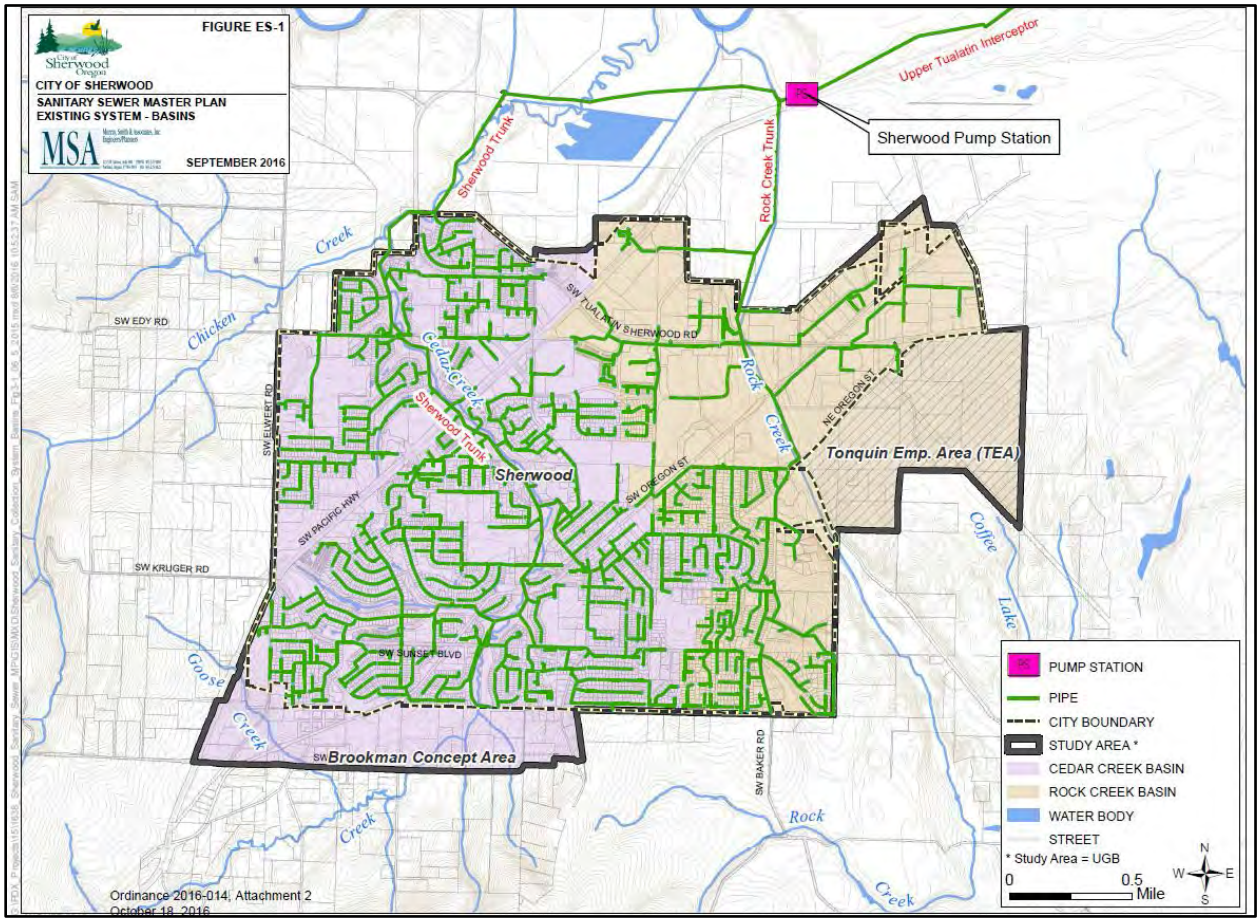


Plate 1 of the Water Master Plan (2015) – Water System Map

SANITARY SEWER SYSTEM

Existing Conditions

The current Sanitary Sewer Master Plan was completed in 2016. The Master Plan considers all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan study area is outside the urban growth boundary and was not included in the Master Plan. Two sanitary sewer trunk lines serve the City of Sherwood, the Sherwood Trunk (24-inch), which conveys sewage from the Cedar Creek sewage collection basin, and the Rock Creek Trunk (18-inch), which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by Clean Water Services (CWS).



City of Sherwood Sewer Master Plan (2016) - Figure ES-1 Existing Systems

Opportunities and Constraints in Sherwood West

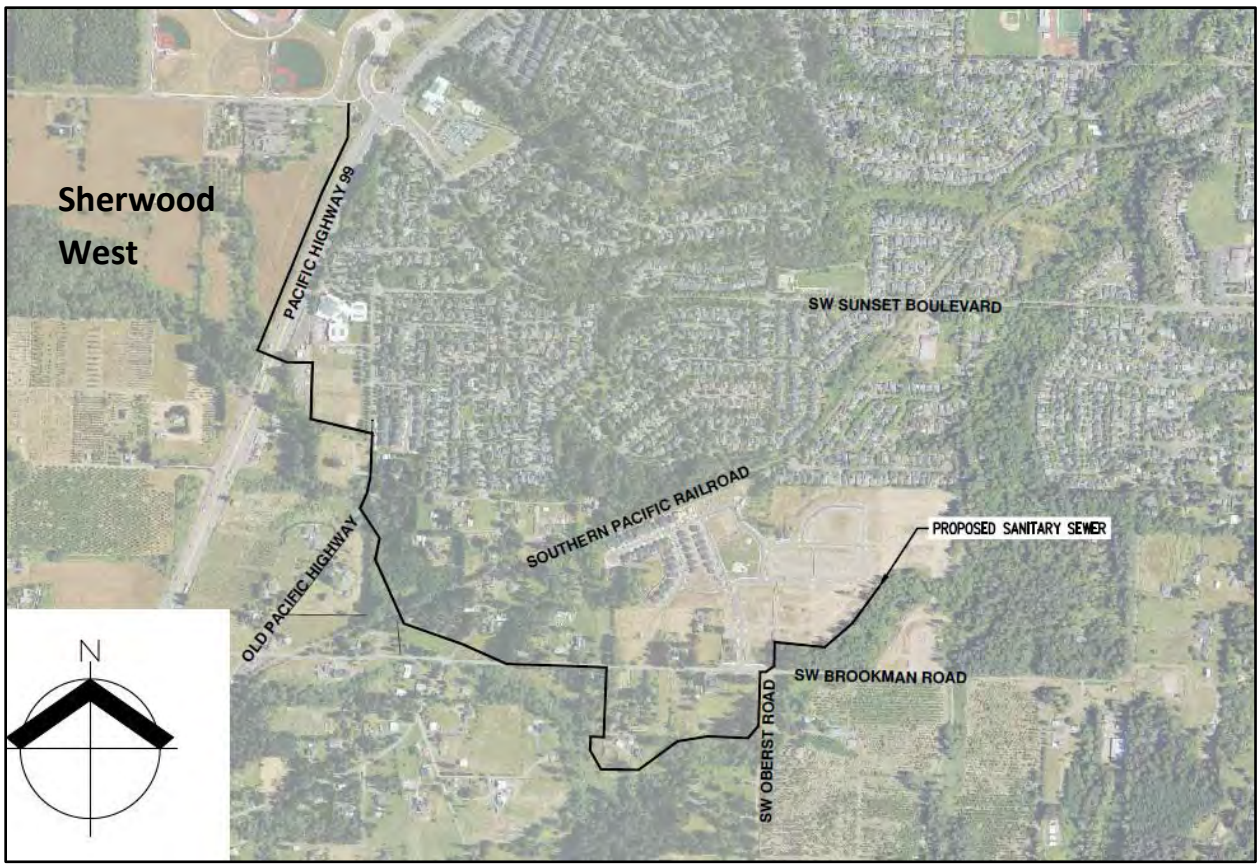
Sherwood West contains two primary sewage drainage basins, the Chicken Creek basin and the Cedar Creek basin. SW Haide Rd. serves as the approximate boundary between the two basins, with land to the south being part of the Cedar Creek basin and land to the north being part by the Chicken Creek basin. Development north of Haide Rd. is expected to be served by the proposed Chicken Creek Pump Station and Force Main while development to the south of Haide Rd. is expected to be served by the Sherwood Trunk line via the Brookman Trunk line.

Brookman Trunk Line Extension

The Brookman Sewer Trunk line is an extension of the Sherwood Trunk line that runs along Cedar Creek. This line has already been partially extended through the Brookman Addition as part of residential subdivisions occurring in the area. The City of Sherwood and Clean Water Services will extend the trunk line from its current terminus in the Brookman Addition to the recently constructed Sherwood High School, located within the Sherwood West boundary. This new trunk line will serve the southern portion of Sherwood West from its southern boundary at SW Chapman Rd. to approximately Haide St. in the north. The trunk line will range from 21" where it connects to the Sherwood Trunk line to 18" near the Sherwood High School. The Brookman Trunk line project will go to bid in Spring 2024 and is expected to be completed by Summer 2025.

The Brookman Trunk line is planned to cross Highway 99W and enter the Sherwood West boundary within the Goose Creek tributary. Land west of the highway and north of Goose Creek within the West District will have immediate access to the trunk line, although downstream capacity upgrades are required prior to service. Dry sewer lines were also installed within SW Elwert Rd. and SW Kruger Rd. as part of the Sherwood High School construction, and land to the immedate east, west, and south of the High School will have access to sewer service once the Brookman Trunk line project is completed.

In order for properties in Sherwood West to take advantage of the new Brookman Trunk Line, downstream improvements are required to the Sherwood Trunk Line, which is reaching capacity. The CWS East Basin Master Plan – Conveyance Implementation Plan identifies a need to upgrade the existing 24" Sherwood Trunk Line to a 30" – 36" line in certain locations in order to serve Sherwood West. These upgrades are scheduled for construction in 2028 – 2029. As noted in the Future Development Timeline (Appendix A), the Comprehensive Planning stage following a UGB expansion can take 3 or more years. This would result in Comprehensive Planning being completed in 2028 to coincide with the sewer line upgrades. Annexation and land use approvals will take an additional 12 – 18 months prior to development in Sherwood West being able to occur.



Brookman Trunk Line Site Map and Approximate Alignment – 90% Design (12/21/23)

Chicken Creek Pump Station and Force Main

The northern portion of Sherwood West is expected to be served by the Chicken Creek Pump Station and Force Main. The force main will bypass the existing Sherwood Trunk Line and Sherwood Pump Station to reserve capacity within those facilities. The Chicken Creek Force Main will run along Roy Rogers Rd. to Highway 99W and ultimately to the Durham Wastewater Treatment Plant. Construction on the 30" force main is already underway and will be installed within Roy Rogers Rd. between the Chicken Creek and Highway 99W. The sanitary work will coincide with the widening of SW Roy Rogers Rd., a Washington County project, and will be installed no later than September 2024. A new pump station is also being planned by CWS in the vicinity of Chicken Creek. A city-owned property within Sherwood West adjacent to Chicken Creek is being evaluated for the pump station siting.

An extension of the force main within the Highway 99W right-of-way to approximately the intersection of SW Hazelbrook Rd. in Tualatin will be required to serve development in Sherwood West. The CWS East Basin Master Plan – Conveyance Implementation Plan the main line within Highway 99W as 24" diameter pipe to be constructed in 2027-2028.

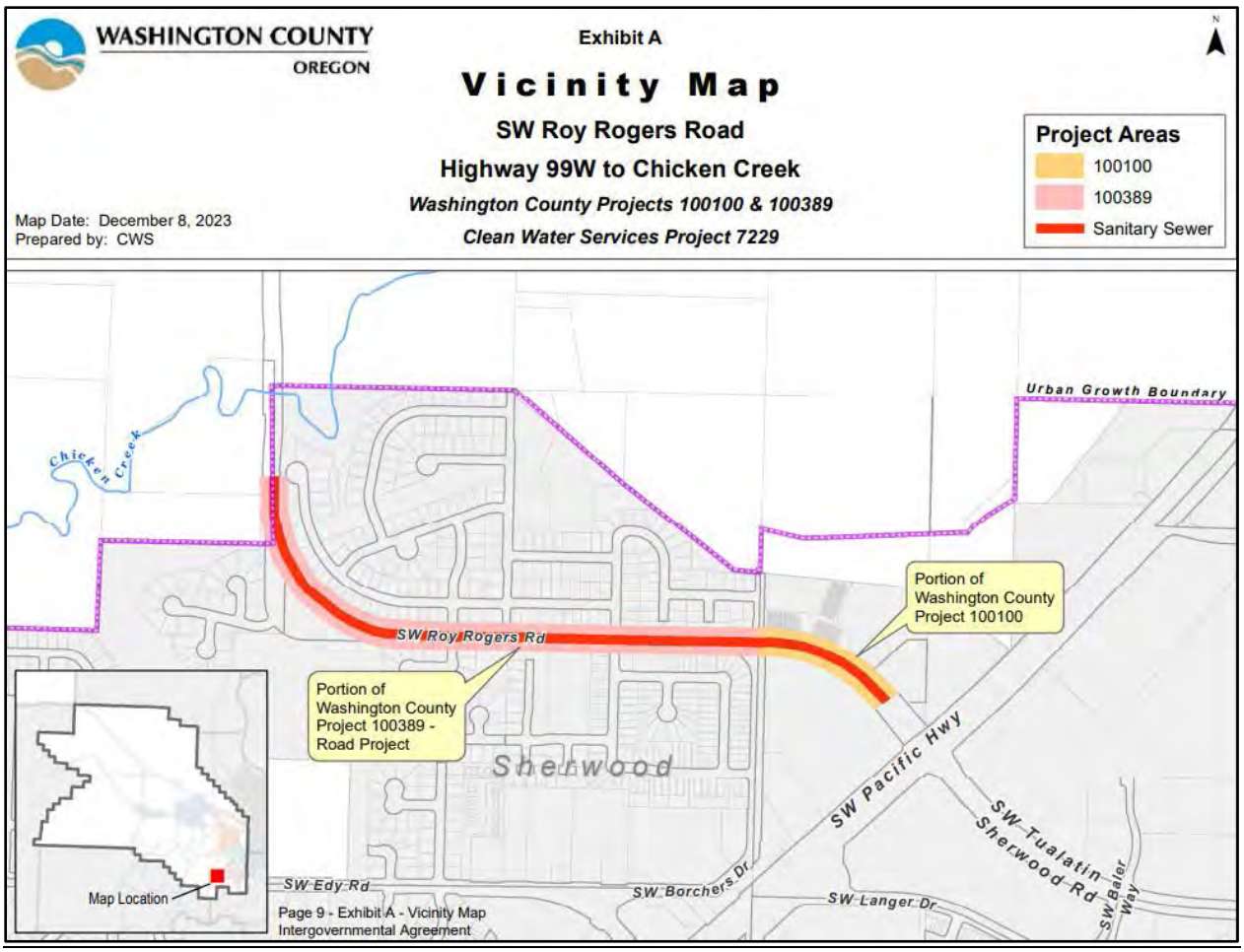


Exhibit A from CWS MO 24-5 (January 23, 2024) – Proposed Chicken Creek Force Main within SW Roy Rogers Rd.

Implications for Sanitary Sewer Facilities on Phasing

As discussed above, key sewer infrastructure projects serving Sherwood West are underway. The southern portion of Sherwood West will be served by the Brookman Trunk Line while the northern portion of Sherwood West will be served by the Chicken Creek Force Main. Additional investments in regional sewer infrastructure are required to serve this area, including the force main within Highway 99W.

STORMWATER SYSTEM

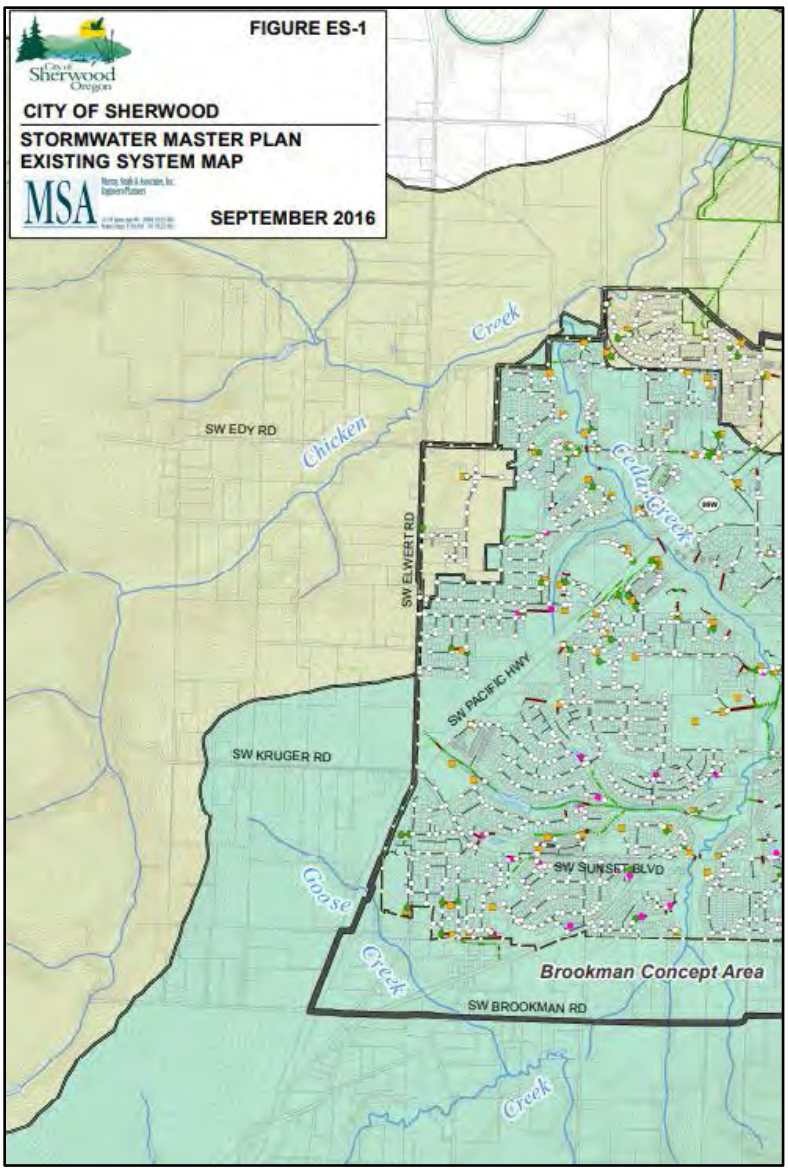
Existing Conditions

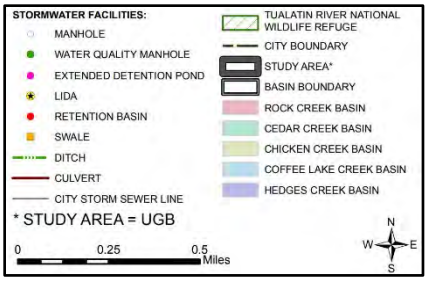
The current Stormwater System Master Plan was updated in 2017. The Master Plan considers all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Master Plan.

The Sherwood West Concept Plan area lies primarily within the Chicken Creek Drainage Basin. The basin flows north and northeast along Chicken Creek, which bisects the plan area. Cedar Creek flows into Chicken Creek at the northeast corner of the plan area, west of SW Roy Rogers Road. The West Fork of Chicken Creek enters the plan area near the northwest boundary and flows east into Chicken Creek.

A small portion of the plan area in the southeastern area is part of the Cedar Creek Drainage Basin (i.e. Goose Creek Sub-Basin). On-site runoff enters Goose Creek, which flows from west to east, crossing Highway 99W and reaching Cedar Creek. The Stormwater Master Plan notes that Chicken and Cedar Creeks have been identified by the Environmental Protection Agency (EPA) as providing habitat for anadromous fish listed as threatened under the Federal Endangered Species Act.

According to the Storm Water Master Plan, on-site soils fall primarily in Hydrologic Soils Group C, with small areas of Groups B and D. The areas near Chicken and Cedar Creeks and their tributaries have been designated by Metro as riparian corridors, upland wildlife habitat, and aquatic impact areas. Some areas within the riparian corridors are also shown on the National Wetland Inventory.





Stormwater Master Plan (2016) – Figure ES-1 Existing Systems Map

Opportunities and Constraints in Sherwood West

Sherwood West is undeveloped, and as such, there is no existing stormwater infrastructure. As development occurs in the future, stormwater would likely be discharged onto the floodplain of the adjacent creeks and tributaries. The City of Sherwood requires that all stormwater facilities meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, and water quantity treatment. Regional stormwater facilities within Sherwood West are the City's preferred method for handling stormwater.

Implications for Stormwater Facilities on Phasing

All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs. The West and Southwest Districts in Sherwood West may be the easiest to serve.

TRANSPORTATION SYSTEM

Existing Conditions

The current Transportation Systems Plan (TSP) was updated in 2014. The TSP considered all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Plan.

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

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

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

The City's TSP and Washington County's TSPs identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. Both Edy and Chapman roads are classified as collectors within Washington County TSP. Edy Road, within the current City boundary, is also designated a collector street within the City's TSP.

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within the study area.

Opportunities and Constraints in Sherwood West

Elwert

Two options for the design of Elwert were included in the 2016 Preliminary Concept Plan. The City Engineer provided a Transportation Options Alternative Analysis Report that is included in the appendices of the 2016 Preliminary Concept Plan and is described below.

SW Elwert Road is classified as an arterial road with a future 3-lane configuration with; two 12-foot travel lanes, a 14-foot center turn lane, two 6-foot bike lanes, two 5-foot wide planter strips, two 8-foot wide sidewalks, and two 1-foot clear areas behind the sidewalks to the right of way line in both the City's and Washington County's Transportation System Plans (TSPs). The overall right-of-way width required with this cross section is 78 feet.

Transportation Alternative Analysis Report – Defining Options for SW Elwert Road
The major limiting condition for the transportation options analysis is the phasing break between three areas. These areas include:

- Elwert between Highway 99W and SW Handley (West District)
- Elwert between SE Handley and SW Conzelman Rd (West and North Districts); and
- Elwert between SW Conzelman Rd and the SW Lebeau/Scholls-Sherwood Intersection (North District)

Two options were analyzed with respect to constructability, construction costs, and environmental impacts.

Option 1
Option 1 consists of realigning SW Elwert Road and SW Edy Road. The realignment would cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment follows the existing terrain, eliminates the need for excessive fills, and minimizes impacts to the wetlands within the SW Elwert Road and SW Edy Road intersection. Option 1 will require the construction of structural bridging and the acquisition of right-of-way to accommodate the realignment of SW Elwert Road.

The realignment of SW Elwert Road will include the construction of roundabouts at major intersections, such as with SW Edy Road. The combination of roundabouts and curved alignments would likely discourage freight traffic usage of the road and reduce speeds of commuter traffic while still allowing significant local residential and commuter traffic flow.

Construction of this option will also allow the existing SW Elwert Road and SW Edy Road alignments and intersection to remain in use until construction of the realigned roadway is nearly complete. Analysis of the estimated construction costs indicates that this option, while expensive, is the least costly financially and to the environment, as well as the least impact on local and commuter traffic during construction.

Option 2
Option 2 consists of correcting the vertical alignment of the SW Edy Road and SW Elwert Road intersection to meet ASSHTO design standards. Specifically, raising the road elevation to reduce the adverse vertical curves and meeting stopping sight distances at intersections. This means raising the road approximately 10 to 20 feet (15 foot average) in elevation. The impacts from the intersection along SW Elwert Road from this action extend for approximately 2,050 feet, and approximately 790 feet along SW Edy Road.

By raising the road along this length, impacts to the existing right-of-way and adjacent wetlands occur due to the need for fill with a 2:1 slope ratio. It is estimated that an additional 20 to 40 feet (30-foot average) of right-of-way would be required to account for fill slope. The standard wetland/vegetated corridor mitigation requirement is approximately 2:1 (Clean Water Service, R&O 07-20, Table 3-2).

Additionally, the existing culvert crossing would most likely need to be updated to meet future Clean Water Services (CWS), Environmental Protection Agency (EPA), United States Army Corps of Engineers (USACE), and Oregon Department of Fish and Wildlife (ODFW) requirements. Reconstruction of SW Elwert Road would require the closure of the roadway to through traffic until roadway construction completion. This would have a definite negative impact on local and commuter traffic during the expected 1 to 2-year construction cycle.

Early analysis of the estimated construction costs indicates that this option is the most expensive financially due to mitigating environmental impacts to the Chicken Creek corridor environment and has the greatest impact on local and commuter traffic during construction.

Highway 99W

Highway 99W is a state-designated freight corridor and limited-access highway and is identified as a principal arterial in Washington County and the City of Sherwood TSPs. Access to Highway 99W would be coordinated with the Oregon Department of Transportation. The intersection of Highway 99W with SW Chapman and SW Brookman roads is planned as a future signalized intersection with pedestrian and bicycle enhancements.

- Pedestrian Grade Separated Crossing of Highway 99W – the City is constructing a new pedestrian and active transportation bridge over Highway 99W at Elwert. The bridge will connect the Sherwood Family YMCA site with the new Sherwood High School and provide a safe crossing of the highway for youth and families. Long-term the bridge will connect to the regional pedestrian system within Sherwood West, providing a critical pedestrian connection between existing City limits and Sherwood West.

- Vehicle Grade Separated Crossing over Highway 99W - An alternative crossing study between the Brookman Area and Sherwood West was recently completed and will require additional study. The preferred crossing approach is a grade-separated crossing to serve local access (no interchanges from Highway 99W) between the Brookman and Sherwood West areas. The proposed location would be north of the SW Chapman and SW Brookman intersection. Access to an overcrossing over Highway 99W would be from a local street connection from Old Highway 99W in Brookman to a new street in Sherwood West crossing over Highway 99W.



Plan view rendering of the Highway 99W Pedestrian Bridge

The Kruger/Elwert/Sunset Boulevard/Highway 99W intersection

This intersection was recently reconstructed with a roundabout. This is intended to alleviate a current condition of inadequate stacking distance and restricted traffic by-pass flow off Highway 99W towards Scholls-Sherwood Road.

Scholls-Sherwood Road

Scholls-Sherwood is designated as an arterial within the Washington County TSP. According to Washington County, rural arterials serve a mix of rural-to-urban and farm-to-market traffic. In some cases rural arterials, especially in rural/urban fringe areas, accommodate significant amounts of urban-to-urban through-traffic during peak commuting time periods. This is not the intended function of the rural arterial designation and is often the result of congestion on urban arterials. Rather, arterials are intended to provide freight movement in support of principal arterials. Arterials have strong access control for cross streets and driveways. Scholls-Sherwood Road will need to be improved to urban standards on the south side and along Roy Rogers Road. There are two intersections along Scholls-Sherwood Road within the study area. The intersection with Elwert Road will require additional study, reconfiguration, and possible signalization as Sherwood West is developed. The intersection of Roy Rogers Road was recently reconfigured and signalized as a Washington County transportation improvement. Per the City's current TSP standards for arterial roads, new access should be spaced between 600 to 1,000 feet apart.

Remaining Streets within Sherwood West

The remaining transportation network will be local neighborhood streets. While local streets are not intended to serve through traffic, the aggregate effect of local street design can impact the effectiveness of the arterial and collector system when local trips are forced onto the arterial street network due to a lack of adequate local street connectivity.

Implications for Transportation Facilities Phasing

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within Sherwood West. The finance of urban services is a significant conversation in all urban boundary expansion areas. The City may want to develop specific policies focusing on infrastructure financing and the feasibility and timing of the extension of public facilities, including implementing financing strategies for transportation systems in Sherwood West.

We have heard from Sherwood stakeholders that new development should pay for its own infrastructure. Development-derived tools include system development charges and Washington County's transportation development tax (TDT). Other tools may need to be considered to support transportation improvements, such as new taxing districts, Local Improvement Districts (LIDs), county funding sources, and supplemental system development charges.

PHASING AND NEXT STEPS

Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, the West, Southwest, and North Districts are the most logical for development to occur first. Additional planning, design, and construction projects will be required to Sherwood West.

APPENDIX O

Preliminary Infrastructure Funding Strategy

Sherwood West Concept Plan

Preliminary Infrastructure Funding Strategy

Date March 10, 2023

To Kate Rogers and Darci Rudzinski, MIG|APG

From Ellen Bini, Leland Consulting Group
Chris Zahas, AICP, Leland Consulting Group

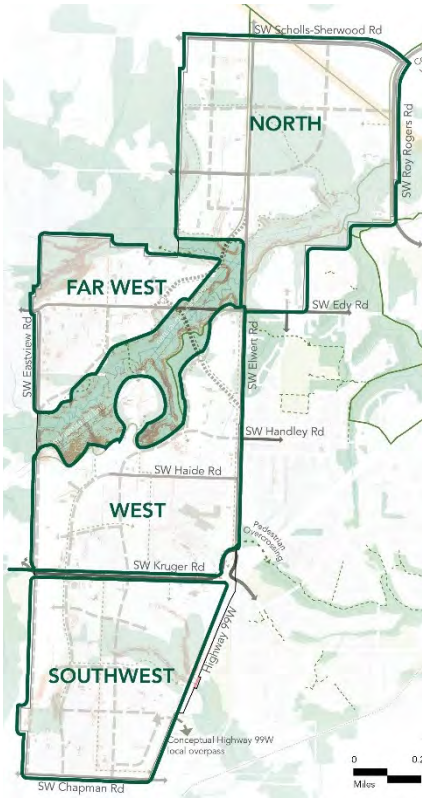
CC Erika Palmer, City of Sherwood

Introduction

This Infrastructure Funding Strategy memorandum accompanies the Sherwood West Preliminary Concept Plan Re-Look by providing a high-level estimate of infrastructure costs and potential tools for funding the development of priority districts in the Sherwood West area. It builds upon a preliminary exploration of infrastructure costs and funding tools that were developed during the 2016 Sherwood West Preliminary Concept Plan.

This memorandum is organized as follows:

- **Infrastructure Funding Gap Analysis.** We present a high-level summary of likely infrastructure costs required to make the various subdistricts of Sherwood West developable and compare them to the system development charges (SDCs) and other development impact fees that would be generated by development in Sherwood West to help pay for such infrastructure. This calculation identifies funding gaps that will need to be addressed for Sherwood West to build out. The types of infrastructure evaluated in this memorandum include water, sanitary sewer, storm water, and transportation.
- **Funding Toolkit and Strategy.** To address the anticipated funding gaps, the memo identifies potential funding tools and strategies that could supplement the baseline SDC revenues to make development feasible. This memo builds upon the tools discussed in the 2016 Sherwood West Preliminary Concept Plan and recommends those that have the most promise for filling any funding shortfalls.



In all steps of this analysis and throughout this memorandum, the focus is on regional infrastructure necessary to provide access or utility service to development parcels. For the most part, this means major arterials, collectors and trunk utility lines that will serve multiple parcels within Sherwood West. Roads and infrastructure internal to development sites is not considered here and is assumed to be a developer cost.

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that two of the four districts in the current concept planning process—North and West—will develop first. Because infrastructure costs were provided by the City for sectors ("A" through "F," aligned with the 2016 Preliminary Concept Plan Phasing boundaries), the following analysis aggregates costs for sectors "C" and

"D" as the North district, and "A," "B," and "E" for the West/Southwest districts (Southwest included with West because sector "E" spans both West and Southwest). Appendix B includes the map that engineering used to put together the estimates for the Sectors "A" through "F." Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. The analysis, therefore, takes a close look at the infrastructure that will help these two areas serve as catalysts for subsequent development elsewhere in Sherwood West.

- **North District.** The North District is best suited for employment uses that support the City's economic development goals, and the concept plan accordingly shows a future focus on mixed employment uses in this area. Serving this area with appropriate infrastructure will be a challenge—requiring additional infrastructure analysis. Below is a list of projects that collectively account for over 70% of associated "hard" costs (or those not including design, construction, and land acquisition) for infrastructure serving this area. Transportation and water projects have the highest projected costs for this district, with the Elwert Road and Scholls-Sherwood improvements collectively accounting for 30% of costs, followed by 22% of costs attributed to water improvements along Elwert, Roy Rogers, and Scholls-Sherwood roads. Storm water improvements along Elwert Road account for 16% of costs, and a sewer trunk line extension accounts for an estimated 5%. It is expected that a large proportion of transportation project costs will be paid by developers on a project-by-project basis, though the City will need to plan for capital projects serving the area (e.g., the Elwert and Scholls-Sherwood intersection).

  Table 1. North District Catalyst Project Cost Estimates

Project	Type	Cost	% of North District Costs
Elwert Road	Street	$7,432,500	24%
Elwert Road	Storm	$4,955,000	16%
Elwert Road	Water	$2,973,000	10%
Roy Rogers	Water	$1,836,000	6%
Scholls-Sherwood	Street	$1,830,000	6%
Scholls-Sherwood	Water	$1,830,000	6%
Trunk Line	Sewer	$1,650,000	5%
Total		**$22,506,500**	**73%**

- **West/Southwest Districts.** Development of the West District has already begun with the new high school, finished in 2021. In the current concept plan, this district is expected to be developed with a mixture of housing types and employment uses adjacent to Highway 99W. According to an infrastructure and phasing analysis prepared by City staff, this area can more readily accommodate most needed infrastructure improvements with existing water and sewer infrastructure currently being planned and constructed by Clean Water Services—but road construction and financing will pose significant costs and challenges throughout Sherwood West given the terrain, the presence of significant natural areas, and the current parcelization of the area. This finding is reflected in the list of major projects below, 39% of which are transportation-related, followed by 23% for water and 10% for storm water improvements.

Table 2. West/Southwest District Catalyst Project Cost Estimates

Project	Type	Cost	% of West/Southwest District Costs
New Collector (2-lane) in "A"	Street	$5,910,000	11%
New Collector (2-lane) in "B"	Street	$4,692,000	9%
Elwert in "A"	Street	$4,500,000	8%
Pump facility in "A"	Water	$4,500,000	8%
Finish Loop in "E"	Water	$3,440,000	6%
Highway 99 in "B"	Water	$2,520,000	5%
Elwert/Edy Intersection in "A"	Street	$2,400,000	4%
New Collector (2-lane) in "A"	Storm	$1,970,000	4%
New Collector in "A"	Water	$1,970,000	4%
Chapman Road in "E"	Street	$1,950,000	4%
Elwert in "A"	Storm	$1,800,000	3%
Chapman Road in "B"	Street	$1,695,000	3%
Total		**$37,347,000**	**69%**

Infrastructure Funding Gap Analysis

Methodology

The table below compares infrastructure costs and revenue scenarios to calculate the funding surplus (positive amounts) or gap (negative amounts) that would be generated through development fees. Some notes on the methodology used are included below, with a detailed account of the methodology found in Appendix A:

- **Revenues.** The primary revenues that will be generated by development in Sherwood West and used to fund infrastructure are system development charges (SDCs) and Washington County's Transportation Development Tax. Some additional funds may be available from other public agencies and other local funding tools, described briefly at the end of this memorandum. All revenues shown are based on a full build out of the area, and the land use programs developed during the current Sherwood West concept planning effort—with low and high scenarios for the housing estimates. The low housing scenario signifies 0% middle housing (2-4 plexes, townhomes, and cottage clusters) built in areas designated for single-family homes, and the high scenario signifies 20% middle housing built in those areas. This analysis does not take into account the timing of infrastructure costs or revenues. Additionally, low and high scenarios for sewer revenue generation for Mixed Employment and Commercial development were included given the uncertainty over the scale of development.
- **Costs.** Not included are costs internal to development projects, such as site preparation and construction, that will be paid by private developers. The City will likely also have additional costs not covered here in the development of public spaces such as parks design and development. Infrastructure costs for water, sanitary sewer, storm water, and transportation facilities were provided by the City engineering team. Low and high sewer flow count estimates for Mixed Employment and Commercial uses were also provided by the City engineering team.

Table 3. Sherwood West Infrastructure Funding Gap Analysis

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$435,991	$3,292,666	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,019,462	$15,355,574	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$2,930,405**	**$22,152,865**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$13,071,171		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$498,839	$3,756,416	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,557,263	$19,323,949	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$3,815,666**	**$28,685,115**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$20,488,681		-$45,736,555	$57,047,495	$91,224,338	

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$517,882	$4,614,499	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,360,274	$15,914,799	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$3,353,108**	**$24,033,922**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$15,374,930		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$580,730	$5,078,249	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,898,074	$19,883,174	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$4,238,368**	**$30,566,172**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$22,792,441		-$45,736,555	$57,047,495	$91,224,338	

Findings

Across all four scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sewer, parks, and transportation, but not water and storm infrastructure. Parks show a surplus across all scenarios because the cost of parks were not included in this analysis. Sewer and transportation show a surplus due to the inclusion of funding mechanisms in addition to City SDCs:

- **Clean Water Services (CWS) Regional Connection Charge (RCC).** Clean Water Services is a "water resources management utility" providing sewer and surface water management in Washington County.[1] This analysis assumes RCC revenue will be available for funding infrastructure expansion in Sherwood West.
- **County Transportation Development Tax (TDT).** The TDT, passed by Washington County voters in 2008, is a one-time charge on development (like an SDC) that funds transportation capital improvements designed to accommodate growth. A list of eligible projects is maintained by the County and are "generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects."[2]

It is unusual to have a surplus on transportation infrastructure but that is the case here due to the sizeable TDT revenues and the fact that cost estimates assume no Chicken Creek bridge—which would represent a significant expense and cut into the transportation surplus found by this analysis. The calculation of storm water revenues assumed no CWS Regional Storm Drainage Improvement Charges were collected due to credits given for water detention and water quality projects, per City guidance. With an additional 45% reduction in assumed City storm water SDC collection (due to participation in water quality projects), the largest shortfall across all infrastructure categories—$46,529,398—is found for stormwater under both low housing scenarios.

This is a preliminary analysis and should be revisited as the City conducts additional infrastructure planning, as development is implemented, and as other aspects of development in Sherwood West change—including significant changes to costs and timing of development.

Funding Toolkit and Strategy

Recommended Funding Strategies

LCG recommendations for supplementing existing baseline funding are informed by recent development experience in the region and review of existing resources, including the Phasing and Funding Strategy prepared by ECONorthwest for the Preliminary Concept Plan in 2016 and the 2020 Washington County Infrastructure Funding Plan Toolkit (which provides guidance on funding transportation infrastructure in urban reserve areas specifically).

Supplemental SDC. Based on recent development experience in the region, especially Frog Pont West in Wilsonville, LCG recommends focusing first on Supplemental SDCs to meet any funding gaps. Supplemental SDCs are essentially additional SDCs for a sub-area of the City, paid by developers. By using the SDC tool, costs can be shared across multiple developers over time. As with standard SDCs, developers can be credited and/or reimbursed for oversized infrastructure that they construct that benefits other developers and/or the city as a whole. As with any development cost, the costs of supplemental SDCs will ultimately get passed on to homebuyers and commercial and residential tenants in the form of higher housing costs and rents. The next steps to implementing a

[1] Clean Water Services "About Us", https://cleanwaterservices.org/about/who-where/.
[2] Washington County Department of Land Use and Transportation, Transportation Development Tax Annual Reports 2009–Present.

supplemental SDC would involve the following, which should be managed by City staff with the support of a municipal finance consultant:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Engagement of the Sherwood City Council and Planning Commission;
- Development of a final proposal for adoption.

Regional Sources. In addition to a supplemental SDC and other tools mentioned above, securing "outside" funding sources for needed infrastructure can help reduce costs on a dollar-for-dollar basis. Therefore, the City should seek to leverage additional existing funding through other government sources, including:

- **Major Streets Transportation Improvement Program (MSTIP).** MSTIP is a county-wide road improvement program funded by countywide property taxes. The 2023-2028 System of Countywide Interest Map identifies Elwert Road as an "eligible arterial/principal," and may receive funding through MSTIP as a major road. There is MSTIP funding for SW Roy Rogers Road, but not currently for the portion adjacent to Sherwood West.
- **Metropolitan Transportation Improvement Program (MTIP).** MTIP, overseen by Oregon Metro, "records how all federal transportation money is spent in the Portland metropolitan area" and monitors significant state and locally funded projects with an impact on air quality. MTIP follows a four-year construction schedule and is updated every two to three years. Sherwood West projects may be eligible for the next round of MTIP funds.
- **Regional Flexible Funding**. Regional flexible funding for transportation projects, administered by Oregon Metro, provides "federal funding for investments in sidewalks, trails, and roadways in communities across the region." Regional funds not already allocated for ongoing commitments may be applied for by regional jurisdictions through a project selection process. Projects for the 2025-2027 cycle were selected in October 2022, but the City can plan to submit a project proposal for the next funding cycle—which to be successful, will need to demonstrate alignment with regional investment priorities.

State Funding Sources. Business Oregon operates industrial and employment land readiness programs that may have the potential to fund infrastructure development in Sherwood West, particularly in the North District.

- **Regionally Significant Industrial Sites Program (RSIS).** RSIS is "a profit sharing economic development tool that offers state income tax reimbursements for approved industrial site readiness activities," and can cover activities such as transportation and infrastructure improvements. Local governments can apply if they own or act as a sponsor for privately-owned industrially zoned sites.
- **Emerging Opportunities.** Finally, the City should watch the state legislature, as state resources may become available to support industrial site readiness and best position the state for federal funding via new legislation, such as the CHIPS Act and Inflation Reduction Act.

Additional funding strategies

Additionally, the four funding tools identified as preferred in the Preliminary Concept Plan could also be considered, but would be a lower priority than supplemental SDCs, regional, and state sources:

- **Local Improvement District (LID).** "An LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open

space."[3] With LIDs, landowners within the district are assessed a fee based on the proportional benefits they receive from the district, established at inception. LIDs typically require the approval of 60 percent of the affected property owners in the district. Owners benefit from paying costs over time and the City's access to a lower interest rate. LIDs would have much the same impact as a supplemental SDC, therefore we recommend focusing on a supplemental SDC as the primary tool before considering using LIDs.

- **Utility fees**: Utility fees for regional infrastructure are much less common in Oregon and, while allowed, would be relatively unique and less familiar to developers than a supplemental SDC. A utility fee also would be paid by end users (homeowners and tenants) and could therefore create a timing issue where revenues aren't realized until after the infrastructure is built.
- **Property Tax (GO) Bonds**: While citywide general obligation bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. Given the need for a public vote and the greater ease of implementing other tools, we do not recommend GO bonds as a funding tool for Sherwood West.

Urban Renewal was also considered in the previous Phasing and Funding Strategy, but not as a preferred tool. Nevertheless, it could potentially be used with some caveats as discussed here. Through tax increment financing, urban renewal can help pay for infrastructure through the increase in property taxes that occur in the urban renewal area over time. Urban renewal is typically implemented in existing areas of a city where revitalization is desired or there is a need to address specific infrastructure deficiencies that are barriers to new investment, and its use in new undeveloped areas of the city may face political challenges in implementation. There are also strict limits on how much of a city can be within an urban renewal district, both by taxable value and geographically. This would need to be considered since Sherwood already has two existing urban renewal areas.

Conclusion

Key findings of this preliminary infrastructure funding strategy analysis include:

- Development envisioned for the focus areas of this analysis include employment uses in the North and a mix of housing (including middle housing intermixed with low and medium-density single family development) and employment uses along Highway 99W in the West/Southwest.
- Several infrastructure projects are catalytic to making development possible in these areas. For both the North and West/Southwest districts, transportation projects are projected as the highest-cost, including the extension of Elwert Road for both areas, Scholls-Sherwood Road in the North, and a new 2-lane collector in the West/Southwest. Additional catalytic projects include extending water and storm improvements along Elwert Road in the North and expanding water service in the West/Southwest.
- Preliminary analysis shows a shortfall for water and storm and surplus for transportation, sewer, and parks when regional connection charge revenues to Clean Water Services and the Washington County TDT are included.
- Of all the potential funding strategies, a supplemental SDC would be easiest to implement to cover the gap, though the City should also aggressively seek outside funding from regional, state and federal programs to reduce the overall cost.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

[3] ECONorthwest, Preliminary Concept Plan Phasing and Funding Strategy.

Appendix A: Methodology

The following assumptions were made for the Sherwood West Infrastructure Funding Strategy and Action Plan revenue gap analysis:

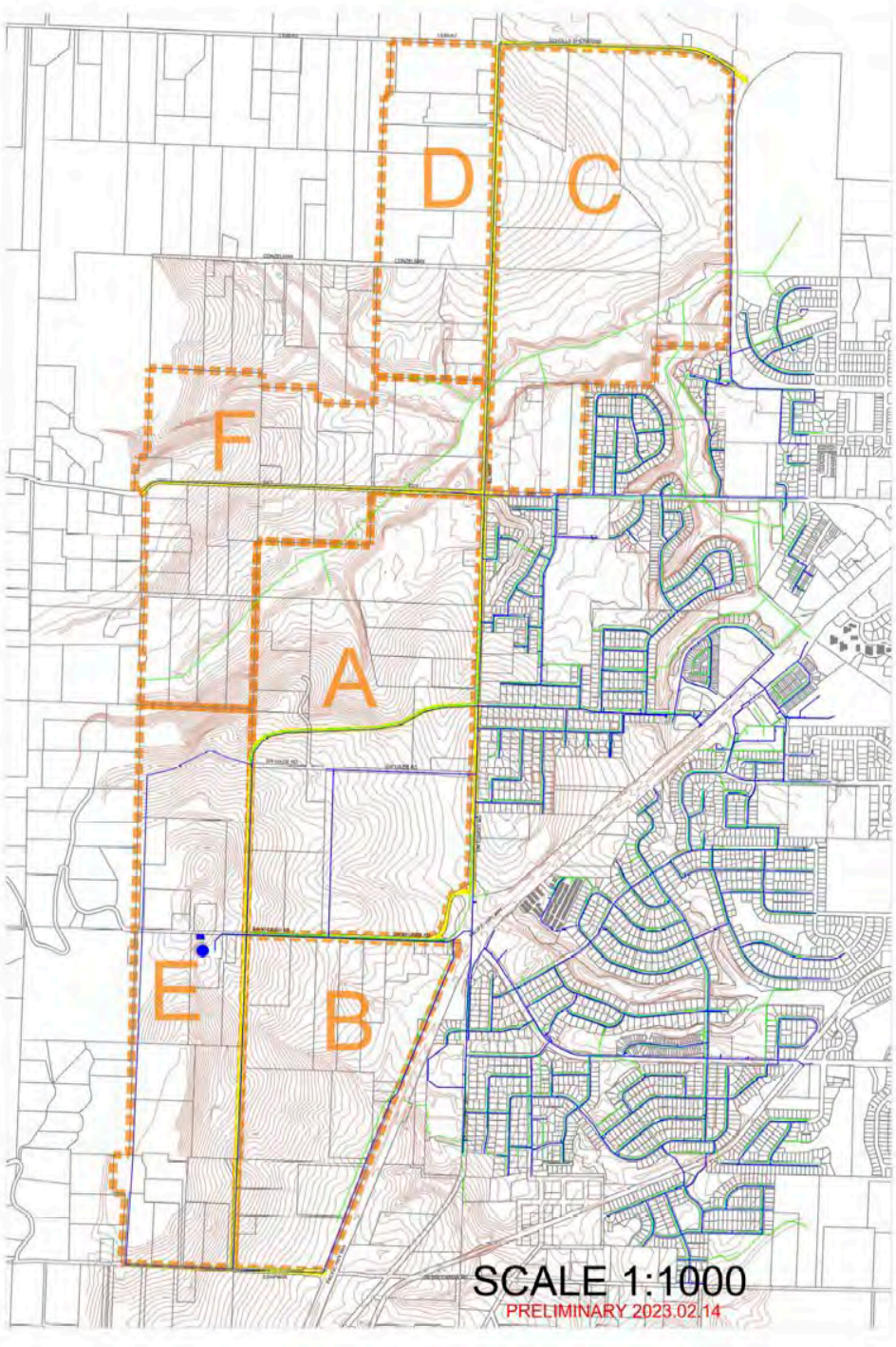
Development Programming

- To match development programming by Concept Plan "district," costs were summed as follows:
    - North ("C" & "D")
    - West/Southwest ("A," "B," "E")
    - Far West ("F")
- Mixed Use treated as Commercial, with no additional estimates for housing.

Revenue Calculation

- FAR of 0.35 was applied to programming acreage for non-residential land uses, and multifamily for water SDC revenue calculation when calculating connection charges for water, sewer, and park revenues.
- For sewer SDCs:
    - For City SDC calculation, an EDU is equivalent to 150 gallons per day. Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
    - For CWS SDC calculation, an EDU is equivalent to 16 "fixture units." Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
- For stormwater SDCs:
    - The CWS Regional Storm Drainage Improvement Charge was not tracked because most users have these charges waived because their projects provide water quality and water detention services.
    - As with the CWS Regional Storm Drainage Improvement Charge, it is expected that many users will receive a 45% discount for designs that support water quality (a discount for water detention is not available for the City's SDC). For this reason, in the calculation of the City of Sherwood's stormwater SDC, only 55% of the charge was included. For this SDC, one equivalent service unit (ESU) of 2,640 feet is equivalent to one single-family residence. For other uses, calculations were area based, after removing 10% of land area as estimated non-pervious surface (for Multifamily, Mixed Employment, and Commercial/Mixed Use/Hospitality uses).
- For City of Sherwood transportation SDCs, fees associated with the following non-residential "Type" were used:
    - Mixed Employment: "General Light Commercial"
    - Commercial, Mixed Use, Hospitality: "Specialty Retail"

Appendix B: Sherwood West Preliminary Concept Plan Phasing



Sherwood West Concept Plan

Preliminary Infrastructure Funding Strategy

Date February 13, 2024

To Brian Varricchione, Mackenzie

From Ellen Bini, Leland Consulting Group
Chris Zahas, AICP, Leland Consulting Group

CC Eric Rutledge, City of Sherwood

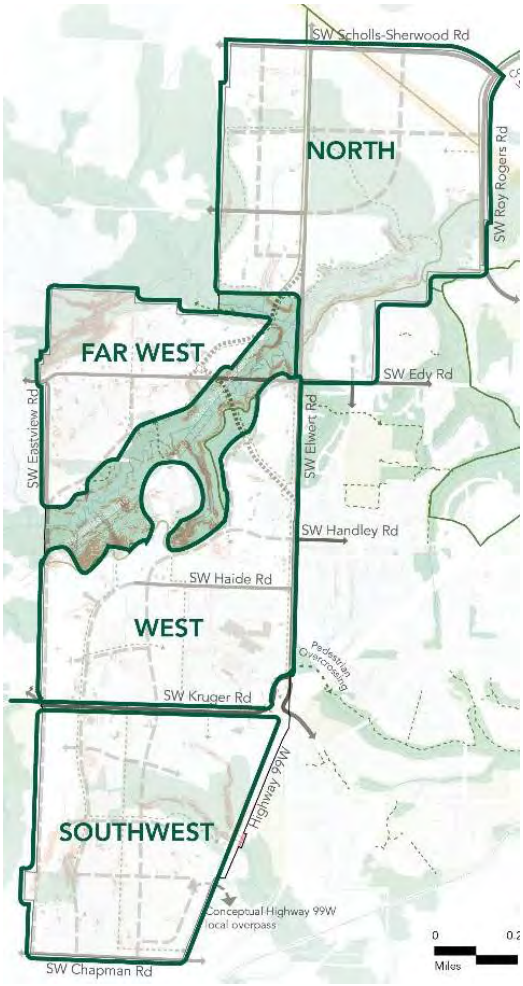
Introduction

This Infrastructure Funding Strategy memorandum accompanies the Sherwood West Concept Plan Refinement study by providing a high-level comparison of estimated infrastructure costs and revenues and by outlining potential tools for funding the development of priority districts in the Sherwood West area. It builds upon a preliminary exploration of infrastructure costs and funding tools that was developed during the 2016 Sherwood West Preliminary Concept Plan and replaces an earlier Preliminary Infrastructure Funding Strategy provided in March 2023.

This memorandum is organized as follows:

- **Infrastructure Funding Gap Analysis.** We present a high-level summary of expected infrastructure costs required to make the various subdistricts of Sherwood West developable and compare them to the system development charges (SDCs) and other development impact fees that would be generated by new development in Sherwood West to help pay for such infrastructure. This calculation identifies funding gaps that will need to be addressed for Sherwood West to build out. The types of infrastructure evaluated in this memorandum include water, sanitary sewer, storm water, parks, and transportation.
- **Funding Toolkit and Strategy.** To address the anticipated funding gaps, the memo identifies potential funding tools and strategies that could supplement the baseline SDC revenues to make development feasible. This memo builds upon the tools discussed in the 2016 Sherwood West Preliminary Concept Plan and recommends those that have the most promise for filling any funding shortfalls.

In all steps of this analysis and throughout this memorandum, the focus is on regional infrastructure necessary to provide access or utility service to development parcels. For the most part, this means major arterials, collectors and trunk utility lines that will serve multiple parcels within Sherwood West. Roads and infrastructure internal to development sites are not considered here and are assumed to be a developer cost.



Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that the North, West, and Southwest districts will develop first. Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. This analysis, therefore, takes a close look at the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

- **North District.** The North District is best suited for employment uses that support the City's economic development goals, and the 2023 Concept Plan accordingly shows a future focus on mixed employment uses in this area. As in all districts, transportation projects account for the largest share—54 percent—of infrastructure costs anticipated in this district (Table 1). Park projects are the second highest-cost category in the North District, at 17 percent, followed by sanitary sewer at 13 percent. It is expected that a large proportion of transportation project costs will be paid by developers on a project-by-project basis, though the City will need to plan for capital projects serving the area (e.g., the Elwert and Scholls-Sherwood intersection). Serving this area with appropriate infrastructure will require considerable investment, as summarized in Table 1 and outlined in Mackenzie's February 2024 Sherwood West Concept Plan Refinement report.
- **West/Southwest Districts.** Development of the West District has already begun with the new high school, finished in 2021. The concept plan shows this district is expected to be developed with a mixture of housing types and employment uses adjacent to Highway 99W. The highest-cost categories for these districts include transportation (55 percent), followed by water (19 percent) and parks (15 percent). According to the City's 2023 infrastructure and phasing analysis, this area can more readily accommodate most needed infrastructure improvements relative to the North District. However, road construction and financing will pose significant costs and challenges throughout Sherwood West given the terrain, the presence of significant natural areas, and the current parcelization of the area.

A list of the highest-cost projects for both areas can be found in Table 2.

Table 2. Highest-Cost Infrastructure Projects, North and West/Southwest Districts

North District		
Park Development and Land Acquisition	$18,388,890	Park
Widen Roy Rogers Road	$10,800,000	Transportation
Widen Scholls-Sherwood Road	$8,800,000	Transportation
Southern collector street	$8,800,000	Transportation
Highway 99W Undercrossing at Cedar Creek	$8,700,000	Transportation
Northern collector street	$8,200,000	Transportation
West/Southwest Districts		
Highway 99W Pedestrian Bridge at Elwert	$14,898,401	Transportation
Park Development and Land Acquisition	$11,270,610	Park
Replacement of Fieldhouse	$8,775,000	Park
New Collector (2-lane),* Sector "A"	$7,880,000	Transportation
New Collector (2-lane),* Sector "B"	$6,256,000	Transportation
Elwert Road (Full)*	$4,500,000	Transportation
Pump Facility*	$4,500,000	Water
Regional Trails	$3,770,000	Park
Finish Loop*	$3,440,000	Water

* Project cost estimates include hard costs only, or those excluding design, construction management, and land acquisition.

Infrastructure Funding Gap Analysis

Methodology

Table 3 compares expected infrastructure costs and revenues to calculate the funding surplus (positive amounts) or gap (negative amounts) that would be generated through development fees. Some notes on the methodology used are included below, with a detailed account of the methodology found in Appendix A.

Revenues. The primary revenues that will be used to fund infrastructure in Sherwood West include the City's system development charges (SDCs) and regional development impact fees, described further below. Some additional funds may be available from other public agencies and other local funding tools, described at the end of this memorandum. All revenues shown are based on a full build out of the area, and the land use programs identified in the Land Use Plan section of the 2023 Concept Plan. A gap analysis was calculated for both low and high housing scenarios, with the low housing scenario assuming 0 percent middle housing (plexes, townhomes, and cottage clusters) built in areas designated for single-family homes, and the high scenario assuming 20 percent middle housing built in those areas. This analysis does not consider the timing of infrastructure costs or revenues.

- **City System Development Charges.** The City of Sherwood System Development Charges (SDC) are "one-time fees charged to new development to help pay a portion of the water, sewer, storm, parks and street costs associated with building infrastructure to meet needs created by growth."[1]

[1] City of Sherwood, System Development Charges, accessed February 12, 2024.

- **Clean Water Services (CWS) Regional Connection Charge (RCC).** Clean Water Services is a water resources management utility providing sanitary sewer and surface water management in Washington County. This analysis assumes RCC revenue will be available for funding sanitary sewer infrastructure expansion in Sherwood West.
- **County Transportation Development Tax (TDT).** The TDT, passed by Washington County voters in 2008, is a one-time charge on development (like an SDC) that funds transportation capital improvements designed to accommodate growth. A list of eligible projects is maintained by the County and is "generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects."[2]

Costs. Infrastructure costs for water, sanitary sewer, storm water, and transportation facilities were provided by the City engineering team, with the exception of costs for the North District—which were supplied by Mackenzie. Mackenzie also provided regional trail cost estimates—tracked under the parks category—and park costs were based on estimates provided in the City's 2021 Parks and Recreation Master Plan, adjusted for inflation (see Appendix D for construction cost index values used in the inflation adjustment). A share of costs for planned capital improvement projects that will either entirely or partially be built outside of Sherwood West but still serve the area was also supplied by City engineers. Not included are costs internal to development projects, such as site preparation and construction, that will be paid by private developers. Though the findings below show a funding surplus for some utilities, if construction costs continue to increase as rapidly as they have in recent years, future market conditions may lead to a deficit.

[2] Washington County Department of Land Use and Transportation, Transportation Development Tax Annual Reports 2009–Present.

Table 3. Sherwood West Infrastructure Funding Gap Analysis

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing)

	Water	Sanitary Sewer		Storm	Parks	Transportation		Total w/ all Revenues	Total w/ City Revenues Only
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT		
North ("C" & "D")	$6,151,837	$921,150	$3,946,841	$2,070,650	$7,319,177	$2,774,549	$15,673,044	$38,857,249	$19,237,364
Far West ("F")	$5,107,450	$521,652	$3,613,308	$467,866	$8,572,248	$1,125,504	$5,612,205	$25,020,233	$15,794,720
West/Southwest ("A," "B," "E")	$18,231,546	$2,414,470	$53,942,295	$2,798,613	$39,281,132	$32,739,960	$110,090,947	$259,498,965	$95,465,722
Total Sources	**$29,490,834**	**$3,857,272**	**$61,502,444**	**$5,337,129**	**$55,172,557**	**$36,640,014**	**$131,376,197**	**$323,376,446**	**$130,497,805**
Costs to City of Sherwood									
North ("C" & "D")	$10,745,000	$18,162,500		$10,932,500	$23,428,890	$72,850,000		$136,118,890	$136,118,890
Far West ("F")	$8,367,000	$4,801,500		$2,775,000	-	$26,920,000		$42,863,500	$42,863,500
West/Southwest ("A," "B," "E")	$29,164,800	$10,099,350		$6,177,500	$23,815,610	$85,787,301		$155,044,561	$155,044,561
Total Uses	**$48,276,800**	**$33,063,350**		**$19,885,000**	**$47,244,500**	**$185,557,301**		**$334,026,951**	**$334,026,951**
Funding Surplus/Gap	-$18,785,966	$32,296,366		-$14,547,871	$7,928,057	-$17,541,090		-$10,650,505	-$203,529,146

Preliminary Gap Analysis: High Density Housing (20% Middle Housing)

	Water	Sanitary Sewer		Storm	Parks	Transportation		Total w/ all Revenues	Total w/ City Revenues Only
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT		
North ("C" & "D")	$6,819,915	$989,057	$4,424,521	$2,131,427	$8,453,476	$2,863,323	$16,116,844	$41,798,562	$21,257,197
Far West ("F")	$8,132,886	$829,174	$5,776,516	$743,100	$13,708,998	$1,527,524	$7,621,985	$38,340,182	$24,941,681
West/Southwest ("A," "B," "E")	$23,948,378	$2,995,560	$58,029,871	$3,318,692	$48,987,484	$33,499,612	$113,888,607	$284,668,206	$112,749,727
Total Sources	**$38,901,178**	**$4,813,790**	**$68,230,908**	**$6,193,220**	**$71,149,957**	**$37,890,459**	**$137,627,437**	**$364,806,950**	**$158,948,605**
Costs to City of Sherwood									
North ("C" & "D")	$10,745,000	$18,162,500		$10,932,500	$23,428,890	$72,850,000		$136,118,890	$136,118,890
Far West ("F")	$8,367,000	$4,801,500		$2,775,000	-	$26,920,000		$42,863,500	$42,863,500
West/Southwest ("A," "B," "E")	$29,164,800	$10,099,350		$6,177,500	$23,815,610	$85,787,301		$155,044,561	$155,044,561
Total Uses	**$48,276,800**	**$33,063,350**		**$19,885,000**	**$47,244,500**	**$185,557,301**		**$334,026,951**	**$334,026,951**
Funding Surplus/Gap	-$9,375,622	$39,981,349		-$13,691,780	$23,905,457	-$10,039,405		$30,779,999	-$175,078,346

Findings

Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.

The calculation of storm water revenues assumed no CWS Regional Storm Drainage Improvement Charges would be collected due to credits given for water detention and water quality projects, per City guidance. With an additional 45% reduction in assumed City storm water SDC collection (due to participation in water quality projects), a shortfall of roughly $13.7–14.5 million is found for stormwater under both housing scenarios. It is not unexpected to find a deficit for transportation infrastructure—even when including sizeable TDT revenues and excluding the Chicken Creek Bridge from the cost estimates—when considering that many local governments are challenged with funding road development and maintenance.

This is a preliminary analysis and should be revisited as the City conducts additional infrastructure planning, as development is implemented, and as other aspects of development in Sherwood West change—including any significant changes to costs or timing of development.

Funding Toolkit and Strategy

Recommended Funding Strategies

A broad range of tools can be considered for supplementing the estimated development impact fee revenues identified above. LCG's recommendations are informed by recent development experience in the region and review of existing resources, including the Phasing and Funding Strategy prepared by ECONorthwest for the Preliminary Concept Plan in 2016, and the 2020 Washington County Infrastructure Funding Plan Toolkit (which provides guidance on funding transportation infrastructure in urban reserve areas specifically).

Federal Funding Sources. Particularly for the North District, the City should keep an eye on funding opportunities offered by the Economic Development Administration for the development of employment lands, and consider partnering with regional economic development entities such as Greater Portland Inc when applying for federal funding.

State Funding Sources. Business Oregon operates industrial and employment land readiness programs that may have the potential to fund infrastructure development in Sherwood West, particularly in the North District. Additional opportunities for road construction supporting economic development as well as regional trail development are available through the Oregon Department of Transportation (ODOT), with further opportunities for funding parks and trails available through the Oregon Parks and Recreation Department.

- **Special Public Works Fund.** Business Oregon's Special Public Works Fund provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation. Eligible projects include capital improvements (acquisition, preliminary and final design, & engineering) or planning projects (technical and financial feasibility studies) that assist in developing industrial lands, supporting an immediate job creation/retention/expansion opportunity, or replacement of essential community facilities. Loan funding is available for financing small to large projects with favorable interest rates and terms up to 30 years or the useful life of the project, whichever is less, for most projects.
- **Community Paths Grants.** ODOT's Oregon Community Paths Program is "dedicated to helping communities create and maintain connections through multiuse paths, with the goal of complementing and expanding existing active transportation programs across the state."[3] Grants are awarded on an annual basis, with the current round of applications due January 2025.
- **Immediate Opportunity Fund.** The purpose of this ODOT-administered fund is to support economic development through the construction and improvement of streets and roads. This fund may only be used when other sources of financial support are unavailable or insufficient.
- **Oregon Parks and Recreation Department Local Government Grant Program.** Grants of up to $1,000,000 are available to help fund park and trail planning, land acquisition, and development—and with a population under 25,000, Sherwood is not required to provide matching funds. Grants are awarded on an annual basis, with the current round of applications due starting April 2024.
- **Emerging Opportunities.** The City should watch the state legislature for additional funding opportunities and re-authorization of past funding sources. Examples include the state's Regionally Significant Industrial Sites (RSIS) program, through which local governments can receive state income tax reimbursements to help fund industrial site development, and the Semiconductor Industrial Lands Loan Program (SILL).

[3] ODOT, Oregon Community Paths Program, accessed February 12, 2024.

Regional Sources. In addition to potential state sources mentioned above, securing "outside" funding sources for needed infrastructure can help reduce costs on a dollar-for-dollar basis. Therefore, the City should seek to leverage additional existing funding through other government sources, including:

- **Major Streets Transportation Improvement Program (MSTIP).** MSTIP is a county-wide road improvement program funded by countywide property taxes. The 2023-2028 System of Countywide Interest Map identifies Elwert Road as an "eligible arterial/principal," and may receive funding through MSTIP as a major road. There is MSTIP funding for SW Roy Rogers Road, but not currently for the portion adjacent to Sherwood West.
- **Metropolitan Transportation Improvement Program (MTIP).** MTIP, overseen by Oregon Metro, "records how all federal transportation money is spent in the Portland metropolitan area" and monitors significant state and locally funded projects with an impact on air quality.[4] MTIP follows a four-year construction schedule and is updated every two to three years. Sherwood West projects may be eligible for the next round of MTIP funds.
- **Regional Flexible Funding**. Regional flexible funding for transportation projects, administered by Oregon Metro, provides "federal funding for investments in sidewalks, trails, and roadways in communities across the region." Regional funds not already allocated for ongoing commitments may be applied for by regional jurisdictions through a project selection process. Projects for the 2025-2027 cycle were selected in October 2022, but the City can plan to submit a project proposal for the next funding cycle. To be eligible for funding, the project will need to demonstrate alignment with regional investment priorities.

Supplemental SDC. Based on recent development experience in the region, especially Frog Pond West in Wilsonville, LCG recommends considering Supplemental SDCs to meet any funding gaps not closed by other sources. Supplemental SDCs are essentially additional SDCs for a sub-area of the City, paid by developers. By using the SDC tool, costs can be shared across multiple developers over time. As with standard SDCs, developers can be credited and/or reimbursed for oversized infrastructure that they construct that benefits other developers and/or the city as a whole. As with any development cost, the costs of supplemental SDCs will ultimately get passed on to homebuyers and commercial and residential tenants in the form of higher housing costs and rents. The next steps to implementing a supplemental SDC would involve the following, which should be managed by City staff with the support of a municipal finance consultant:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Engagement of the Sherwood City Council and Planning Commission;
- Development of a final proposal for adoption.

Additional funding strategies

Additionally, the three funding tools identified as preferred in the Preliminary Concept Plan (in addition to supplemental SDCs) could also be considered, but would be a lower priority than supplemental SDCs, regional, and state sources:

- **Local Improvement District (LID).** "An LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open

[4] Oregon Metro, Regional Flexible Funding Allocation Overview, accessed February 12, 2024.

space."[5] With LIDs, landowners within the district are assessed a fee based on the proportional benefits they receive from the district, established at inception. LIDs typically require the approval of 60 percent of the affected property owners in the district. Owners benefit from paying costs over time and the City's access to a lower interest rate than typically available through commercial lending.[6] LIDs would have much the same impact as a supplemental SDC, therefore LCG recommends focusing on a supplemental SDC as the primary tool before considering using LIDs.

- **Utility fees**: Utility fees for regional infrastructure are much less common in Oregon and, while allowed, would be relatively unique and less familiar to developers than a supplemental SDC. A utility fee also would be paid by end users (homeowners and tenants) and could therefore create a timing issue where revenues aren't realized until after the infrastructure is built.
- **Property Tax (GO) Bonds**: While citywide general obligation (GO) bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. Given the need for a public vote and the greater ease of implementing other tools, LCG does not recommend GO bonds as a funding tool for Sherwood West.

Urban Renewal was also considered in the previous Phasing and Funding Strategy, but not as a preferred tool. Nevertheless, it could potentially be used with some caveats as discussed here. Through tax increment financing, urban renewal can help pay for infrastructure through the increase in property taxes that occur in the urban renewal area over time. Urban renewal is typically implemented in existing areas of a city where revitalization is desired or there is a need to address specific infrastructure deficiencies that are barriers to new investment, and its use in new undeveloped areas of the city may face political challenges in implementation. There are also strict limits on how much of a city can be within an urban renewal district, both by taxable value and geographically. This would need to be considered since Sherwood already has two existing urban renewal areas.

Conclusion

Key findings of this preliminary infrastructure funding strategy analysis include:

- Development envisioned for the focus areas of this analysis include employment uses in the North and a mix of housing (including middle housing intermixed with low and medium-density single family development) and employment uses along Highway 99W in the West/Southwest.
- Several infrastructure projects are catalytic to making development possible in these areas. For both the North and West/Southwest districts, transportation projects are projected as the highest-cost, including the widening of Roy Rodgers and Scholls-Sherwood roads in the North, and a new 2-lane collector in the West/Southwest. Additional catalytic projects include the construction of regional trails and the 27 acres of regional parks in the North and West/Southwest districts and expanding water service in the West/Southwest.
- Preliminary analysis shows a shortfall for water, storm and transportation, and a surplus in parks and sanitary sewer when regional connection charge revenues to Clean Water Services are included.
- A range of funding tools for supplementing shortfalls exist—including regional and state sources, as well as supplemental SDCs.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

[5] ECONorthwest, Preliminary Concept Plan Phasing and Funding Strategy, 2016.
[6] Municipal Research and Services Center of Washington, Local Improvement Districts (LIDs), November 2023.

Appendix A: Methodology

The following assumptions were made for the Sherwood West Concept Plan Preliminary Infrastructure Funding Strategy revenue gap analysis, which compares estimated System Development Charge (SDC) revenues and other impact fees from future development to the costs of necessary infrastructure improvements for Sherwood West.

Development Programming

- Because infrastructure costs were provided by sector boundaries defined in the 2016 Concept Plan, to match development programming by Concept Plan "district," costs were summed as follows. See Appendix B for a map that city engineers used to develop sector cost estimates.
    - North District (Sectors "C" & "D")
    - West/Southwest District (Sectors "A," "B," "E")—Southwest included with West because Sector "E" spans both West and Southwest
    - Far West District (Sector "F")
- Mixed Use treated as Commercial, with no additional estimates for housing.
- Cottage clusters are categorized as single family for all SDC types, per City guidance.

Cost Calculation

- Costs were supplied by the City for areas A, B, E, and F, with costs for C and D supplied by Mackenzie—with the exception of parks costs, which were derived from estimates in the 2021 Parks and Recreation Master Plan. Park cost estimates were adjusted for inflation using the Engineering News-Record (ENR) Construction Cost Index for Seattle, using figures for April 2021 and December 2023 (see Appendix D). Regional trail cost estimates were supplied by Mackenzie and tracked under the Parks category.
- Additional cost assumptions for planned offsite capital improvement projects were attributed to the North and West/Southwest districts per City guidance.

Revenue Calculation

	Residential	Non-Residential
Water	Water SDC fees are based on the water connection size. For all residential uses: **Units # * SDC** • For single family and middle housing, a sum of reimbursement, improvement, and administrative SDC charges for the 5/8-3/4" meter size was applied per unit. • For multifamily housing, the sum of charges for the 1-1/2" meter size was applied per multifamily development. The number of multifamily developments was estimated by dividing the number of units programmed for the district by 24 units per acre (the density for all multifamily units programmed for Sherwood West).	For all employment, school, and park uses: **Net acreage * 2.05 * 5/8-3/4" meter SDC** • The 2.05 multiplier is derived from the 2015 Sherwood Water Master Plan's estimate of 437 gallons per day per buildable acre for non-residential uses, divided by the 213 gallon per day per Equivalent Residential Unit (ERU) per buildable acre estimate.

Sanitary Sewer	Sanitary sewer SDCs are based on Equivalent Dwelling Units (EDUs), equating to 150 gallons per day for the City SDC and 16 "fixture units"—or the number of fixtures (such as sinks) contributing to the sanitary sewer system for Clean Water Services' Regional Connection Charge. For all residential uses: **Units # * SDC or CWS RCC** • For City SDCs, a sum of reimbursement and improvement charges per was applied per unit. • For CWS fees, the regional connection charge (RCC) was applied for each unit. Note: Technically multifamily CWS RCC fees are calculated based on the fixture count method (described at right, under the non-residential section); though the estimated fixture units per dwelling unit—including a toilet, bath/shower, two sinks and a domestic dishwasher (see CWS rate schedule pg. 21) equate to the 16 fixture unit Dwelling Unit Equivalent, so the flat RCC was applied per multifamily unit—as with other housing types.	***City SDC*** For all employment, school and park uses, an estimated gallon per day multiplier was applied to net acreage. **Net acreage * 2.91 * SDC** • The 2.91 multiplier is derived from the 2015 Sherwood Water Master Plan's estimate of 437 gallons per day per buildable acre of water use for non-residential uses divided by the 150 gallon per day to convert to EDUs.[7] • The SDC reimbursement and improvement charge for the UGB Minus Brookman and Tonquin Employment Area was used. ***CWS RCC calculation*** CWS RCC charges for nonresidential uses are based on a fixture count method—or the number of fixtures (such as sinks) contributing to the sewage system. According to the CWS rate schedule (pg. 20), 1 Dwelling Unit Equivalent = 16 fixture units. Employment land was translated into fixture units (FU) as follows: ***Commercial Land*** **((Net acreage * FAR * 43,560)/avg SF per business) * (multiplier * RCC)** For commercial lands, an FAR assumption was applied to net acreage, and divided by average square foot for business assumptions. • Mixed Employment: FAR 0.35; 46,000 SF per business • Commercial, Mixed Use, Hospitality: FAR 1.5; 6,000 SF per business

[7] The City's 2016 Sewer Master Plan estimates 850 gallons-per-acre per day (gpad) for employment industrial and 1,000 gpad for commercial zones. However, since sewage uses are conventionally balanced with water use, the lower and more conservative water use number was used for sanitary sewage SDC revenue calculations.

		The resulting estimated business count was multiplied by the RCC charge, with a multiplier applied based on estimated sanitary sewer intensity of the business type. This multiplier was based on average fixture units for industrial and commercial businesses, using data provided by the City: • Mixed Employment: 3.1 = 50 average FU divided by 16 • Commercial/Mixed Use/Hospitality: 5.6 = 90 average FU divided by 16 ***Schools*** The RCC was multiplied by 3.5 (assuming one toilet at 6 FU, and 1 sink at 2 FU, per 30 people, divided by 16) for each school. ***Parks*** The RCC was multiplied by 0.5 (assuming one toilet at 6 FU, and 1 sink at 2 FU, divided by 16) for each park.
Stormwater	Stormwater system SDCs are based on equivalent service units (ESU), where 1 ESU = 2,640 square feet of impervious surface area. **(Impervious acres*(43,560/2,640)) * SDC** • For single family and middle housing, a discounted ESU rate was applied per dwelling unit. • For multifamily, impervious area (estimated at 80% of net acreage) was converted into ESUs, multiplied by a discounted ESU rate. • The ESU rate was discounted by 45% with the expectation that many users will receive a 45% discount for designs that support water quality. Note: the CWS Regional Storm Drainage Improvement Charge was not tracked because most users have charges waived because their projects provide water quality as well as water detention services.	Calculated the same as multifamily housing, with the following changes in assumptions for percent impervious surface, based on existing schools and parks in the city: • 55% for middle schools • 40% for elementary schools • 20% for parks

Parks	A set fee is identified for residential uses. **Units # * SDC** • The single family rate was applied for both single family and middle housing, per unit. The multifamily rate was applied per multifamily unit.	For non-residential uses, a fee per employee is charged. Number of employees was estimated based on Floor Area Ratio (FAR) assumptions and square foot per job assumptions. **(Net acreage * FAR * (43,560/SF per job)) * SDC** Floor Area Ratio (FAR) assumptions: • Mixed Employment: 0.35 • Commercial, Mixed Use, Hospitality: 1.5 • Schools: 0.20 • Parks: no FAR applied SF per job assumptions: • Mixed Employment: 1,000 SF per job (conservative assumption based on manufacturing category estimates from City data) • Commercial, Mixed Use, Hospitality: 470 SF per job (retail estimate from City data) • Schools: 1,300 SF per job, based on U.S. Energy Information Administration building energy consumption data • Parks: 416,900 SF per job, based on current parks jobs and space in the city The non-residential SDC rate was applied per job for all non-residential uses.

Transportation	Transportation SDCs are based on average weekday trip generation rates for different housing and land use types. **Units # * SDC or TDT** • For both City SDCs and the Washington County Transportation Development Tax (TDT), the respective rate for single family, middle housing ("condominium/townhouse"), or multifamily type was applied per unit.	***Commercial Land*** For both City SDCs and County TDTs on commercial and industrial lands, fees were applied per 1,000 square feet of gross floor area (TSFGFA), after applying an FAR assumption to net acreage. Estimates for schools are based on student count. **(Net acreage * FAR * (43,560/1,000)) * SDC or TDT** Floor Area Ratio (FAR) assumptions: • Mixed Employment: 0.35 • Commercial, Mixed Use, Hospitality: 1.5 SDCs and TDTs for the following "Types" were used: • Mixed Employment: average of "General Light Industrial" and "Manufacturing" rates • Commercial, Mixed Use, Hospitality: "Shopping Center" ***Schools*** For schools, rates for middle and elementary schools were applied per student, with student count estimates supplied by Washington County, based on average middle and elementary school sizes. ***Parks*** Park SDCs were applied per net acre of park development in the Concept Plan, applying the City Park rate for City SDCs, and Park rate for County TDTs.

TECHNICAL MEMORANDUM

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
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Mayor
Tim Rosener

Council President
Kim Young

Councilors
Renee Brouse
Taylor Giles
Keith Mays
Doug Scott
Dan Standke

City Manager Pro Tem
Craig Sheldon

Assistant City Manager
Kristen Switzer

Date: January 26th, 2024

To: Eric Rutledge, Community Development Director, City of Sherwood

From: Jason Waters, P.E., City Engineer, City of Sherwood

Project: Sherwood West UGB Expansion

Phase: Final Concept Plan, Re-Look Project (FY23-24)

Subject: Cost Estimates for Public Transportation & Utility Infrastructure

Dear Eric,

City Engineering Department staff has completed a final review of the cost estimates and made the following changes which resulted in a slight reduction in the total anticipated public infrastructure costs. Based on comments and feedback from the last TAC meeting, we revisited our estimates and increased the cost per linear foot of new collectors and arterials after comparison with more recent cost estimates prepared by Kittelson & Associates for nearby projects. We also re-evaluated the cost estimates prepared for SW Elwert Rd and made adjustment that accounted for realignment of the Edy-Elwert intersection. Lastly, we reduced storm infrastructure costs associated with regional stormwater management facilities to be constructed with adjacent private development projects and less common for the regional stormwater management facilities to be constructed by the City with the Public Improvements.

Cost estimates and bid item pricing were compared to the same cost estimating indices utilized for annual SDC rate adjustments (ENR, Seattle Index) and average bid item prices published by ODOT. Additionally, Engineering Department staff compared these costs against similar planning level cost estimates prepared by private consultants for Washington County DLUT in 2022 for the SW Edy Rd Improvements and in 2023 for the SW Ice Age Drive Improvements to ensure the cost estimates enclosed here for the Sherwood West UGB expansion area align with current industry standards and best practices.

For ease of review all of the cost estimating tables and associated maps for each of the 6 sectors have been included here (see Attachments 1 & 2). Please let me know if you

have any questions or need additional information related to the infrastructure cost estimates prepared for the Sherwood West UGB expansion area.

Sincerely,

Jason M. Waters, P.E.
City Engineer | City of Sherwood
Attachments: 1. Updated Public Transportation & Utility Infrastructure Cost Estimate Summary Tables (7 pages) and 2. Public Transportation & Utility Infrastructure Location Map (7 pages)

Cc: File, e-file, Craig Christensen (COS), City Manager's Office, Planning Manager

Attachment 1 Cost Estimate Summary Tables and Detailed Cost Estimates (7 pages total)

COST ESTIMATE TABLE 1 - ENTIRE SHERWOOD WEST STUDY AREA (SECTORS A THRU F)				
Cost Estimate for Public Infrastrucure for Sherwood West (Summary) - January 26, 2024				
Sector	Street	Storm	Sanitary	Water	Sector Total
A	$ 49,647,500.00	$ 3,402,500.00	$ 2,250,600.00	$ 14,701,500.00	$ 70,002,100.00
B	$ 16,551,400.00	$ 2,775,000.00	$ 1,428,750.00	$ 8,287,300.00	$ 29,042,450.00
C	$ 20,541,000.00	$ 4,725,000.00	$ 2,913,750.00	$ 9,469,350.00	$ 37,649,100.00
D	$ 3,570,000.00	$ -	$ 617,500.00	$ 594,000.00	$ 4,781,500.00
E	$ 4,690,000.00	$ -	$ -	$ 6,176,000.00	$ 10,866,000.00
F	$ 26,920,000.00	$ 2,775,000.00	$ 4,801,500.00	$ 8,367,000.00	$ 42,863,500.00
Total	$ 121,919,900.00	$ 13,677,500.00	$ 12,012,100.00	$ 47,595,150.00	**$ 195,204,650.00**

SECTOR A			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road	1500	$ 2,000.00	$ 3,000,000.00
Elwert/Handley Signal	1	$ 1,000,000.00	$ 1,000,000.00
Elwert Road (Full)	1500	$ 3,000.00	$ 4,500,000.00
Edy Road (Full)	1500	$ 2,000.00	$ 3,000,000.00
Elwert/Edy R-A-B	1	$ 1,000,000.00	$ 1,000,000.00
Chicken Creek Crossing (No Bridge)	1	$ 2,000,000.00	$ 2,000,000.00
Remove Edy Road	1	$ 500,000.00	$ 500,000.00
New Collector (2-lane)	4925	$ 1,600.00	$ 7,880,000.00
Kruger Road (full)	875	$ 2,000.00	$ 1,750,000.00
Kruger Road (partial)	1900	$ 800.00	$ 1,520,000.00
		Subtotal	*$ 26,150,000.00*
		Design Costs	$ 5,230,000.00
		Construction Mangement	$ 5,230,000.00
		Land Acquisition	$ 6,500,000.00
		Contingency (25% of Const.)	$ 6,537,500.00
		Total	$ 49,647,500.00
Storm Improvements			
Elwert Road	0	$ 600.00	$ -
Elwert/Handley Signal	1	$ -	$ -
Elwert/Edy Intersection	1	$ 350,000.00	$ 350,000.00
New Collector (2-lane)	0	$ 400.00	$ -
Kruger Road (full)	0	$ 1,000.00	$ -
Kruger Road (partial)	0	$ 600.00	$ -
Regional Facilities	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	*$ 1,850,000.00*
		Design Costs	$ 370,000.00
		Construction Mangement	$ 370,000.00
		Land Acquisition	$ 350,000.00
		Contingency (25% of Const.)	$ 462,500.00
		Total	$ 3,402,500.00
Sanitary Improvements			
Elwert Road	970	$ 500.00	$ 485,000.00
New Collector	2930	$ 300.00	$ 879,000.00
		Subtotal	*$ 1,364,000.00*
		Design Costs	$ 272,800.00
		Construction Mangement	$ 272,800.00
		Contingency (25% of Const.)	$ 341,000.00
		Total	$ 2,250,600.00
Water Improvements			
Elwert Road	900	$ 600.00	$ 540,000.00
Elwert Road	2500	$ 600.00	$ 1,500,000.00
Elwert Road PRV	1	$ 200,000.00	$ 200,000.00
Haide Road PRV	1	$ 200,000.00	$ 200,000.00
Pump Facility	1	$ 4,500,000.00	$ 4,500,000.00
New Collector	4925	$ 400.00	$ 1,970,000.00
		Subtotal	*$ 8,910,000.00*
Design Costs			$ 1,782,000.00
Construction Mangement			$ 1,782,000.00
Contingency (25% of Const.)			$ 2,227,500.00
		Total	$ 14,701,500.00
		Total ALL	**$ 70,002,100.00**

SECTOR B			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
New Collector (2-lane)	3910	$ 1,600.00	$ 6,256,000.00
Chapman Road (full)	1130	$ 2,000.00	$ 2,260,000.00
		Subtotal	*$ 8,516,000.00*
		Design Costs	$ 1,703,200.00
		Construction Mangement	$ 1,703,200.00
		Land Acquisition	$ 2,500,000.00
		Contingency (25% of Const.)	$ 2,129,000.00
		Total	$ 16,551,400.00
Storm Improvements			
New Collector (2-lane)	0	$ 400.00	$ -
Chapman Road (full)	0	$ 1,000.00	$ -
	0	$ -	$ -
Regional Facilities	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	*$ 1,500,000.00*
		Design Costs	$ 300,000.00
		Construction Mangement	$ 300,000.00
		Land Acquisition	$ 300,000.00
		Contingency (25% of Const.)	$ 375,000.00
		Total	$ 2,775,000.00
Sanitary Improvements			
Highway 99	1550	$ 500.00	$ 775,000.00
	0	$ -	$ -
		Subtotal	*$ 775,000.00*
		Design Costs	$ 155,000.00
		Construction Mangement	$ 155,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 193,750.00
		Total	$ 1,428,750.00
Water Improvements			
Highway 99	4200	$ 600.00	$ 2,520,000.00
Chapman Road	1130	$ 600.00	$ 678,000.00
Chapman Road PRV	1	$ 200,000.00	$ 200,000.00
New Collector	3910	$ 400.00	$ 1,564,000.00
		Subtotal	*$ 4,962,000.00*
		Design Costs	$ 992,400.00
		Construction Mangement	$ 992,400.00
		Land Acquisition	$ 100,000.00
		Contingency (25% of Const.)	$ 1,240,500.00
		Total	$ 8,287,300.00
		Total ALL	**$ 29,042,450.00**

SECTOR C			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road	3500	$ 2,000.00	$ 7,000,000.00
Elwert/Chapman Intersection	1	$ 1,500,000.00	$ 1,500,000.00
Remove Elwert Road	1	$ 600,000.00	$ 600,000.00
Scholls Sherwood (partial)	3050	$ 800.00	$ 2,440,000.00
		Subtotal	*$ 11,540,000.00*
		Design Costs	$ 2,308,000.00
		Construction Mangement	$ 2,308,000.00
		Land Acquisition	$ 1,500,000.00
		Contingency (25% of Const.)	$ 2,885,000.00
		Total	$ 20,541,000.00
Storm Improvements			
Extension to Chicken Creek	0	$ 500.00	$ -
Elwert Road	0	$ 1,000.00	$ -
Scholls-Sherwood (Partial)	0	$ 500.00	$ -
Scholls-Sherwood Facility	1	$ 1,250,000.00	$ 1,250,000.00
Elwert Facility	1	$ 1,250,000.00	$ 1,250,000.00
Chicken Creek Crossing	0	$ 1,000,000.00	$ -
(Assume No Bridge)			$ -
		Subtotal	*$ 2,500,000.00*
		Design Costs	$ 500,000.00
		Construction Mangement	$ 500,000.00
		Land Acquisition	$ 600,000.00
		Contingency (25% of Const.)	$ 625,000.00
		Total	$ 4,725,000.00
Sanitary Improvements			
Trunk Line	2600	$ 500.00	$ 1,300,000.00
Chicken Creek Crossing	500	$ 750.00	$ 375,000.00
		Subtotal	*$ 1,675,000.00*
		Design Costs	$ 335,000.00
		Construction Mangement	$ 335,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 418,750.00
		Total	$ 2,913,750.00
Water Improvements			
Scholls-Sherwood	3050	$ 600.00	$ 1,830,000.00
Elwert Road	3455	$ 600.00	$ 2,073,000.00
Roy Rogers	3060	$ 600.00	$ 1,836,000.00
		Subtotal	*$ 5,739,000.00*
		Design Costs	$ 1,147,800.00
		Construction Mangement	$ 1,147,800.00
		Contingency (25% of Const.)	$ 1,434,750.00
		Total	$ 9,469,350.00
		Total ALL	**$ 37,649,100.00**

SECTOR D			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road (Full)	600	$ 3,000.00	$ 1,800,000.00
		Subtotal	*$ 1,800,000.00*
		Design Costs	$ 360,000.00
		Construction Mangement	$ 360,000.00
		Land Acquisition	$ 600,000.00
		Contingency (25% of Const.)	$ 450,000.00
		Total	$ 3,570,000.00
Storm Improvements			
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
			$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Sanitary Improvements			
Trunk Line	700	$ 500.00	$ 350,000.00
		Subtotal	*$ 350,000.00*
		Design Costs	$ 70,000.00
		Construction Mangement	$ 70,000.00
		Land Acquisition	$ 40,000.00
		Contingency (25% of Const.)	$ 87,500.00
		Total	$ 617,500.00
Water Improvements			
Elwert Road	600	$ 600.00	$ 360,000.00
		$ -	$ -
		$ -	$ -
		Subtotal	*$ 360,000.00*
		Design Costs	$ 72,000.00
		Construction Mangement	$ 72,000.00
		Contingency (25% of Const.)	$ 90,000.00
		Total	$ 594,000.00
		Total ALL	**$ 4,781,500.00**

SECTOR E			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Chapman Road (full)	1300	$ 2,000.00	$ 2,600,000.00
		Subtotal	*$ 2,600,000.00*
		Design Costs	$ 520,000.00
		Construction Mangement	$ 520,000.00
		Land Acquisition	$ 400,000.00
		Contingency (25% of Const.)	$ 650,000.00
		Total	$ 4,690,000.00
Storm Improvements			
Chapman Road (full)	0	$ 1,000.00	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
			$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Sanitary Improvements			
Trunk Line	0	$ -	$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Water Improvements			
Finish Loop	8600	$ 400.00	$ 3,440,000.00
		$ -	$ -
		$ -	$ -
		Subtotal	*$ 3,440,000.00*
		Design Costs	$ 688,000.00
		Construction Mangement	$ 688,000.00
		Land Acquisition	$ 500,000.00
		Contingency (25% of Const.)	$ 860,000.00
		Total	$ 6,176,000.00
		Total ALL	**$ 10,866,000.00**

SECTOR F

Public (Street) Transportation Infrastructure

Street Segment	Length	Cost per Length	Cost
Elwert Road (full)	2000	$ 3,000.00	$ 6,000,000.00
Edy Road (full)	3650	$ 2,000.00	$ 7,300,000.00
Trib. Creek Crossing (No Bridge)	1	$ 500,000.00	$ 500,000.00
Elwert /Edy R-A-B	1	$ 1,000,000.00	$ 1,000,000.00
		Subtotal	*$ 14,800,000.00*
		Design Costs	$ 2,960,000.00
		Construction Mangement	$ 2,960,000.00
		Land Acquisition	$ 2,500,000.00
		Contingency (25% of Const.)	$ 3,700,000.00
		Total	$ 26,920,000.00

Storm Improvements

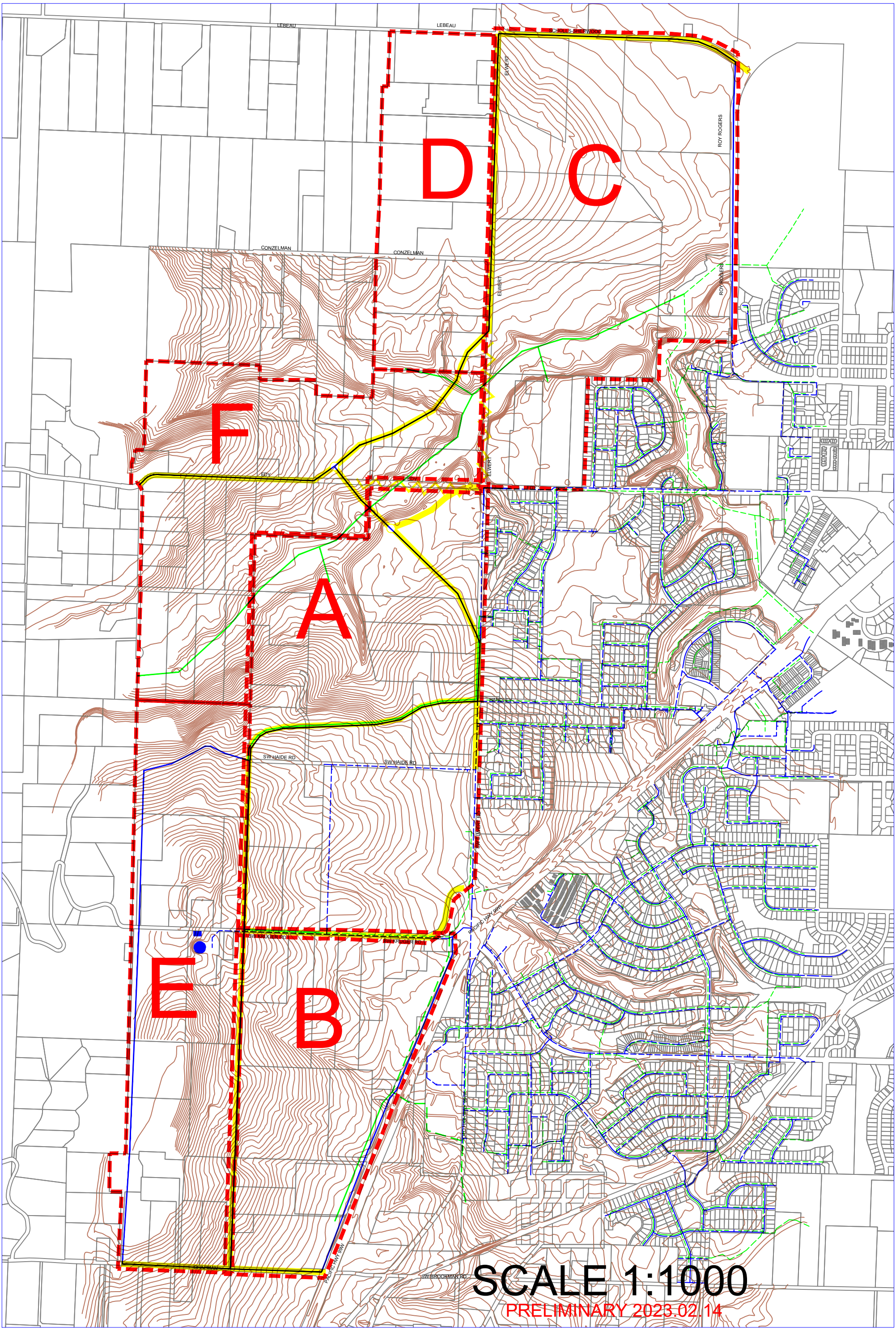
Edy Road (full)	0	$ 1,000.00	$ -
Chicken Creek Crossing	0	$ 1,000,000.00	$ -
Edy Road Facility	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	*$ 1,500,000.00*
		Design Costs	$ 300,000.00
		Construction Mangement	$ 300,000.00
		Land Acquisition	$ 300,000.00
		Contingency (25% of Const.)	$ 375,000.00
		Total	$ 2,775,000.00

Sanitary Improvements

Trunk Line	4770	$ 500.00	$ 2,385,000.00
Chicken Creek Crossing	300	$ 750.00	$ 225,000.00
Chicken Creek Crossing	400	$ 750.00	$ 300,000.00
		Subtotal	*$ 2,910,000.00*
		Design Costs	$ 582,000.00
		Construction Mangement	$ 582,000.00
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ 727,500.00
		Total	$ 4,801,500.00

Water Improvements

Edy Road	4550	$ 600.00	$ 2,730,000.00
Pump Station	1	$ 2,250,000.00	$ 2,250,000.00
		$ -	$ -
		Subtotal	*$ 4,980,000.00*
		Design Costs	$ 996,000.00
		Construction Mangement	$ 996,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 1,245,000.00
		Total	$ 8,367,000.00
		Total ALL	**$ 42,863,500.00**


LEBEAU
LEBEAU
SCHOLLS-SHERWOOD
ELWERT
ROY ROGERS
D
C
CONZELMAN
CONZELMAN
ELWERT
ROY ROGERS
F
EDY
EDY
EDY
ELWERT
A
HANDLEY
SW HAIDE RD
SW HAIDE RD
SW ELWERT RD
E
B
SW KRUGER RD
SW KRUGER RD
PACIFIC HWY 99W
PACIFIC HWY 99W
PACIFIC HWY 99W
SW BROOKMAN RD
SCALE 1:1000
PRELIMINARY 2023.02.14

A

EDY

EDY

ELWERT

EDY

ELWERT/EDY
INTERSECTION

ELWERT ROAD

ELWERT ROAD SANITARY

ELWERT ROAD WATER

HANDLEY ROAD PRV

NEW COLLECTOR (2-LANE)

NEW COLLECTOR SANITARY

NEW COLLECTOR WATER

HANDLEY

SW HAIDE RD

SW HAIDE RD

HAIDE ROAD PRV

SW ELWERT RD

EXISTING WATER

KRUGER SANITARY
(BY DEVELOPER)

KRUGER ROAD
(FULL)

KRUGER ROAD
(PARTIAL)

NEW
PUMP
STATION

SW KRUGER RD

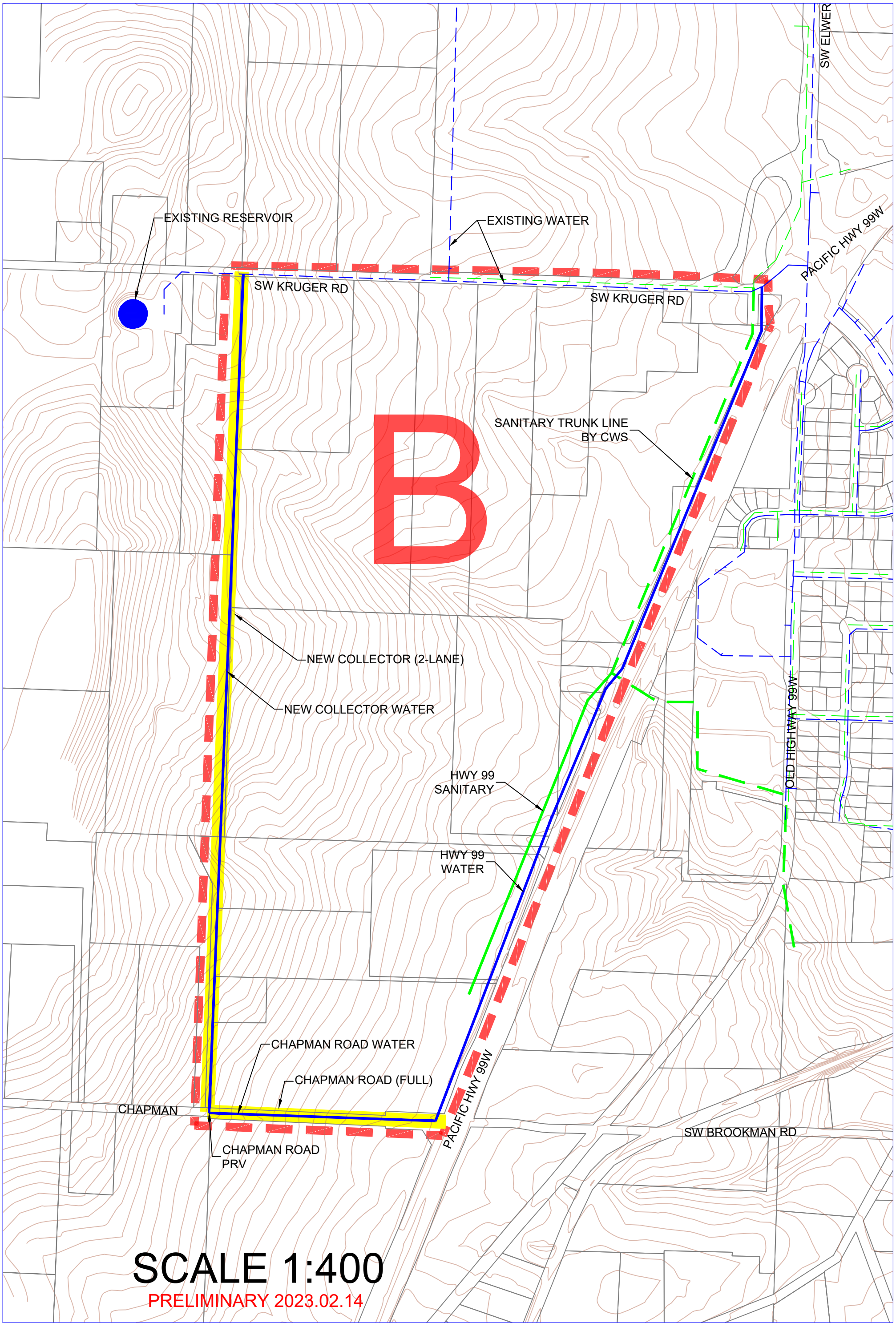
SW KRUGER RD

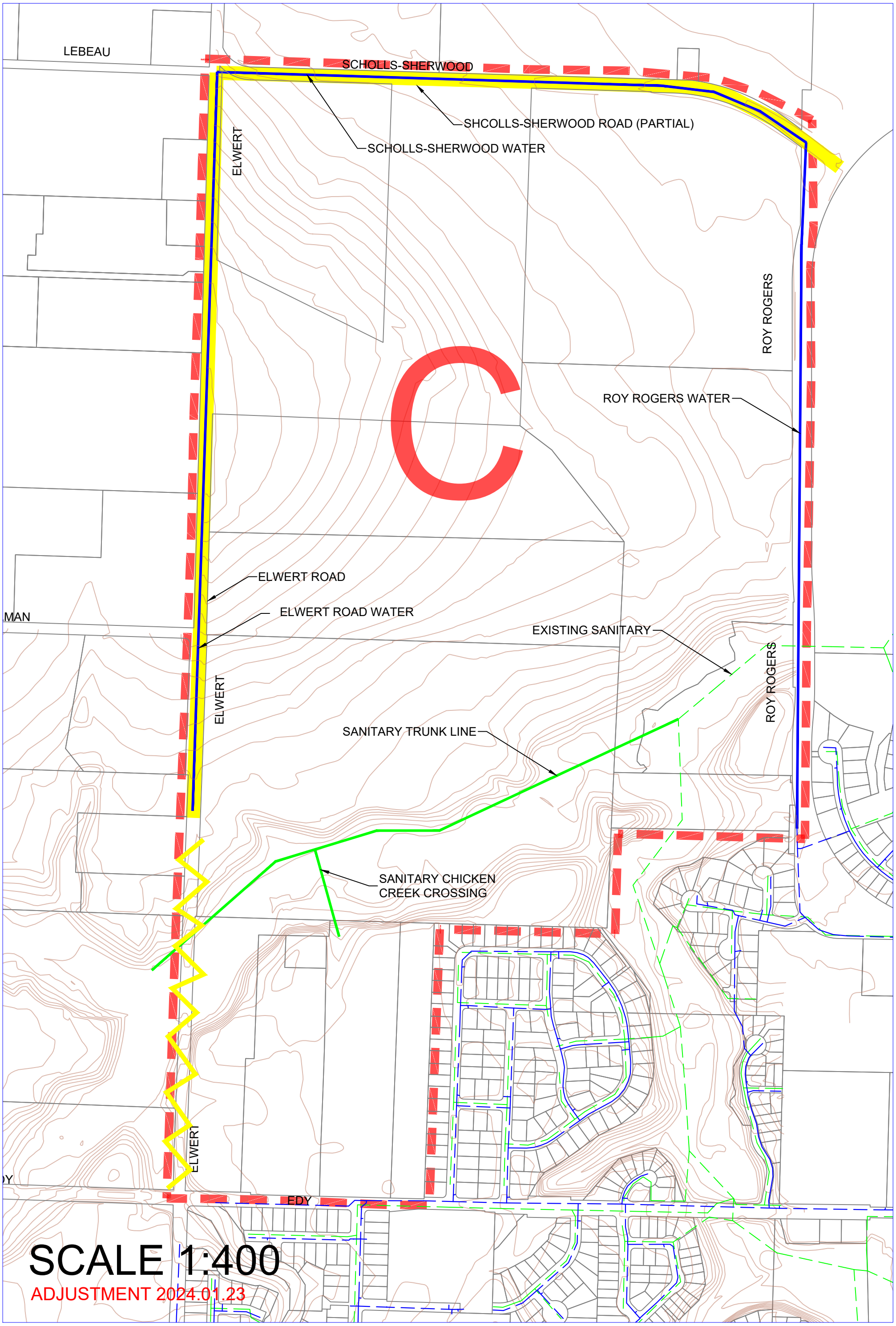
PACIFIC HWY 99W

EXISTING RESERVOIR

SCALE 1:400

ADJUSTMENT 2024.01.23


EXISTING RESERVOIR
EXISTING WATER
SW KRUGER RD
SW KRUGER RD
SW ELWER
PACIFIC HWY 99W
B
SANITARY TRUNK LINE
BY CWS
NEW COLLECTOR (2-LANE)
NEW COLLECTOR WATER
HWY 99
SANITARY
HWY 99
WATER
OLD HIGHWAY 99W
CHAPMAN ROAD WATER
CHAPMAN ROAD (FULL)
CHAPMAN
CHAPMAN ROAD
PRV
PACIFIC HWY 99W
SW BROOKMAN RD
SCALE 1:400
PRELIMINARY 2023.02.14


LEBEAU
SCHOLLS-SHERWOOD
SHCOLLS-SHERWOOD ROAD (PARTIAL)
SCHOLLS-SHERWOOD WATER
ELWERT
ROY ROGERS
ROY ROGERS WATER
ELWERT ROAD
ELWERT ROAD WATER
MAN
EXISTING SANITARY
ROY ROGERS
ELWERT
SANITARY TRUNK LINE
SANITARY CHICKEN
CREEK CROSSING
ELWERT
EDY
SCALE 1:400
ADJUSTMENT 2024.01.23

LEBEAU

LEBEAU

ELWERT

SCHOLLS-SHERWOOD

ELWERT

D

CONZELMAN

CONZELMAN

ELWERT

SANITARY TRUNK LINE

SCALE 1:400

EDY

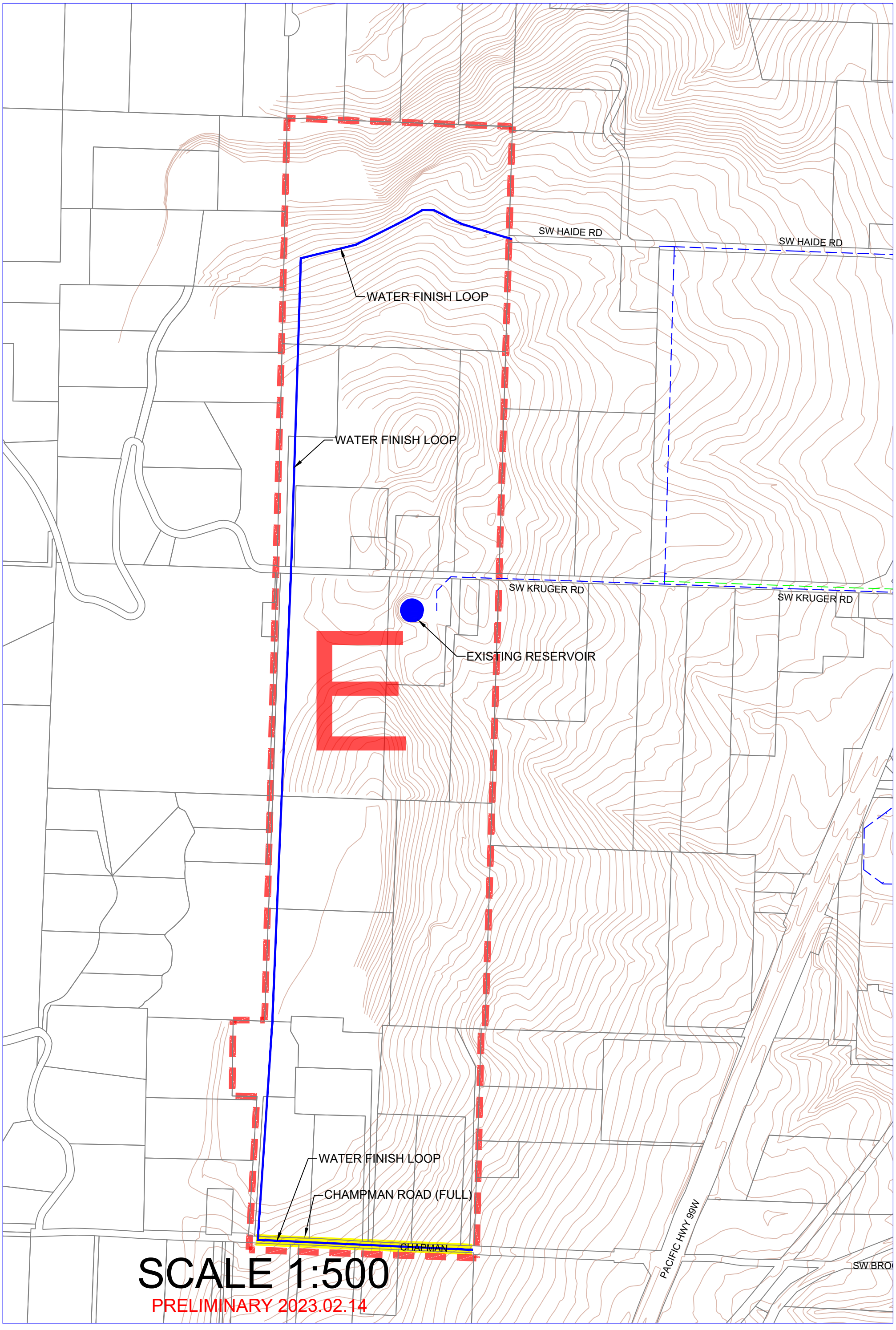
EDY

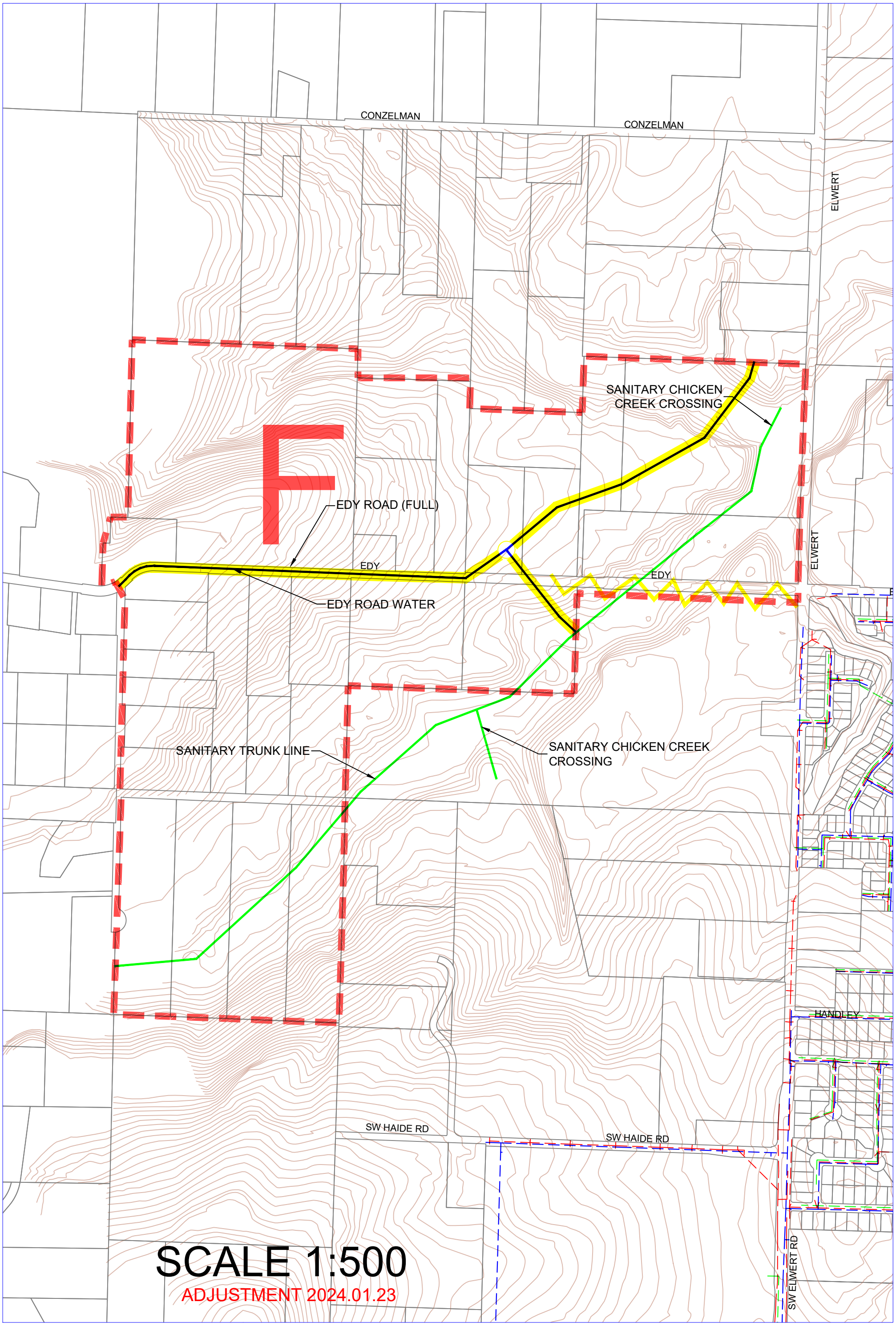
ELWERT

EDY

ADJUSTMENT 2024.01.24

006530

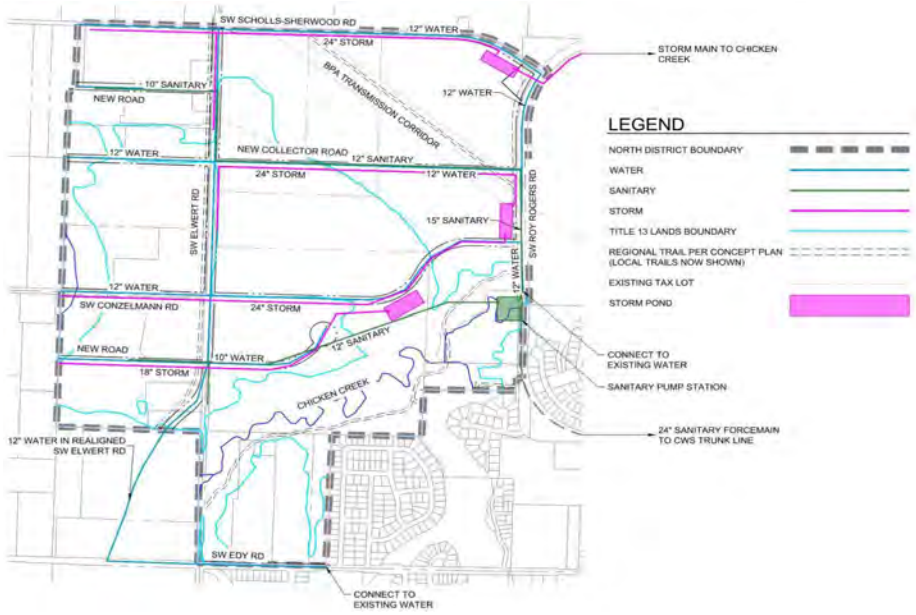

SW HAIDE RD
SW HAIDE RD
WATER FINISH LOOP
WATER FINISH LOOP
SW KRUGER RD
SW KRUGER RD
EXISTING RESERVOIR
WATER FINISH LOOP
CHAMPMAN ROAD (FULL)
CHAPMAN
PACIFIC HWY 99W
SCALE 1:500
PRELIMINARY 2023.02.14


CONZELMAN
CONZELMAN
ELWERT
SANITARY CHICKEN
CREEK CROSSING
F
EDY ROAD (FULL)
EDY
EDY ROAD WATER
EDY
ELWERT
SANITARY TRUNK LINE
SANITARY CHICKEN CREEK
CROSSING
HANDLEY
SW HAIDE RD
SW HAIDE RD
SW ELWERT RD
SCALE 1:500
ADJUSTMENT 2024.01.23

MACKENZIE.

Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution				Sanitary Sewer				Storm Drainage			
Existing Water Infrastructure				*Existing Sewer Infrastructure*				*Existing Storm Infrastructure*			
Nearest Water Location:	**Eastern and Southern boundaries of Sherwood West**			Nearest Sewer Location:	**OR-99W CWS Trunk Line**			Nearest Storm Location:	**Chicken Creek**		
Water Provider:	**City of Sherwood**			Sewer Provider:	**City of Sherwood**			Storm Provider:	**City of Sherwood**		
Water Service Area:	**380 West Zone**			Sewer Service Basin:	**Cedar Creek Basin**			Storm System Outfall:	**Chicken Creek**		
Distance to Site:	**Adjacent to East and South**			Distance to Site:	**18,000 LF**			Distance to Site:	**Adjacent to South**		
Proposed Water Improvements				*Proposed Sewer Improvements*				*Proposed Storm Improvements*			
Pipe Size	Pipe Length	Unit Cost	Total Cost	Pipe Size	Pipe Length	Unit Cost	Total Cost	Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000	10"	3,000 LF	$275	$ 825,000	18"	3,200 LF	$400	$ 1,280,000
12"	13,100 LF	$400	$ 5,240,000	12"	5,500 LF	$350	$ 1,925,000	24"	12,300 LF	$425	$ 5,227,500
* 12"	11,400 LF	$400	$ 4,560,000	* 15"	1,200 LF	$375	$ 450,000	30"	2,200 LF	$500	$ 1,100,000
				* 24" FM	18,000 LF	$350	$ 6,300,000	Pond:	9.5 ac	$350,000	$ 3,325,000
				* Pump Station	10.5 MGD	$825,000	$ 8,662,500				
Total Water Improvements Cost: $ 10,745,000				**Total Sanitary Sewer Improvements Cost: $18,162,500**				**Total Storm Improvements Cost: $ 10,932,500**			
Other Water Notes:				*Other Sewer Notes:*				*Other Storm Notes:*			
* Indicates priority improvements to be constructed with or prior to initial development.				Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan. Cost estimates for 24" FM and Chicken Creek pump station are from CWS master plan, project DU21C-27a. * Indicates priority improvements to be constructed with or prior to initial development.				Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River. * Indicates priority improvements to be constructed with or prior to initial development.			
Water Design:	12 months			*Sewer Design:*	18 months			*Storm Design:*	12 months		
Water Permit / Construction:	18 months			*Sewer Permit / Construction:*	24 months			*Storm Permit / Construction:*	18 months		

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$2,000	$ 8,800,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$2,000	$ 8,200,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$2,000	$ 8,800,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$2,000	$ 5,200,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$2,000	$ 2,600,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$3,000	$ 2,250,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$2,000	$ 6,800,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$2,000	$ 10,800,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$2,000	$ 2,200,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$1,500,000	$ 7,500,000	6 months	12 months
Total Transportation Improvement Cost: $ 64,150,000						

Note: transportation improvement construction estimates based on unit costs provided by Washington County and City of Sherwood, January 31, 2024

Mackenize Project No. 2230332.00 Revision Date: 2/9/2024

MACKENZIE.

Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

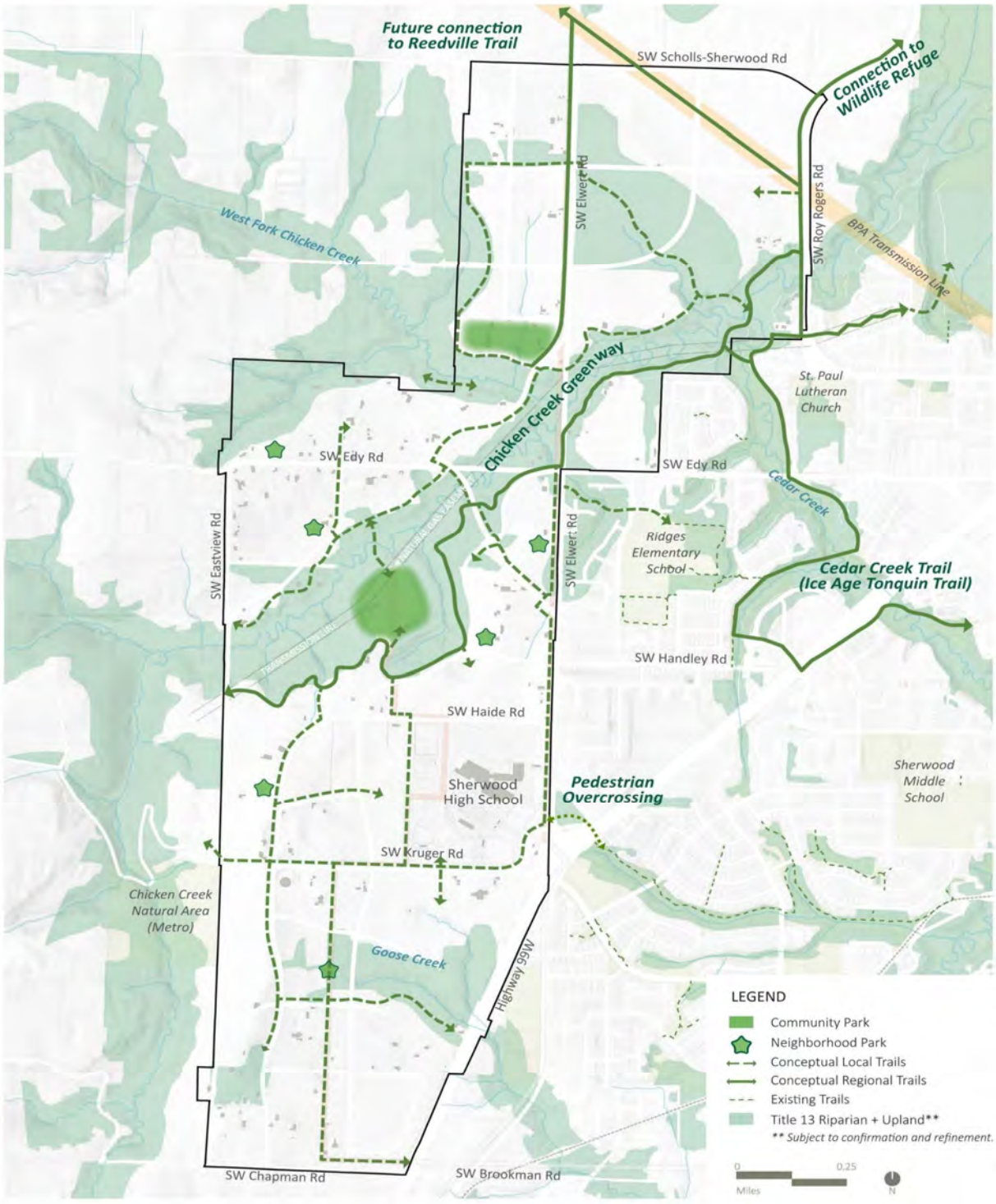


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 2/9/2024

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and material prices. Historical data and details for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index

ANNUAL INFLATION RATE

+3.8%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	11849.31	+0.8%	+3.8%
COMMON LABOR	24253.88	+0.4%	+1.4%
WAGE $/HR.	46.59	+0.4%	+1.4%

The Construction Cost Index's annual escalation is up 3.8%, while the monthly component rose 0.8%

Building Cost Index

ANNUAL INFLATION RATE

+6.1%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	6612.50	+1.0%	+6.1%
SKILLED LABOR	10805.01	0.0%	+1.7%
WAGE $/HR.	59.73	0.0%	+1.7%

The Building Cost Index is up 6.1% on an annual basis, while the monthly component increased 1.0%.

Materials Cost Index

ANNUAL INFLATION RATE

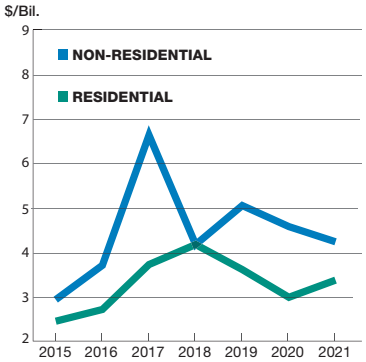
+2.6%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	4018.82	+2.6%	+14.0%
CEMENT $/TON	151.10	+1.0%	+3.5%
STEEL $/CWT	58.68	+1.4%	+5.0%
LUMBER $/MBF	820.75	+5.1%	+35.4%

The MCI rose 2.6% on a monthly basis, while the annual escalation rate increased 14%.

Construction starts in the Philadelphia metro area are expected to rise 0.6% in 2021, to $7.6 billion, according to Dodge Data & Analytics. Dodge predicts a 17.5% decrease in non-residential construction, while residential work is expected to rise 13.1%. Office and warehouse construction are expected to decline, while single-family homes and hotel work will see increases.



SOURCE: DODGE DATA & ANALYTICS

ENR's Cost Indexes by City

1913=100
1967=100
R=REVISED

	CONSTRUCTION COST		BUILDING COST		COMMON LABOR		SKILLED LABOR		MATERIALS	
	APR '21: 1913	% CHG. YEAR	APR '21: 1913	% CHG. YEAR	APR '21: 1967	% CHG. YEAR	APR '21: 1967	% CHG. YEAR	APR '21: 1967	% CHG. YEAR
ATLANTA	7038.96	+4.4	4959.08	+7.8	825.83	0.0	728.97	+2.6	945.46	+13.1
BALTIMORE	9708.25	+6.5	6030.69	+12.4	1214.52	0.0	885.81	+2.3	1012.73	+25.4
BIRMINGHAM	7674.41	+2.5	4901.32	+4.3	978.68	0.0	823.99	+0.7	812.84	+8.5
BOSTON	15924.08	+7.8	8400.12	+6.1	1698.09	+6.3	1496.53	+2.1	867.67	+16.2
CHICAGO	17124.05	+1.3	8280.96	+3.8	1690.57	0.0	1442.24	+1.5	720.93	+9.8
CINCINNATI	10927.74	+7.6	5769.24	+7.7	1077.82	+4.8	907.12	+0.8	860.32	+17.9
CLEVELAND	12753.77	+2.3	6396.81	+8.0	1086.20	–0.7	949.75	+2.8	834.61	+16.9
DALLAS	6259.18	+5.0	4868.50	+6.6	742.23	0.0	738.08	0.0	829.71	+13.5
DENVER	7718.50	+1.9	5320.92	+2.8	818.18	0.0	854.73	0.0	781.93	+6.7
DETROIT	12492.27	+3.0	6798.44	+6.7	1068.28	0.0	1020.67	+1.5	785.76	+16.6
KANSAS CITY	12028.81	+4.4	6721.57	+7.3	1308.17	+0.8	1238.10	+0.7	825.13	+19.8
LOS ANGELES	12139.56	+0.7	6436.93	+0.8	1111.66	0.0	1053.90	–0.9	751.18	+4.0
MINNEAPOLIS	13389.45	+2.5	6883.33	+5.6	1339.26	0.0	1238.40	+0.9	814.96	+14.6
NEW ORLEANS	6652.07	+5.1	4632.37	+8.1	749.82	0.0	653.79	+1.2	889.10	+14.6
NEW YORK CITY	20598.65	+1.1	9894.03	+4.2	1626.07	0.0	1456.81	+2.3	848.10	+10.4
PHILADELPHIA	13971.72	+4.3	7811.75	+4.5	1538.40	+2.9	1356.72	+1.6	881.40	+11.6
PITTSBURGH	11719.00	+7.8	6681.94	+9.4	1178.28	+5.2	1027.72	+4.6	781.74	+18.4
ST. LOUIS	12763.26	+3.2	6727.43	+7.6	1096.32	0.0	1029.32	+2.2	927.99	+17.4
SAN FRANCISCO	13157.41	+2.7	7863.57	+4.5	1046.50	0.0	1091.49	0.0	1006.58	+12.9
SEATTLE	12945.18	+6.6	6870.90	+7.1	1210.11	+6.0	1195.72	+5.9	933.67	+9.5

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and materials prices. Historical data for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index

ANNUAL INFLATION RATE

+2.6%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13514.76	0.0%	+2.6%
COMMON LABOR	25080.22	0.0%	+1.8%
WAGE $/HR.	48.30	0.0%	+1.8%

The Construction Cost Index's annual escalation rose 2.6%, while the monthly component held steady.

Building Cost Index

ANNUAL INFLATION RATE

+3.8%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	8272.36	+0.1%	+3.8%
SKILLED LABOR	11697.70	0.0%	+3.4%
WAGE $/HR.	64.60	0.0%	+3.4%

The Building Cost Index was up 3.8% on an annual basis, while the monthly component rose 0.1%.

Materials Cost Index

MONTHLY INFLATION RATE

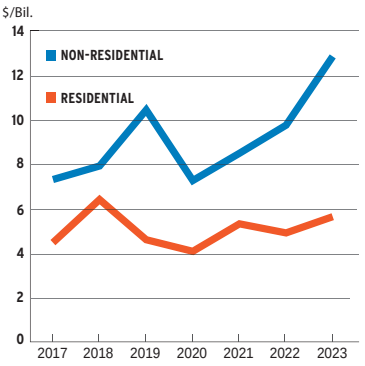
+0.1%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	6150.35	+0.1%	+4.4%
CEMENT $/TON	211.76	+2.1%	+21.6%
STEEL $/CWT	99.19	–0.6%	+7.8%
LUMBER $/MBF	1072.26	–0.1%	–2.1%

The Materials Cost Index rose 0.1% this month, while the annual escalation rate increased 4.4%.

Construction starts in the Boston metro area are expected to rise 25.5% in 2023, to $18.6 billion, according to Dodge Construction Network. Dodge predicts a 31.6% increase in non-residential starts, while residential is expected to rise 13.5%. Hotel and health care starts are expected to increase, while office work is predicted to drop.



SOURCE: DODGE CONSTRUCTION NETWORK

ENR's Cost Indexes by City

1913=100
1967=100
R=REVISED

	CONSTRUCTION COST		BUILDING COST		COMMON LABOR		SKILLED LABOR		MATERIALS	
	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR
ATLANTA	8217.17	–4.6	6272.56	–5.4	825.83	0.0	770.13	+1.4	1380.10	–9.5
BALTIMORE	10490.51	–6.5	7143.23	–8.8	1214.52	0.0	980.21	+1.3	1283.00	–16.5
BIRMINGHAM	8653.91	–2.0	6018.33	–2.4	978.68	0.0	868.43	+0.9	1151.58	–4.9
BOSTON	17736.92	–0.4	10194.29	+0.8	1756.25	0.0	1609.60	+2.6	1318.55	–1.9
CHICAGO	20105.48	+10.3	10175.12	+6.2	1859.31	+10.0	1536.02	+3.2	1172.52	+11.4
CINCINNATI	12629.61	+4.9	7635.32	+8.9	1077.82	0.0	953.18	+1.0	1441.16	+16.2
CLEVELAND	14480.68	+5.8	8134.18	+10.9	1095.01	0.0	972.70	0.0	1378.68	+23.7
DALLAS	7757.88	+1.8	6368.27	+2.2	742.23	0.0	738.52	0.0	1320.59	+3.5
DENVER	9285.75	+7.8	7198.79	+10.6	818.18	0.0	943.19	+0.4	1310.49	+21.0
DETROIT	13673.70	–0.3	8231.00	+2.9	1078.49	0.0	1104.00	+6.5	1119.59	–1.2
KANSAS CITY	13901.25	+4.7	8212.88	+4.8	1390.03	+3.7	1300.95	+2.6	1234.35	+7.4
LOS ANGELES	15257.92	+11.7	8541.63	+7.3	1287.67	+15.8	1193.11	+13.2	1274.26	+0.6
MINNEAPOLIS	14367.74	+2.2	8328.76	+5.2	1339.26	0.0	1371.67	+2.3	1128.67	+9.4
NEW ORLEANS	7729.80	–2.6	6337.51	–2.2	749.82	0.0	848.69	+2.5	1268.13	–5.4
NEW YORK CITY	22480.00	+2.8	11824.32	+7.2	1663.39	0.0	1547.48	+2.3	1368.11	+18.8
PHILADELPHIA	15966.73	+3.0	9322.89	+6.2	1637.07	0.0	1421.38	+1.3	1335.92	+14.6
PITTSBURGH	12921.81	+3.8	8174.95	+8.2	1178.28	0.0	1099.94	+3.5	1150.19	+14.4
ST. LOUIS	13948.95	–0.2	7974.69	+0.4	1112.34	0.0	1082.07	+1.3	1293.68	–0.7
SAN FRANCISCO	15515.00	+3.6	10767.24	+11.2	1076.13	+2.8	1277.98	+17.1	1704.37	+5.2
SEATTLE	15174.36	+0.4	8591.26	+0.7	1314.48	0.0	1302.87	0.0	1444.00	+1.6

APPENDIX P

Metro Title 11 Findings

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TITLE 11 FINDINGS FOR SHERWOOD WEST

Compliance with Metro Code 3.07.1110

FROM: Eric Rutledge, Community Development Director
DATE: March 2024

INTRODUCTION

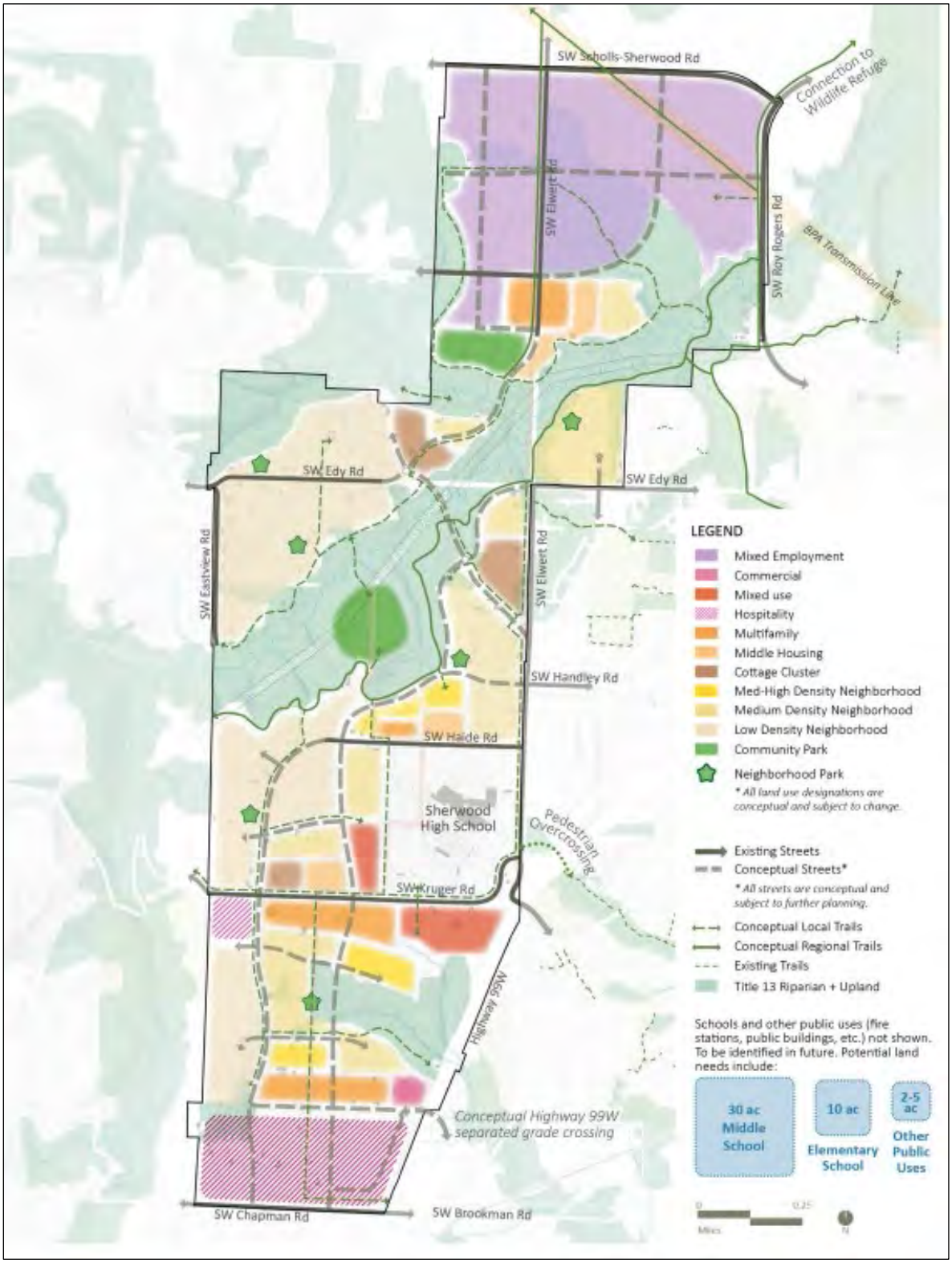
The Sherwood West Concept Plan (Concept Plan) is a long-range plan intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. The Concept Plan illustrates how Sherwood West, Metro's Urban Reserve Area 5b, can be incorporated into the fabric of the city over time in a manner that builds on the strong sense of community and livable neighborhoods in Sherwood today.

The City is requesting expansion of the entire Sherwood West planning area as part of the 2024 Urban Growth Management Decision. The City acknowledges the requirements of Metro Code Section 3.07.1420 - 1425, Legislative Amendment to the UGB, and has actively participated in the growth management process being led by Metro. If a regional need for additional residential and employment land exists, the City respectfully requests Sherwood West be brought into the Urban Growth Boundary in 2024.

The findings in this memorandum demonstrate the plan's compliance with Title 11 of Metro's Urban Growth Management Functional Plan (UGMFP). Specifically, these findings address Metro Code Section 3.07.1110, Planning for Designated Urban Reserves, which are concept planning requirements. Once Sherwood West, or portions thereof, are brought into the UGB, Sherwood will begin the comprehensive planning process.

The Sherwood West Concept Plan was accepted by the Sherwood City Council on July 18, 2023 and re-accepted on March 5, 2024 to incorporate the North District Refinement Study.

Figure 1: Sherwood West Concept Plan Area



METRO TITLE 11: PLANNING FOR NEW URBAN AREAS

Section 3.07.1110 Planning for Areas Designated Urban Reserve

(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

Response: The City of Sherwood will provide governance and most urban services in Sherwood West. The City has taken the lead on concept planning the area through a Metro Planning and Development Grant. Engaging with Sherwood residents and urban service providers was considered essential for producing a plan that reflects community values while creating a livable community with high quality public services. Metro, Washington County, and other key service districts were included in the planning process. The Sherwood West Citizen's Advisory Committee (CAC) and Technical Advisory Committee (TAC) guided staff in development of the plan over the course of 26 public meetings (13 with each committee).

The CAC was made up of 16 community members who live or own property in Sherwood city limits and Sherwood West, including city residents serving on Sherwood's Parks Board, Planning Commission, City Council, and one representative from the Sherwood School District. The TAC was comprised of representatives of urban service providers, local jurisdictions, and stakeholder groups including Metro, Washington County Department of Land Use and Transportation, City of King City, Tualatin Valley Fire and Rescue, Clean Water Services, Oregon Department of Transportation, Tualatin River National Wildlife Refuge, Home Building Association of Greater Portland and the Commercial Real Estate Development Association.

The City acknowledges the requirements of Metro Code Section 3.07.1420 – 1425 and has participated in the 2024 growth management decision process. Staff and elected officials from the City are serving on the Land Use Technical Advisory Committee (LUTAG) and Stakeholder Roundtable group.

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(A) A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection (c);

Response: Sherwood has a history of providing high quality public services and Sherwood West has been planned to extend these systems in practical and efficient manner. Sherwood residents enjoy a high quality of life provided in part by well-maintained infrastructure (streets, water, sewer, etc.) but also a local arts center, senior center, and library. Sherwood takes an innovative and equity-oriented approach to the provision of public services by understanding the importance of high-speed broadband and offering Sherwood Broadband to residents and surrounding rural communities.

Sherwood West proposes a mixture of land uses that will continue to build on Sherwood's history of providing efficient public services. The mixture of housing and employment types is expected to result in compact development where residents can live, work, shop, and recreate within walking or biking distance to their home. The proposed land uses are also expected to complement and reinforce the 2040 Growth Concept and existing regional Town Center in Sherwood. The commercial and mixed-use zones in Sherwood West are envisioned to be neighborhood serving while the existing Town Center will offer larger format and more intense commercial and mixed-use services. A summary of the proposed land uses is provided below.

The Concept Plan Appendix N "Infrastructure and Phasing Analysis" as well as Appendix Q "Preliminary Infrastructure Funding Strategy" provide a detailed account of the location and cost of non-local infrastructure needed to serve Sherwood West, including how identified gaps in funding will be addressed.

Residential Land Use Mixture

The Concept Plan proposes a mixture of housing types including single-family attached and detached, missing middle, and multi-family. The mixture of housing responds to Sherwood's need for smaller and more affordable units. The mixture of housing types is also expected to result in efficient use of the existing and future public systems by increasing density and the opportunity for compact development.

The estimated amount of housing in Sherwood West ranges from 3,120 to 5,580 units. The housing provided depends on how much middle housing will be developed in the Neighborhood designations (see Table 2 below). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood designations while the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

Based on current development trends and consultation with housing developers and economists, a realistic estimate is somewhere between 5-10% of single-family areas could be developed with middle housing for areas not developed as a Master Planned Community. Table 4 calculates estimated housing units based on a range of middle housing scenarios in the Neighborhood designations: 0%, 10%, 20%, and 50%. This results in an estimated overall density of 9.2 to 10.6 units per acre (or up to 16.4 in the 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

The location and diversity of residential land uses, combined with the employment and mixed-use land uses in the plan, are expected to make efficient use of public services in Sherwood West.

Table 1: Residential Land Use Designations

DESIGNATION	PURPOSE AND ATTRIBUTES
	RESIDENTIAL
Multifamily	• **Purpose:** To provide intentional locations for apartments and condominiums in Sherwood West. • **Housing Types:** Apartments, condominiums, townhomes, triplexes, and quadplexes would be permitted in this designation. • **Density:** 16.8-24 dwelling units/acre (based on High Density Residential [HDR] zone).
Middle Housing	• **Purpose:** To provide intentional locations for specific middle housing choices of duplexes, townhomes, and cottage clusters. These middle housing types are most favored by the CAC and Sherwood community, and would provide different housing choices—including options for more affordable homeownership as compared to single detached dwellings. • **Housing Types:** Duplexes, townhomes, and cottage clusters would be permitted in this designation. • **Density:** 5.5-11 dwelling units/acre
Cottage Cluster	• **Purpose:** To provide intentional locations for cottage cluster housing. • **Housing Types:** This designation would only allow cottage cluster housing. Cottage clusters are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities can make cottage cluster housing appealing to many seniors, small households, and first-time homebuyers. • **Density:** 12.8-16 dwelling units/acre
Neighborhood Designations	• **Purpose:** To provide land for a range of single and middle housing types, ensuring open space with each project. • **Housing Types:** These are the designations for single detached homes; by law, the full range of middle housing (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) must also be allowed unless following a Master Planned Community pursuant to OAR 660-046-0205(2)(b). • **Densities:** See below. (Note that state law limits how cities can regulate density for middle housing.)
• Medium-High Density Neighborhood	• **5.5-11 units/acre –** This designation would likely be applied in flatter areas with larger sites where there would be more flexibility for creation of smaller lots. (Based on Medium Density Residential High [MDRH] zone.)
• Medium Density Neighborhood	• **5.6-8 units/acre –** This designation is also likely to be applied in flatter areas with larger sites. (Based on Medium Density Residential [MDRL] zone.)
• Low Density Neighborhood	• **3.5-5 units/acre –** This designation would likely be applied in hillside and hilltop areas, and in parcelized areas with existing homes, where lots would be larger and densities would be lower. This would better accommodate topography, utility access, partial development, and other features, which would typically require larger lots. (Based on Low Density Residential [LDR] zone.)

Table 2: Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	10%	798	798	798	798
Middle Housing	5.5 to 11	16	5%	173	173	173	173
Cottage Cluster	12.8 to 16	23	7%	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	7%	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	30%	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	42%	720	1,008	1,296	2,160
TOTAL		**340**	*100%*	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment Land Use Mixture

Economic Development is a top priority for the Sherwood City Council and the City is focused on working with public and private sector partners to develop a self-sustaining and vibrant local economy consistent with Statewide Planning Goal 9 (Economic Development). Expanding existing businesses and attracting new employment to Sherwood—particularly the right kind of jobs in the right places—will provide opportunities provide efficient public services and reduce local and regional vehicle miles traveled (VMT).

Providing additional employment land in Sherwood West is also an equity issue. In recent years Sherwood has seen strong growth in the manufacturing sector which provides for low barrier, living wage jobs consistent with local and regional equity goals. In 2020, the largest employer in Sherwood was Wal-Mart, while in 2021 the largest employer in the city was Lam Research. This shift from retail services to advanced manufacturing provides opportunities for higher wages and career advancement for many in the workforce without a college degree. Based on the City's 2023 EOA, growth in the advanced manufacturing sector is expected to continue and Sherwood may play an outsized role in providing new jobs in the region relative to other jurisdictions.

Table 3 presents the estimated employment potential for Sherwood West, based on Concept Plan Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs. When combined with the residential land uses, land uses in Sherwood West are planned at a mixture and intensity that will allow for the efficient provision of public services with an adequate tax base in the face of property tax limitations under Measure 5 and Measure 50.

The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates, see Table 4 below. The estimated ratio ranges from 0.8 to 1.5, depending on how much middle housing is built in the Neighborhood designations. A reasonable outcome is 1.3 jobs for each unit of housing.

Table 3: Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Table 4: Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

(B) A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;

Response: The Concept Plan calls for active transportation options to connect parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking (see Concept Plan Figure 23).

The City has already started to invest in an active transportation system that will meet this criterion. The new Highway 99W Pedestrian Bridge will connect existing city limits to Sherwood West. The bridge will serve as a crucial grade separated crossing of the highway and serve generations of Sherwood residents to come. The bridge will connect the high density and mixed-use areas of Sherwood West with the trail friendly Woodhaven neighborhood in existing city limits. Woodhaven has ample off-street trails that connect to Old Town Sherwood and the designated Town Center. An additional off-street connection between Sherwood West and the Town Center will be provided by the Cedar Creek / Ice Age Trail.

Within Sherwood West, the location of retail and professional services will be centrally located near the new Sherwood High School and higher density residential areas. See Figures 11 and 12 of the Concept Plan (West and Southwest Districts). It is expected that all development in Sherwood West will provide sidewalks and trails to connect land uses and provide active transportation options to access commercial services.

The Concept Plan also helps Sherwood West to be "transit ready" by planning land uses, key streets, and trails to accommodate and support future transit service. The Concept Plan also proposes micromobility services, like bikesharing and scooters, that can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops. Access to micromobility services can help people access transit and make the "first and last mile" of a trip and provides options for getting to and from school, work, and leisure activities.

(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

Response: The Portland region and state of Oregon are experiencing a housing shortage crisis. The severe shortage of housing has increased costs and reduced affordability for residents of Sherwood, the Portland region, and the state. It is estimated by 2040, the Portland Metro region will need nearly 295,000 new housing units[1]. Likewise the 2022 Oregon Housing Needs Analysis (HNA) identified a need for over 550,000 new housing units statewide through 2042[2]. At the local level, Sherwood has a need for 1,728 new housing units through 2039[3]. Based on the City's 2019-2039 HNA, 608 of the new dwelling units needed through 2039 cannot be accommodated within current city limits or the UGB. The Sherwood West Concept Plan proposes a minimum of 3,120 new housing units to address the City's current deficit of residential land and additional demand that is expected while the region and state continue to face a housing crisis.

Planning for a variety of housing choices that will meet the needs of a wide range of future residents was a key objective of the Sherwood West planning process. The City envisions a future where all residents can attain housing that is appropriate for their stage in life, from being a young family to aging in place. Providing opportunities for first-time home buyers, seniors, and low- and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood.

Tables 1 and 2 above provide a summary of the residential land use designations and the estimated number of units in each designation that are intended to provide housing choices. Table 5 below describes how many units the City is short within its current UGB for each zone.

[1] DLCD Presentation on Regional Housing Needs Analysis at Washington County Coordinating Committee, December 14, 2020

[2] Oregon Housing Needs Analysis: Legislative Recommendations Report, December 2022

[3] City of Sherwood 2019-2039 Housing Needs Analysis

Table 5: Comparison of capacity of existing residential land with demand for new dwelling units (2019 HNA Table 9).

Zone	Capacity (Needed Densities)	Housing Demand	Comparison Capacity *minus* Demand (dwelling units)
Very Low Density Residential	76	95	-19
Low Density Residential	144	182	-38
Medium Density Residential-Low	382	536	-154
Medium Density Residential-High	266	518	-252
High Density Residential	253	398	-145
Total	**1,121**	**1,729**	**-608**

Source: ECONorthwest
Note: DU is dwelling unit.

Sherwood West has been planned to meet the housing land deficits shown in Table 5 above, with additional capacity to help address the region's shortage of housing at all sizes and price points. For example, Sherwood has a deficit of 145 high density units within its Urban Growth Boundary. Sherwood West is planned to accommodate approximately 800 high density units, making a significant local contribution towards the region's housing supply shortage. The Sherwood West Concept Plan proposes to supply land to meet the City's deficit for all density ranges per the 2019 HNA and more.

Maintaining Affordability and Community Character

In Sherwood West, examples of housing that are often lower cost per unit than a single-family detached home include cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. The proposed residential designations and associated housing types have been shaped by three key issues discussed by the Sherwood Community during the Concept Plan planning process.

(1) Housing Mix - The Concept Plan proposes an innovative approach to address the missing middle housing shortage by implementing "middle housing only" zones that will not permit single-family detached units. Currently, HB 2001 only requires that cities allow for the *opportunity* for middle housing to be constructed in residential zones that also allow single-family residences. Based on current market conditions, developers are choosing to build single-family detached housing even through the right exists to build middle housing under HB 2001. This trend is demonstrated by the City's latest Annual Housing Report that showed that over 90% of new housing constructed in the Sherwood was single-family detached in 2023. The City's goal in Sherwood West is to ensure a minimum number of middle housing units are created in these custom land use designations of "Cottage Cluster" and "Middle Housing" only zone.

The Middle Housing zone provides intentional locations for specific middle housing types of duplexes, townhomes, and cottage clusters. The planning process has confirmed that these are the housing types

most appropriate for Sherwood West to provide more affordable renting and ownership opportunities. Examples of high-quality middle housing including duplexes and townhomes can be seen throughout the Southwest Metro region at Reeds Crossing in Hillsboro and Villebois in Wilsonville.

The Cottage Cluster zone provides intentional locations for cottage cluster development within Sherwood West. Cottage housing can be an attractive option for a wide variety of community members including seniors, empty nesters, and young adults because it is more accessible than a typical two-story detached home. These units are also more attainable to first time home buyers and low and moderate-income households. The ensure these middle housing only zones are successful, the City will consider incentivizing these zones through SDC reductions, expedited review timelines, and other policies that lower barriers to production.

In addition to the middle housing zones described above, Sherwood West will include a range of other residential zones with varying densities. Low density, medium density, and medium-high density zones are planned throughout the 1,291-acres. These zones will allow single-family attached / detached and duplex housing consistent with state law. They will also allow middle housing types pursuant to HB 2001 and OAR 660-046. Multi-family zoning will also be provided to ensure that a minimum number of high-density units are provided at a lower rent or purchase price than single-family and even middle housing choices.

(2) Demographic trends and market demand **-** Sherwood's housing stock is predominantly single-family detached at roughly 75%[4]. Sherwood's population growth and shifting demographics shape future needs in the city's housing market. Consistent with state and regional trends, Sherwood's median age is increasing. At the same time, Sherwood has a higher percentage of households with children compared to surrounding communities and the region. Both of these trends require more housing choices. Staff and elected officials have heard anecdotally that empty nesters are beginning to move out of Sherwood and first-time home buyers are being priced out due to the lack of smaller and more affordable housing options.

The aging population will continue to increase demand for smaller single-family housing (detached and attached), multi-family housing, and senior living facilities. The presence and growth of families with children demands a wider variety of housing at lower price points including small single-family housing (cottage), townhouses, duplexes, and multi-family. The residential designations within Sherwood West promote these housing options at varying price-points.

In addition to the housing types proposed in the Concept Plan, Sherwood West will be included as part of the City's Housing Production Strategy, which the City will be required to adopt by 2027. As part of that process, the City will consider various strategies to promote housing development in Sherwood West that provides a variety of housing choices and options and that is affordable to the full range of income levels,

[4] 2021 American Community Survey, US Census

including low- and moderate-income households. The City envisions a future where all Sherwood residents can find a home that meets their needs and is within their budget at any given time in their life.

(3) Community Character - Design standards will shape the look and feel of housing in Sherwood West. The City adopted Residential Design Standards in 2021 to ensure middle housing and other housing types fit into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garage and off-street parking areas, window coverage, minimum landscaping in all residential zones, and other design details. These new standards also will apply in Sherwood West to ensure that new housing maintains the scale and design of existing development in the community.

Additional Information
The Concept Plan Appendix B "Housing Policy Implications Memo", Appendix M "Housing Memo", and Appendix Q "Master Planned Communities and Middle Housing Memo" provides additional background on housing needs in Sherwood and how the Sherwood West Concept Plan is consistent with state and regional requirements. Appendix Q is most current and takes into account HB 2001 rulemaking in 2022 for Master Planned Communities.

(D) Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;

Response: One of the main goals for updating the Sherwood West Concept Plan was to plan for additional employment land identified as a need in the 2023 Economic Opportunities Analysis (EOA). The 2023 EOA recognizes that Sherwood does not have an adequate land capacity within the City or its current UGB to accommodate forecasted needs. The overall demand for industrial and employment land exceeds the available inventory by 277 acres. Adequately planning for the Sherwood's deficit of employment land will result in benefits to surrounding communities and the region. Sherwood West provides the opportunity for more Sherwood residents to live and work in the community rather than commuting elsewhere for work. This has regional benefits in terms of less traffic congestion and pollution in neighborhood communities and lower vehicle miles traveled for the region.

To understand the opportunities for economic development in Sherwood West, the project team studied the economic opportunities and development trends and evaluated the area's assets and constraints. The project team also obtained input from local industrial developers and stakeholders, economic development practitioners, and economists. This process demonstrated that opportunities exist for strong employment growth in Sherwood West to serve the City and region. To Concept Plan proposes two distinct employment areas that take advantage of their attributes and location:

The North District's Mixed-Employment Zone. The mixed-employment zone will be the primary employment area for Sherwood West and will accommodate office, light industrial, and flex employment uses. The North District offers favorable physical characteristics for siting employment land uses including the existing large lot sizes, relatively flat topography (less than 4-5% slopes), and convenient access to

major roads. The North District Refinement Study (Concept Plan Appendix R) assesses the suitability of the land within the mixed-employment zone for various industries. The study concludes that the land characteristics and planned infrastructure are appropriate for clean technology, advanced manufacturing, general manufacturing, and research and design campuses, among other uses.

The proposed mixed employment zone creates the opportunity for technology and traded sector businesses to grow in the region – providing a space for stable, high paying jobs. The mixed-employment zone has been planned with anticipation of new development occurring in the SW Roy Rogers Rd. and SW 175th Ave. corridor in Washington County. The communities of River Terrace 1.0 and 2.0, King City West, and South Cooper Mountain will all be within a short transit or bike commute to Sherwood West.

It is expected that Sherwood West and the North District will be attractive to employers because the area will be built out as a well-planned community with access to expanded transportation and transit-ready facilities and other infrastructure such as water, sewer and storm drainage facilities, extensive green spaces which are attractive to technology firms, and a large labor force.

The Southwest District's Hospitality Zone. The Hospitality Zone is approximately 80-acres and is located at the southern tip of Sherwood West at the intersection of Highway 99W and Chapman Road. The Hospitality Zone will take advantage of Sherwood's location as the gateway to wine country. The Hospitality Zone will bridge rural and urban land uses under a common theme – food and wine. Sherwood sits at the base of the Willamette Valley's Chehalem Mountains, home to some of Oregon's oldest and most celebrated wineries. The Concept Plan envisions locally driven lodging, restaurants, tasting rooms, small-scale retail, and other uses associated with wine and specialty agriculture that defines our region. As Willamette Valley is an important regional and statewide draw of leisure and tourism – there is a strong opportunity to attract unique lodging, restaurants, tasting rooms, agri-tourism, and small retail shops to this area of Sherwood West.

Land and Transportation Characteristics of Employment Areas

Mixed-Employment Zone. The mixed-employment zone is topographically flat with large parcels, and located near major arterials (Highway 99W, SW Roy Rogers Rd., and SW Tualatin-Sherwood Rd.) which connects the zone to the surrounding communities (Tigard, Beaverton, Tualatin, etc.) and to Interstate-5. Washington County is widening Roy Rogers and Tualatin-Sherwood Road to complete a continuous 5-lane arterial between Sherwood West's North District and I-5. Washington County also completed an extension of 124th Avenue as a two-lane arterial between Tualatin Sherwood Road and Grahams Ferry Road. The extension of SW 124th Avenue was identified as a critical transportation link to serve future industrial lands being planned by the cities of Tualatin, Wilsonville, and Sherwood. Employers and employees of the North District will have access to a safe, modern, and functional freight system that connects to surrounding communities and Interstate 5.

Hospitality Zone. The Hospitality Zone is located on Highway 99W and is surrounded by vineyards and tasting rooms of the northern Willamette Valley and Chehalem Mountains. The land is flat near Highway 99 and slopes up towards the west end. The average lot sizes range from 5 – 7 acres providing opportunities for single-lot or assembled development sites. The flatter areas of the zone along the Highway are suitable for a wide range of land uses and formats. The hillsides towards the west end of

hospitality zone will provide opportunities for smaller-scale restaurants, tasting rooms, and other leisure-oriented services to provide views of the surrounding mountains and Tualatin River Valley.

(E) Well-connected systems of streets, bikeways, parks, recreational trails and public transit that link to needed housing so as to reduce the combined cost of housing and transportation;

Response: Residents of Sherwood experience longer commute times and higher transportation costs than residents of more centrally located communities. Nearly half of all Sherwood residents leave the city each day for workplaces in Portland, Hillsboro, Tualatin, and other employment centers[5]. Less than 5% of residents of Sherwood have also found work in the city. A key vision of the Sherwood West Concept Plan is to create a complete community where future residents can go to work and meet their daily needs without relying on a vehicle.

To achieve this vision, the Concept Plan proposes a well-connected transportation system linking streets, trails, and greenways to housing and employment areas. Higher density housing is proposed near the employment centers to maximize opportunities for walking and biking to work. When the Highway 99W Pedestrian Bridge is completed in 2025-2026, residents of the West and Southwest Districts of Sherwood West will have walking and biking opportunities to Old Town and the Town Center for additional employment opportunities. Going in the opposite direction, residents of existing neighborhoods south of Highway 99W will have access to Sherwood High School and the planned mixed-use neighborhoods surrounding the high school.

The Concept Plan illustrates the potential for a bicycle and pedestrian network that is safe, connected, and serves all ages and abilities. Key elements include:

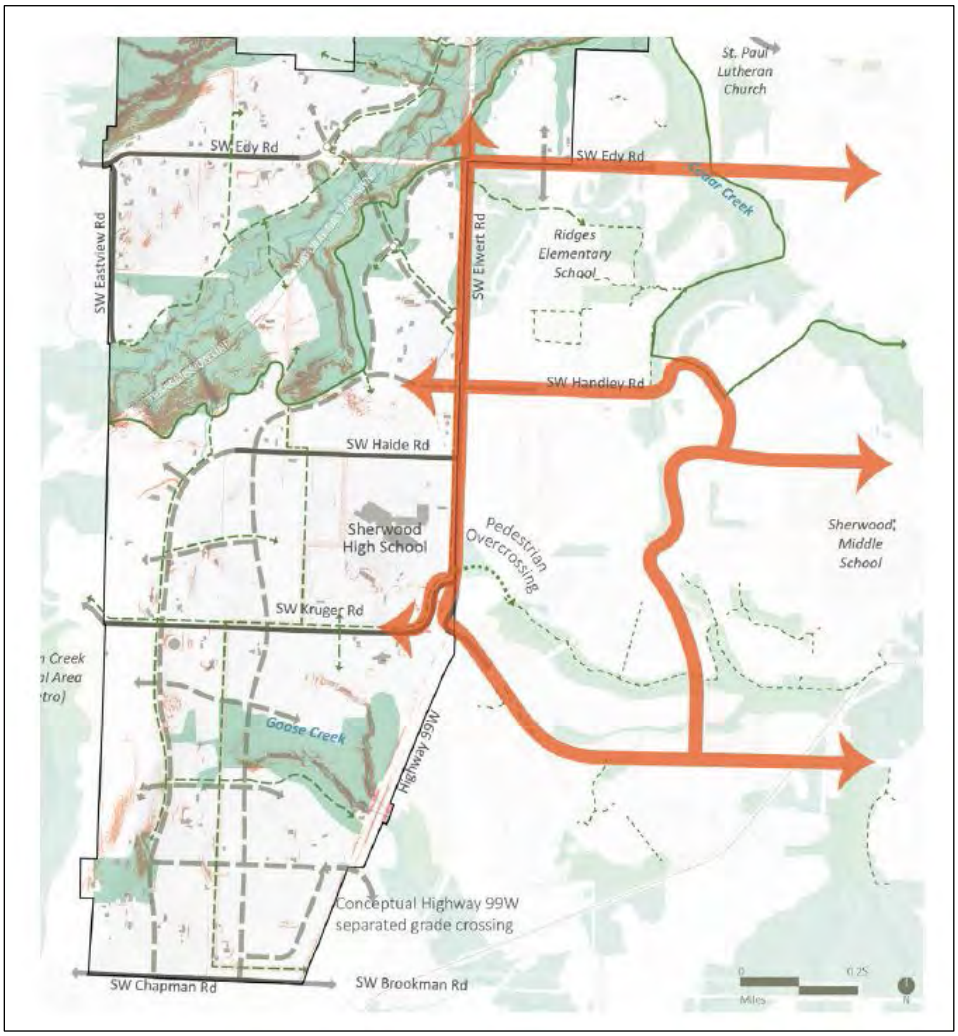
- Chicken Creek Regional Trail;
- Local trails serving every neighborhood and providing continuous routes throughout Sherwood West (north to south and east to west);
- Key connections to Sherwood at SW Edy Road, SW Chapman Road, and SW Elwert Road / SW Sunset Boulevard, with associated pedestrian and bicycle improvements;
- A pedestrian overcrossing of Highway 99W connecting to Sherwood High School; and
- Safe routes to Ridges Elementary School at SW Handley Street, SW Copper Terrace and via trail connections from SW Elwert Road and SW Edy Road.

The Concept Plan also explores how to make the Sherwood West area “transit-ready” with transit-supportive land use and sufficient connectivity of the street system. Both major employment areas are

[5] 2023 EOA – Figure 2.16 Net inflow-outflow of employees (2019)

located on arterials (Highway 99W and Roy Rogers Road) which provide opportunity for future transit service. Highway 99W is identified as a High Capacity Transit Corridor in the region's 2023 High Capacity Strategy Update.

Figure 2: Potential transit routes connecting Sherwood West with the Town Center



(F) A well-connected system of parks, natural areas and other public open spaces;

Response: Sherwood is known for its livability and access to parks, trails, and open space. Sherwood's landscape is defined by the creek corridors that flow through the city leading to the Tualatin River National Wildlife Refuge. The Concept Plan identifies the following parks, trails, natural areas, and open spaces to be provided in Sherwood West and integrated into the city's existing system parks and open space (see Concept Plan Figure 25):

- Chicken Creek Greenway Concept
- Chicken, Cedar Creek and Goose Creeks tributaries
- Two community parks (10 to 20 acres)
- Future neighborhood parks (2 to 5 acres)

- Trail/open space utilizing the regional utility easements
- Trails embedded within new residential and mixed-use developments
- Other public areas identified during the comprehensive and master Planning

One of community's desired outcomes for Sherwood West was protection of the Chicken Creek Greenway that will ultimately connect Sherwood West to the Tualatin River National Wildlife Refuge. Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways including Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails to the two community parks that are adjacent to the greenway. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas creating a continuous system of green space throughout the corridor.

The Concept Plan also identifies conceptual locations for smaller neighborhood parks linked by the trail system. The location and alignment of parks and trails have been planned for future connection to other destinations such as the Tualatin River National Wildlife Refuge and the Town Center.

(G) Protection of natural ecological systems and important natural landscape features; and

Response: Concept Plan Figure 25 identifies natural resource areas subject to Metro Title 13 regulations, including upland and riparian habitat. Three creeks are located within the planning area (Goose Creek, Cedar Creek, and Chicken Creek) and each was an important consideration in the layout of the plan. Two community parks are located along the Chicken Creek Greenway and will conserve additional green space for passive and active recreation. As part of the next step of comprehensive planning, the City will analyze riparian and other habitat areas subject to Metro Title 13 and Statewide Planning Goal 5; make determinations about their significance; undertake an Economic, Social, Environmental and Energy (ESEE) analysis to evaluate protection programs for significant natural resources; and adopt plans for resource protection through the Sherwood Comprehensive Plan and Development Code. Through discussion with Metro staff, the City understands that the previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development to identify the amount of allowable habitat impact in conformance with Title 13 and Goal 5.

(H) Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands

Response: Sherwood West abuts a rural reserve designation to the west and rural property owners participated throughout the planning process. Their feedback informed the location and intensity of land uses in the Concept Plan. The western edge of Sherwood West is made up of the lowest density residential designations in the plan while the north and south ends are designated for employment. It was discussed during the planning process that employment uses in conjunction with a buffer implemented at the time

of development can minimize impacts of urban uses with adjacent farm and forestry practices and vice versa. The City is committed to crafting a development code that carefully considers land use compatibility where development will occur near the rural reserve.

The approximately 80-acre hospitality district is intended to complement the surrounding farm and forest practices by providing an employment center focused on food and wine from the northern Willamette Valley. In this regard the Concept Plan not only minimizes the adverse effects of urbanization, but actively brings urban and rural land uses and property owners together at the edge of the UGB.

(2) If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:

Response: This section does not apply as Sherwood West exceeds 100 acres.

(c) A concept plan shall:

(1) Show the general locations for any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph (2);

Response: The City of Sherwood places a high priority on well-planned, efficient land uses and public infrastructure to serve new development. Figures 8 and 13 of the Concept Plan show the proposed land use and transportation system for Sherwood West. Based on the residential and employment land designations, housing and job capacities were estimated for each category. This information was used to review and plan for the public infrastructure needed to serve the study area. The Concept Plan's Preliminary Infrastructure Funding Strategy (Concept Plan Appendix O) is consistent with City priorities and implements Concept Plan Goal #6, which states "growth and development are well-planned, and implementation of the area is pragmatic."

The Preliminary Infrastructure Funding analysis includes planning level cost estimates for non-local infrastructure projects in Sherwood West and compares those to potential revenues that will be generated under current City, County, and CWS System Development Charges (SDCs). Local infrastructure is expected to be provided by the developer. The analysis shows a revenue shortfall for water, transportation, and storm and a surplus for sanitary sewer and parks. Between all infrastructure categories, the total shortfall in funding is $10,650,505. This represents just 3.3% of the total projected revenue of $323,376,446 for non-local infrastructure. This amounts to less than $18,000 for each net acre of developable land in Sherwood West[6].

The funding gap analysis includes a wide range of options for how the City will make up the difference in revenue including supplemental SDCs specific to Sherwood West, Local Improvement Districts, and grants and loans, among other options. The cost and revenue estimates for this analysis are rough estimates and will be refined in subsequent planning phases. Please see the Infrastructure and Phasing Memo, Concept

[6] $10,650,505 deficit / 605 net developable acres = $17,604.14 deficit per acre of developable land in Sherwood West

Plan Appendix N, and the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O for full details.

(2) For proposed sewer, park and trails, water and storm water systems and transportation facilities, provide the following:

(A) The general locations of proposed sewer, park and trail, water and stormwater systems;

Response: The general locations of the facilities listed in subsection (A) above are described and depicted throughout the Concept Plan. Relevant Concept Plan Figures and Appendices include:

- Concept Plan Figure 8 Composite Concept Plan Map
- Concept Plan Figure 13 Land Use Plan Map
- Concept Plan Figure 14 Conceptual Street Framework
- Concept Plan Figure 15 Contextual Design Concepts for Elwert Rd.
- Concept Plan Figure 22 Overall Transportation Framework for Sherwood West
- Concept Plan Figure 24 Trails and Open Space Network
- Concept Plan Appendix N Infrastructure and Phasing Analysis
- Concept Plan Appendix O Preliminary Infrastructure Funding Strategy

(B) The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit and trail facilities and freight intermodal facilities;

Response: The Conceptual Street Framework, Concept Plan Figure 14 shows the location of existing and planned roads within Sherwood West. Figure 21 shows the potential for transit to connect Sherwood West development and trip generators in the existing city limits. The Infrastructure and Phasing memo, Concept Plan Appendix N, describes the arterials and collectors in additional detail. Three transportation concepts in the plan include:

Transit Readiness: Sherwood West is planned to be transit ready. The plan helps Sherwood West be transit ready by planning land uses, streets, and trails to accommodate and support future transit service. Concept Plan Figure 22 identifies potential future transit routes connecting Sherwood West and the regional Town Center.

Elwert Rd. Design: SW Elwert Road is a Washington County street and key north-south arterial providing access to and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert Rd. a livable and positive addition to Sherwood West and the existing neighborhoods on its east side. SW Elwert Rd. is proposed as a safe, connected, and attractive boulevard with buffered sidewalks, bike lanes, a planted median with canopy trees, safe crossings, and path connections to key sites and destinations.

Potential Elwert Rd. Realignment: The Concept Plan examined whether to maintain the SW Elwert Rd. / SW Edy Rd. intersection at its current location or re-align the intersection to minimize impacts to existing wetlands and natural resources. The CAC and project team recommended the realignment approach, however, further analysis including a more in-depth environmental, engineering, and cost analysis will be necessary before the decision about the road's alignment is finalized. The Implementation section of the Concept Plan provides further details regarding the needs for these analyses, including coordination with Washington County.

(C) The proposed connections of these systems and facilities, if any, to existing systems;

Response: With development of Sherwood High School, the Highway 99W / SW Elwert Rd. intersection was improved by Washington County. Frontage improvements along the high school property were also completed to urban arterial standards. In this regard, a key intersection and gateway to Sherwood West has already been improved and connects to the existing transportation system in the city.

As stated above, the City is building on these investments by improve building a new pedestrian bridge across the highway at SW Elwert Rd. The Highway 99W pedestrian bridge will connect the Woodhaven neighborhood with Sherwood West, providing a grade-separated crossing of Highway 99W for walking, bicycling, and other active transportation modes.

All proposed connections for streets and trails, including arterials and state highways, are shown on the Overall Transportation Framework map (2023 Concept Plan Figure 23). New infrastructure proposed in the plan is described in the Infrastructure and Phasing memo, Concept Plan Appendix N, as updated in the North District by the 2024 Refinement report (Appendix R).

(D) Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;

Response: The cost and feasibility of infrastructure was a major focus of the planning process. Planning level design and cost estimates for infrastructure are included in the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O. Costs estimates were broken down by sectors A-F which coincided with the different districts (North, West, etc.) in Sherwood West. The analysis demonstrated that potential revenues generated at full buildout of Sherwood West will yield a surplus for sanitary sewer and parks and a deficit for water, transportation, and storm infrastructure. Between all infrastructure categories, the total shortfall in funding is $10,650,505. This represents just 3.3% of the total projected revenue for non-local infrastructure and less than $17,000 of deficit per net developable acre. The 3.3% shortfall is expected to be addressed through supplemental SDCs, Local Improvement Districts, Urban Renewal, grants, and other funding mechanisms. The City has a history of providing high quality public infrastructure and services and finding reliable ways to fund needed infrastructure.

Two areas in Sherwood West were identified as "catalyst" areas that when developed, would open up the opportunity for additional development. These areas are the North and portions of the West and

Southwest Districts near the high school. Through public investment and private development, attention in these districts will help lay the foundation for the long-term success of Sherwood West. Appendix O describes in detail the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

The cost and revenue estimates will be refined in subsequent planning phases. Please see the Infrastructure and Phasing Memo, Concept Plan Appendix N, and the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O for full details.

(E) Proposed methods to finance the systems and facilities; and

Response: Local infrastructure is generally provided by developers with development. Non-local infrastructure will be funded with a variety of methods. The City and Washington County collect SDCs for transportation and other urban utilities. Where existing rates of SDCs do not cover the cost of infrastructure, the Preliminary Infrastructure Funding Strategy (Appendix O) identifies potential funding sources and strategies to close the gap. These sources include:

- Federal funding sources such as the Economic Development Administration
- State Funding Sources including:
    - Special Public Works Fund
    - Community Paths Grants
    - Immediate Opportunity Fund
    - Oregon Parks and Recreation Department Local Government Grant Program
    - Emerging Opportunities within the state legislature (i.e. SB 1537; 2023)
- Regional Sources including:
    - Major Streets Transportation Improvement Program (MSTIP)
    - Metropolitan Transportation Improvement Program (MTIP)
    - Regional Flexible Funding
- Supplemental System Development Charges (SDCs), paid by developers

Additional sources of funds for infrastructure development identified as lower-priority options include:

- Local Improvement Districts (LIDs)
- Utility Fees
- Property Tax (General Obligation) Bonds
- Urban Renewal

(F) Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

Response: There are no existing or planned state highway interchanges in the Sherwood West area.

(3) If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;

Response: The Mixed Employment zone in the North District is envisioned as an industrial zone. This zone has favorable characteristics for siting industrial uses including large sites, relatively flat topography (less than 3-5% slopes), few property owners, and easy access to major freight routes. The North District Refinement Study evaluated opportunities to create and protect parcels greater than 50-acres (Table 6). The study concluded that opportunity exists on the east side of SW Elwert Rd. within the mixed-employment zone to create parcels larger than 50-acres. Taking into account City and County standards for streets and access, Table 6 indicates that an 83-acre net developable site can be created. Smaller parcels between 8 – 27 acres can be created on the west side of SW Elwert Rd. within the mixed-employment zone. While this criterion addresses large sites, the region is experiencing is a need for smaller industrial sites that can also be accommodated in Sherwood West.

Table 6: Mixed-employment zone parcel size analysis (Concept Plan Appendix R – Table 2)

TABLE 2: SCENARIO B POTENTIAL DEVELOPMENT SITES				
Site	**East or West of SW Elwert Road**	**Gross Area (acres)**	**Title 13 Area (acres)**	**Area outside Title 13 Area (acres)**
B1	West	15.4	0	15.4
B2	West	20.0	7.7	12.3
B3	West	35.3	7.8	27.5
B4	West	12.0	3.7	8.3
Total (West)	**West**	**82.7**	**19.2**	**63.5**
B5	East	95.8	12.7	83.1
B6	East	54.3	47.1	7.2
Total (East)	**East**	**150.1**	**59.8**	**90.3**
Total		**232.8**	**79.0**	**153.8**

Need for Large Sites

The 2023 Sherwood Economic Opportunities Analysis (EOA) indicates that the remaining employment land in the City's UGB is primarily composed of smaller lots of less than 10 acres and that there are no industrial building sites within the city or its UGB over 10 acres. The remaining small-sized parcels will not be suitable for the types of traded sector industries being targeted by the City and supported by recent state and federal initiatives (i.e. CHIPS). These include semiconductors and electronics, cleantech, advanced manufacturing, software and media, and other technology-focused companies that will create higher-paying jobs.

To accommodate the City's employment needs, the EOA indicates there is a need for 277 acres of additional land outside of the current UGB. Sherwood West represents the only viable location for the

growth of these targeted industries in the urban reserve since traded sector companies require larger, flatter sites that can be assembled for maximum flexibility and productivity. Parcel sizes within the Sherwood West's North Employment District offer the necessary parcel sizes and slopes of less than 3 percent.

Based on feedback from the Technical Advisory Committee and local real estate brokers, maintaining flexibility in lot size is valuable in making sites attractive for development by employers. Thus, the City's preference is to have Metro designate the Mixed Employment portion of the North District as an Employment Area rather than an Industrial Area or a Regionally Significant Industrial Area.

(4) If the area subject to the concept plan calls for designation of land for residential uses, the concept plan will describe the goals for meeting housing needs for the concept planning area in the context of housing needs of the governing city, the county and the region if data on regional housing needs are available. As part of this statement of objectives, the concept plan shall identify the general number, price and type of market and non-market provided housing. The concept plan shall also identify preliminary strategies, including fee-waivers, subsidies, zoning incentives and private and nonprofit partnerships, that will support the likelihood of achieving the outcomes described in subsection B of this section;

Response: The Concept Plan proposes land use designations with a variety housing types, densities, and price points. As required by state law, the Concept Plan provides the opportunity for at least 50% of new housing in Sherwood West to be single-family attached or multi-family. The estimated amount of housing in Sherwood West will range from 3,120 to 5,580 units, depending on how much middle housing is developed in the Neighborhood designations.

As described in the response to Metro Code Section 3.07.1110(b)(1)(C) above, new housing constructed in Sherwood West is expected to help address the region's housing crisis. The mixture of housing types and densities in Sherwood West will the City's projected needs in each category and will provide additional high-density housing beyond what the city needs, thus serving a regional demand.

The City will consider zoning incentives, fast-track reviews, and other policies that support housing production during the Comprehensive Planning process. Sherwood will be undertaking a Housing Production Strategy (HPS) as required under House Bill 2003 and OAR 660-008. The law requires Sherwood to evaluate a broad range of strategies to meet local housing needs—which may include policies, programs, funding tools, incentives, partnerships, and more. The City will be required to adopt its first HPS by 2027.

Outside of formal policies, the City has a track record of working productively with developers during the land use and permitting stage of development. In the last 10 years, the City has approved 100% of variance requests for housing projects.

(5) Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of this chapter;

Response: Natural resources were mapped as part of the Concept Plan including those identified in Titles 3 and 13 (Concept Plan Figure 4). As part of the comprehensive planning process, the City will undertake an Economic, Social, Environmental, and Energy (ESEE) analysis to evaluate and determine protection programs for significant natural resources. Through discussion with Metro staff, the City understands that the previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development to identify the amount of allowable habitat impact.

(6) Be coordinated with comprehensive plans and land use regulations that apply to nearby lands already within the UGB;

Response: As described in subsections (3) and (4) above, the Concept Plan proposes land uses to address the City's shortage of residential and employment lands pursuant to the adopted HNA and EOA. In this regard, the Concept Plan is coordinated with City's Comprehensive Plan and the allowed densities and employment uses in the implementing regulations. Other coordination points include the Brookman Road Concept Plan, 2021 Parks Master Plan, 2016 Transportation System Plan, and other utility master plans. All of the adopted Master Plans, Concept Plans, and system plans were taken into consideration when planning for Sherwood West.

(7) Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined in Oregon Revised Statutes (ORS) 195.065(4), when the area is urbanized;

Response: The City and project team coordinated with service providers throughout the planning process. The application includes a copy of the existing Urban Planning Area Agreement between the City of Sherwood and Washington County and a new Intergovernmental Agreement between the jurisdictions. The application also includes Letters of Support from applicable urban service providers defined in ORS 195.065(4). A summary is provided below:

Table 7: Governance and Urban Services for the Sherwood West area

Urban Service	Likely Provider	Agency Coordination
Streets and Roads	City of Sherwood and Washington County	UPAA, IGA, Letter of Support
Sanitary Sewer	City of Sherwood and Clean Water Services	Letter of Support
Mass Transit	TriMet	Letter of Support
Fire Protection	Tualatin Valley Fire & Rescue	Letter of Support
Water	City of Sherwood	-

Urban Service	Likely Provider	Agency Coordination
Parks, Recreation and Open Space	City of Sherwood	-

(8) Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;

Response: The City of Sherwood and Washington County have an existing Urban Planning Area Agreement that defines responsibilities for comprehensive planning and annexation authority in Sherwood West. The agreement has been included as part of the application. The City is responsible for long-range planning and annexation of the Urban Reserve 5b (Sherwood West).

(9) Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulation to the area intended to comply with subsection C of section 3.07.1120; and

Response: Comprehensive Planning of Sherwood West will occur after the UGB expansion is approved and will comply with Metro Code section 3.07.1120(C) including any Conditions of Approval assigned in the approval ordinance. In addition to compliance with Metro Code and any Conditions of Approval, the City's Comprehensive Plan policies will apply. The City is also considering new annexation policy that would apply to areas within the UGB.

Sherwood 2040 Comprehensive Plan
Goal 3 – Ensure that the rate, amount, type, location and cost of new development will preserve and enhance Sherwood's quality of life so that it is accessible to all community members.

POLICY 3.3: Provide for compatible, phased, and orderly transition from rural to suburban or urban uses, reflecting Sherwood's landform on adjacent land outside Sherwood city limits or the Metro urban Growth Boundary.

POLICY 3.4: Ensure annexation to the City occurs in an orderly and coordinated manner, and services are provided to support urban growth consistent with the 2040 Vision.

(10) Be coordinated with school districts, including coordination of demographic assumptions.

Response: Sherwood West will be served by the Sherwood School District. As such, a representative of the School District served on the Citizens Advisory Committee and provided input on the plan throughout the planning process. The proposed schools within Sherwood West are based on demographic

assumptions and include one new middle school and one new elementary school. The School District has provided a Letter of Support for Sherwood West which is included in the application.

APPENDIX Q

Master Planned Communities and Middle Housing Memo

Home of the Tualatin River National Wildlife Refuge

MEMORANDUM

City of Sherwood
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To: Planning Commission and City Council

From: Eric Rutledge, Community Development Director and Carrie Richter, Contract Legal Counsel

Subject: Sherwood West Implementation Questions

Date: October 3, 2023

Background:
During the Sherwood West Concept Plan Re-Look ("Concept Plan") process, Planning Commission and City Council raised a number of implementation questions related to middle housing, master planning, and annexations. This memo will provide a high-level summary of the required steps between concept plan and development and then address the questions raised:

1. Can Cottage Cluster and Middle Housing only zones be created in Sherwood West?
2. What are the benefits of a City-led master plan for certain portions of Sherwood West and how is HB 2001 implemented through a master plan?
3. How can annexation agreements or policies be used to best achieve the City's desired outcomes for Sherwood West?

The following information was also requested by council during the September 5, 2023 Work Session:

- Vacant Residential Land Map (Attach 1)
- Procedural questions regarding Metro approval process (Attach 2)

Path from Concept Plan to Development
Concept Plan implementation will require that the City achieve multiple planning land use decision-making mileposts before any urban-scale development can occur. Many of the terms used to describe these various steps are similar so it is important to clarify their meaning and requirements:

Step 1: Urban Growth Boundary (UGB) Amendment: This process starts with the City issuing a Letter of Intent (LOI) indicating the City's interest in expanding the

Metro UGB and then following up with the filing of an application. During the September 5, 2023 Work Session, City Council raised a number of procedural questions related to the Metro approval process. Metro staff has provided written responses to the questions raised, included as Attachment 3 to this memo.

Step 2: Comprehensive plan and zoning code implementation: This will include creating comprehensive plan policies, amending the City facilities, utilities and transportation plans, applying zoning map designations and the adoption of development and design standards to implement the comprehensive plan. With respect to areas that are planned and zoned for residential, the City may elect to proceed with a "Master Planned Community" designation, an area that is exempt from the state middle housing rules (OAR 660-046-0205(2), if it is at least 20 acres in size and either includes either: (1) infrastructure adequate to serve 20 units per acre; (2) a variable rate system development charge (SDC) reduction for middle housing or (3) provides a mix of middle housing types. Duplexes are still required in all zones that permit single-family residences. Custom regulation of middle housing through a Master Planned Community is discussed in greater detail below. In areas where housing is allowed, the zoning regulations must include at least one clear and objective track to development. Finally, these code amendments would include any area-specific annexation policies, such as prioritized annexation arrangement, that allows for the orderly extension of urban services or the requirement for a development agreement. These may be specific to Sherwood West or generally applicable city-wide.

Step 3: Annexation with application of the newly implemented plan and zoning regulation. This step would include negotiating an annexation agreement that would outline specific obligations with respect to utilities or other infrastructure necessary to serve future development.

Step 4: Development. This is the final step where an applicant seeking to develop would file an application for a subdivision, planned unit development, or site plan review.

Moving now to respond to the specific questions asked:

1. Exclusive Cottage Cluster and Middle Housing Only Zones

As part of the Concept Plan, the City is proposing a cottage cluster-only zone and a separate middle housing-only zone within Sherwood West. At this conceptual stage, single-family detached homes are not planned to be permitted within these zones. HB 2001, and the rules implementing it, OAR 660-046, require that any zoning district that allows single-family detached homes also allow all middle housing types

within that zone, except with regard to Master Planned Communities (discussed further below). Since single-family detached homes will not be permitted in the Cottage Cluster or Middle Housing Zone, the City is not obligated to require all middle housing types within the cottage cluster or middle housing zone. The City may want to consider incentives for certain types of middle housing within these zones to ensure development occurs in a timely and efficient manner.

2. Master Planned Communities and Middle Housing Regulation

As noted above, the middle housing rules require that the City must allow for all types of middle housing (duplexes, triplexes, quadplexes, townhouses and cottage clusters) in any area zoned for single family residential uses (OAR 660-046-0205(2). However, the rule provides three alternative approaches to regulating middle housing in "Master Planned Communities." A "Master Planned Community" must be a minimum of 20-acres as defined in the rules. The city may regulate the location and design of middle housing in Master Planned Communities through implementation of one or more of the following actions:

- Plan to provide urban services to accommodate 20 units / acre within the Master Planned Community
- Variable rate SDC for middle housing within the Master Planned Community (i.e. reduced rate for middle housing units)
- Require a mix of residential types including at least two middle housing types other than duplexes within the Master Planned Community

City staff has conferred with DLCD staff regarding the answers to questions 1 and 2 above.

3. Annexation Policy and Annexation Agreements

The City is likely to adopt new annexation policy for Sherwood West in order to ensure growth occurs in an orderly, safe and efficient manner. The City can adopt new annexation policy as part of the Comprehensive Planning process. Draft annexation code is provided as Attachment 4. Annexation requires City Council approval through a Type V application.

Sherwood does not currently require annexation agreements between the city and property owners, however, such a requirement may also be considered for Sherwood West. When executed correctly, annexation agreements ensure timely delivery of infrastructure while providing certainty to property owners, the city, and the public. The draft annexation code requires an annexation agreement unless waived by the City.

SB 1573

SB 1573 (2016) requires cities to approve certain annexation applications without any voting requirements from the general electorate. While SB 1573 limits the circumstances under which the general electorate is able to vote on annexations, it does not prevent the city council from setting new annexation policy and does not prevent the city from requiring annexation agreements prior to development.

Attachments:

1. Vacant Residential Land Map
2. Metro responses to questions raised during September 5, 2023 Work Session
3. Draft Annexation Policy

APPENDIX R

Sherwood West Refinement Study

MACKENZIE.

SHERWOOD WEST NORTH DISTRICT CONCEPT PLAN REFINEMENT

To
City of Sherwood

Dated
February 13, 2024
(Revised February 19, 2024)

Project Number
2230332.00

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Since 1960

RiverEast Center | 1515 SE Water Avenue, Suite 100, Portland, OR 97214
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1. November 2023 City of Sherwood Letter to Property Owners Regarding Interest in Development
2. Notes from December 6, 2023 Technical Advisory Committee Meeting
3. Notes from January 31, 2024 Technical Advisory Committee Meeting
4. Notes from December 7, 2023 Portland General Electric Meeting
5. PGE Sherwood West Concept Plan Refinement Map, January 19, 2024
6. Business Oregon Industrial Development Competitiveness Matrix
7. Mackenzie Infrastructure Cost Estimates for North District and Regional Trails
8. Preliminary Infrastructure Funding Strategy Memo, Leland Consulting Group

I. INTRODUCTION

Project Overview and Objectives

The City of Sherwood (City) has been planning for the 1,291-acre Sherwood West area—containing one of Metro's designated urban reserves—for many years. In 2016 the City adopted a Concept Plan for the area, but due to a change in City Council policy direction, a second look at the area was initiated in 2021, with a revised Concept Plan accepted by City Council in summer 2023.

In fall 2023, the City engaged Mackenzie and Leland Consulting Group (LCG) to assist in refining the North District of the 2023 Concept Plan. This effort provides additional detail regarding the North District and its Mixed Employment zone, particularly related to Mixed Employment development potential and the costs of providing public infrastructure. Taken together, the 2023 Concept Plan and this 2024 Concept Plan Refinement report will provide information for the City Council to use as the basis for a request for Metro to expand the Urban Growth Boundary (UGB) to include Sherwood West. These reports will also provide information to be incorporated into future updates to the Transportation System Plan and utility master plans following a determination by Metro of which portions of Sherwood West may be included in the UGB.

This report documents the results of this analysis, and includes the following elements:

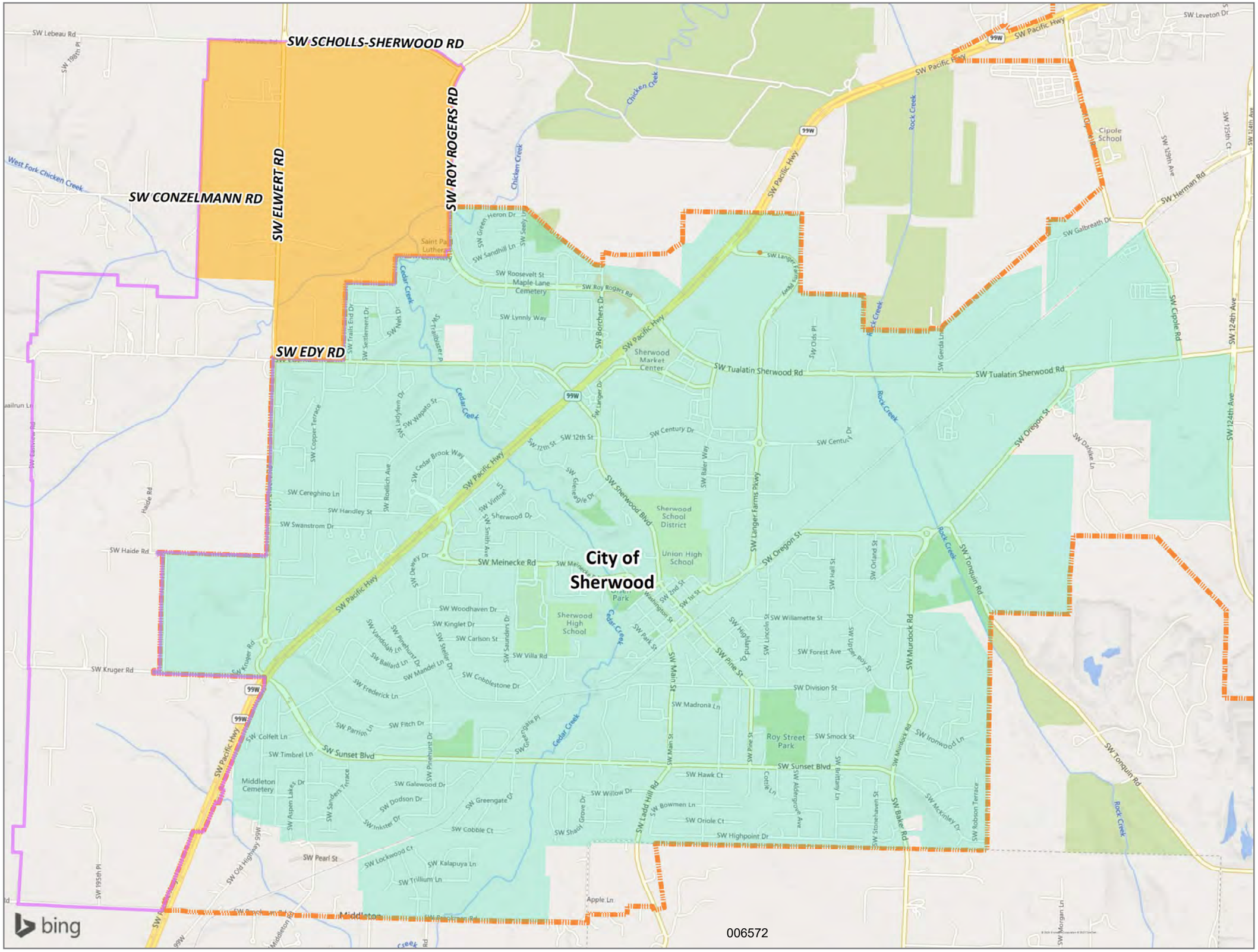
- Existing conditions information on the North District and prior planning efforts.
- Analysis of opportunities to create large sites (50 acres and larger) within the Mixed Employment area.
- Assessment of existing and planned transportation and infrastructure improvements.
- North District Concept Plan refinement scenarios and associated transportation and infrastructure projects and construction costs.
- Evaluation of the Mixed Employment area to accommodate target employment types.
- Discussion of Sherwood West transportation and infrastructure construction costs and funding.

Study Area Context

The Sherwood West planning area comprises approximately 1,300 acres west of downtown Sherwood and Oregon Highway 99W. Most of Sherwood West (approximately 1,205 acres) is located immediately west of the City of Sherwood, just outside the UGB, in Metro's urban reserve 5B, while the remaining approximately 85 acres are within the UGB and City limits and contain the Sherwood High School. Sherwood West is divided into multiple districts, of which the North District consists of approximately 400 acres. The North District is bounded on the north by SW Scholls-Sherwood Road and SW Lebeau Road, on the east by SW Roy Rogers Road, and on the south by SW Edy Road. The western boundary of the North District does not align with existing roadways. SW Elwert Road passes through the central portion of the North District in a north-south orientation, while SW Conzelmann Road passes through the central portion in an east-west orientation, terminating at SW Elwert Road. The southeastern edge of the North District coincides with the existing UGB and City limits. See Figure 1.

Existing land uses in the North District consists of rural residential properties, agricultural land, and forested areas. The Bonneville Power Administration (BPA) has an electrical transmission line that bisects the North District, crossing diagonally from SW Roy Rogers Road to SW Scholls-Sherwood Road. See Figure 2.

FIGURE 1
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT CONTEXT
SHERWOOD, OREGON



006572

LEGEND

- Urban Growth Boundary (UGB)
- Sherwood City Limits
- Sherwood West
- North District

0 750 1,500 3,000 Feet

1 inch = 1,500 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Sherwood West_North District

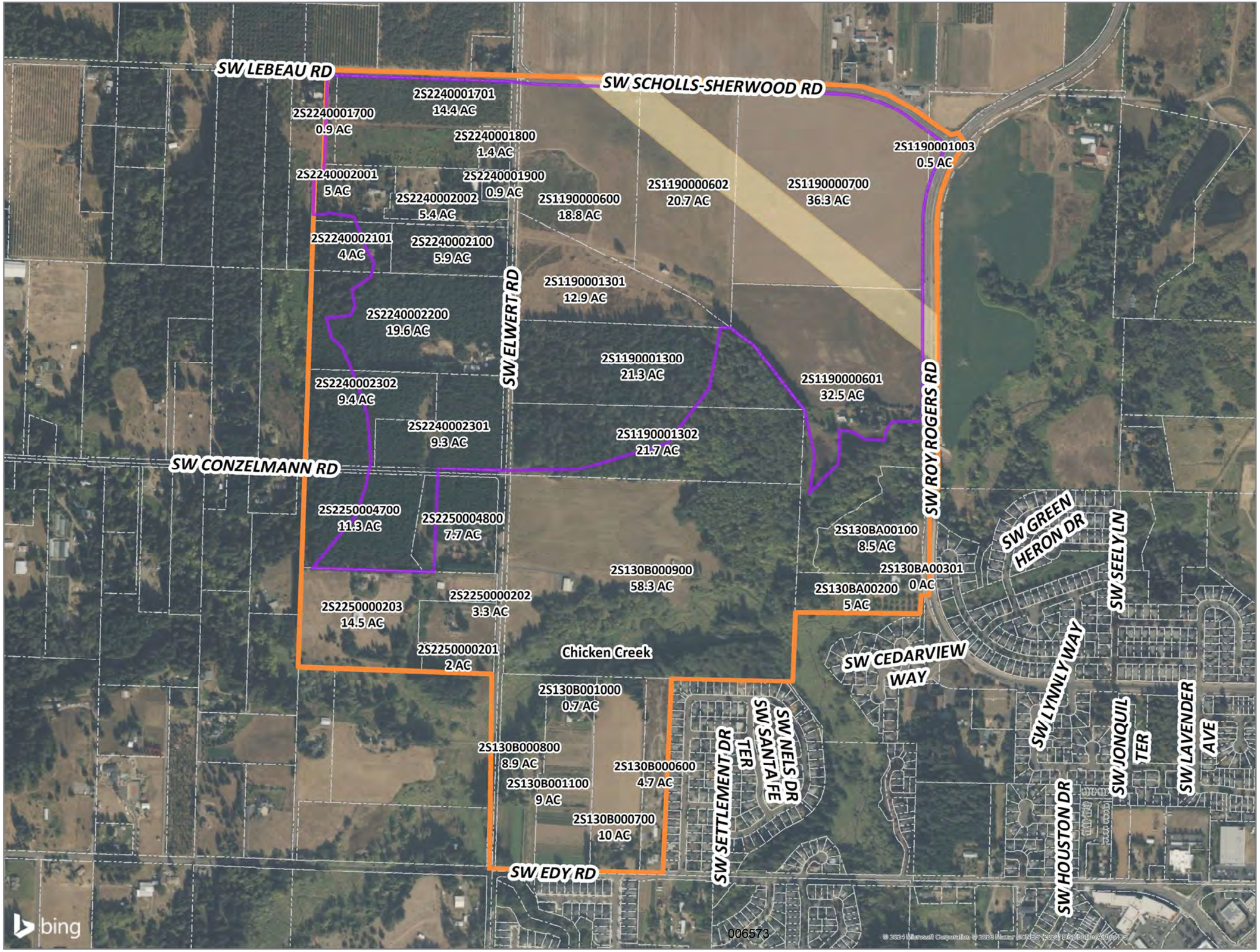
Map Created By: BJV
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FIGURE 2
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
AERIAL
SHERWOOD, OREGON



LEGEND

- North District
- Mixed Employment
- Tax Lots
- BPA Transmission Corridor

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Aerial Taxlots_ND

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Chicken Creek passes through the North District, entering at SW Elwert Road and flowing northeasterly toward SW Roy Rogers Road. Cedar Creek joins Chicken Creek shortly before it flows out of the North District. Both creeks have areas of Special Flood Hazard (the 1% annual chance flood, or 100-year floodplain) and regulatory floodway, as illustrated on Figure 3. Wetland areas in the vicinity of Chicken Creek are noted in Figure 4.

Based on the presence of creeks and forested areas, Metro has designated portions of the North District as Title 13 ("Nature in Neighborhoods") habitat, more specifically:

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

These areas are also depicted in Figure 4. A review of this map reveals that some of the designated Title 13 areas may no longer serve as habitat, such as in instances where forest cover has been reduced subsequent to the Title 13 designation.

The topography of the North District varies from a high of 280 feet above mean sea level (AMSL) in the northwestern portion to 130 feet AMSL along Chicken Creek. Figure 5 illustrates that most of the North District has slopes under 10% with pockets of areas between 10% and 25% slope and some areas exceeding 25% slope.

FIGURE 3
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
FLOODPLAIN
SHERWOOD, OREGON

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW CEDARVIEW WAY
Chicken Creek
West Fork Chicken Creek
Cedar Creek
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD
bing
006575
© 2024 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS

LEGEND

- North District
- Mixed Employment
- Tax Lots
- Streams
- 1% Annual Chance Flood Hazard
- Regulatory Flooodway

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Floodplain

Map Created By: BJV
Project No: 2230332.00



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FIGURE 4
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
WETLANDS & TITLE 13
SHERWOOD, OREGON

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW CEDARVIEW WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW EDY RD
Chicken Creek

LEGEND

- North District
- Tax Lots
- Mixed Employment
- Streams
- Wetland

Metro Title 13 Areas

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Wetlands_Title 13

Map Created By: BJV
Project No: 2230332.00



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FIGURE 5
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
CONTOURS & SLOPE
SHERWOOD, OREGON

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW ROY ROGERS RD
SW CONZELMANN RD
SW ELWERT RD
Chicken Creek
SW CEDARVIEW WAY
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW SANTA FE TER
SW NELS DR
SW HOUSTON DR
SW EDY RD

LEGEND

- North District
- Mixed Employment
- 10 ft Contours
- 10%-25% Slope
- Over 25% Slope

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Contours and Slopes_ND

Map Created By: BJV
Project No: 2230332.00



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Focus of Concept Plan Refinement Study

The City's intent in retaining Mackenzie and Leland Consulting Group for this study was to have the consulting team perform additional analysis related to the following focus areas, as an evolution of the 2023 Concept Plan:

- Determining the viability of assembling large (50 acres and larger) development sites within the Mixed Employment portion of the North District and identifying potential measures to encourage these large sites.
- Refining the North District conceptual roadway network, identifying general alignments for future public utilities, and estimating construction costs for transportation and public utility improvements (water, sewer, storm).
- Comparing transportation, public utility, regional parks, and regional trails construction costs to potential revenues from system development charges (SDCs) and the Washington County Transportation Development Tax (TDT), and identifying potential funding mechanisms to supplement available revenues where needed.

Discussion of the findings of this analysis is included in the following sections.

To assist in this evaluation, the City reconvened its 2023 Concept Plan Technical Advisory Committee (TAC) to provide input in a manner similar to the 2021-2023 Concept Planning effort. Members of the TAC included representatives from:

- Bonneville Power Administration (BPA)
- City of King City
- Clean Water Services (CWS)
- Friends of Tualatin River National Wildlife Refuge
- Home Building Association (HBA)
- Metro
- Oregon Department of Transportation (ODOT)
- Portland General Electric (PGE)
- Tualatin Valley Fire & Rescue (TVF&R)
- Washington County

Notes from the TAC meetings are provided in Appendices 2 and 3.

II. LARGE SITE CREATION WITHIN THE NORTH DISTRICT MIXED EMPLOYMENT AREA

As laid out in the 2023 Concept Plan, the 405-acre North District is envisioned to have the following mix of uses:

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Metro Title 13 Riparian/Upland Habitat

These areas, and a conceptual network of existing roadways and future streets, are depicted in Figure 6.

To assess the opinions of existing property owners regarding future development of the areas identified for Mixed Employment, in November 2023, the City mailed a survey to all property owners within the North District. The results of that survey are depicted in Figure 8.[1]

Factors Affecting Developability for Mixed Employment Uses

To assess the viability of the Mixed Employment area for large scale employment development, Mackenzie reviewed the information compiled in the included maps.

- Figure 2 indicates that within the Mixed Employment area there are seven residences west of SW Elwert Road and one residence east of SW Elwert Road.
- Figure 2 demonstrates that the BPA electrical transmission corridor constrains several properties within the North District. Buildings cannot be located within the BPA's easement, though passenger vehicle parking and vehicle parking are generally allowed.
- Figure 3 demonstrates that the Mixed Employment area is not within the regulated floodway or the Special Flood Hazard Area (1% annual chance flood area).
- Figure 4 demonstrates that the Mixed Employment area has no identified wetlands, no Metro Title 13 Riparian Wildlife Habitat, and some areas of Upland Wildlife Habitat Class B. Title 13 habitat areas could restrict development locations and add permitting requirements that would extend development timelines.
- Figure 5 demonstrates that the majority of the Mixed Employment area has slopes under 10%. There are scattered regions with slopes over 10% (primarily west of SW Elwert Road) and one small pocket of slope over 25% south of SW Conzelmann Road. Slopes in excess of 10% increase the grading requirements (and associated cost) necessary to create the flat sites desired for large employers.[2]
- Figure 6 demonstrates that the existing transportation network is insufficient to serve the North District, and that additional roadways will be needed. The conceptual roadway locations shown

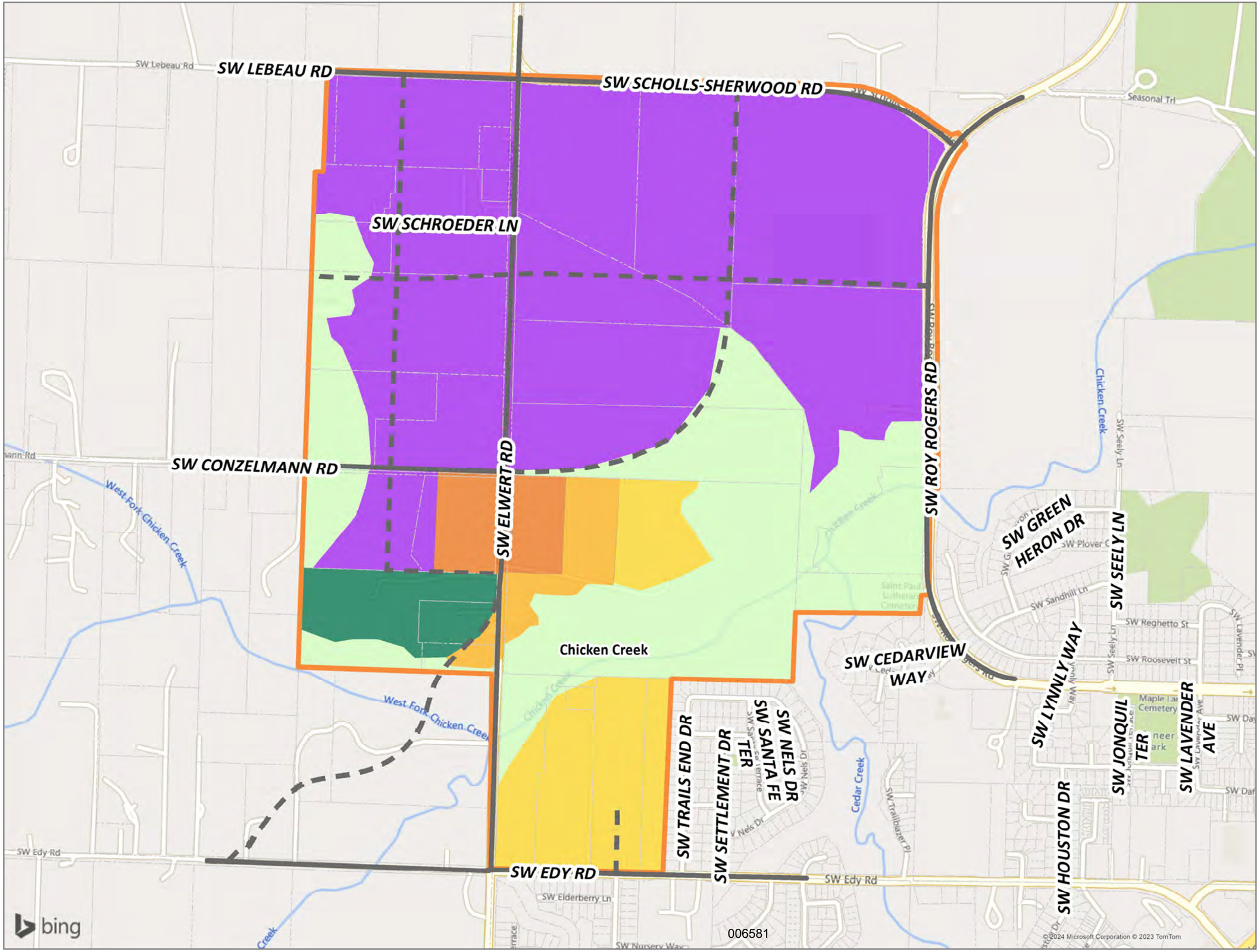
[1] This map only reflects information provided by property owners and their representatives and does not reflect other information sources (e.g., purchase offers by developers).

[2] As discussed in Appendix G (Economic Opportunities Memo) of the 2023 Concept Plan, "…developers of industrial and, to a slightly lesser extent, office projects typically require regularly-shaped tracts of flat land with slopes of less than 3.0 percent. A campus-style development may be able to accommodate a greater variety of topographical conditions." City and Metro GIS data grouped all slopes under 10% into a single category so identification of areas with 3-5% slopes was not performed.

in this figure (which match those from the 2023 Concept Plan) have been refined as part of this study, as described in Section IV of this report.

- Figure 7 demonstrates that existing parcel sizes in the Mixed Employment area range from approximately 0.5 acres to approximately 36 acres. In general, larger parcels are located east of SW Elwert Road. Some of the parcels are located partially inside and partially outside the Mixed Employment area.
- Figure 7 also demonstrates that there are 16 owners[3] within the Mixed Employment area, including instances where the same entity owns multiple contiguous parcels. This condition would make it easier for developers to assemble large sites by purchasing multiple parcels.
- Figure 8 shows that owners of six parcels within the Mixed Employment area are interested in developing or selling their land for employment, while owners of three parcels are interested in developing their land with residential uses. The owners of three parcels are not interested in development, and the owners of the remaining nine parcels did not respond to the City's survey. For property owners who have indicated they are not interested in developing, those parcels may eventually be developed (for instance, if there is a change in ownership), but those properties would likely not be in the first phase of annexation and development.

[3] Property ownership is counted as a distinct owner name for each parcel. In some cases, a company or person may own property under different names and the actual number of owners may be less than listed here.



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FIGURE 6
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
LAND USE & ROADS
SHERWOOD, OREGON

LEGEND

- North District
- Tax Lots

Land Use per 2023 Concept Plan

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Title 13 Riparian/Upland

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

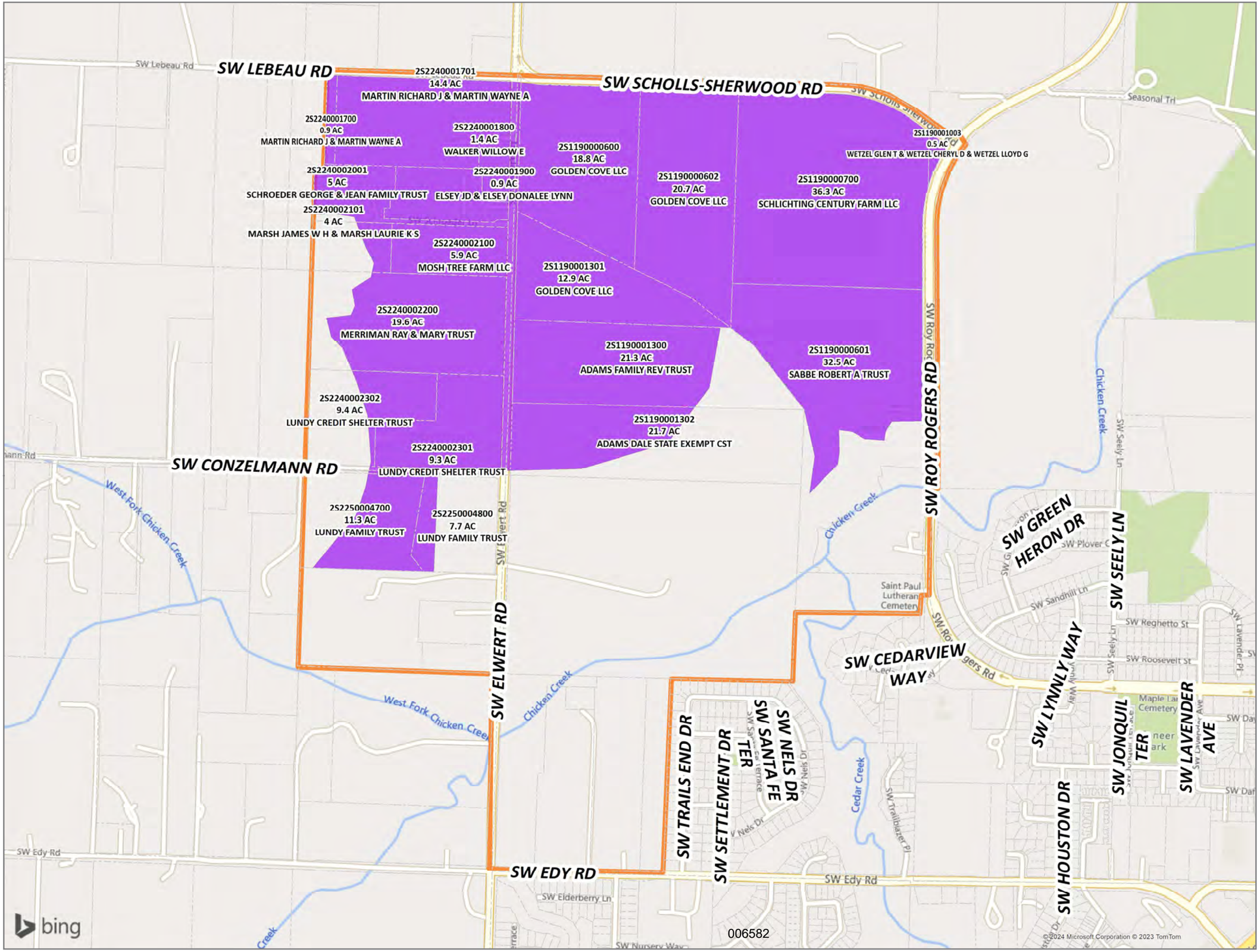
Date: 2/9/2024
File: Land Use_ND

Map Created By: BJV
Project No: 2230332.00



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FIGURE 7
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
MIXED EMPLOYMENT OWNERSHIP
SHERWOOD, OREGON

LEGEND

- North District
- Tax Lots
- Mixed Employment per Concept Plan

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Parcel Ownership_ME

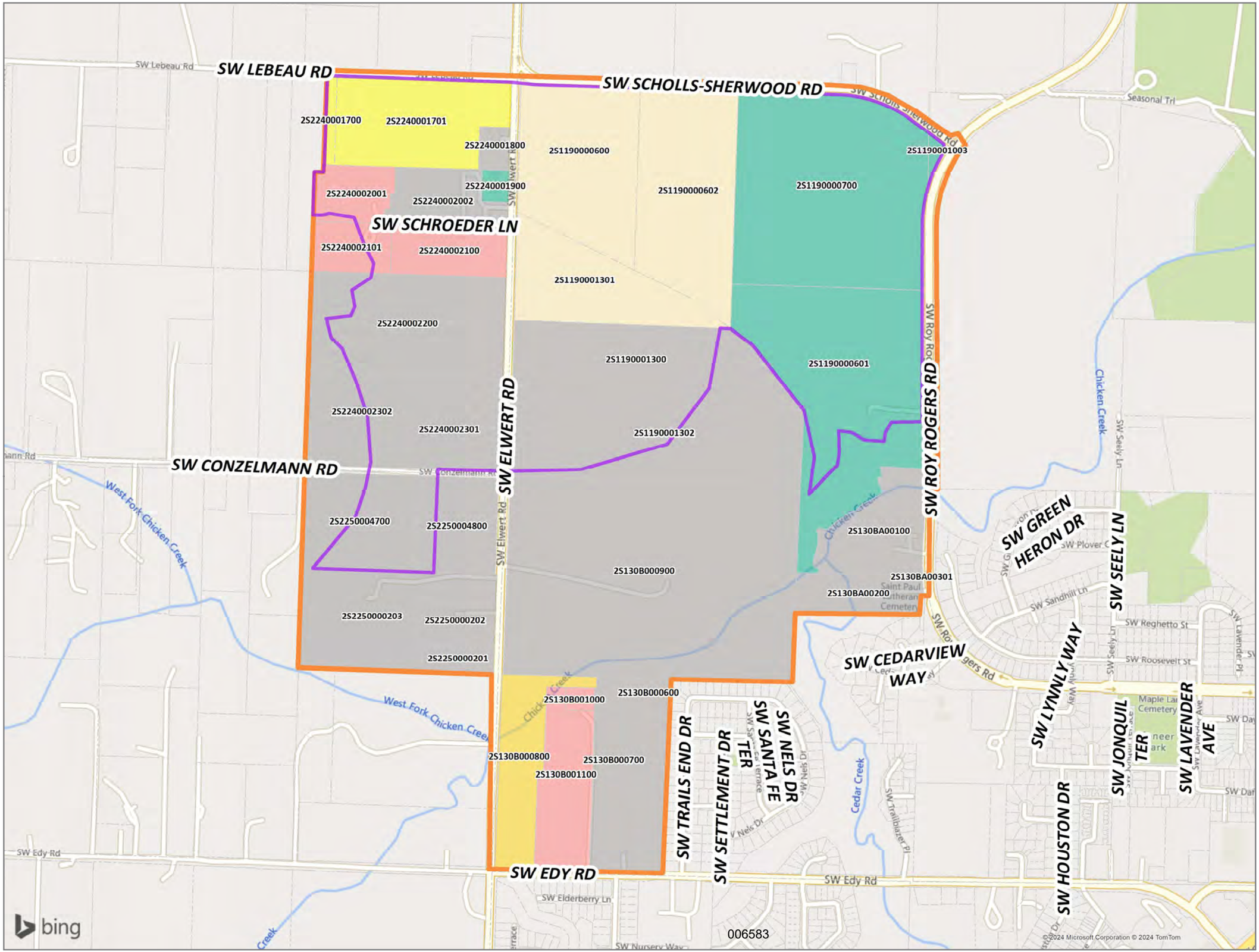
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FIGURE 8
SHERWOOD WEST CONCEPT PLAN
PROPERTY OWNER DEVELOPMENT INTEREST
SHERWOOD, OREGON



LEGEND

- North District
- Mixed Employment
- Tax Lots

Survey Response

- Development Interest (for Emp.)
- Development Interest (for Res.)
- Available for Sale (for Emp.)
- Available for Sale (for Res.)
- Not Available or Interested
- No Response

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/14/2024
File: Owner Devt Interest_ME

Map Created By: BJV
Project No: 2230332.00

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Analysis

Utilizing the Mixed Employment area for large employment development for target industries requires sites that may be composed of multiple properties and ownerships. Based on the factors identified above, the area east of SW Elwert Road is more conducive to large-scale mixed employment development, while the area west of SW Elwert Road is more appropriate for smaller-scale development, for the following reasons:

- Existing parcel sizes are generally larger east of SW Elwert Road, so there are fewer owners overall to aggregate/assemble (six owners east of the road and 10 owners west of the road).
- There are fewer existing residences east of SW Elwert Road.
- There are very few areas with slopes exceeding 10% east of SW Elwert Road. The gentler slopes east of SW Elwert Road are more amenable for large employers. Slopes greater than 10% can be problematic for mixed employment development, particularly many industrial users who prefer not to exceed 5%.
- The combined acreage of properties with owners interested in selling or developing their land is higher east of SW Elwert Road (though one owner of three parcels expressed interest in residential development rather than employment development). No owners east of SW Elwert Road indicated that they had no interest in development.

While the area east of SW Elwert Road does contain Upland Wildlife Habitat Class B, some of this would likely be removed from Metro's Title 13 inventory upon further analysis (e.g., where trees have been removed from formerly forested areas).

The conceptual roadway network depicted in the 2023 Concept Plan would yield development sites with a maximum size of approximately 30 acres. Therefore, to assess opportunities to create sites larger than 50 acres in the Mixed Employment area, Mackenzie drafted multiple preliminary scenarios of potential site configurations and reconfigured roadways and shared those with the TAC (see Appendix 2). In general, utilizing fewer roads would yield larger site sizes, ranging from approximately 50 acres in one configuration to 150 acres in another which eliminated most conceptual roads east of SW Elwert Road. The specific layouts are not reproduced here since the intent was not to compare and contrast specific options but rather to gain feedback from the TAC on general concepts. Observations shared at the December 6, 2023, TAC meeting included:

- The City can undertake a future study to determine the significance of Metro's Title 13 areas as part of future Comprehensive Planning efforts. At this time, the City should not assume that all Title 13 upland habitat areas could be converted to development sites or roadways.
- Large development sites can hinder pedestrian and bicycle access, so if roadways are minimized then providing trails could maintain access for those users.
- Roadway connectivity is likely more important than the City's maximum block size standards, which are more geared towards residential development.
- Certain large employers may have preferred site sizes ranging from 35 acres to over 100 acres.
- While the BPA transmission corridor cannot be used for buildings, it can accommodate parking and vehicle maneuvering space. The BPA does not support planting trees near the BPA easement.
- PGE requests to reserve at least five acres for an electrical substation. Preferably, the substation site would be located in a central location to efficiently serve the North District.
- The City could consider relocating the North District community park to Title 13 upland habitat area to potentially allow other land to be developed with different uses.

- The City has to balance competing interests (e.g., walkability, block size, targeted industries, and upland habitat).

Separately, the City of Sherwood Economic Development Manager and a local real estate broker shared the following comments:

- Development sites of 20-30 acres are reasonable target sizes from a user demand perspective. While larger sizes are more attractive, maintaining flexibility in lot size is preferable over mandating 50-acre sites.
- Roadway locations need to consider circulation and access needs but should maximize developable land to maintain flexibility and minimize development costs.
- Multiple utilities (public utilities, electricity, natural gas, and communications) will be needed to serve future development.
- Preserving large sites provides flexibility for target employment types and changing market conditions and allows employers to grow over time.
- There is current market demand for multi-tenant industrial buildings to accommodate a range of company sizes.
- Rectangular sites are preferred but may not be possible throughout the entire Mixed Employment area.
- Some users will be concerned about public trails or other public easements through development sites due to security needs and truck maneuvering.
- The smaller parcels west of SW Elwert Road provide opportunities for smaller companies.

Potential Strategies for Creating and Protecting Large Sites

Based on the input gathered above and Mackenzie's experience designing business parks and industrial and commercial developments, the following strategies for creating and protecting large sites in the Mixed Employment area were considered.

1. *Large-lot County zoning prior to annexation.*

   Under current Washington County zoning, property east of SW Elwert Road is zoned Exclusive Farm Use (EFU) or Agriculture & Forest (AF-20), both of which has a minimum 80-acre parcel size. While some parcels west of SW Elwert Road are also zoned AF-20, others are zoned Agriculture & Forest 10-acre minimum (AF-10) or Agriculture & Forest 5-acre minimum (AF-5). Coordinating with the County to preserve the current zoning in the near term is advisable to prevent further parcelization prior to City of Sherwood annexation.

2. *City purchase and assembly of parcels.*

   The City or its Urban Renewal Agency (URA) could purchase properties from different owners and assemble them to create larger development sites from smaller parcels. This is an effective strategy if the City or URA have sufficient capital reserves to acquire the needed sites and patiently wait/hold for future development.

3. *Financial incentives for larger sites.*

   The City could make a policy choice to provide financial incentives for employment sites over a minimum threshold size. Incentives could include reduced development review or permit fees,

reduced SDCs, City funding for public infrastructure improvements, or tax abatement for a specified period.

4. *Accelerated review timelines for larger sites.*

   The City could make a policy choice to accelerate land use review and permit review timelines for employment sites over a minimum threshold size. The City could also provide additional support and assistance to coordinate permits required by other agencies.

5. *Tailored development standards for larger sites.*

   The City could enact development standards (potentially via overlay zone) which are tailored to large sites to make them more attractive to developers, such as reduced setbacks, increased height limits, simpler design standards, and block spacing standards correlated with large sites.

6. *Development agreements*

   To advance the City's economic goals, the City could require development agreements focused on aggregation/consolidation of parcels under common ownership to ensure availability for larger employers.

7. *50-acre minimum site size for development.*

   This strategy would guarantee that large sites are available. However, this approach is not recommended as it precludes smaller sites from developing and could delay development if a developer is unable to assemble the requisite parcels to satisfy the minimum size. This could also delay development if market conditions lead to multiple smaller users needing sites but who would not be able to develop if the sites are too below the minimum threshold.

Regardless of the strategies used, Mackenzie recommends that the City provide flexibility for varying user needs by accommodating smaller sites west of SW Elwert Road and larger sites (minimum 30 acres) east of SW Elwert Road.

To maintain connectivity for cyclists and pedestrians, the City could require larger development sites to provide public trail easements through and around private property in lieu of public street connections per the City's block length standards. However, to provide flexibility for site layout, the City should not prescribe the precise alignment of these easements. This concept should be developed further through future Comprehensive Planning efforts to determine the appropriate level of trails to balance circulation, site layout, and site security needs.

III. EVALUATION OF NORTH DISTRICT TRANSPORTATION NETWORK AND INFRASTRUCTURE SYSTEMS

The consultant team reviewed adopted transportation and utility master plans and existing conditions information to identify applicable standards and improvements necessary to accommodate development in the North District.

Transportation Review

Mackenzie reviewed documentation of the existing transportation conditions as well as planned improvements presented in the City of Sherwood Transportation System Plan (TSP), Washington County TSP, currently adopted Sherwood West Concept Plan, and Washington County Urban Reserves Transportation Study. This section discusses the transportation network that serves the North District illustrated in Figure 2 and Figure 6.

Existing and Planned Roadway Conditions

Below is a review of existing roadways within the North District area. Because Sherwood West is currently outside City limits, roadways listed below are generally not improved to City standards. Similarly, County roadways are not currently constructed to their ultimate cross-section.

SW Elwert Road

This County Arterial is currently two lanes wide within the North District spanning from SW Scholls-Sherwood Road to the north, SW Edy Road east of SW Elwert Road to the south, and Chicken Creek west of SW Elwert Road to the south. SW Elwert Road will serve as the primary north-south route through the North District. The County's TSP identifies the ultimate configuration of SW Elwert Road as having three lanes with sidewalks and bike lanes south of SW Edy Road; the same configuration should be continued north of SW Edy Road.

SW Edy Road

This County Collector creates the southern boundary of the North District east of SW Elwert Road. The roadway is currently two lanes wide. The County's TSP identifies SW Edy Road as a future three-lane Collector with sidewalks and bike lanes between SW Borchers Drive and City limits.

SW Scholls-Sherwood Road

This County Arterial creates the northern boundary of the North District east of SW Elwert Road. The roadway continues north of the North District (north-south) and is currently two lanes wide. There is currently no documented plan by Washington County to widen this roadway.

SW Roy Rogers Road

This County Arterial creates the eastern boundary of the North District. The roadway is currently two lanes wide but has been identified to be widened to 4-5 lanes in the future.

Local Street Connections

The following identifies local rural roadways within Sherwood West and areas immediately west of the North District.

- SW Lebeau Road – This rural local road creates the northern boundary of the North District west of SW Elwert Road, opposite SW Scholls-Sherwood Road. The roadway is currently two lanes wide.
- SW Conzelmann Road – This rural local road intersects SW Elwert Road north of Chicken Creek. This roadway is currently two lanes wide. This roadway consists of rolling terrain west of the Sherwood West area.

Transit Service

TriMet serves downtown Sherwood with Routes 94 and 97. TriMet's Southwest Service Enhancement Plan is anticipated to provide service along portions of SW Roy Rogers Road and SW Sherwood Boulevard, starting about three-quarters of a mile east of the North District.

Access Spacing Standards

Sherwood Municipal Code (SMC) Section 16.106.040(M) dictates that private access to arterials should be minimized, with access taken on a lower classified alternative whenever possible. The following spacing standards generally apply to new driveway and roadway access points:

- Local streets – 10 feet from the point of curvature or 25 feet if no radius exists.
- Neighborhood routes – 50 feet.
- Collectors – 100 feet.
- Arterials – 600 feet.

City of Sherwood Engineering Design and Standard Details Manual Section 210.6(E) dictates that roadways/full access intersections and driveways should be spaced according to the following per roadway classification, as measured between centerlines:

- Local streets – 200 feet minimum for intersections, 530 feet maximum for driveways.
- Neighborhood routes – 200 feet minimum for intersections, 530 feet maximum for driveways.
- Collectors – 200 feet minimum for driveways and 400 feet minimum for intersections, 530 feet maximum.
- Minor Arterials – 300 feet minimum for driveways and limited access intersections (such as accesses limited to right-in/right-out movements and sometimes left-in movements), 600 feet minimum for full access intersections.
- Major Arterials – 500 feet minimum for driveways and limited access intersections (such as accesses limited to right-in/right-out movements and sometimes left-in movements), 1,000 feet minimum for full access intersections.

Direct private access onto SW Elwert Road should be minimized based on its arterial designation. This roadway should serve as the main thoroughfare for the North District. This is a consideration in the case where direct access is needed from SW Roy Rogers Road or SW Scholls-Sherwood Road, two County arterials that bound the North District. Additionally, only collector roadways are allowed to take access from County arterials.

Transportation Improvements Review

The Transportation Impact Analysis (TIA) prepared by DKS Associates (Appendix L of the 2023 Sherwood West Concept Plan) indicated that the SW Elwert Road/SW Lebeau Road/SW Scholls-Sherwood Road intersection operated acceptably under existing conditions but would need capacity improvements by 2040 to accommodate the projected Sherwood West traffic. Either a traffic signal or roundabout should be considered as a future improvement at the SW Elwert Road/SW Lebeau Road/SW Scholls-Sherwood Road intersection.

The DKS Associates TIA did not provide recommendations for additional improvements. However, we note existing City and County streets and new City streets serving the North District will need to be improved/constructed to applicable cross-section standards. Sidewalks and bike lanes on both SW Scholls-Sherwood Road and SW Roy Rogers Road will be needed to provide cross-circulation for bicyclists and pedestrians to and from the North District.

Public Infrastructure Review

Mackenzie reviewed documentation of the existing infrastructure conditions, as well as proposed improvements for water distribution, sewer collection and treatment, and storm drainage systems.

Water Infrastructure

Municipal water service for Sherwood West is expected to be provided by the City of Sherwood. Existing service is provided to the eastern and southern boundaries of the Sherwood West employment area, and expansion to the area is described in the 2015 Water System Master Plan. A diagram of existing and proposed water infrastructure is included as Figure 9.

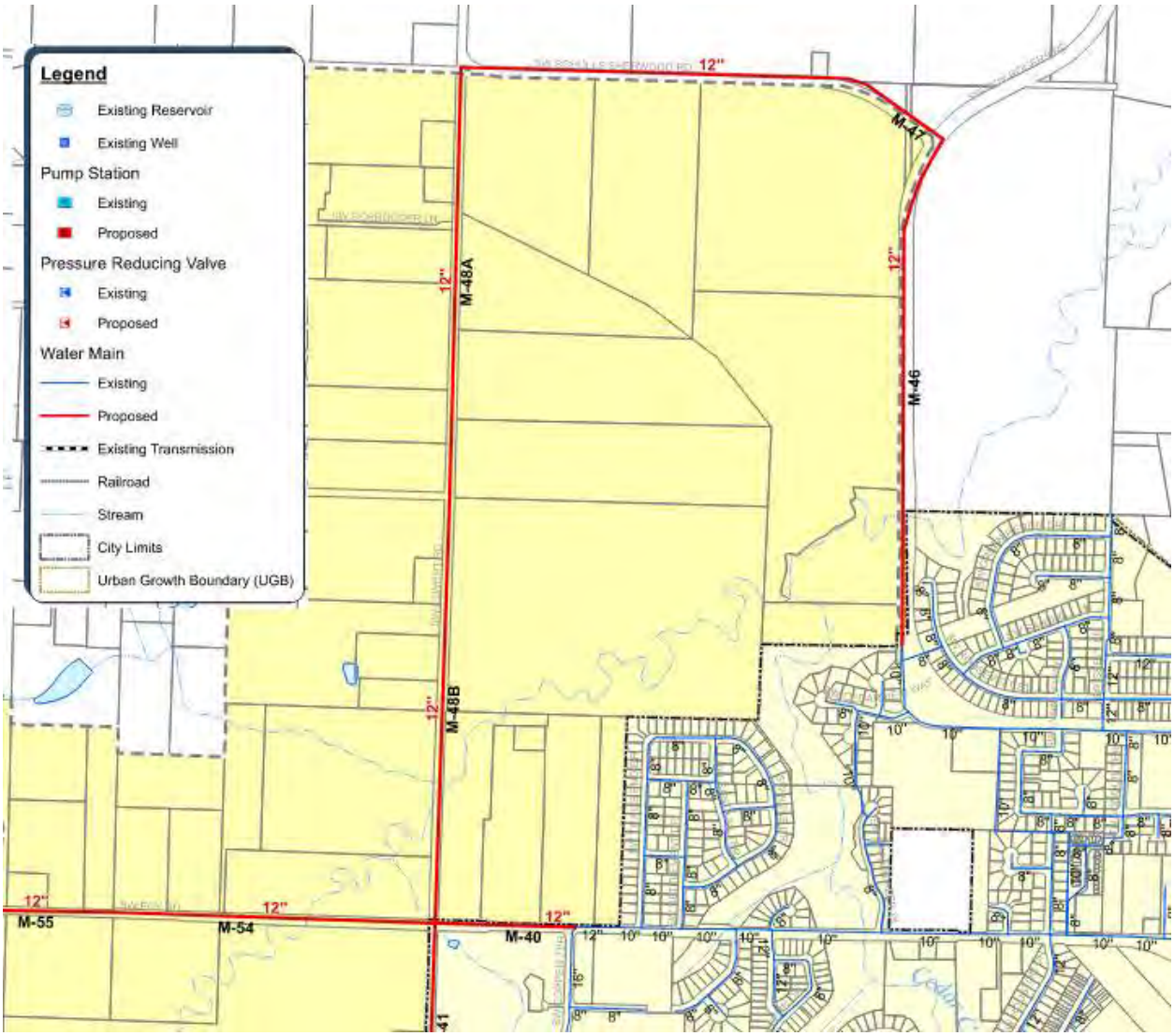


Figure 9: Water Plan
Source: 2015 Water System Master Plan

The Sherwood West area will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. This existing zone is served by two reservoirs with an existing capacity of 6.0 million gallons (MG). The 2015 Water System Master Plan Update indicates the 380-foot Pressure Zone reservoirs will experience a 0.61-MG deficit at full build-out of the entire plan service area. However, since the 380-foot zone covers such a large area of the City including other significant growth areas, it is not clear that the expected storage deficit will be due to Sherwood West development. As noted in the Master Plan, the expected deficiency is far enough out on the development timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from the Willamette River Water Treatment Plant (WRWTP) located in Wilsonville. The City's ownership and capacity was expanded at the WRWTP, bringing the City's capacity from 5 million gallons per day (MGD) to 6.7MGD. In addition, the City has a number of groundwater wells with a combined capacity of 2.6 MGD. The groundwater wells are currently serving the City as an emergency/redundant water supply.

The Master Plan projects Sherwood West development within the 380-foot pressure zone to contribute up to 1.97-MGD demand to the system at full build-out, which represents approximately 21.9% of the total demand on the City's system. While it is unlikely that build-out of the Mixed Employment area of the North District would trigger the need for additional supply from the WRWTP, the North District represents a significant increase in demand to the existing system. The demand projection does not appear to include process water uses. Adding high-demand mixed employment users in the study area could potentially exceed the demand estimates and trigger a need for additional supply sooner than originally projected.

The distribution system in the North District is proposed to extend new 12-inch water lines within SW Elwert Road, SW Scholls-Sherwood Road, and SW Roy Rogers Road creating a looped system. This water main size is expected to be sufficient for most mixed employment uses; however, high-demand users could require higher peak flows and larger mains than are currently planned.

Sanitary Sewer Infrastructure

Municipal sewer service for the Sherwood West area is expected to be provided by the City of Sherwood. A diagram of existing and proposed sanitary sewer infrastructure is included as Figure 10.

The 2021 CWS master plan anticipates a new Chicken Creek pump station to be located within the North District, which will receive flows from the Sherwood West urban reserve area as well as existing flows currently carried by the Sherwood trunk line. A new 24-inch force main approximately 18,000 feet long from the pump station will convey wastewater to an existing 42-inch trunk main located in Oregon Highway 99W, which will allow the district to abandon the existing Sherwood trunk sewer line through the Tualatin Wildlife Refuge.

The City's 2016 Sanitary Sewer Master Plan does not specifically address the Sherwood West expansion, and the improvements identified in that plan are now out-of-date.

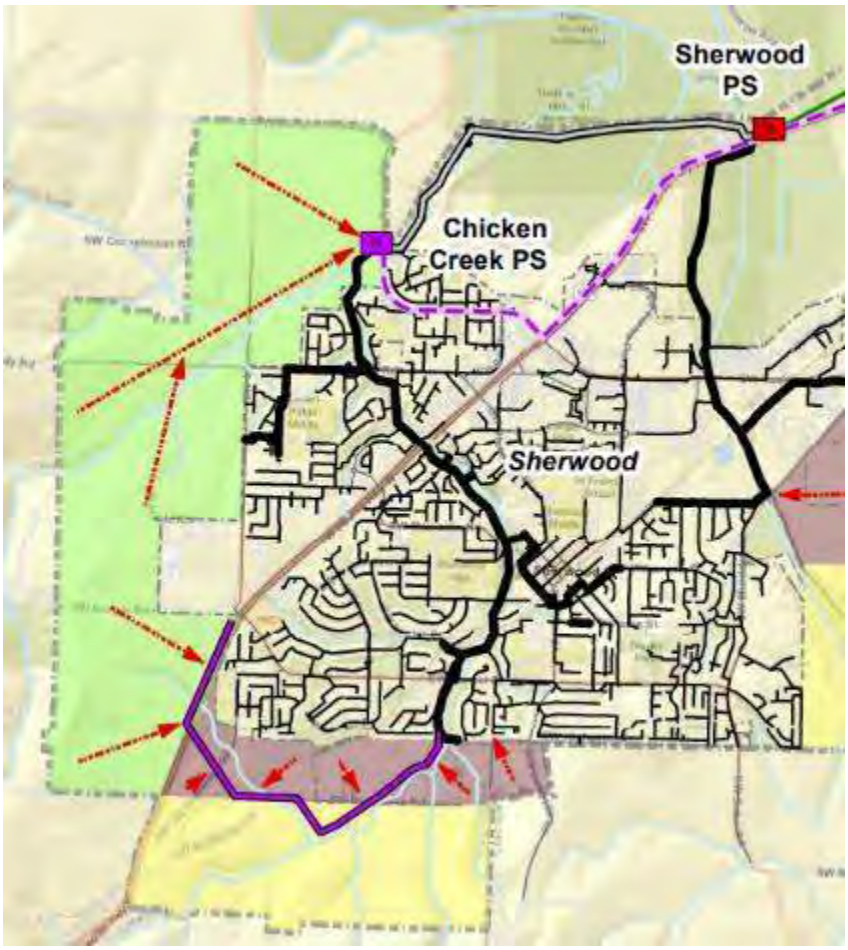


Figure 10: Sewer Plan
Source: 2021 CWS Sewer Master Plan

Stormwater Infrastructure

The Sherwood West study area is split between two regional drainage basins. The majority of the area drains to Chicken Creek, which runs through the area to the northeast and eventually discharges to the Tualatin River. Approximately 35 acres of the North District drains north directly to the Tualatin River.

The North District is expected to be annexed into CWS; therefore, storm management facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. Regional facilities may be designed and constructed as individual properties develop; alternatively, the City may opt to provide a sub-area plan and establish regional facilities in a more comprehensive design.

The City's 2016 Stormwater Master Plan did not extend into the Sherwood West urban reserve area, so no specific improvements are noted. The plan indicates the Chicken Creek basin drains a total of approximately 4,875 acres comprising a mix of developed and undeveloped land. Chicken Creek drains to the Tualatin River.

Current CWS mapping indicates the reach of Chicken Creek that runs through the study area is designated as high hydromodification risk. This risk category indicates that new development will be required to

reduce downstream runoff peak flows below pre-development levels, which generally results in larger detention storage volumes required than for sites in other categories.

Hydrologic soil mapping of the study area indicates the near-surface soils in the Sherwood West area generally consist of Group B, C, and C/D soils. These categories represent relatively low infiltration capacity of the native soils. In general, lower infiltration rates result in the need for larger detention storage facilities.

A diagram of existing stormwater infrastructure in and near the North District is included as Figure 11.



Figure 11: Storm Plan
Source: CWS Stormwater Mapping GIS (accessed January 2024)

Energy and Communications Infrastructure Review

Energy utilities serving the study area include Northwest Natural Gas (NW Natural) and Portland General Electric (PGE).

NW Natural has not provided specific planning information for this study. NW Natural mapping shows two pipes within SW Elwert Road, a 10-inch diameter line along the west edge, and a 24-inch diameter transmission pipeline along the east edge.

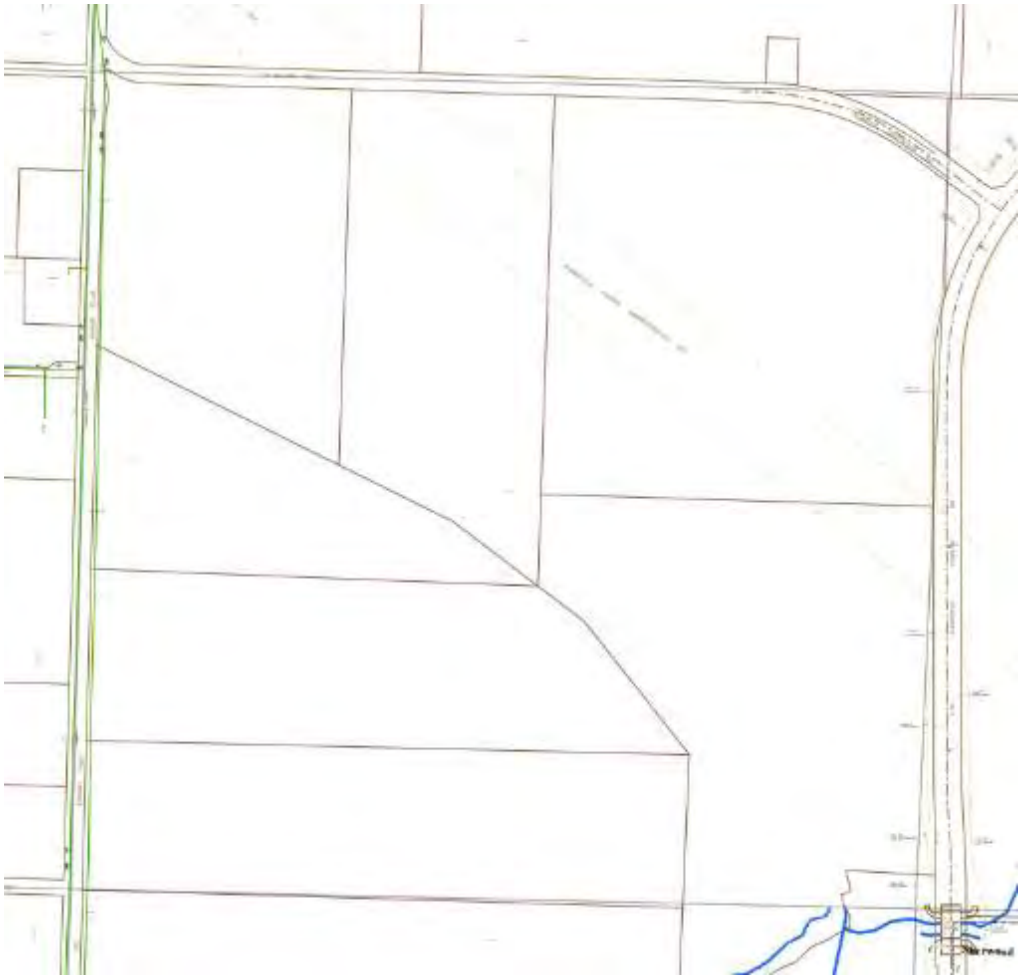


Figure 12: Natural Gas Plan
Source: NW Natural GIS mapping (accessed January 2024)

PGE staff met with City staff and Mackenzie as a part of this project to help inform the conceptual transportation and utility corridors in the North District, as well as to identify PGE's land needs for an electrical substation. PGE indicated that Sherwood West is not currently served with power infrastructure to support the proposed urban development expansion. New infrastructure is expected to include overhead transmission lines, substation(s), and underground distribution conduits. In general, PGE prefers substation lot footprints of approximately five acres located within the development area, with 60-foot-wide transmission corridors connecting to the regional power grid, following roadways to the extent possible to reduce the challenges associated with accessing off-road infrastructure. Distribution corridors would be 10 feet wide, such as in roadside public utility easements. PGE staff also provided a preliminary sketch (for illustrative purposes only) denoting the locations of existing electrical infrastructure and potential future corridors within the North District. The sketch also denoted one possible substation location, though PGE staff clarified that the location was flexible. See Appendices 4 and 5.

BPA has an easement for overhead power lines that crosses the northern section of the North District; however, these are not available for direct customer access. BPA staff has not indicated that there would

be any need to widen the corridor in the future. The separation requirement from these utilities to any buildings reduces the developable portion of affected sites. As noted previously, buildings may not be located under the BPA power lines. However, parking and stormwater areas may be allowed under certain conditions provided there is adequate clearance from the power lines.

Private communications providers in the general area include CenturyLink, Verizon, and Comcast, while the City of Sherwood operates a fiber optic municipal broadband network (Sherwood Broadband) that provides high-speed internet service throughout the City and could be expanded to serve Sherwood West.

IV. REFINEMENT OF CONCEPTUAL LAND USE, TRANSPORTATION NETWORK, AND INFRASTRUCTURE SYSTEMS

This section describes proposed refinements to the North District of the Sherwood West Concept Plan to optimize road and utility layout while allowing for large employment sites east of SW Elwert Road. Key projects and planning-level infrastructure construction cost estimates are provided as well.

Concept Plan Refinement Scenarios

To illustrate a range of potential employment land lot configurations and transportation and utility corridors in the North District, Mackenzie has prepared two different scenarios of how the area could develop in the future. The scenarios attempt to balance competing needs such as large employment sites, connectivity, protection of Title 13 habitat, trail locations, livability, site security, etc. Through discussion with Metro staff, the City understands it can undertake a future Economic, Social, Environmental, and Energy (ESEE) analysis to determine the value of the upland habitat and evaluate how much development, if any, can occur in the area. The previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development. To account for the uncertainty related to the extent of allowable development in Title 13 areas (which will depend on future site assessment), the two scenarios present varying degrees of upland habitat impact.

Notably, the scenarios are for illustrative purposes only, as a means to draw conclusions about the developability of the study area and will require further refinement during Comprehensive Planning efforts if Metro adds Sherwood West to the UGB.

The following overarching aims informed each of the two scenarios:

- Preserving opportunities for large employment sites in the Mixed Employment area east of SW Elwert Road, with smaller employment sites west of SW Elwert Road. Combined, these areas will accommodate a range of building and site sizes since specific users are not known.
- Accounting for the location of the BPA transmission corridor in the northeast portion of the District by proposing large employment sites that could accommodate buildings placed outside the power line corridor.
- Maintaining the residential areas from the 2023 Concept Plan as previously planned.
- Keeping the North District community park in the location shown in the 2023 Concept Plan. The current location contains steep slopes not conducive to employment uses, is contiguous to Title 13 habitat so it would serve as a connection between open space areas and is close to planned residential uses which can promote walking and bicycling between the two areas.
- Utilizing SW Elwert Road as the major north-south transportation spine, with realignment at the south end of the North District as proposed in the 2023 Concept Plan.
- Providing east-west roadways between SW Elwert Road and SW Roy Rogers Road to allow for efficient circulation.
- Providing roadway locations that comply with applicable County and City minimum spacing standards.
- Limiting the length of roadways through Title 13 upland habitat areas where feasible.
- Extending public utilities within the proposed public streets as much as possible and minimizing utility corridors outside of roadways.
- Accounting for the future extension of electrical transmission lines along roadways, while not specifying their specific location nor the location of a future electrical substation.

- Utilizing regional stormwater ponds at the downstream (eastern) side of the North District. Regional ponds may be designed to accommodate runoff from a mix of public right-of-way and private development. Ponds may be designed and constructed as individual sites develop; alternatively, the City may elect to prepare a sub-area drainage plan with CWS to design stormwater drainage treatment and management for the entire basin, including an implementation schedule.
- Keeping the regional trails the same as shown in the 2023 Concept Plan. While local trails have not been illustrated, the intent would be that they connect from sites and roadways to the regional trail network. Trail connectivity would need to maintain the maximum trail spacing of 300 feet as dictated by SMC Section 16.106.030(B), or a separate standard (e.g., special overlay standards) should be established for the Mixed Employment area if the 300-foot spacing cannot be achieved.

Scenario A

Scenario A utilizes a series of east-west roadways to provide access to development areas while minimizing the need for site access from SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road. Two of the east-west roadways (a new collector road and the eastward extension of SW Conzelmann Road) would connect to SW Roy Rogers Road.

As depicted in Figure 13, within the Mixed Employment Area, Scenario A illustrates seven potential development sites as summarized in Table 1:

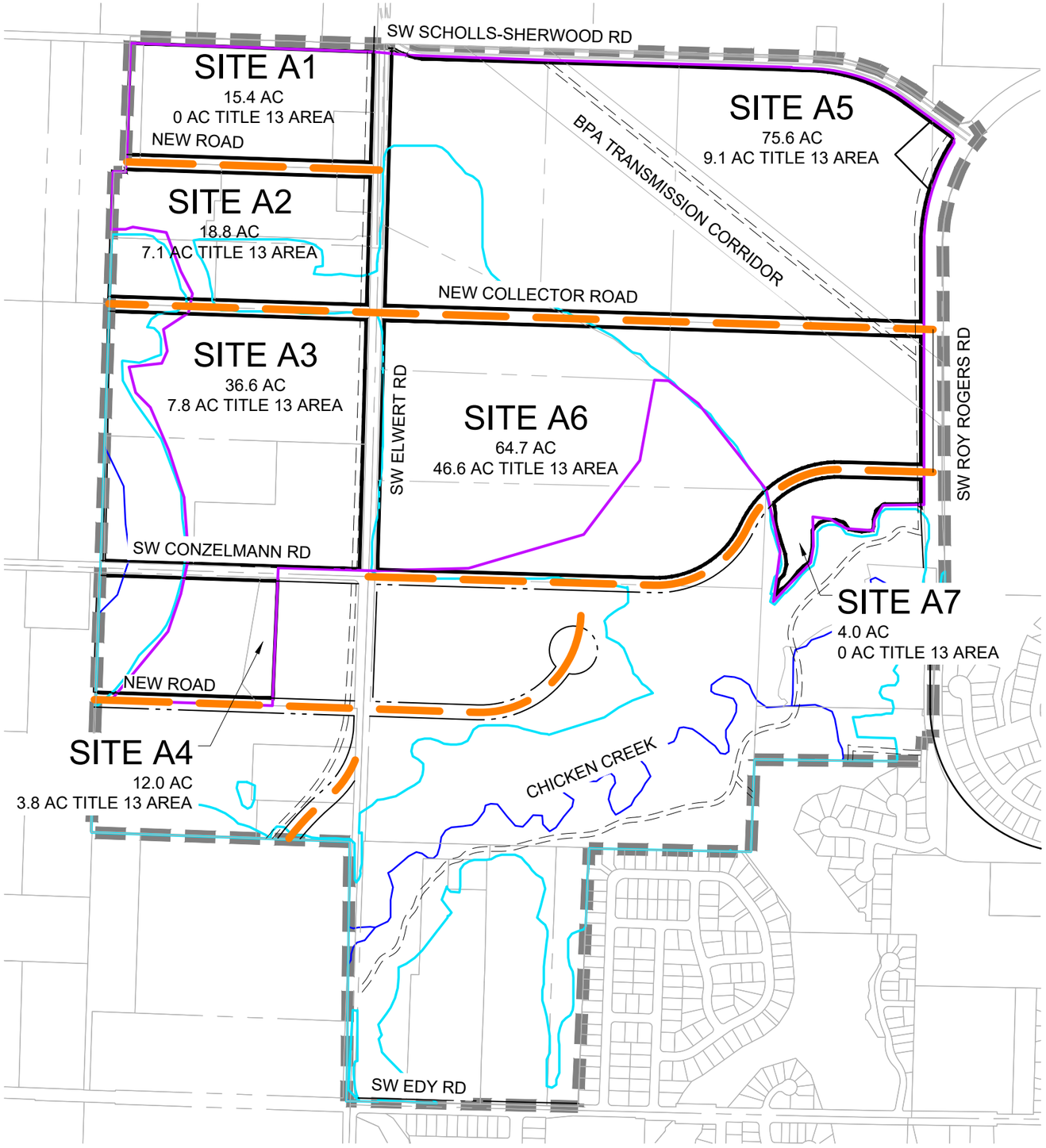
TABLE 1: SCENARIO A POTENTIAL DEVELOPMENT SITES

Site	East or West of SW Elwert Road	Gross Area (acres)	Title 13 Area (acres)	Area outside Title 13 Area (acres)
A1	West	15.4	0	15.4
A2	West	18.8	7.1	11.7
A3	West	36.6	7.8	28.8
A4	West	12.0	3.8	8.2
Total (West)	**West**	**82.8**	**18.7**	**64.1**
A5	East	75.6	9.1	66.5
A6	East	64.7	46.6	18.1
A7	East	4.0	0	4.0
Total (East)	**East**	**144.3**	**55.7**	**88.6**
Total		**227.1**	**74.4**	**152.7**

Site A6 diverges from the 2023 Concept Plan by including approximately 13 gross acres from area that had been designated Title 13 Riparian/Upland rather than Mixed Employment.

Potential access locations to Mixed Employment development sites are shown in Figure 14, as dictated by the spacing standards for arterials (SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors.

FIGURE 13



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN

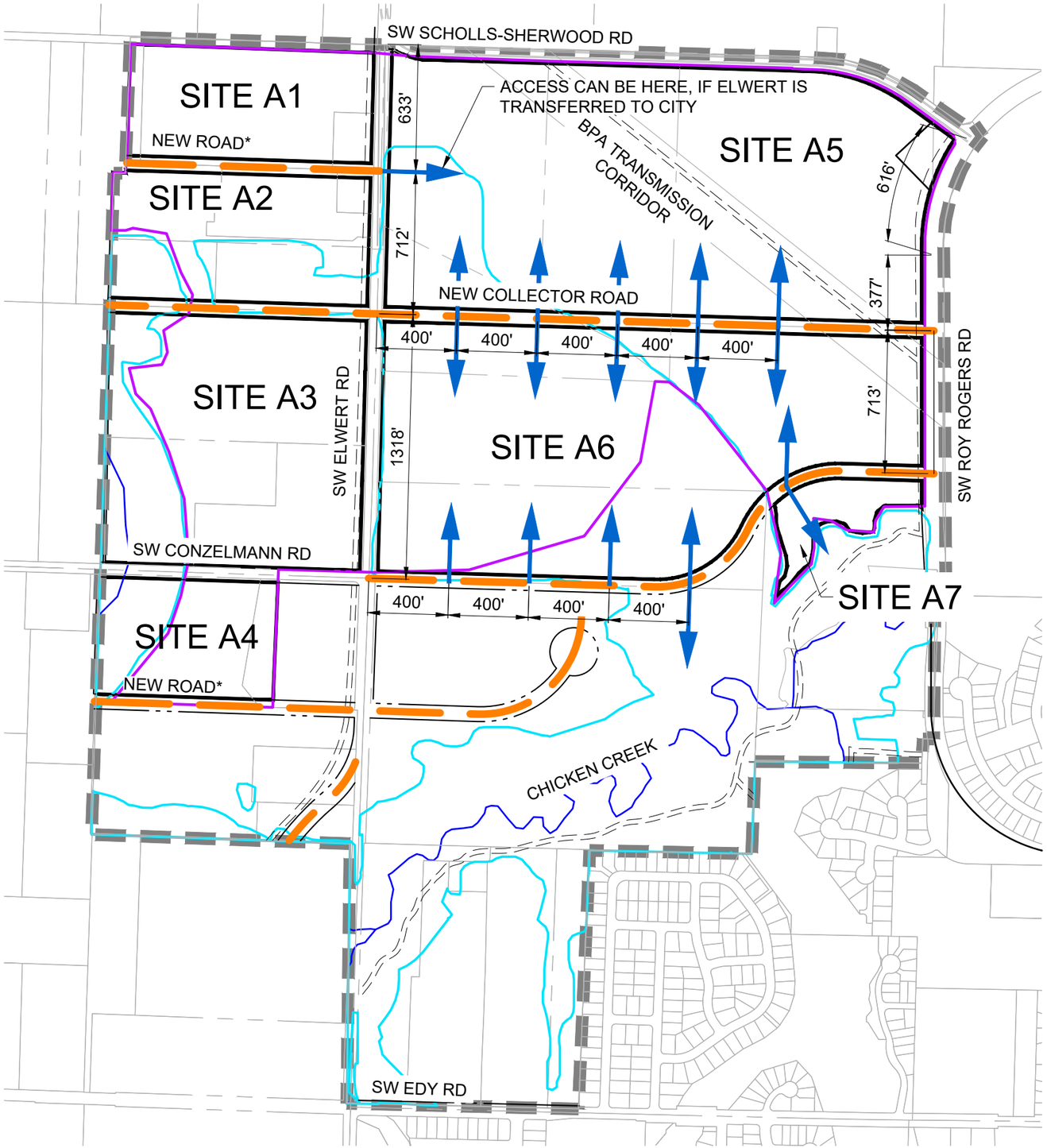
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2230332001\DRAWINGS\CIVIL\EXHIBIT\332-FIG 13 - OPT A STREET EXHIBIT.DWG BMR 02/09/24 16:09 1:600

FIGURE 14



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY
- POTENTIAL SITE ACCESS →

STREET/DRIVEWAY SPACING STANDARDS

ARTERIAL - 600' MINIMUM, 1,000' MAXIMUM
COLLECTORS - 100' MINIMUM, 400' MAXIMUM

*FUNCTIONAL CLASSIFICATION TO BE COLLECTOR IF ELWERT ROAD IS MAINTAINED UNDER COUNTY OWNERSHIP AND MAINTENANCE. FUNCTIONAL CLASSIFICATION MAY BE LOCAL ROAD IF ELWERT ROAD IS TRANSFERRED TO CITY.

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN - WITH INTERSECTION SPACING

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2230332\00\DRAWINGS\CIVIL\EXHIBIT\332-FIG 14 - OPT A STREET EXHIBIT - INTERSECTION.DWG BMR 02/09/24 16:10 1:600

Scenario B

Scenario B utilizes fewer east-west roadways than Scenario A, but still provides access to development areas while minimizing the need for site access from SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road. In this scenario, SW Conzelmann Road would extend eastward to terminate in a cul-de-sac, while the new collector road would connect to SW Roy Rogers Road.

As depicted in Figure 15, within the Mixed Employment Area, Scenario B illustrates the following potential development sites as summarized in Table 2:

TABLE 2: SCENARIO B POTENTIAL DEVELOPMENT SITES

Site	East or West of SW Elwert Road	Gross Area (acres)	Title 13 Area (acres)	Area outside Title 13 Area (acres)
B1	West	15.4	0	15.4
B2	West	20.0	7.7	12.3
B3	West	35.3	7.8	27.5
B4	West	12.0	3.7	8.3
Total (West)	**West**	**82.7**	**19.2**	**63.5**
B5	East	95.8	12.7	83.1
B6	East	54.3	47.1	7.2
Total (East)	**East**	**150.1**	**59.8**	**90.3**
Total		**232.8**	**79.0**	**153.8**

Site B6 diverges from the 2023 Concept Plan by including approximately 17 gross acres from area that had been designated Title 13 Riparian/Upland rather than Mixed Employment.

Potential Scenario B access locations to Mixed Employment development sites are shown in Figure 16, as dictated by the spacing standards for arterials (SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors.

Comparison of Scenarios

Scenario A provides seven sites in 227.1 gross acres, while Scenario B provides six sites in 232.8 gross acres. Scenario B provides larger sites east of SW Elwert Road, which could potentially accommodate larger employers. However, the buildable acreage in each scenario is dependent on the degree to which Title 13 areas may be developed, as both scenarios have nearly the same areas outside Title 13 (152.7 acres for Scenario A and 153.8 acres for Scenario B).

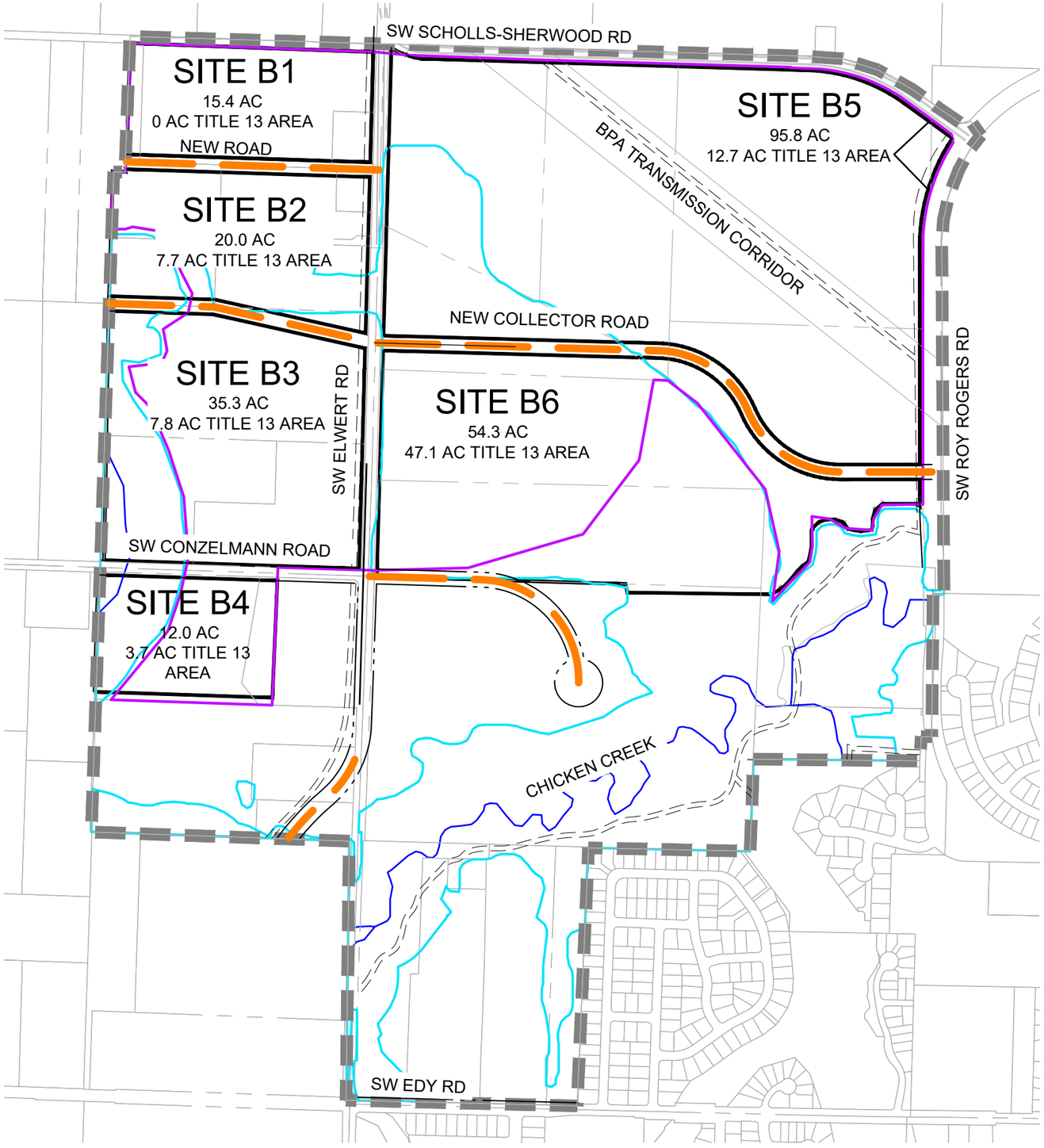
With two new east-west roadways to SW Roy Rogers Road, Scenario A would require more infrastructure and transportation investment than Scenario B, which has a single new east-west roadway to SW Roy Rogers Road.

The two scenarios were shared with the TAC members to seek input. Observations shared at the January 31, 2024 TAC meeting included:

- Scenario B may create more flexibility in lot size and lower road construction costs.

- The City will need to keep Title 13 regulations in mind when identifying developable areas as part of future Comprehensive Planning efforts if Metro adds the area the UGB. The City may perform an ESEE analysis as part of that process.
- Transportation connections to County arterials (e.g., SW Elwert Road, SW Scholls-Sherwood Road, SW Roy Rogers Road) is limited to collector streets.
- Providing trail circulation through the North District would increase connectivity but developers and employers may have hesitation about public trails through their sites.

FIGURE 15



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN

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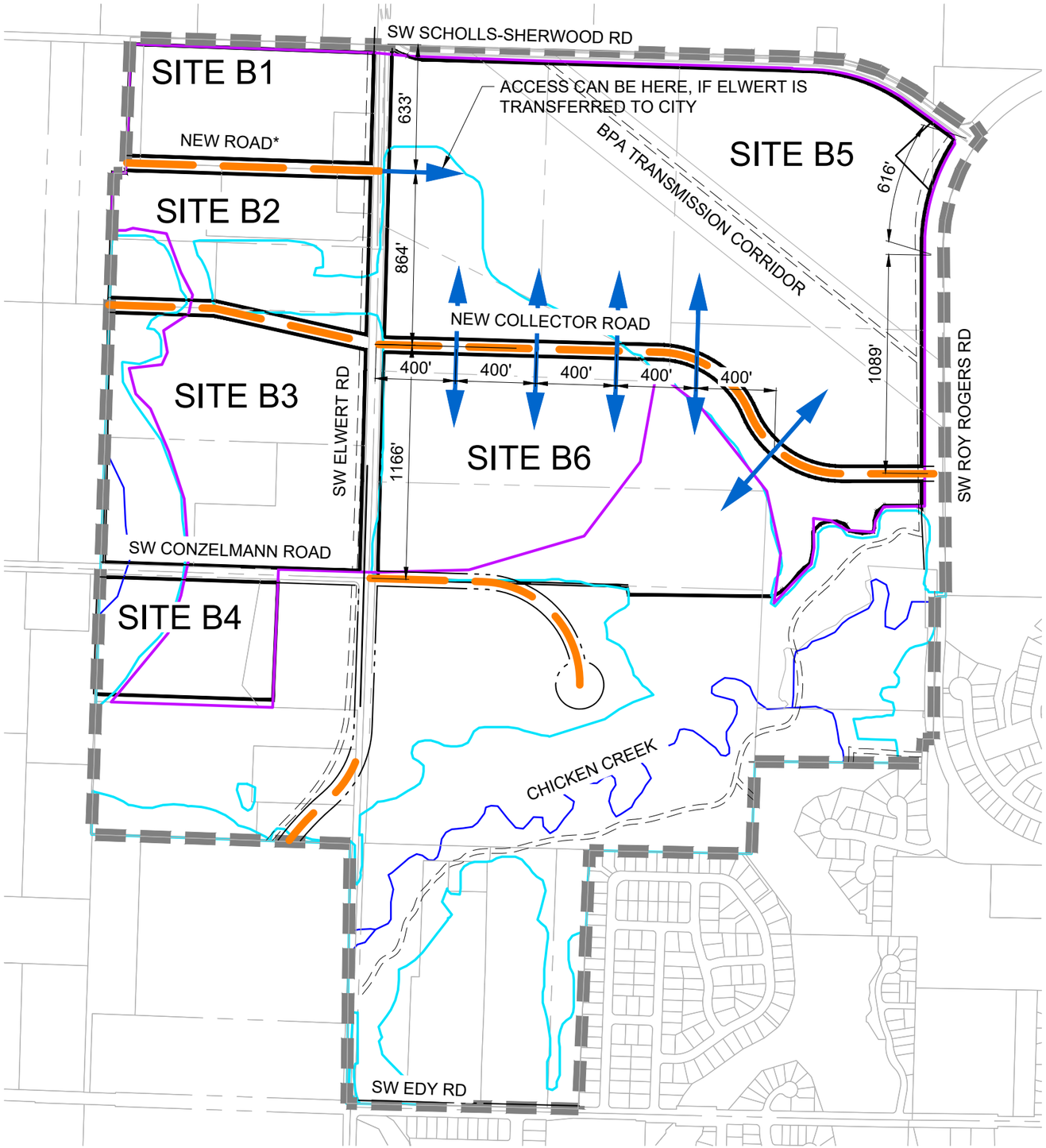
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2230332001\DRAWINGS\CIVIL\EXHIBIT\332-FIG 15 - OPT B STREET EXHIBIT.DWG BMR 02/09/24 16:10 1:600

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FIGURE 16



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY
- POTENTIAL SITE ACCESS

STREET/DRIVEWAY SPACING STANDARDS

ARTERIAL - 600' MINIMUM, 1,000' MAXIMUM
COLLECTORS - 100' MINIMUM, 400' MAXIMUM

*FUNCTIONAL CLASSIFICATION TO BE COLLECTOR IF ELWERT ROAD IS MAINTAINED UNDER COUNTY OWNERSHIP AND MAINTENANCE. FUNCTIONAL CLASSIFICATION MAY BE LOCAL ROAD IF ELWERT ROAD IS TRANSFERRED TO CITY.

SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN - WITH INTERSECTION SPACING

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2230332\00\DRAWINGS\CIVIL\EXHIBIT\332-FIG 16 - OPT B STREET EXHIBIT - INTERSECTION.DWG BMR 02/09/24 16:11 1:600

Transportation and Infrastructure Improvements

Transportation Improvements

The roadway network necessary to support the North District will require improvements per City and County cross-section standards. Table 3 below presents our recommendations on new roadway classifications with the corresponding cross-section standards based on either City or County requirements.

TABLE 3: RECOMMENDED CLASSIFICATIONS AND CORRESPONDING ROADWAY CROSS-SECTION STANDARDS

Roadway	Extents	Jurisdiction	Functional Classification	Right-of-Way Width
SW Elwert Road	SW Scholls-Sherwood Road to SW Edy Road	City of Sherwood [1]	Arterial	78 feet
SW Scholls-Sherwood Road	SW Lebeau Road to SW Roy Rogers Road	Washington County	Arterial	90 feet
SW Conzelmann Road (Scenario A)	SW Elwert Road to SW Roy Rogers Road	City of Sherwood	Collector [2]	74 feet
New east-west Collector	SW Elwert Road to SW Roy Rogers Road	City of Sherwood	Collector	74 feet

1. Elwert Road is currently a County arterial. Transferring ownership to the City would allow the City to provide direct local road access from Elwert Road to the planned community park and residential uses in the North District.
2. SW Conzelmann Road is currently a local road but to maintain compliance with County access standards, we recommend this roadway to be re-designated as a Collector if extension to SW Roy Rogers Road is planned.

The extension of SW Conzelmann Road to SW Roy Rogers Road is only recommended with Scenario A, as noted above.

To account for the transportation improvements identified in the refined Concept Plan, the City's TSP should be updated to reflect the transportation network improvements needed to facilitate development of the North District and the remainder of Sherwood West. Some of the recommendations below refer to either Scenario A or Scenario B. If no scenario is identified with the recommendation, the recommendation applies to both Scenario A and Scenario B.

City TSP Recommendations

- Identify SW Elwert Road as the primary north/south arterial roadway serving the North District.
- Identify a project to widen SW Elwert Road to the three-lane arterial standard with bike lanes and sidewalks, if ownership is transferred to the City.
- Identify a project to extend SW Conzelmann Road eastward to SW Roy Rogers Road as a Collector (Scenario A).
- Identify a project to construct a new east-west Collector extending from the area west of SW Elwert Road to SW Roy Rogers Road.
- Identify a project to improve the SW Elwert Road/SW Conzelmann Road intersection (Scenario A).
- Identify a project to improve the SW Elwert Road/new east-west Collector intersection.

- If SW Elwert Road remains a County arterial, identify a project to construct a new east-west collector road serving park and residential uses.
- If SW Elwert Road becomes a City arterial, identify a project to construct a new east-west local road serving park and residential uses.
- Identify a trail network through the North District.
- Require trail connections where public streets dead-end to provide cross-circulation for pedestrians and cyclists through the roadway network.

County TSP Recommendations

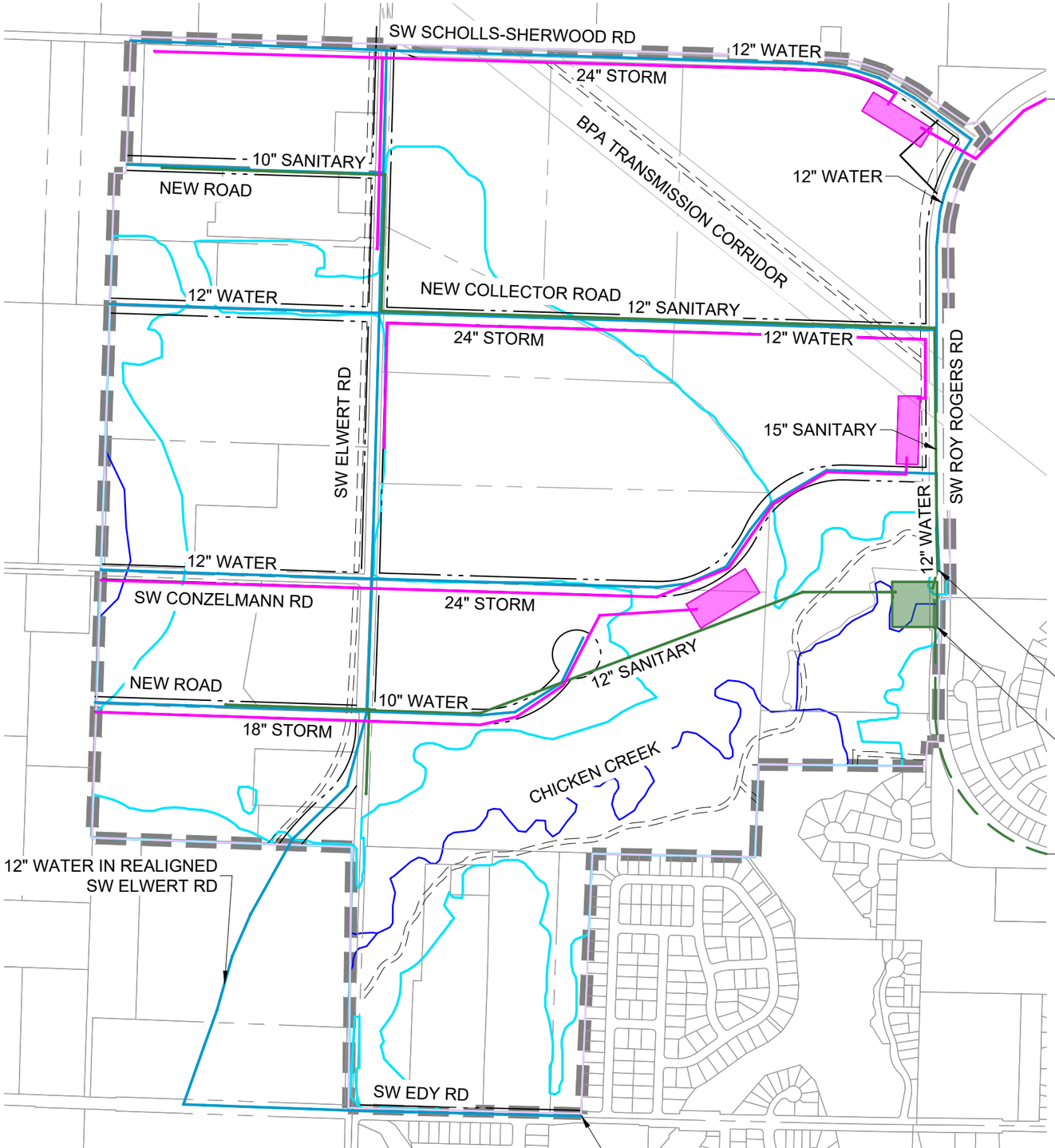
Similarly, improvements to County facilities may be needed. Washington County should update its TSP to include transportation network improvements that have been identified in the 2020 Washington County Infrastructure Analysis:

- Identify a project to widen SW Elwert Road to the three-lane arterial standard with bike lanes and sidewalks, if ownership is maintained by County.
- Identify a project to improve the SW Elwert Road/SW Scholls-Sherwood Road intersection.
- Identify a project to improve the future SW Roy Rogers Road/SW Conzelmann Road intersection (Scenario A).
- Identify a project to improve the future SW Roy Rogers Road/new east-west Collector intersection (Scenario B).
- Identify a project to improve the southern half of SW Scholls-Sherwood Road to the County's arterial standard with bike lanes and sidewalks.
- Identify a project to improve the west half of SW Roy Rogers Road to the County's arterial standard with bike lanes and sidewalks.

Public Infrastructure Improvements

Public utility infrastructure is required to support mixed employment development within the North District. As shown in Figure 17 and Figure 18, improvements are expected for public water, sanitary sewer, and stormwater systems. To be conservative, utility improvement quantities listed below are based on Scenario A (which depicts more roadways and utilities).

FIGURE 17



STORM MAIN TO CHICKEN CREEK

CONNECT TO EXISTING WATER

SANITARY PUMP STATION

24" SANITARY FORCEMAIN TO CWS TRUNK LINE

CONNECT TO EXISTING WATER

LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- TITLE 13 LANDS BOUNDARY
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOW SHOWN)
- EXISTING TAX LOT
- STORM POND

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A UTILITY LAYOUT

FEBRUARY 9, 2024
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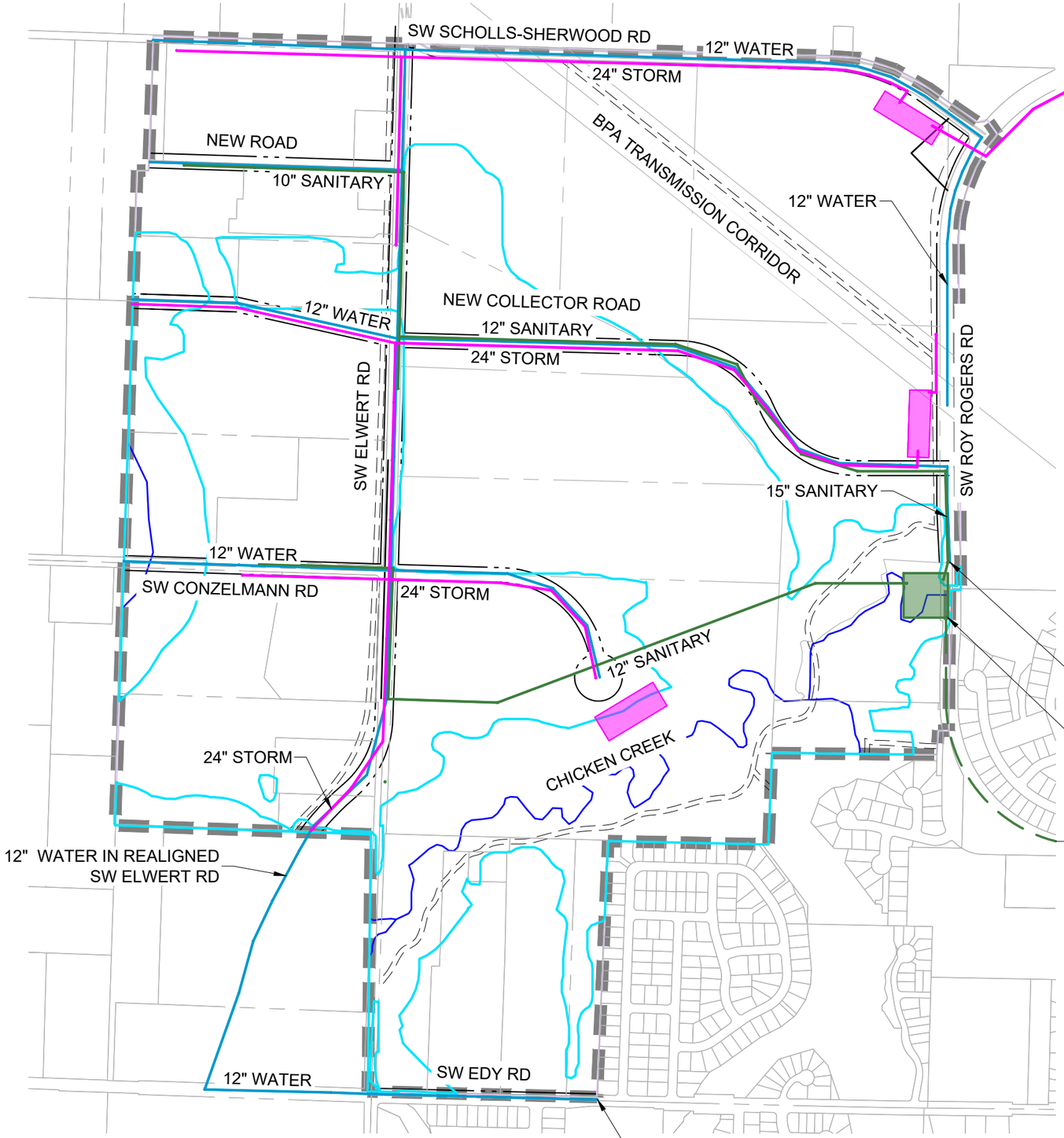
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2230332\DRAWINGS\CIVIL\EXHIBIT\332-FIG 17 - OPT A EXHIBIT.DWG BMR 02/09/24 16:11 1:600

FIGURE 18



LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- TITLE 13 LANDS BOUNDARY
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOW SHOWN)
- EXISTING TAX LOT
- STORM POND

SHERWOOD WEST
SCENARIO B UTILITY LAYOUT

FEBRUARY 9, 2024
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"223033200" C:\TEMP\ACPUBLISH_28284\332-FIG 18 - OPT B EXHIBIT.DWG BMR 02/09/24 16:12 1:600

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Water

Construct new water lines to be located generally within new public roadway rights-of-way, expected to consist of:

- Approximately 24,500 linear feet (LF) of 12-inch water pipes.
- Approximately 2,700 LF of 10-inch water pipes.
- Connections to existing City of Sherwood water system at SW Edy Road and SW Roy Rogers Road.
- Ongoing improvements to the City's water system through the Willamette Water Supply project, including a new water treatment plant. Costs associated with the Willamette Water Supply improvements are not included in this study.

Sanitary Sewer

Construct new sanitary sewer lines and facilities to be located within new public roadway rights-of-way to the extent possible, expected to consist of:

- Chicken Creek sanitary sewer CWS pump station.
- Approximately 18,000 LF of 24-inch CWS sanitary sewer force main.
- Approximately 1,200 LF of 15-inch gravity sanitary sewer pipes.
- Approximately 5,500 LF of 12-inch gravity sanitary sewer pipes.
- Approximately 3,000 LF of 10-inch gravity sanitary sewer pipes.

Stormwater

Construct new storm drainage lines and facilities to be located generally within new public roadway rights-of-way, expected to consist of:

- Approximately 9.5 acres (total) of regional storm treatment pond facilities.
- Approximately 2,200 LF of 30-inch storm drainpipes.
- Approximately 12,300 LF of 24-inch storm drainpipes.
- Approximately 3,200 LF of 18-inch storm drainpipes.

Key Projects

Following is a list of key transportation, water, sanitary sewer, and storm projects required to serve the North District at full development capacity:

Transportation

- SW Elwert Road/SW Scholls-Sherwood Road intersection improvements.
- Widening of SW Elwert Road to include bike and pedestrian facilities.
- Designate roadway connections west of SW Elwert Road.
- Designate new Collector roads running east/west in TSP update.
- Improve the SW Elwert Road/SW Scholls-Sherwood Road intersection with signalization or roundabout.
- Improve the SW Elwert Road/SW Conzelmann Road intersection with signalization or roundabout (Scenario A).
- Improve the SW Elwert Road/East-West Collector intersection with signalization or roundabout.

Water

- Approximately 11,400 LF of water line installation is considered high priority to construct a water line loop through the North District. Dead-end lines extended from the existing water system boundaries are unlikely to be able to support development of the larger mixed employment sites within the North District without a looped connection.

Sanitary Sewer

- Priority sewer projects include the pump station, force main, and 15-inch sewer line to support initial mixed employment development within the North District. Subsequent improvements are expected to be constructed with adjacent site development.

Storm

- Since storm drainage is required for all new public and private development, priority storm improvements are likely to be aligned with the initial site development and roadway construction.

Transportation and Infrastructure Construction Cost Estimates

Development of the 405 acres in the North District will require transportation improvements and installation of public utilities. Mackenzie prepared a preliminary (planning-level) construction cost estimates for these improvements as detailed in Table 4 below. Estimates were only prepared for Scenario A since it had longer roadway and pipe networks.

TABLE 4: SCENARIO A PLANNING-LEVEL TRANSPORTATION AND INFRASTRUCTURE COSTS	
Category	**Estimated Cost (2024 dollars)**
Public Water	$10,745,000
Public Sanitary Sewer	$18,162,500
Public Storm Drain	$10,932,500
Public Roadways	$64,150,000
Total	**$103,990,000**

The total infrastructure cost of nearly $104 million equates to approximately $6 per square foot, based on the 405 gross acres in the North District. However, as some portions of the North District will not be developed, the effective cost per square foot will be even higher.

Detailed breakdowns of the cost estimates are attached in Appendix 7.

The above costs exclude the following:

- Site development costs (e.g., earthwork, paving, and landscaping).
- Building costs (as they vary depending on construction type and level of finish).
- Soft costs, such as permitting, design consultants, City staff, and overhead costs such as contingency.

The City should consider who constructs new roadways. If new core roadways are constructed by the City that may facilitate quick development of sites within the North District. Alternatively, if developers are required to build entire roadways that may narrow the pool of developers interested in the North District, although they may be reimbursed for the improvements through SDC and TDT credits. Who constructs the improvements may also impact the sequence of development-ready areas.

V. EVALUATION OF MIXED EMPLOYMENT AREA FOR TARGET EMPLOYMENT TYPES

The 2023 Concept Plan notes the following with respect to target employment sites that may be applicable to the North District:

- *Employment/Industrial. There is strong potential for mixed employment and industrial development, considering the increasing demand for, and limited supply of, high-quality buildable employment land in the region, particularly large sites.*
- *Tech Clusters. Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor, and developers are looking for opportunities elsewhere in the region. The Sherwood area is beginning to draw interest from existing tech companies in Hillsboro and elsewhere.*
- *Plan for Mixed Employment. Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.*
- *Reserve large, flat parcels with transportation access for employment uses. Land needs for mixed employment range from 40 to 50 acres per "center" or "park." The City should target areas of Sherwood West with the largest and flattest contiguous tracts of land for these developments, with slopes of less than 3.0 percent.*
- *Be Flexible. Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.*

(Source: Sherwood West Concept Plan, July 2023, pp. 21-22)

Furthermore, the 2023 Economic Opportunities Analysis (EOA), adopted by the City Council in June 2023, identified the following Target Industries for the City as a whole:

- *Manufacturing*
  - *Technology and Advanced Manufacturing*
  - *Machinery Manufacturing*
  - *Clean Tech*
- *Professional and Business Services*
  - *Software and Media*
  - *Clean Tech*
  - *Athletics and Outdoors*
  - *Other Services*
- *Wholesale*
- *Services for Visitors*
- *Services for Residents*
  - *Medical Services*
  - *Legal Services*
  - *Financial Services*
  - *Retail*
  - *Personal Services*
  - *Restaurants*

(Source: Sherwood Economic Opportunities Analysis, April 2023, Figure 3.01)

To evaluate whether the development areas depicted in the two scenario diagrams could accommodate development in the City's target industries, Mackenzie referred to preferred characteristics for different industries, based on Business Oregon's Industrial Development Competitiveness Matrix included in Appendix 6. The characteristics identified in Table 5, which are reproduced from Appendix 6, are from those industry types in the Business Oregon matrix which are closest to the City's target employment uses.

TABLE 5: INDUSTRIAL PREFERRED SITE CHARACTERISTICS					
Factor	***High-Tech/Clean-Tech Manufacturing***	***Advanced Manufacturing and Assembly***	***General Manufacturing***	***Industrial Business Park and R&D Campus***	***Local Warehouse/ Distribution***
Competitive site acreage	5 - 100+	5 - 25+	5 - 15+	20 - 100+	10 - 25+
Competitive maximum slope	0 - 5%	0 - 7%	0 - 5%	0 - 7%	0 - 5%
Railroad Access	Preferred	Not Required	Preferred	Preferred	Preferred
Minimum water service diameter	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"
Minimum sanitary sewer service diameter	12" - 18"	10"-12"	6" - 8"	10"-12"	4"
Preferred natural gas service diameter	6"	6"	4"	6"	2"
Minimum electrical service demand (megawatts)	4-6 MW	1 MW	0.5 MW	0.5 MW	1 MW
Fiber optic communications	Required	Required	Preferred	Required	Preferred

Source: Mackenzie, Business Oregon Industrial Development Competitive Matrix

Target Industry Suitability Assessment

Based on Table 5 and Appendix 6:

- The site sizes in Scenario A range from four acres to 75 acres, while those in Scenario B range from 12 acres to 95 acres. These sizes are generally in line with the competitive acreage ranges for the target industries, with the exception of very large High-Tech/Clean-Tech Manufacturing and Industrial Business Park and R&D Campus users, some of which seek sites over 100 acres.
- Some of the Mixed Employment land (primarily west of SW Elwert Road) has slopes over 10% which could limit the types of development that occur on those sites (e.g., these sites could

accommodate smaller format employment buildings such as office or small flex space but not large industrial employers that need large, flat sites for single-level floor plates). By contrast, the majority of Mixed Employment land east of SW Elwert Road has slopes under 10%, which is more conducive to the target industries.

- The water main size depicted in Figure 13 is 12-inch in the Mixed Employment area. This size is generally sufficient for the target industries, with the exception of high-demand users that may require higher peak flows and larger water mains than are currently planned.
- The sanitary sewer line sizes depicted in Figure 13 include 10-inch in the northwest portion west of SW Elwert Road and 12-inch or 15-inch lines elsewhere in the Mixed Employment area. These sizes are generally sufficient for the target industries, with the exception of high-demand users that may require higher peak flows and larger sanitary sewer lines than are currently planned.
- The storm drain sizes depicted in Figure 13 include 24-inch lines in the Mixed Employment area, which should be sufficient for the anticipated amount of impervious surface.
- While there may be a need for system-wide improvements identified in utility master plans, such analysis of those plans is beyond the scope of this project.

Recommendations

To help promote development of the Mixed Employment area with the target employment types, the City can consider the following approaches:

- Implement some of the strategies for creating and protecting large sites identified in Section II.
- Engage a natural resources consultant to evaluate the condition of Mixed Employment areas designated by Metro as Title 13 habitat and to assist the City with economic, social, environmental and energy (ESEE) analysis to determine the appropriate level of protection considering urban land uses.
- Continue engagement with Portland General Electric and initiate engagement with NW Natural to plan for the energy needs of the Mixed Employment area.
- Coordinate with Sherwood Broadband staff and other communications providers to plan for the communication needs of the Mixed Employment area.
- Facilitate annexation and development discussions with property owners to explain the annexation process, timeline, and costs. Consider whether to provide annexation assistance to property owners.
- Coordinate with Washington County and Oregon Department of Transportation regarding transportation needs for both employment and residential uses.
- Coordinate with Clean Water Services regarding storm drainage and sanitary sewer planning.
- Coordinate with TriMet regarding service planning for Sherwood West in general and the North District in particular.
- Amend the TSP and utility master plans and capital improvement plan to incorporate key projects identified above.
- Construct key projects identified above in section IV.

VI. TRANSPORTATION AND INFRASTRUCTURE FUNDING CONSIDERATIONS FOR SHERWOOD WEST

As part of the project, Leland Consulting Group (LCG) prepared a summary memo to discuss Sherwood West transportation and infrastructure construction costs and funding. Highlights from the memo—which is attached as Appendix 8—are presented below.

Construction Cost and Revenue Comparison

LCG analyzed the transportation, infrastructure, regional parks, and regional trails construction costs for all of Sherwood West (using cost estimates provided by Mackenzie for the North District and for regional trails, together with City of Sherwood City Engineering cost estimates for the remainder of Sherwood West). LCG then estimated potential revenues from development, such as system development charges (SDCs) and the Washington County Transportation Development Tax (TDT).

The financial analysis demonstrated that potential revenues generated at full buildout of Sherwood West are likely sufficient to cover estimated infrastructure construction costs for sanitary sewer and parks; however, revenues are expected to be insufficient to cover construction costs for water, transportation, and storm infrastructure. This analysis is preliminary and will require further refinement during Comprehensive Planning, but points to the fact that additional funding sources may be needed to cover some construction costs.

Potential Funding Sources

LCG identified a range of funding tools that could be used to supplement shortfalls, including the following:

- Federal funding sources such as the Economic Development Administration.
- State funding sources such as the Special Public Works Fund, Community Paths Grants, Immediate Opportunity Fund, Oregon Parks and Recreation Department Local Government Grant Program, and other emerging opportunities.
- Regional funding sources such as Washington County's Major Streets Transportation Improvement Program (MSTIP) or the Metropolitan Transportation Improvement Program (MTIP) or other regional flexible funding overseen by Metro.
- Local funding mechanisms such as supplemental SDCs, a Local Improvement District (LID), utility fees, general obligation bonds, or urban renewal tax increment financing.

While each of these funding sources would require further evaluation to determine applicability and viability, it does appear that there are supplemental funding sources that could be used to bolster the revenues expected from SDCs and TDT.

VII. CONCLUSION

Development of the North District of the Sherwood West urban reserve area can be implemented in a manner that advances the City's long-term goals including economic development, provision of housing, and conservation of natural resources.

The Mixed Employment area designated in the 2023 Concept Plan appears appropriate for development with the City's target employment types, and infrastructure can be constructed to serve the area in an orderly manner. Roadway improvements and public utility extensions would be required for the development, but the necessary improvements are typical of development in new areas.

Competing interests for infrastructure within the North District specifically include a need or desire for large sites (up to 50 acres), maintaining City block length standards, providing reasonable cross-circulation for pedestrians and bicyclists, and minimizing or avoiding impact on protected habitat areas. We have provided two potential scenarios for roadway layout and site creation that attempts to balance these competing interests while providing flexibility on lot size for future developers and users.

Public utilities to the North District are generally expected to be extended from the existing boundary of City services. Fortunately, the City appears to be proactive in expanding capacity for water and sanitary sewer in cooperation with the Willamette River Water Treatment Plant and CWS sewer basin improvements. However, the extension of these utilities from existing service boundaries and through the North District present significant costs. Partnership with cooperating agencies such as CWS will likely be key to establishing robust infrastructure within the North District.

The City may elect to construct key public infrastructure projects to facilitate development within the North District, which would provide certainty in roadway and utility alignments. Any pre-emptive infrastructure should be constructed in locations to maintain flexibility of site layouts. In particular, key infrastructure such as locating an electrical substation for PGE and installing the sewer pump station and force main for CWS can help early developers overcome significant hurdles.

Both roadway scenarios presented above provide east-west cross-circulation through the North District, providing continuity to smaller sites west of SW Elwert Road and larger sites east of SW Elwert Road. Scenario A assumed greater impact to Title 13 areas with two east-west collectors extending to SW Roy Rogers Road whereas Scenario B only assumes one east-west collector extending to SW Roy Rogers Road. As Scenario A has more roadways and utilities, Mackenzie estimated construction costs only for this scenario, totaling nearly $104 million.

Leland Consulting Group's financial analysis indicates that at full buildout, SDC and TDT revenues are likely sufficient to cover estimated infrastructure construction costs for sanitary sewer and parks but are likely insufficient to cover construction costs for water, transportation, and storm infrastructure. Therefore, LCG identified a range of potential funding sources for the City to consider as it moves into the Comprehensive Planning stage if Metro approves the request to add Sherwood West to the UGB.

APPENDIX 1

NOVEMBER 2023 CITY OF SHERWOOD LETTER TO PROPERTY OWNERS REGARDING INTEREST IN DEVELOPMENT

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.sherwoodoregon.gov

Mayor
Tim Rosener

Council President
Keith Mays

Councilors
Renee Brouse
Taylor Giles
Doug Scott
Dan Standke
Kim Young

City Manager
Keith Campbell

November 13, 2023

Dear Sherwood West Property Owner:

As part of the City of Sherwood's ongoing long-term planning for the Sherwood West area, the City is gathering information on parcel size and property owner interest regarding future development **in the mixed-employment district** envisioned for the **northern portion** of Sherwood West. Please see the map on backside of letter.

This effort is part of the Sherwood West Concept Plan, a long-range planning document that will guide Sherwood community members, decision-makers, and staff as they make plans and decisions about future growth in Sherwood West. Metro has designated Sherwood West as an "urban reserve," which means that at some point in the future, it will be added to the Urban Growth Boundary. The Concept Plan has been informed by extensive public involvement, with the Preliminary Concept Plan approved in 2016 and further revisions accepted by the Sherwood City Council this past summer. Further information is available on the City's website at

sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look.

Determining property owners' interest in developing or selling their properties for employment uses will allow the City to form plans for preserving large lots and to determine the viability of future developers and employers to create large building sites by purchasing multiple smaller lots.

If your property is currently available for sale or lease –or you are interested in making it available for sale in the future–please indicate accordingly on the enclosed form and return it in the envelope provided, by fax, or by email. *If your property is NOT available and you are NOT interested in including it for use in the employment district, we ask that you please indicate this information to us as well.*

Please note: the City's intent is only to gather information at this point. The City does not become involved in the pricing of land or in sale or lease negotiations. The attached form does not obligate you in any way to sell your land.

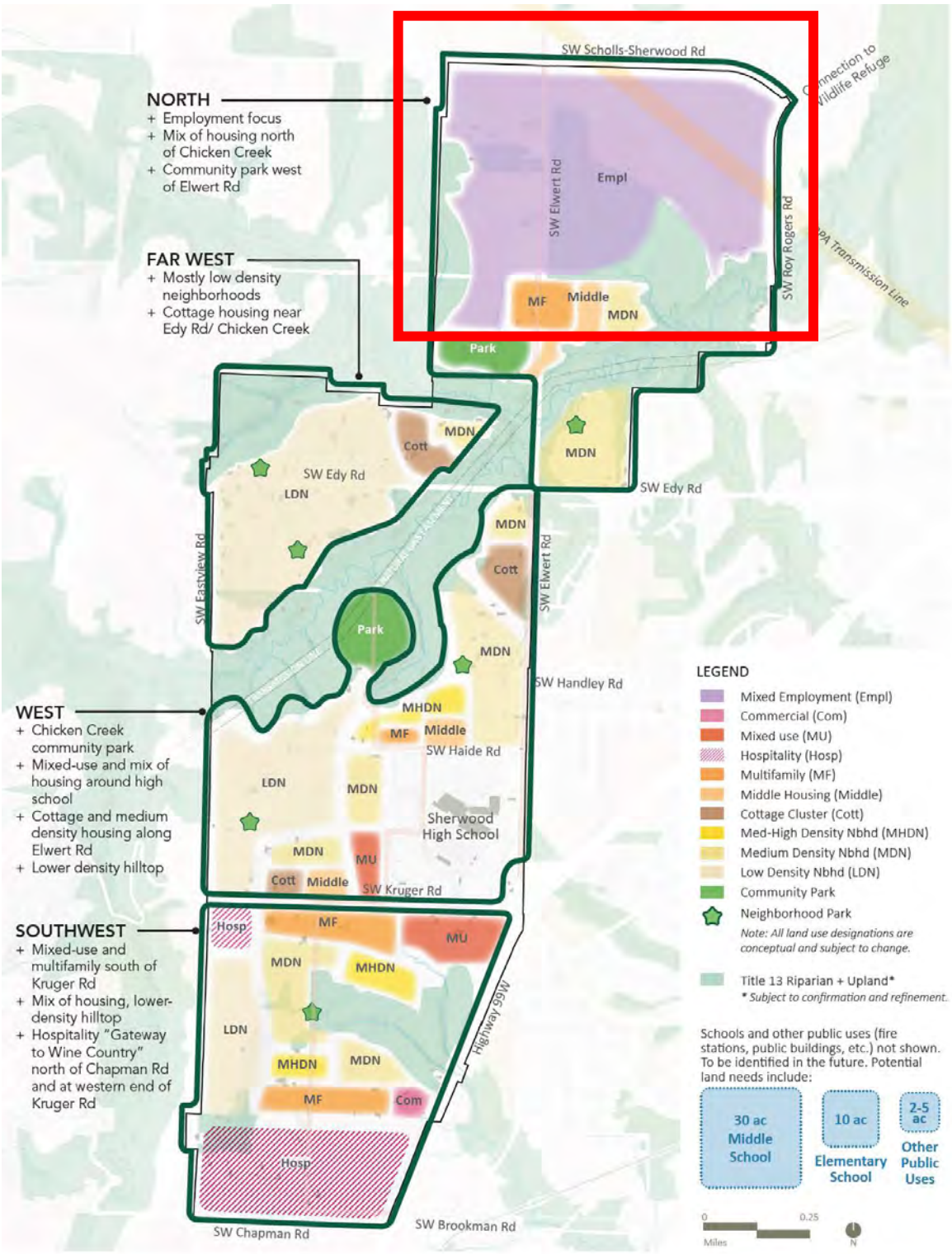
We would request that you return the enclosed form to the City by **Monday, November 27, 2023,** in the return envelope provided or call Erika Palmer, Planning Manager at the City of Sherwood, with your response.

If you have any questions or require additional clarification, please feel free to contact the project representative:

Erika Palmer, Planning Manager at City of Sherwood
Phone Number: (503) 625-4208
Email: palmere@sherwoodoregon.gov

Sincerely,
Erika Palmer, Planning Manager

Mixed-Employment Zone



City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.sherwoodoregon.gov

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Doug Scott
Dan Standke
Kim Young

City Manager
Keith Campbell

Erika Palmer, Planning Manager
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

RE: Sherwood West Long-Term Concept Large Parcel Protection for Employment Uses

I, _____ as the owner/representative of the property located in Washington County, OR at address

_____

/tax lot _____, submit the following:

Check the box that represents your interest in selling, leasing, and/or developing your property for the purpose of contributing to the creation of a Mixed-Employment District. Please sign the letter and return either: in the envelope provided and addressed to City of Sherwood (see above), email to palmere@sherwoodoregon.gov, or fax it to 503-625-5524 by Monday, November 27, 2023.

☐ I am interested in developing my property in the future for employment uses.

☐ I am interested in making my property available for sale for future employment uses.

If property is already for sale:
Listing Agent/Representative: _____

Phone: _____

Parcel size (acres): _____

☐ My property is NOT available, and I am presently NOT interested in selling or developing it for employment uses.

Property owner signature: _____

Printed name:_____ Date: _____

Phone: _____ Email: _____

APPENDIX 2

NOTES FROM DECEMBER 6, 2023 TECHNICAL ADVISORY COMMITTEE MEETING

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Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	December 20, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Erika Palmer, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang, Colleen Resch – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Matt Craigie, CJ Doxsee, Suzanne Savin – Washington County Mike Weston – City of King City Theresa Haskins – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen, Breezy Rinehart-Young, Scott Moore – Mackenzie

SUBJECT: Technical Advisory Committee (TAC) Meeting #1 (December 6, 2023)

INFORMATION ITEMS

1. City of Sherwood (Erik Rutledge) opened the meeting by providing a recap of Sherwood West history and a summary of next steps.
    A. The last Technical Advisory Committee (TAC) meeting for the Sherwood West area was held late last winter. City Council adopted the current concept plan in July 2023.
    B. The City recently submitted a letter of interest to Metro regarding a potential urban growth boundary (UGB) expansion of up to 1,200 acres.
    C. City's intent is to submit the Sherwood West Concept Plan to Metro in April 2024.
    D. Metro is looking for site development readiness for industrial users. The City views the employment area near the new Sherwood High School and the employment area in the North District catalysts for future economic growth.
    E. The current effort is on the North District where most jobs within the Sherwood West plan area would be located.
        I. Mackenzie's scope includes reviewing opportunities to create parcel sizes larger than 50 acres to better satisfy Metro Title 11 code requirements.
        II. Mackenzie's scope also includes looking at refinements to the transportation network and utility corridors in the North District and preparing infrastructure cost estimates.
2. Mackenzie (Brian Varricchione) shared maps conveying existing conditions. These maps are enclosed within Attachment B.
    A. The first map shows City limits, Sherwood West reserve area, and North District.

B. The second map shows existing lot lines within North District.

C. The third map shows floodplain, riparian corridors, and upland wildlife habitat areas as determined by Metro's Title 13 inventory.

D. The fourth map shows slopes which impact developability, particularly industrial users. Slopes greater than 10% can be problematic for development, and many industrial users prefer not to exceed 5%.

I. City of Sherwood (Erik Rutledge) noted it would be helpful to understand what acreage is remaining after excluding high slope areas.

E. The fifth map shows the land uses areas depicted in the July 2023 Concept Plan, along with the conceptual road alignments.

F. The sixth map shows owners of properties within the proposed Mixed Employment area.

G. The seventh map shows the response from property owners regarding willingness to sell their property. Brian pointed out many property owners did not respond to the City's survey.

I. City of Sherwood (Erik Rutledge) noted that while the map depicts little interest in property owners selling their land, there have been several "behind-the-scenes" purchase offers from developers for property within the North District.

H. The eighth map shows development considerations within the North District, such as the BPA easement at the northeast corner, the preclusion of large parcels due to block length and intersection spacing standards, smaller areas west of Elwert Road, and Title 13 habitat designation.

I. It is currently unclear how Title 13 habitat designations affect developability within the North District.

I. The ninth map shows intersection and driveway spacing standards.

3. Mackenzie (Brian Varricchione) shared maps conveying potential parcelization within North District to explore ways in which large parcels could be created to attract employers. These maps are enclosed within Attachment B.

A. Scenario A shows road alignments consistent with approved concept plan. The largest parcel size is about 30 acres, and one site may not be developable due to Title 13 habitat designation.

B. Scenario B shows removal of the north-south roadway running parallel to Elwert Road resulting in a 50-acre site in northeast corner.

C. Scenario C shows two large parcels at about 70 acres by extending Conzelman Road to the east and terminating at Roy Rogers Road north of the creek and removing the east-west concept road east of Elwert Road. This scenario also removes the north-south road west of Elwert Road.

D. Scenario D is similar to Scenario C but alignment of north-south road parallel to Elwert Road minimizes impacts to Title 13 habitat.

E. Scenario E is very similar to Scenario D but with a different east-west connection to Roy Rogers Road.

F. Scenario F only assumes extension of Conzelman Road to east on the eastern portion creating a 150-acre site east of Elwert Road.

4. Metro (Glen Hamburg) cautioned the group against assuming that the Title 13 upland habitat area is developable, but noted the City can undertake a study to determine significance of habitat area at the time of comprehensive planning if the area is added to the UGB. Glen also noted his preferred concept may be Scenario E but perhaps removing the east-west roadway traversing the Title 13 habitat area.

   A. Mackenzie (Brian Varricchione) pointed out there is a portion of land currently designated as Title 13 habitat area where trees have been recently removed.

   B. Metro (Glen Hamburg) confirmed that area could be removed from the Title 13 upland habitat as part of future efforts.

5. City of King City (Mike Weston) asked if there is a trail planned along power lines and cautioned against having block lengths that are too long for pedestrians. He urged the team to consider some public connections within large parcels such as trails through large development parcels.

6. ODOT (Glen Boden) asked if subdivision of smaller parcels would be prohibited to accommodate development, and if so, the City should "stick to their guns" about large parcels. Glen also noted connectivity is more important than roadway location standards, and one example of administrative flexibility can be to provide one frontage road per property.

7. PGE (Theresa Haskins) shared with the group that developers often complain there are no lots available that are large enough to accommodate certain users. She asked the City to consider if they want larger manufacturing or smaller user requests. The average acreage request from observation is 35 acres but can be as high as 100 acres.

8. Washington County (Matt Craigie) noted perhaps a community park can be sited within the upland habitat area, noting that it would not generate property taxes. He noted that may allow other land to be developed with different uses. He also suggested reviewing other examples and typologies with similar layouts to the area closest to the BPA easement corridor.

   A. Mackenzie (Scott Moore) noted there are certain design components that are often allowed within BPA easement areas such as maneuvering space for vehicles; however, buildings cannot be placed within the easement area.

   B. BPA (Darren Smith) noted that generally customers request stormwater detention, parking, lighting, etc. within BPA easements and cautioned against planting vegetation associated with parking near the BPA easement area.

9. PGE (Theresa Haskins) informed the group that PGE will want to reserve at least five acres for an electrical substation site and reminded the group there will be constraints with where the substation can be placed. As an example, a substation cannot be placed on a slope.

10. City of Sherwood (Erik Rutledge) reminded the group the next meeting will be more focused on utilities/infrastructure and other needs.

11. Mackenzie (Brent Nielsen) asked the group how they felt about eliminating the north-south roadway west of Elwert Road.

   A. City of Sherwood (Erik Rutledge) noted that the City has to balance competing interests (e.g., walkability, block size, targeted industries, and upland habitat). The City will look at

the target industries, easement locations, etc. to calibrate the land supply with the needs of target users. Removing this roadway may be fine as long as it is consistent with the goals of this exercise.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

Enclosure(s): Attachment A – Meeting Agenda
Attachment B – Meeting Materials

c: Present

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Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

MEETING AGENDA

PROJECT NUMBER:	2230332.00	**TODAY'S DATE:**	November 30, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

MEETING DATE:	December 6, 2023
MEETING TIME:	2:00 PM – 3:00 PM
MEETING PLACE:	Virtual
PARTICIPANTS:	Erika Palmer, Bruce Coleman, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Jessica Pelz, Matt Craigie, Theresa Cherniak, CJ Doxsee, Suzanne Savin – Washington County Eva Kristofik – Friends of Tualatin River National Wildlife Refuge Mike Weston – City of King City Preston Korst – Home Building Association (HBA) Ty Darby – Tualatin Valley Fire & Rescue (TVF&R) Theresa Haskins – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen, Breezy Rinehart-Young, Scott Moore - Mackenzie
FACILITATOR:	Erika Palmer (City of Sherwood), Brian Varricchione (Mackenzie)

SUBJECT: Technical Advisory Committee (TAC) Meeting #1

I. INTRODUCTIONS — Erika Palmer: 5 minutes

- Names and roles
- Previous Concept Plan involvement (if any)

II. PROJECT INTRODUCTION — Erika Palmer: 5 minutes

- TAC role and responsibilities

III. PROJECT GOALS & SCOPE OF WORK — Brian Varricchione: 10 minutes

- Schedule

IV. **TASK 1 PRESENTATION/WORK SESSION** Brian Varricchione: 35 minutes

- Consultant presentation
- TAC Discussion

V. NEXT STEPS & SCHEDULE Brian Varricchione: 5 minutes

MEETING PACKET

As you review the meeting packet materials prior to the meeting, the consultant team requests you consider and think about the following questions and comments and come to the meeting prepared to discuss.

A. Site sizes

1. The site size scenario sketches on pages 10-15 include a variety of site sizes, some of which exceed 50 acres to accommodate large employers. Which are your preferred scenarios?

B. Roadways

1. The Sherwood West Concept Plan includes multiple proposed/future roads. In efforts to create/preserve as many large industrial/employment sites as possible, some of the proposed/future roads, particularly west of Elwert Rd, may not be necessary as they create small sites (10 acres and smaller) as a result of bifurcation. What do you think of the consultant teams scenarios that eliminate or relocate roads from the Concept Plan?
2. Several scenarios in the meeting packet include potential road realignments in order to preserve/create large industrial/employment sites. What are your thoughts and are these alignments acceptable from your agency and perspective?
3. Page 9 of the meeting packet includes a map with intersection and driveway spacing standards. The consultant team used these standards to help identify potential site locations and configurations. What are your thoughts on deviating from the block length and/or spacing requirements to accommodate large employment sites?
4. Our assumption is within the North District Elwert Road should be designed based on City standards once the area is annexed to the City. Is that correct?

C. Utilities

1. We have received Sherwood's master plans for sewer, water, and storm drainage. Please provide the CWS master plan to verify downstream connection points for sanitary sewer.
2. Please confirm the City's preference for regional stormwater facilities or separated public/private approach.

3. Please confirm preferred power transmission corridors and substation footprints within the study area, if needed.

D. Natural Resources

1. The North District has many potential development constraints, including BPA transmission line, steep slopes, and Metro Title 13 upland wildlife habitat. Please share any information you have on these constraints and the potential to allow impacts to accommodate employment uses. Can new roadways be constructed through Metro Title 13 upland habitat areas?

c: Participants

SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT Sherwood, Oregon

11/30/23 DISCUSSION DRAFT

SW SCHOLLS-SHERWOOD RD
SW ELWERT RD
SW ROY ROGERS RD
SW CONZELMANN RD
SW EDY RD
City of Sherwood
Sherwood Market Center
Sherwood School District
Union High School
Sherwood High School
Roy Street Park
Cedar Creek
Rock Creek
Chicken Creek
SW Pacific Hwy
99W
SW Tualatin Sherwood Rd
SW Sunset Blvd
SW Oregon St
SW Herman Rd
SW Cipole Rd
SW Tonquin Rd
SW Murdock Rd
SW Langer Farms Pkwy
SW Sherwood Blvd
SW Roy Rogers Rd
SW Edy Rd
SW Kruger Rd
SW Haide Rd
SW Meinecke Rd
SW Pine St
SW Main St
SW Division St
SW Forest Ave
SW Willamette St
SW Galbreath Dr
SW 124th Ave
SW Ladd Hill Rd
SW Old Highway 99W
SW Brookman Rd
Middleton
Middleton Cemetery
Saint Paul Lutheran Cemetery
Maple Lane Cemetery
Cipole School
Apple Ln

bing

006628

LEGEND

- Sherwood City Limits
- Sherwood West
- North District

0 700 1,400 2,800 Feet

1 inch = 1,474 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/29/2023
File: Sherwood West_North District

Map Created By: BJV
Project No: 2230332.00



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SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW CONZELMANN RD
SW EDY RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER

2S2240001701 14.4 AC
2S2240001700 0.9 AC
2S2240001800 1.4 AC
2S2240002001 5 AC
2S2240001900 0.9 AC
2S2240002002 5.4 AC
2S1190000600 18.8 AC
2S1190000602 20.7 AC
2S1190000700 36.3 AC
2S1190001003 0.5 AC
2S2240002101 4 AC
2S2240002100 5.9 AC
2S1190001301 12.9 AC
2S2240002200 19.6 AC
2S1190001300 21.3 AC
2S1190000601 32.5 AC
2S2240002302 9.4 AC
2S2240002301 9.3 AC
2S1190001302 21.7 AC
2S2250004700 11.3 AC
2S2250004800 7.7 AC
2S130BA00100 8.5 AC
2S130B000900 58.3 AC
2S2250000202 3.3 AC
2S2250000203 14.5 AC
2S130BA00200 5 AC
2S2250000201 2 AC
2S130B001000 0.7 AC
2S130B000800 8.9 AC
2S130B000600 4.7 AC
2S130B001100 9 AC
2S130B000700 10 AC

bing
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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT AERIAL Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- BPA Transmission Corridor

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Aerial Taxlots_ND

Map Created By: BJV
Project No: 2230332.00



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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT ENVIRONMENTAL Sherwood, Oregon

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD

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LEGEND

- North District
- Tax Lots
- Streams
- Wetland
- 1% Annual Chance Flood Hazard
- Regulatory Flooodway

Title 13

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Environmental_ND

Map Created By: BJV
Project No: 2230332.00



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11/30/23 DISCUSSION DRAFT

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SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD

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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT CONTOURS & SLOPE Sherwood, Oregon

LEGEND

- North District
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Contours and Slopes_ND

Map Created By: BJV
Project No: 2230332.00



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SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD
SW Lebeau Rd
SW Edy Rd
SW Elderberry Ln
SW Sandhill Ln
SW Reghetto St
SW Roosevelt St
SW Nursery Way
Seasonal Trl
Chicken Creek
West Fork Chicken Creek
Cedar Creek
Maple Lane Cemetery
Saint Paul Lutheran Cemetery

LEGEND

- Sherwood West
- Tax Lots

North District Land Use

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Land Use_ND

Map Created By: BJV
Project No: 2230332.00



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SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
MIXED EMPLOYMENT
Sherwood, Oregon

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW EDY RD
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW CEDARVIEW WAY
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR

2S2240001701 — 14.4 AC — MARTIN RICHARD J & MARTIN WAYNE A
2S2240001700 — 0.9 AC — MARTIN RICHARD J & MARTIN WAYNE A
2S2240001800 — 1.4 AC — WALKER WILLOW E
2S1190000600 — 18.8 AC — GOLDEN COVE LLC
2S1190001003 — 0.5 AC — WETZEL GLEN T & WETZEL CHERYL D & WETZEL LLOYD G
2S2240002001 — 5 AC — SCHROEDER GEORGE & JEAN FAMILY TRUST
2S2240001900 — 0.9 AC — ELSEY JD & ELSEY DONALEE LYNN
2S1190000602 — 20.7 AC — GOLDEN COVE LLC
2S1190000700 — 36.3 AC — SCHLICHTING CENTURY FARM LLC
2S2240002101 — 4 AC — MARSH JAMES W H & MARSH LAURIE K S
2S2240002100 — 5.9 AC — MOSH TREE FARM LLC
2S1190001301 — 12.9 AC — GOLDEN COVE LLC
2S2240002200 — 19.6 AC — MERRIMAN RAY & MARY TRUST
2S1190001300 — 21.3 AC — ADAMS FAMILY REV TRUST
2S1190000601 — 32.5 AC — SABBE ROBERT A TRUST
2S2240002302 — 9.4 AC — LUNDY CREDIT SHELTER TRUST
2S1190001302 — 21.7 AC — ADAMS DALE STATE EXEMPT CST
2S2240002301 — 9.3 AC — LUNDY CREDIT SHELTER TRUST
2S2250004700 — 11.3 AC — LUNDY FAMILY TRUST
2S2250004800 — 7.7 AC — LUNDY FAMILY TRUST

Seasonal Trl
Chicken Creek
West Fork Chicken Creek
Cedar Creek
Saint Paul Lutheran Cemetery
Maple Lane Cemetery
SW Reghetto St
SW Roosevelt St
SW Sandhill Ln
SW Elderberry Ln
SW Nursery Way
SW Trailblazer Pl
SW Plover Ct
SW Lavender Pl
SW Day

bing
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006633

LEGEND

- North District
- Tax Lots
- Mixed Employment

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Parcel Ownership_ME

Map Created By: BJV
Project No: 2230332.00

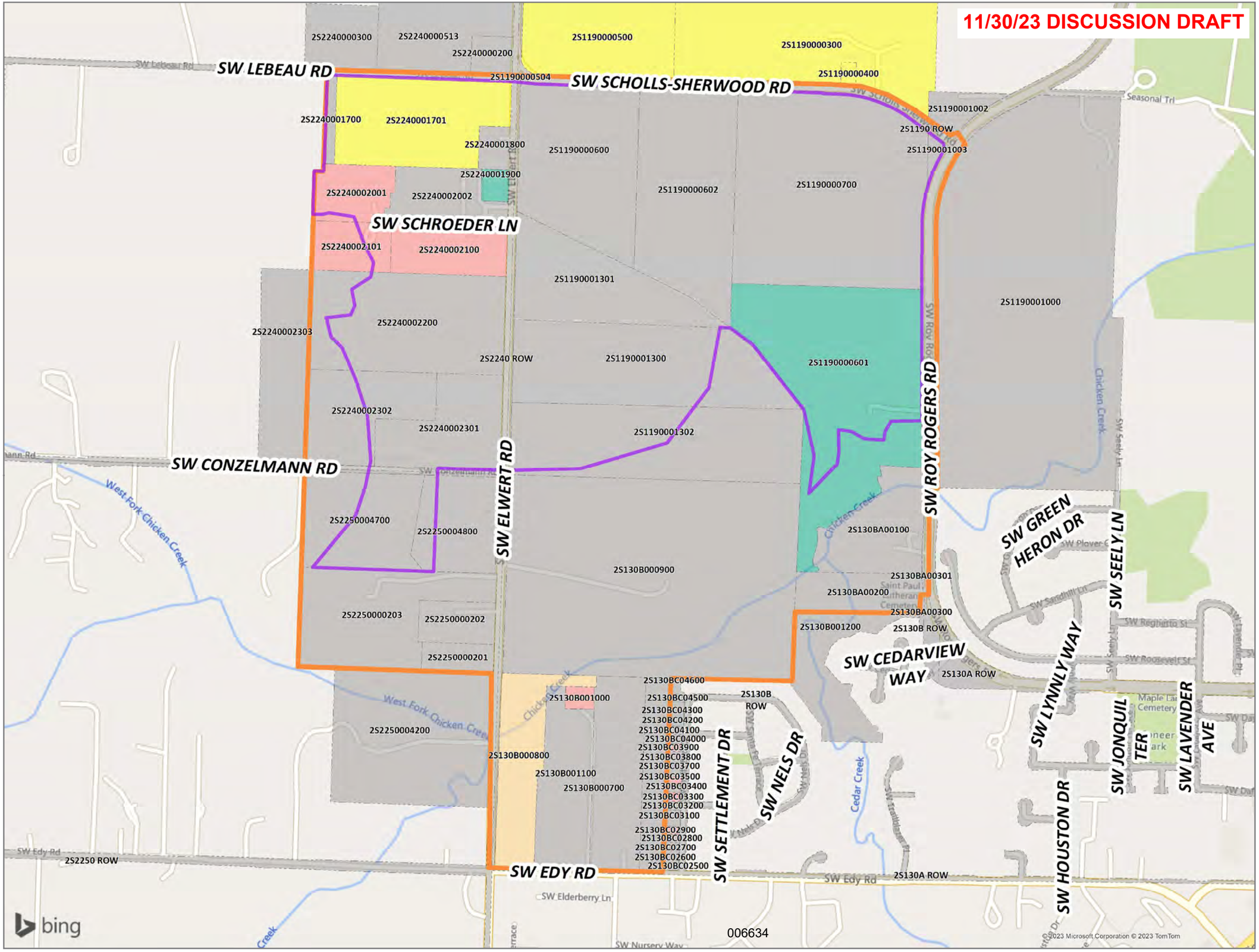


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SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT DEVELOPMENT INTEREST
Sherwood, Oregon

11/30/23 DISCUSSION DRAFT



LEGEND

- North District
- Mixed Employment

Survey Response

- Interested in Developing
- Available for Sale
- Available for Sale (for MDR)
- Not Available or Interested
- No Response

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Owner Devt Interest_ME

Map Created By: BJV
Project No: 2230332.00



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Mixed Employment Development Considerations

11/30/23 DISCUSSION DRAFT

Parcelization west of SW Elwert Rd hampers opportunities to create large development sites

Limited development opportunities in steel slope areas

Roadway spacing/block spacing affects size of development sites

BPA electrical transmission corridor restricts building locations

Title 13 habitat significance not yet determined

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD

006635

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Intersection Spacing Standards

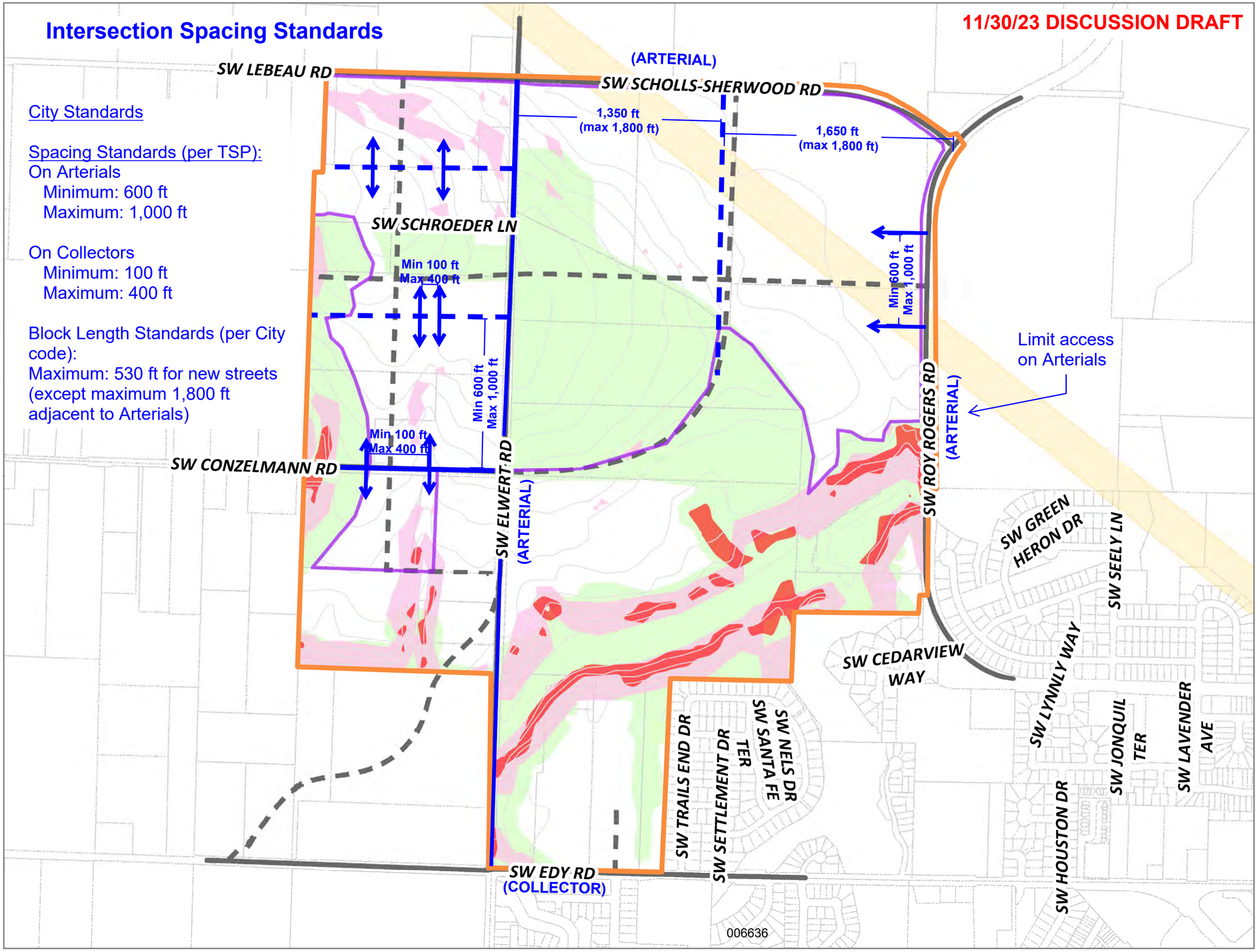
11/30/23 DISCUSSION DRAFT

City Standards

Spacing Standards (per TSP):
On Arterials
Minimum: 600 ft
Maximum: 1,000 ft

On Collectors
Minimum: 100 ft
Maximum: 400 ft

Block Length Standards (per City code):
Maximum: 530 ft for new streets (except maximum 1,800 ft adjacent to Arterials)



SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00

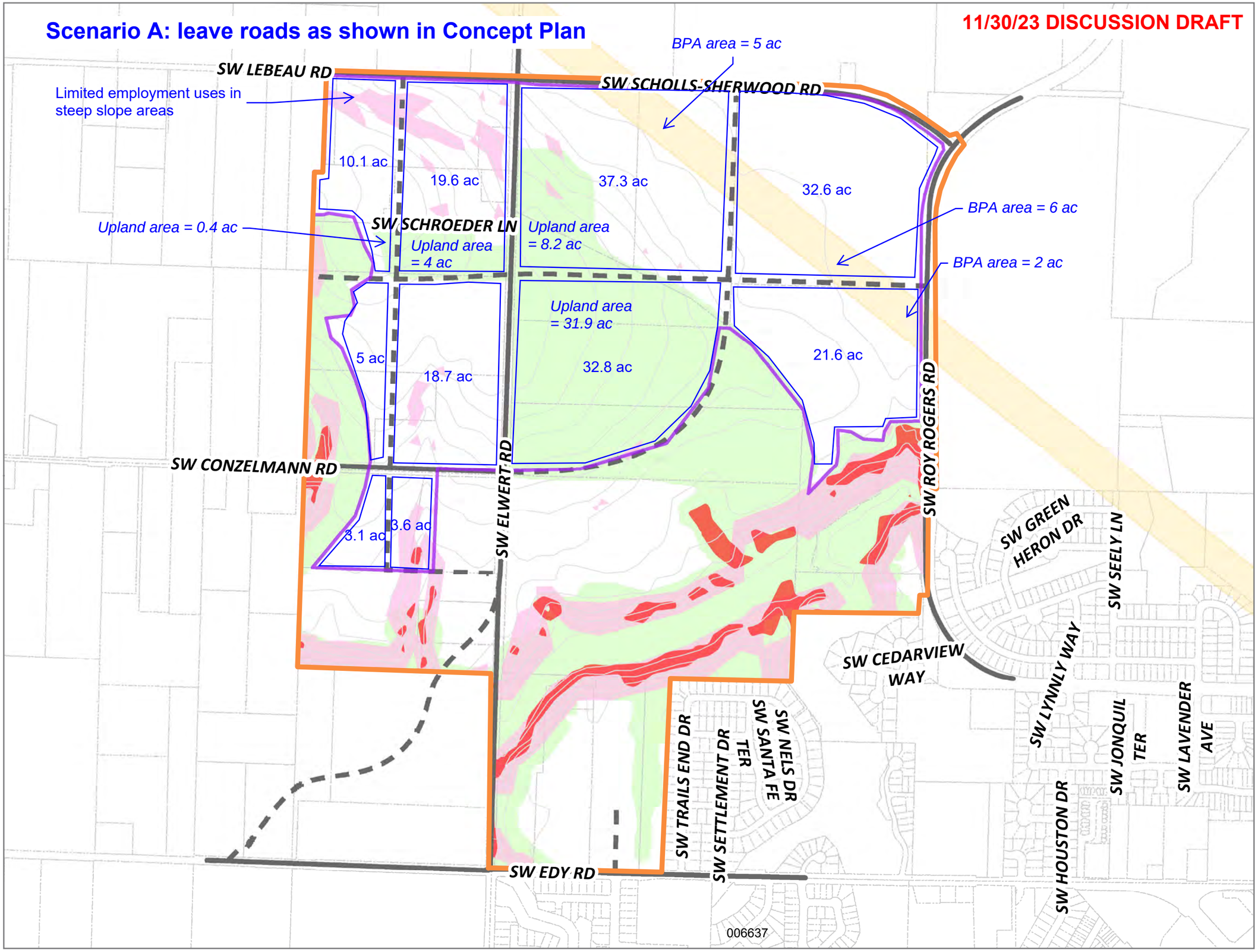


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Scenario A: leave roads as shown in Concept Plan

11/30/23 DISCUSSION DRAFT



006637

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario B: delete conceptual road segment

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW SCHROEDER LN

SW CONZELMANN RD

SW ELWERT RD

SW EDY RD

SW ROY ROGERS RD

SW CEDARVIEW WAY

SW GREEN HERON DR

SW SEELY LN

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

Limited employment uses in steep slope areas

BPA area = 11 ac

BPA area = 1 ac

Eliminate highlighted road segment

BPA area = 2 ac

Upland area = 0.4 ac

Upland area = 4 ac

Upland area = 8 ac

Upland area = 32 ac

10.1 ac

19.6 ac

21.5 ac

52.2 ac

5 ac

18.7 ac

32.8 ac

21.6 ac

3.1 ac

3.6 ac

006638

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario C: reconsider roadways

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW ELWERT RD

SW ROY ROGERS RD

SW CONZELMANN RD

SW EDY RD

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

SW CEDARVIEW WAY

SW GREEN HERON DR

SW LYNNLY WAY

SW SEELY LN

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

Limited employment uses in steep slope areas

Add road

14.1 ac

16.4 ac

Upland area = 5 ac

75.7 ac

70.2 ac

25.7 ac

Upland area = 46 ac

7.8 ac

BPA area = 5 ac

Eliminate highlighted road segment

BPA area = 10 ac

Eliminate highlighted road segment

Eliminate highlighted road segment

Realign road

Extend Conzelmann Road to Roy Rogers Road

006639

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00

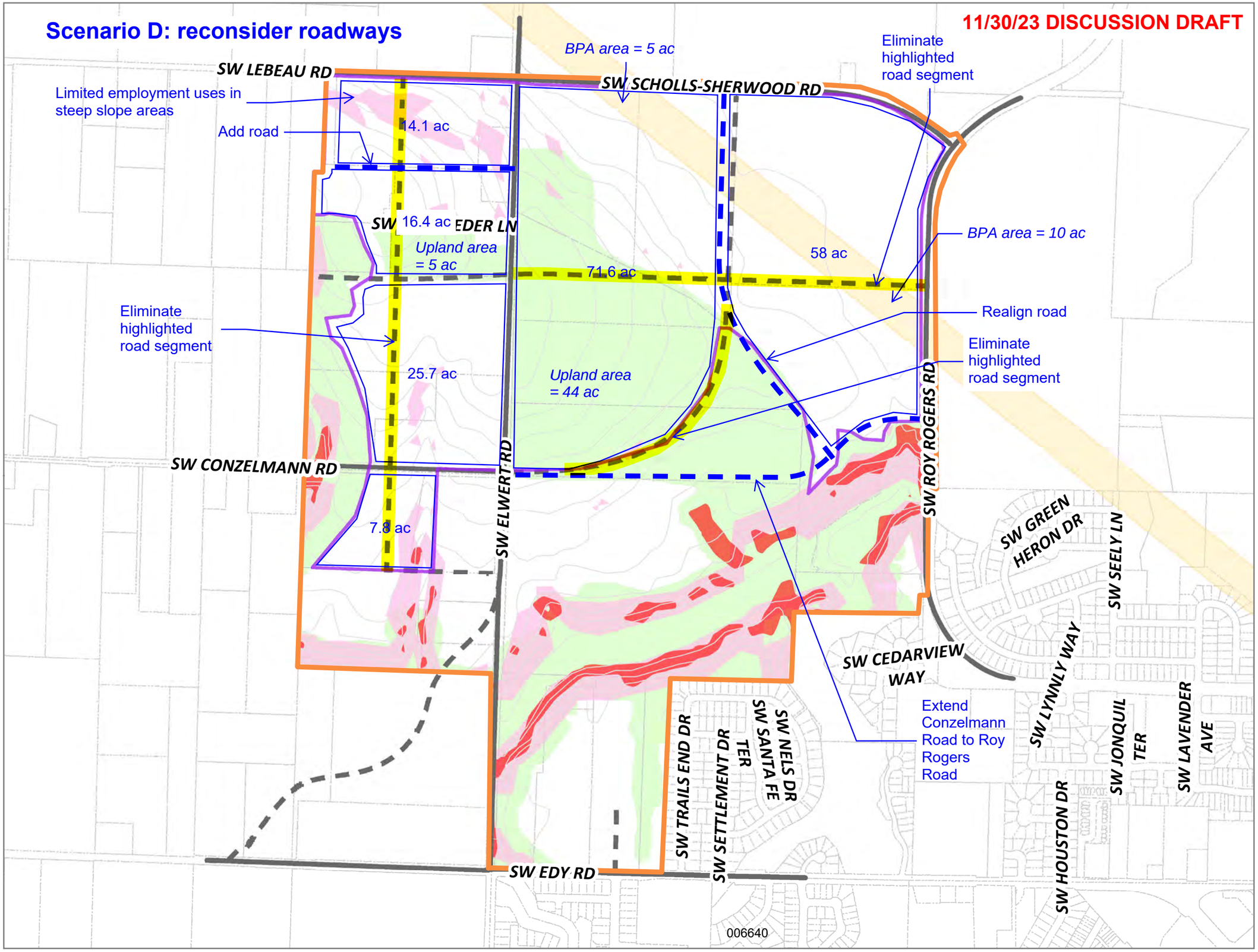


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Scenario D: reconsider roadways

11/30/23 DISCUSSION DRAFT



SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario E: reconsider roadways

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW SCHROEDER LN

SW CONZELMANN RD

SW EDY RD

SW ELWERT RD

SW ROY ROGERS RD

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

SW CEDARVIEW WAY

SW GREEN HERON DR

SW LYNNLY WAY

SW SEELY LN

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

Limited employment uses in steep slope areas

Add road

11.9 ac

19.1 ac

Upland area = 5 ac

21.5 ac

BPA area = 1 ac

Eliminate highlighted road segment

76.2 ac

BPA area = 14 ac

Realign road

Eliminate highlighted road segment

25.7 ac

7.8 ac

31.6 ac

Upland area = 31.6 ac

Extend Conzelmann Road to Roy Rogers Road

006641

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00

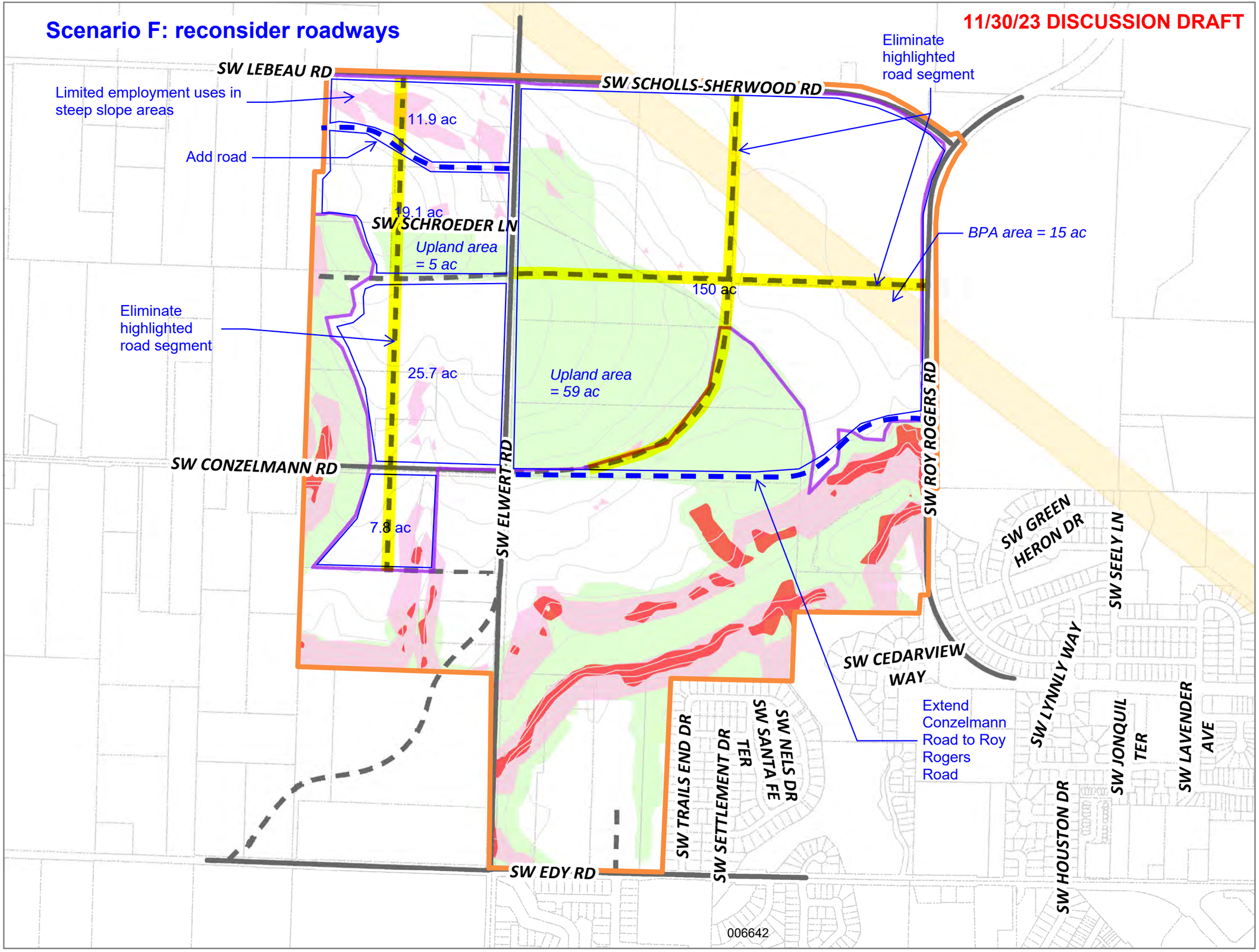


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Scenario F: reconsider roadways

11/30/23 DISCUSSION DRAFT



SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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APPENDIX 3

NOTES FROM JANUARY 31, 2024 TECHNICAL ADVISORY COMMITTEE MEETING

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MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	February 7, 2024
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Bruce Coleman, Craig Sheldon, Jason Waters, Eric Rutledge – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro CJ Doxsee, Suzanne Savin – Washington County Mike Weston – City of King City Hap English, Chris Lu, Tod Shattuck – Portland General Electric (PGE) Preston Korst – Home Building Association (HBA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen – Mackenzie
SUBJECT:	**Technical Advisory Committee (TAC) Meeting #2 (January 31, 2024)**

INFORMATION ITEMS

1. City of Sherwood (Eric Rutledge) provided an update on the project status.
   A. Staff has had numerous work sessions with the City Council to discuss Sherwood West and whether Council is interested in applying to Metro for the urban reserve to be added to the urban growth boundary (UGB). City Council has determined they want to include the entirety of Sherwood West in the UGB amendment request.
   B. The purpose of the current Concept Plan refinement project is to refine concept area and prepare cost estimates and revenue estimates.
   C. City Council will review the materials in March and submit the formal request to Metro in early April.
   D. The staff is seeking letters of support from agencies and service provider partners and is coordinating with Washington County.
2. Mackenzie (Brian Varricchione) provided a quick recap of Mackenzie's scope of work, which is to examine opportunities for large lots in the Mixed Employment area, refine the transportation network and utility corridors in the North District, prepare infrastructure cost estimates for the North District, and estimate regional trail costs throughout Sherwood West.
3. Mackenzie (Brian Varricchione) discussed the existing conditions graphics with the TAC.
   A. The existing conditions maps (Attachment B) have had minor updates since the 12/6/2023 TAC meeting.
   B. The existing parcels are smaller west of SW Elwert Road and larger east of SW Elwert Road. Floodplain and riparian corridors are outside the Mixed Employment area. Portions of the Mixed Employment area have identified Title 13 upland habitat. Due to the existing parcel

sizes and gentler slopes, the area east of SW Elwert Road lends itself more easily to large employment sites.

C. The map indicating property Owner interest in selling or developing for employment lands is based solely on Owner responses to the City's written survey, and may not portray all owner sentiment since many Owners did not respond to the City's mailing. City of Sherwood (Eric Rutledge) thinks there may be other interested Owners.

4. Mackenzie (Brian Varricchione, Brent Nielsen, and Janet Jones) shared maps regarding potential transportation, lot, and utility layouts.

   A. The two scenarios are meant to convey a range of potential options for the future, subject to additional revision during the comprehensive planning process if Metro approves the UGB expansion. Mackenzie is not asking the TAC members to pick one scenario over another.

   B. Scenario A depicts two east-west collectors connecting to SW Roy Rogers Road, with resulting parcel sizes in the Mixed Employment area ranging from 4 acres to 75 acres.

   C. Scenario B depicts a single east-west collector connecting to SW Roy Rogers Road, with resulting parcel sizes in the Mixed Employment area ranging from 12 acres to 95 acres.

   D. In both scenarios:

      I. The potential large lots are east of SW Elwert Road, with smaller rectangular lots west of SW Elwert Road.

      II. Roadway spacing and site access points conform to the spacing standards for arterials (on SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors (for the two proposed collectors). Access is prioritized on collectors, not arterials.

      III. The water main design is a series of loops extending from the City's existing water system.

      IV. Sanitary sewer service relies on a Clean Water Services pump station near Chicken Creek, which would pump to existing infrastructure in Highway 99W.

      V. Regional storm facilities are proposed for public right-of-way and private stormwater runoff.

5. City of Sherwood (Bruce Coleman) indicated that Scenario B may create more flexibility and lesser costs with roads. He likes the idea of larger lots on the east for large employers and smaller lots on the west side of SW Elwert Road, which could serve as incubator space. He inquired whether energy and technology infrastructure would be considered.

   A. Mackenzie (Brent Nielsen) noted that PGE provided feedback requesting room for a 5-acre substation, but they do not want to call out a specific location in order to maintain flexibility. Mackenzie (Brian Varricchione) indicated that PGE has said some high-tech users want redundant power which can mean from two power sources or from two substations.

   B. Mackenzie (Brian Varricchione) stated that coordination with NW Natural and communications providers is beyond the current scope.

C. Mackenzie (Brent Nielsen) commented that the utility sizes are intended for typical light industrial users and may need to be upsized for some high-tech users with high water demands.

6. Metro (Glen Hamburg) expressed a general preference for Scenario B, and inquired what the City's thoughts were regarding designating 50 acres of Title 13 upland habitat as mixed employment.

   A. City of Sherwood (Eric Rutledge) stated the City is supportive of upland and riparian habitat, and intends to look at upland habitat area more closely during comprehensive planning to comply with Metro standards. He noted the option to go through a detailed study to analyze Title 13 upland habitat and said he could envision a campus-type area that has protected habitat and trails and that preserves existing trees.

   B. Metro (Glen Hamburg) said the City's goal of protecting trees is good but cautioned the City about assuming the Title 13 area could be utilized as Mixed Employment. The City can embark on economic, social, environmental,. and Energy (ESEE) analysis but cannot prejudge the outcome. He appreciates the creativity with Scenario B and having the road around the Title 13 area.

7. Washington County (CJ Doxsee) shared several comments.

   A. Washington County is currently updating its significant natural resource regulations, which would apply prior to annexation.

   B. Arterial streets (SW Elwert Road, SW Scholls-Sherwood Road, SW Roy Rogers Road) should only have collector access, not neighborhood routes or local streets. The County encourages site access from collectors instead of arterials, which could be challenging around the BPA transmission corridor.

   C. The unit costs for improvements low for road widening (he suggested $2,000/linear foot) and intersection improvements (he suggested $1.5 million).

8. ODOT (Glen Bolen) explained that ODOT does not want to overload Highway 99W. He also observed that the City's economic opportunities analysis identified base employment and raised concerns about flexibility, noting it may lead to conflicts between abutting uses.

   A. City of Sherwood (Eric Rutledge) noted that the flexibility in this study is geared toward lot sizes, not necessarily to uses.

   B. City of Sherwood (Bruce Coleman) agreed that the flexibility should be geared toward lot sizes and building types and sizes, stating that the City is being strategic about uses. He observed that the City's Employment Industrial zone has been successful in attracting employers with quality jobs.

9. Mackenzie (Janet Jones) commented on the block length standards and how those interact with large parcel needs. Mackenzie recommends adequate trail circulation through the area to promote bicycling and pedestrians, but specific local trail locations are not illustrated.

   A. City of Sherwood (Eric Rutledge) liked the idea but indicated the City would likely get some developer pushback.

10. Mackenzie (Brian Varricchione) discussed the schedule, noting the April 5 deadline for the City to apply to Metro for the UGB amendment.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

Enclosure(s): Attachment A – Meeting Agenda
Attachment B – Meeting Materials

c: Present

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MEETING AGENDA

PROJECT NUMBER:	2230332.00	**TODAY'S DATE:**	January 25, 2024
PROJECT NAME:	Sherwood West Concept Plan Refinement		

MEETING DATE:	January 31, 2024
MEETING TIME:	1:30 PM – 3:00 PM
MEETING PLACE:	Virtual
PARTICIPANTS:	Bruce Coleman, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Jessica Pelz, Matt Craigie, Theresa Cherniak, CJ Doxsee, Suzanne Savin – Washington County Eva Kristofik – Friends of Tualatin River National Wildlife Refuge Mike Weston – City of King City Preston Korst – Home Building Association (HBA) Ty Darby – Tualatin Valley Fire & Rescue (TVF&R) David Underwood, Chris Lu – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Janet Jones, Brent Nielsen – Mackenzie
FACILITATORS:	Eric Rutledge, City of Sherwood Brian Varricchione, Mackenzie

SUBJECT: Technical Advisory Committee (TAC) Meeting #2

I. INTRODUCTIONS — Eric: 5 minutes

- Names and roles

II. UPDATES FROM CITY OF SHERWOOD — Eric: 10 minutes

III. PROJECT RECAP AND SCOPE OF WORK — Brian: 5 minutes

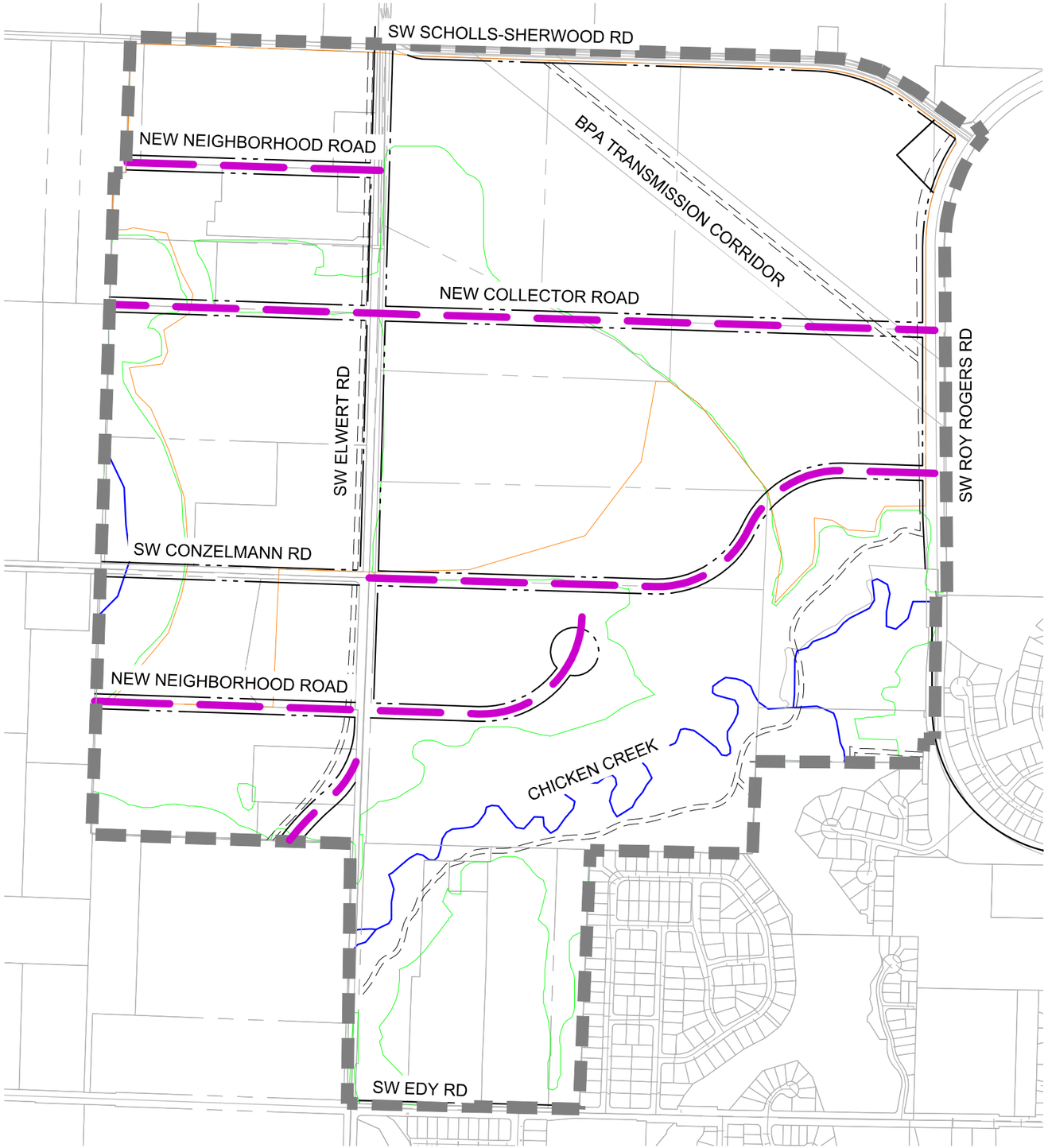
IV. TASK 2 PRESENTATION/WORK SESSION — Brian/Brent/Janet: 60 minutes

- Consultant presentation on road and utility layouts and potential development sites
- TAC Discussion

V. NEXT STEPS & SCHEDULE — Eric/Brian: 5 minutes

c: Participants

1/25/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- PROPOSED ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN

JANUARY 25, 2024
Job # 2230332.00

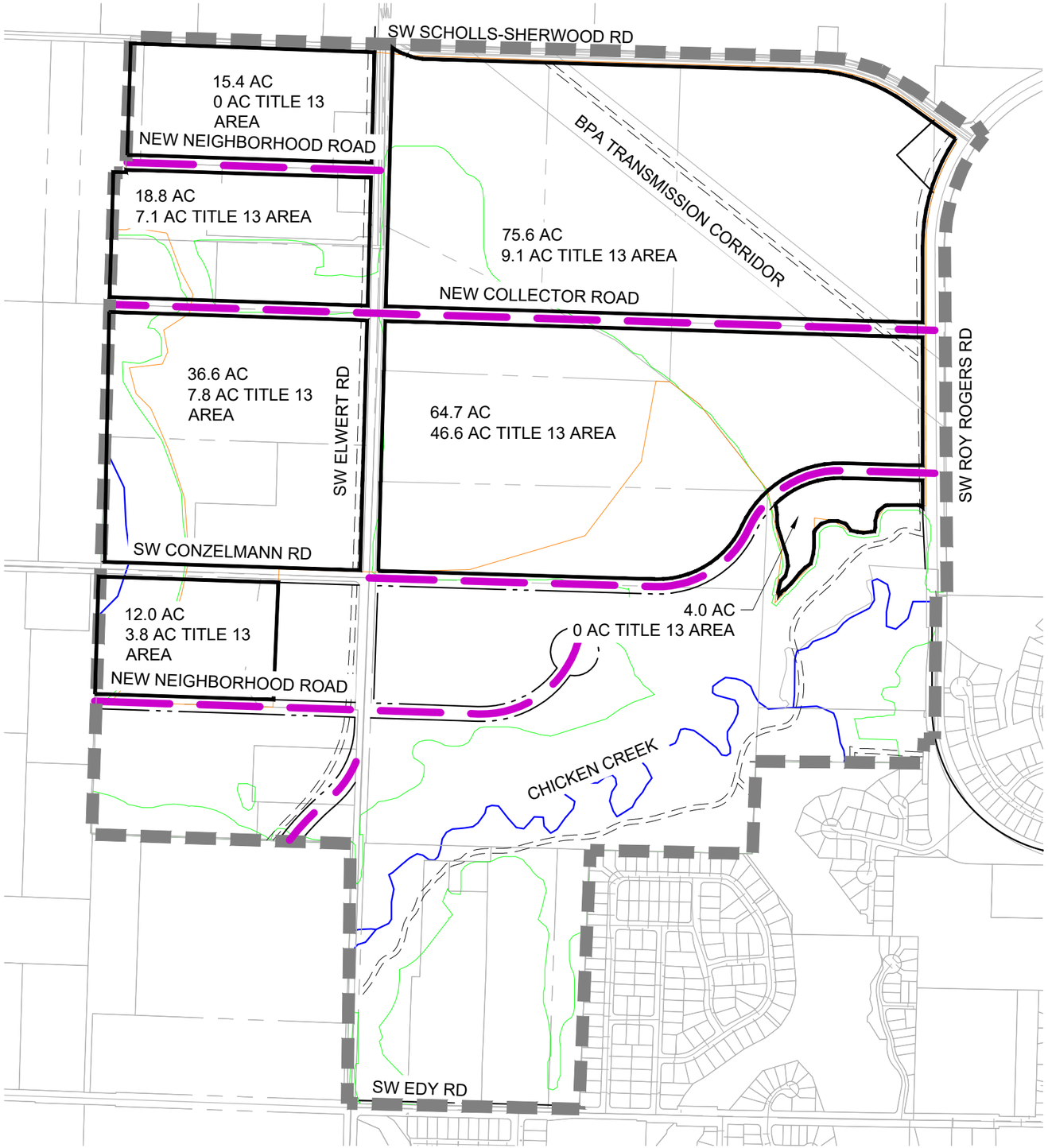
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1/25/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN
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- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT

SCENARIO A STREET PLAN - WITH DEVELOPMENT AREAS

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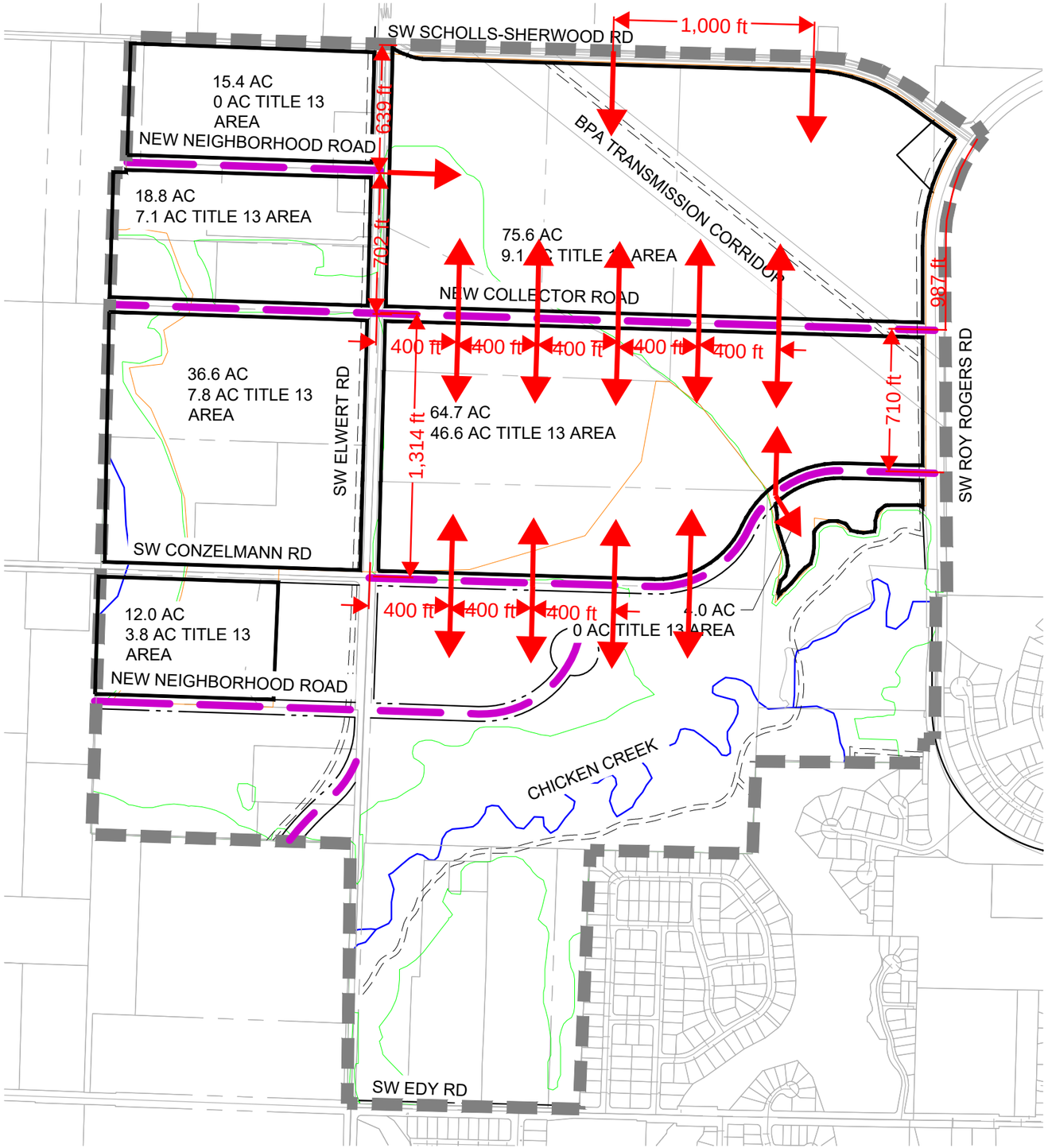
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Street/Driveway Spacing Standards

Arterials - 600' minimum, 1,000' maximum
Collectors - 100' minimum, 400' maximum

Potential site access

SHERWOOD WEST - NORTH DISTRICT

SCENARIO A STREET PLAN - WITH INTERSECTION SPACING

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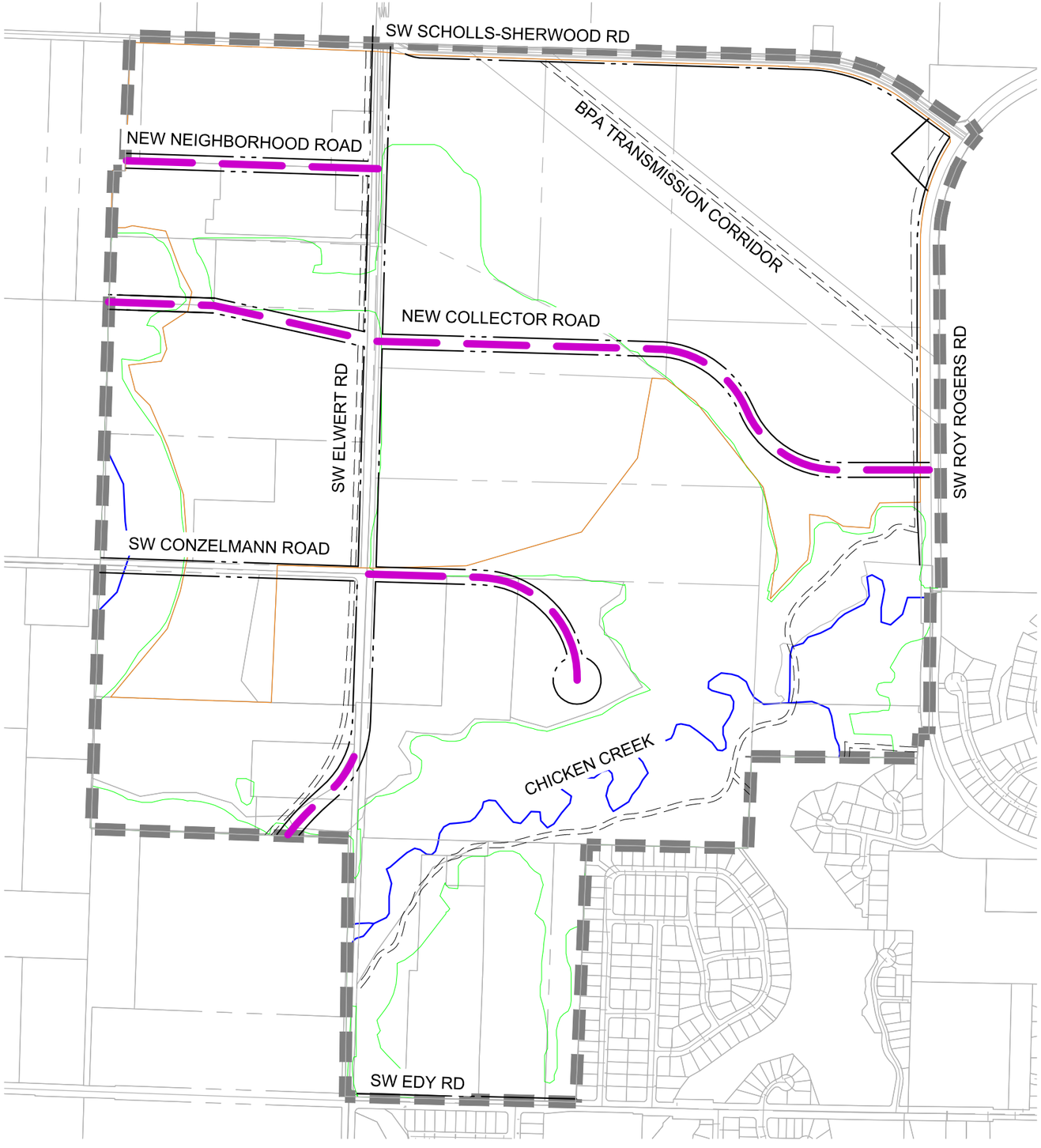
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1/25/24 DISCUSSION DRAFT



LEGEND

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SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN

JANUARY 25, 2024
Job # 2230332.00

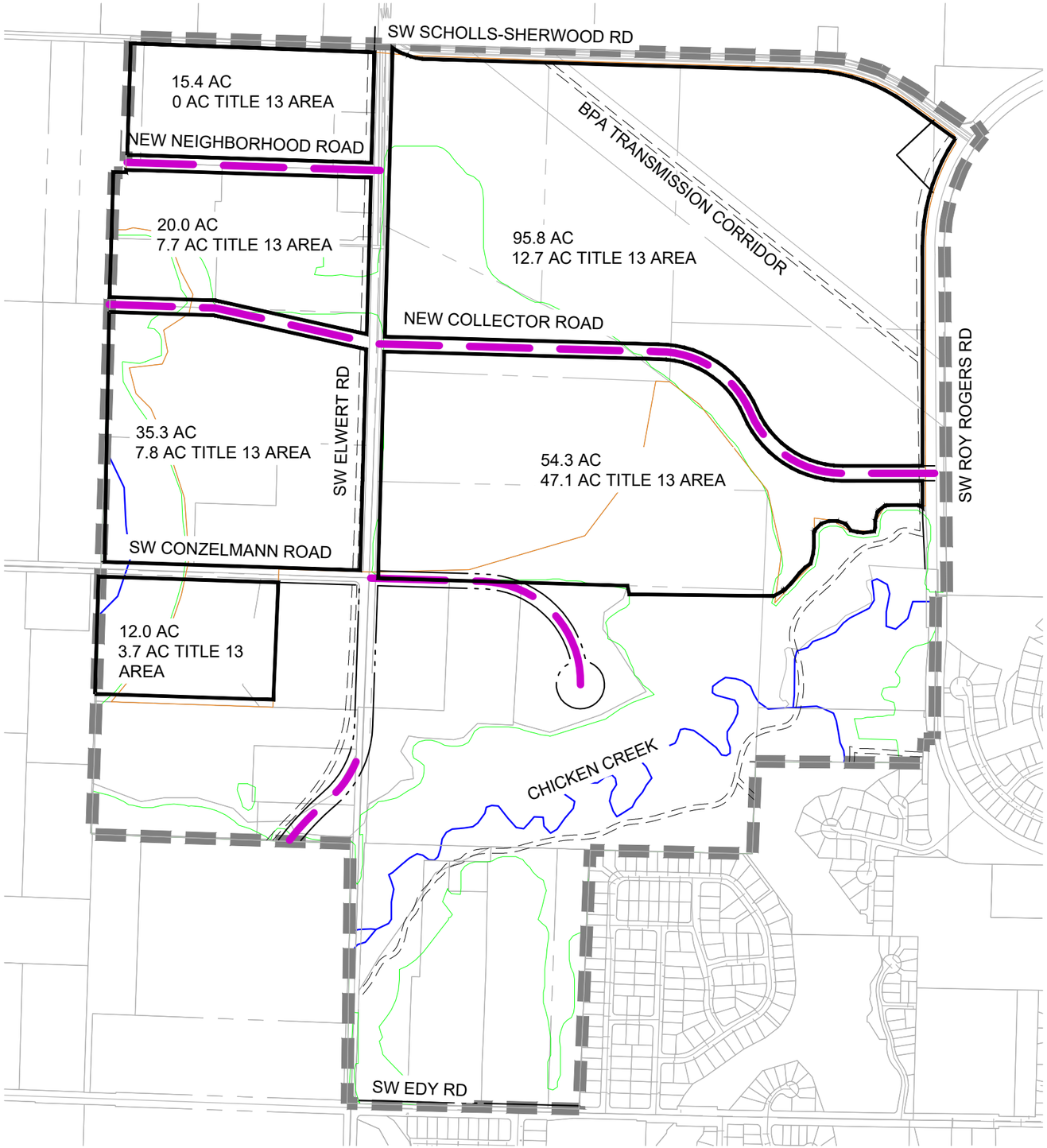
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1/25/24 DISCUSSION DRAFT



LEGEND

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SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN - WITH DEVELOPMENT AREAS

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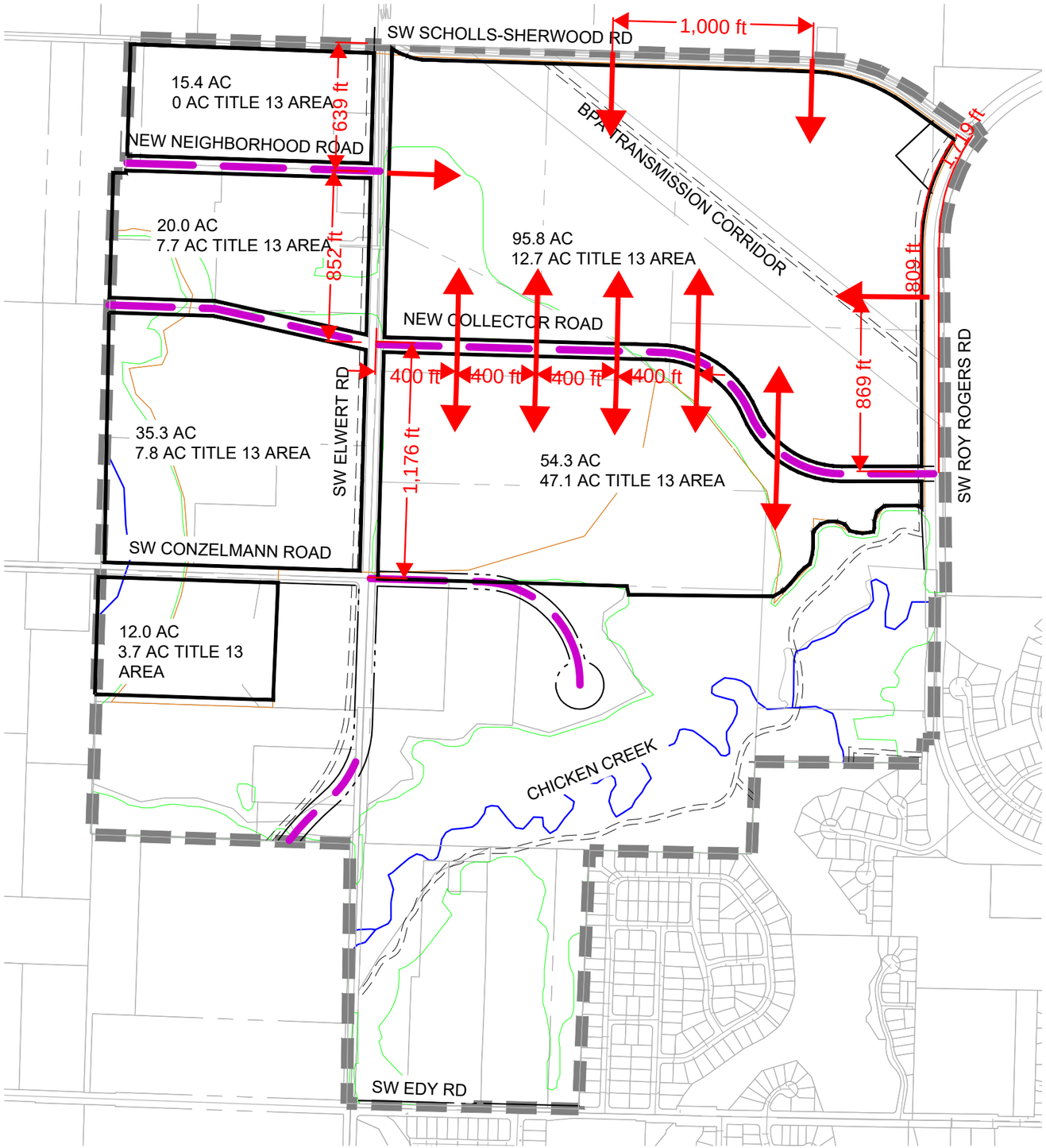
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1/25/24 DISCUSSION DRAFT



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Street/Driveway Spacing Standards

Arterials - 600' minimum, 1,000' maximum
Collectors - 100' minimum, 400' maximum

Potential site access

SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN - WITH INTERSECTION SPACING

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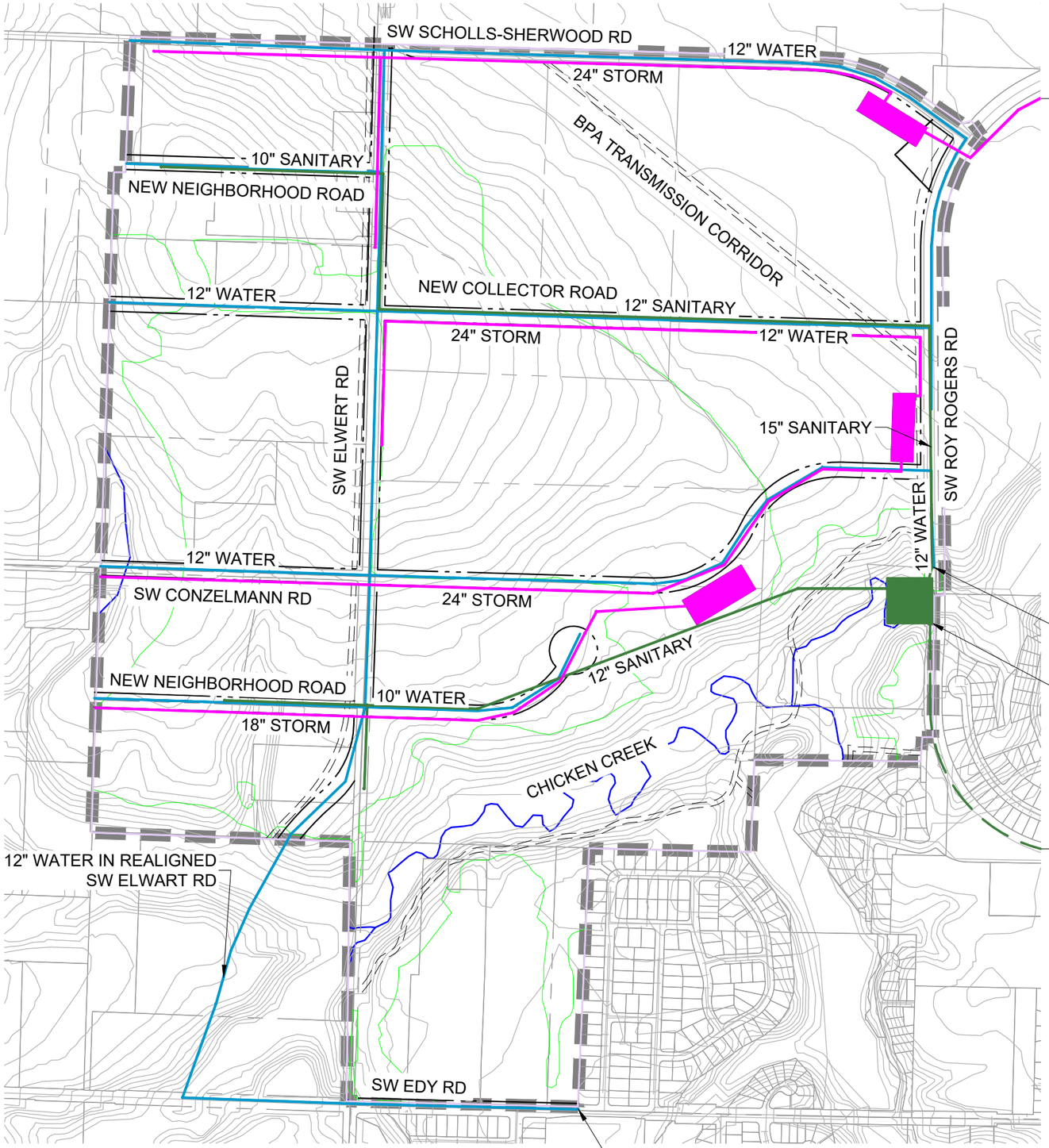
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1/25/24 DISCUSSION DRAFT



STORM MAIN TO CHICKEN CREEK

LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- EXISTING 5' CONTOURS
- TITLE 13 LANDS BOUNDARY
- EXISTING LAX LOT
- STORM POND

CONNECT TO EXISTING WATER

SANITARY PUMP STATION

24" SANITARY FORCEMAIN TO CWS TRUNK LINE

CONNECT TO EXISTING WATER

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A UTILITY LAYOUT

JANUARY 25, 2024
Job # 2230332.00

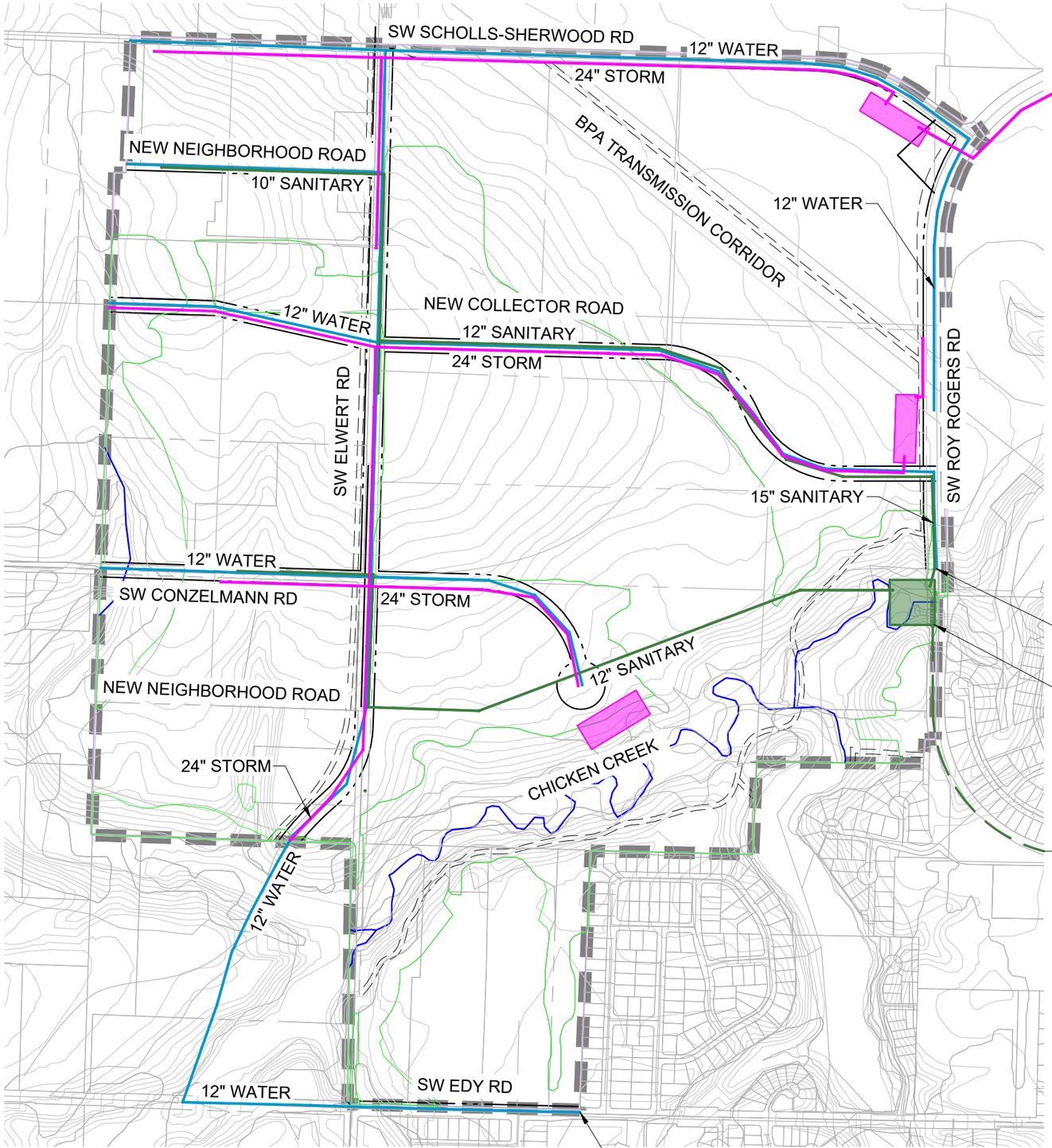
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1/30/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- EXISTING 5' CONTOURS
- TITLE 13 LANDS BOUNDARY
- EXISTING LAX LOT
- STORM POND

SHERWOOD WEST
SCENARIO B UTILITY LAYOUT

JANUARY 30, 2024
Job # 2230332.00

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Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution

Existing Water Infrastructure

Nearest Water Location: **Eastern and Southern boundaries of Sherwood West**
Water Provider: **City of Sherwood**
Water Service Area: **380 West Zone**
Distance to Site: **Adjacent to East and South**

Proposed Water Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000
12"	13,100 LF	$400	$ 5,240,000
* 12"	11,400 LF	$400	$ 4,560,000

Total Water Improvements Cost: $ 10,745,000

Other Water Notes:
* Indicates priority improvements to be constructed with or prior to initial development.

Water Design: 12 months
Water Permit / Construction: 18 months

Sanitary Sewer

Existing Sewer Infrastructure

Nearest Sewer Location: **OR-99W CWS Trunk Line**
Sewer Provider: **City of Sherwood**
Sewer Service Basin: **Cedar Creek Basin**
Distance to Site: **18,000 LF**

Proposed Sewer Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	3,000 LF	$275	$ 825,000
12"	5,500 LF	$350	$ 1,925,000
* 15"	1,200 LF	$375	$ 450,000
* 24" FM	18,000 LF	$350	$ 6,300,000
* Pump Station	10.5 MGD	$825,000	$ 8,662,500

Total Sanitary Sewer Improvements Cost: $18,162,500

Other Sewer Notes:
Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan.
* Indicates priority improvements to be constructed with or prior to initial development.

Sewer Design: 18 months
Sewer Permit / Construction: 24 months

Storm Drainage

Existing Storm Infrastructure

Nearest Storm Location: **Chicken Creek**
Storm Provider: **City of Sherwood**
Storm System Outfall: **Chicken Creek**
Distance to Site: **Adjacent to South**

Proposed Storm Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
18"	3,200 LF	$400	$ 1,280,000
24"	12,300 LF	$425	$ 5,227,500
30"	2,200 LF	$500	$ 1,100,000
Pond:	9.5 ac	$350,000	$ 3,325,000

Total Storm Improvements Cost: $ 10,932,500

Other Storm Notes:
Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River.
* Indicates priority improvements to be constructed with or prior to initial development.

Storm Design: 12 months
Storm Permit / Construction: 18 months

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$800	$ 3,520,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$1,600	$ 6,560,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$1,600	$ 7,040,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$1,600	$ 4,160,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$1,600	$ 2,080,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$2,000	$ 1,500,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$1,000	$ 3,400,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$800	$ 4,320,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$800	$ 880,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$750,000	$ 3,750,000	6 months	12 months

Total Transportation Improvement Cost: $33,580,000

Mackenize Project No. 2230332.00

Revision Date: 1/25/2024

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Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

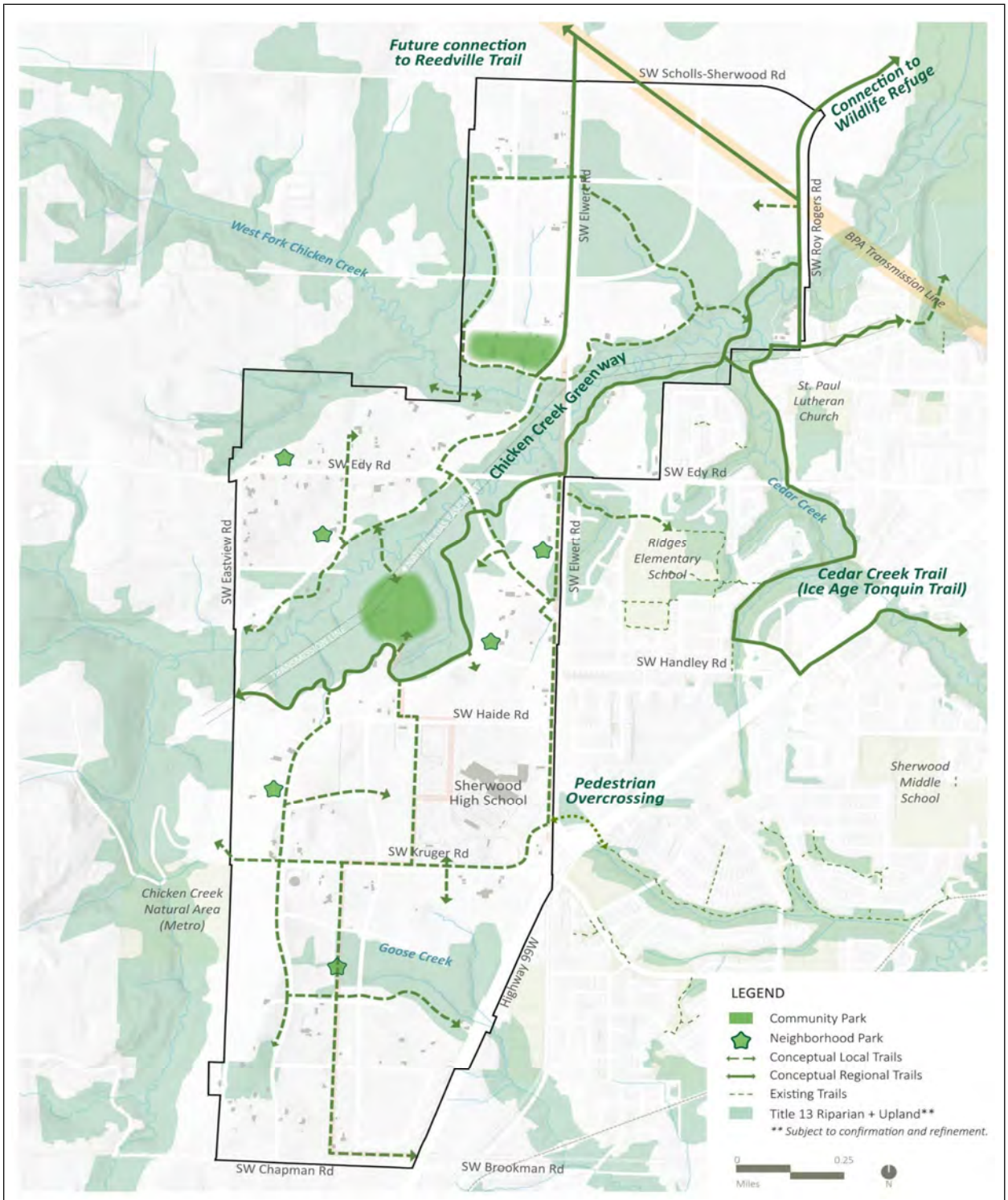


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 1/25/2024

APPENDIX 4

NOTES FROM DECEMBER 7, 2023 PORTLAND GENERAL ELECTRIC MEETING

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MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	December 20, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Erika Palmer, Bruce Coleman – City of Sherwood Theresa Haskins, David Underwood, Chris Lu – Portland General Electric (PGE) Brian Varricchione, Brent Nielsen – Mackenzie

SUBJECT: Portland General Electric Meeting (December 7, 2023)

ACTION ITEMS

1.1 City of Sherwood (Erika Palmer), by 12/8/2023, to forward the 12/6/2023 Technical Advisory Committee maps to PGE staff.

1.2 City of Sherwood (Erika Palmer), by 12/15/2023, to forward the land use map(s) and other relevant information from the Concept Plan to PGE staff.

1.3 PGE (David Underwood and Chris Lu), by 12/22/2023, to share information with the City regarding the general locations of existing infrastructure and guidance on utility corridor orientation (e.g., north-south, east-west, etc.).

INFORMATION ITEMS

1. The intent of the meeting was to gather information from PGE to help inform the conceptual transportation and utility corridors in the Sherwood West Concept Plan's North District, as well as to identify PGE's land needs for an electrical substation.

2. City staff noted that they wish to maintain maximum flexibility to accommodate future employers. They would prefer to have high-tech users rather than distribution centers.

3. PGE attendees noted the following:

   A. The Bonneville Power Administration's (BPA's) 500 kV line is not available for direct customer access.

   B. Their electrical designs are based on load density, which varies based on land use, so it will be helpful for PGE to know the anticipated land uses throughout the Sherwood West area, not just the North District.

   C. The City should consider whether they will allow data centers as not, as that affects power demand and location.

   D. Assume that electrical corridors follow roadways to the extent possible, to reduce the challenges associated with accessing off-road infrastructure. PGE lines would not need to parallel the BPA corridor.

E. PGE needs to know the locations of critical facilities (hospitals, pump stations, fire stations, etc.) to ensure they have reliable power.

F. Some users what redundant power. Depending on the user, this could either mean feeds from multiple substations or perhaps only feeds from different transformers within a single substation. The anticipated users would likely be satisfied with a single substation.

G. Transmission corridors would be 60 feet wide while distribution corridors would be 10 feet wide (e.g., in an easement). Underground power would be limited to local distribution, not transmission.

H. PGE would want to know about future transportation projects (e.g., road widening, road removal) prior to establishing the specific location of infrastructure.

I. Clean Water Services will need a pump station in the North District. PGE recommends that it be located near a substation but not directly adjacent (to minimize underground utility congestion and to ensure adequate room for future expansion).

J. The Concept Plan should plan for a minimum of 1 substation. PGE's preference for a substation site is flat, square/rectangular, free of wetlands, and at least 5 acres. Once a site has been purchased or identified, the lead time for design and construction is 2-3 years due to market demand and supply chain issues.

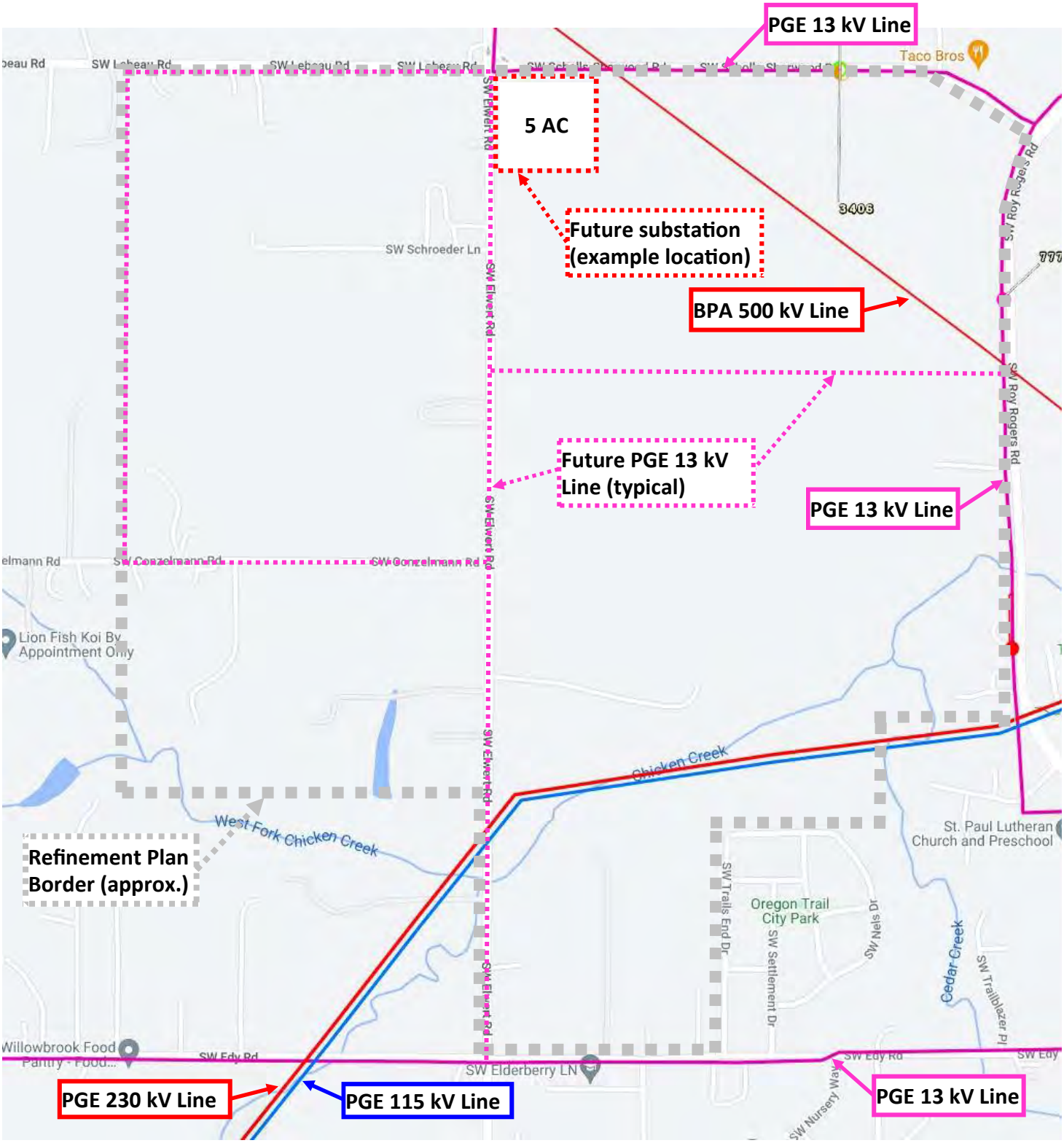
K. There is also a lead time for planning and constructing transmission lines.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

c: Present

APPENDIX 5

PGE SHERWOOD WEST CONCEPT PLAN REFINEMENT MAP, JANUARY 19, 2024



Sherwood West

Concept Plan Refinement

Response to Action Item 1.3
from 12/20/23 meeting minutes.

By: Ken Spencer and Josh Davis at PGE

Date: 1/19/24

APPENDIX 6

BUSINESS OREGON INDUSTRIAL DEVELOPMENT COMPETITIVENESS MATRIX

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

			Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
	PROFILE		A	B	C	D	E	F	G	I	H	J	K	L
	CRITERIA		Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)
13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	**SPECIAL CONSIDERATIONS:**		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located withn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon*. May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.

* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.

**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space

† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).

‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.

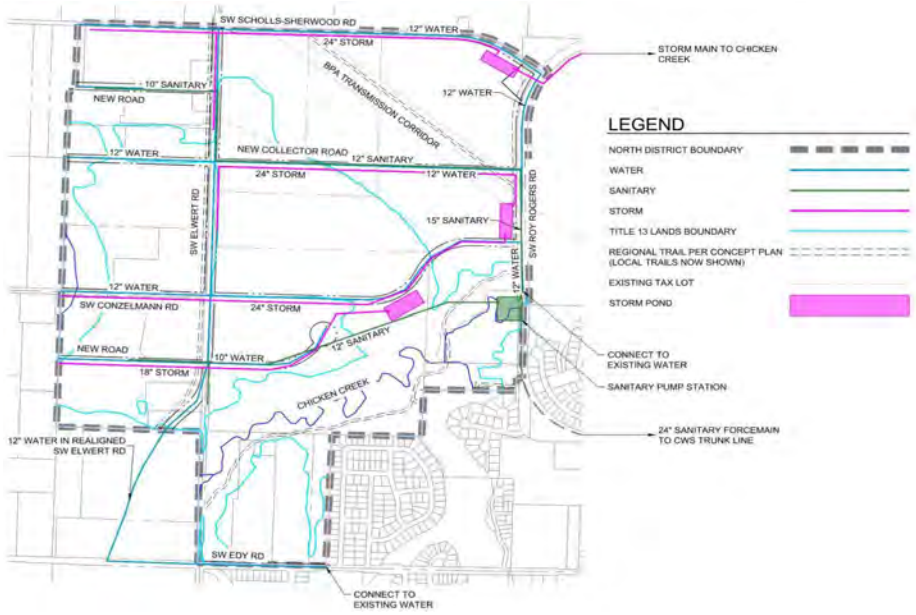
APPENDIX 7

MACKENZIE INFRASTRUCTURE COST ESTIMATES FOR NORTH DISTRICT AND REGIONAL TRAILS

MACKENZIE.

Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution				Sanitary Sewer				Storm Drainage			
Existing Water Infrastructure				*Existing Sewer Infrastructure*				*Existing Storm Infrastructure*			
Nearest Water Location:	**Eastern and Southern boundaries of Sherwood West**			Nearest Sewer Location:	**OR-99W CWS Trunk Line**			Nearest Storm Location:	**Chicken Creek**		
Water Provider:	**City of Sherwood**			Sewer Provider:	**City of Sherwood**			Storm Provider:	**City of Sherwood**		
Water Service Area:	**380 West Zone**			Sewer Service Basin:	**Cedar Creek Basin**			Storm System Outfall:	**Chicken Creek**		
Distance to Site:	**Adjacent to East and South**			Distance to Site:	**18,000 LF**			Distance to Site:	**Adjacent to South**		
Proposed Water Improvements				*Proposed Sewer Improvements*				*Proposed Storm Improvements*			
Pipe Size	Pipe Length	Unit Cost	Total Cost	Pipe Size	Pipe Length	Unit Cost	Total Cost	Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000	10"	3,000 LF	$275	$ 825,000	18"	3,200 LF	$400	$ 1,280,000
12"	13,100 LF	$400	$ 5,240,000	12"	5,500 LF	$350	$ 1,925,000	24"	12,300 LF	$425	$ 5,227,500
* 12"	11,400 LF	$400	$ 4,560,000	* 15"	1,200 LF	$375	$ 450,000	30"	2,200 LF	$500	$ 1,100,000
				* 24" FM	18,000 LF	$350	$ 6,300,000	Pond:	9.5 ac	$350,000	$ 3,325,000
				* Pump Station	10.5 MGD	$825,000	$ 8,662,500				
Total Water Improvements Cost: $ 10,745,000				**Total Sanitary Sewer Improvements Cost: $18,162,500**				**Total Storm Improvements Cost: $ 10,932,500**			
Other Water Notes:				*Other Sewer Notes:*				*Other Storm Notes:*			
* Indicates priority improvements to be constructed with or prior to initial development.				Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan. Cost estimates for 24" FM and Chicken Creek pump station are from CWS master plan, project DU21C-27a. * Indicates priority improvements to be constructed with or prior to initial development.				Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River. * Indicates priority improvements to be constructed with or prior to initial development.			
Water Design:	12 months			*Sewer Design:*	18 months			*Storm Design:*	12 months		
Water Permit / Construction:	18 months			*Sewer Permit / Construction:*	24 months			*Storm Permit / Construction:*	18 months		

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$2,000	$ 8,800,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$2,000	$ 8,200,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$2,000	$ 8,800,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$2,000	$ 5,200,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$2,000	$ 2,600,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$3,000	$ 2,250,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$2,000	$ 6,800,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$2,000	$ 10,800,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$2,000	$ 2,200,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$1,500,000	$ 7,500,000	6 months	12 months
Total Transportation Improvement Cost: $ 64,150,000						

Note: transportation improvement construction estimates based on unit costs provided by Washington County and City of Sherwood, January 31, 2024

Mackenize Project No. 2230332.00 Revision Date: 2/9/2024

MACKENZIE.

Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

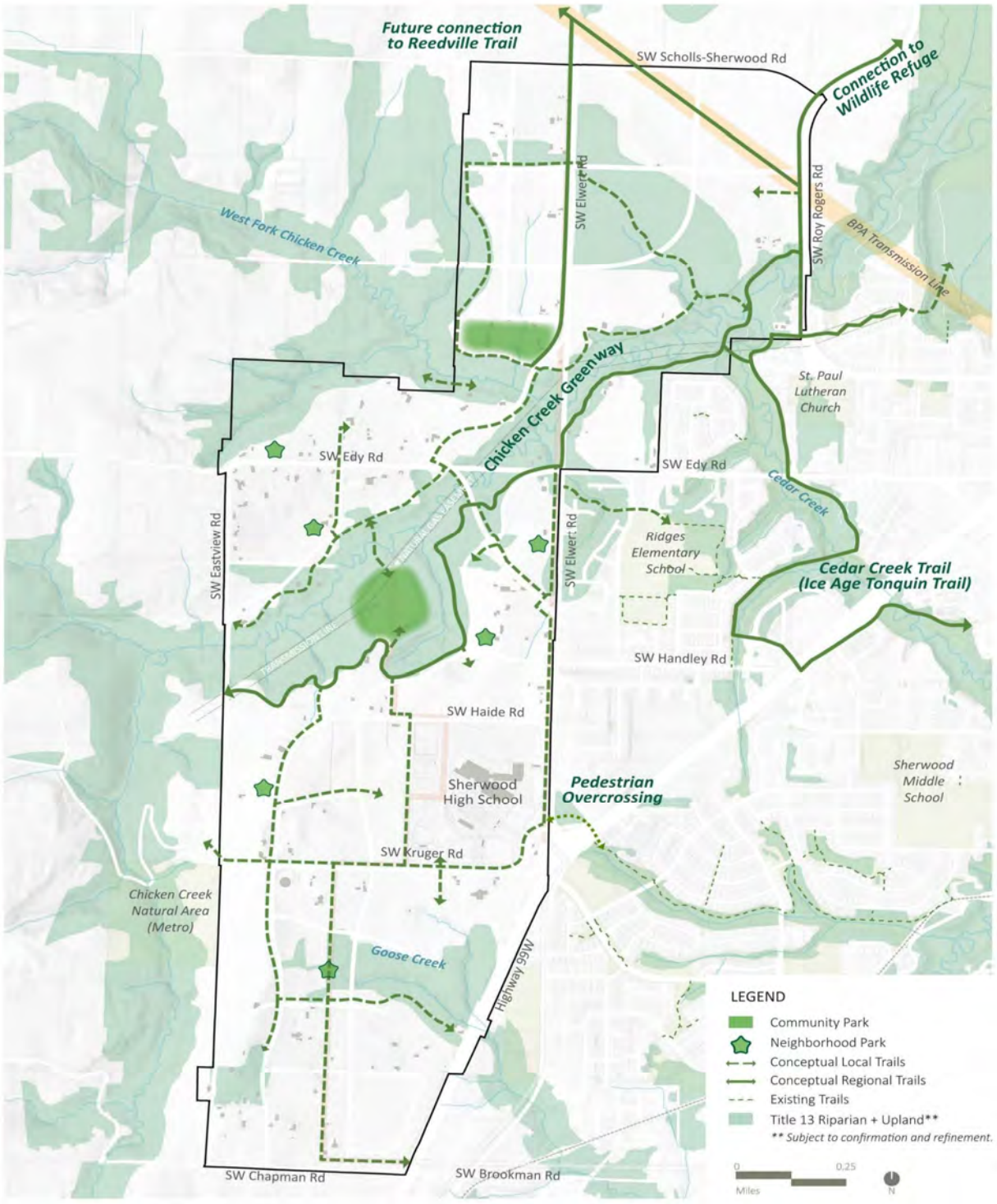


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 2/9/2024

APPENDIX 8

PRELIMINARY INFRASTRUCTURE FUNDING STRATEGY MEMO, LELAND CONSULTING GROUP

See Concept Plan Appendix O

2024 Metro urban growth management decision

Administrative guidance for cities proposing urban growth boundary expansions

Background

Over the years, Metro has increased its emphasis on local jurisdiction readiness in its growth management decisions. This is to ensure that any areas added to the urban growth boundary (UGB) develop as intended. To that end, the Metro Council has had – since 2010 – a policy requiring that a local jurisdiction adopt a concept plan for an urban reserve before Metro will add that area to the UGB.

Submittal Requirements

To be considered in the 2024 growth management decision, local jurisdictions should submit a letter of interest to the Metro Chief Operating Officer by December 1, 2023 and must submit all required proposal materials by close of business on April 5, 2024. Please contact Metro staff with any questions.

Letters of interest to be submitted by December 1, 2023 should indicate the urban reserve area of interest and include a general description of anticipated employment and residential uses.

Full proposals to be submitted by April 5, 2024 must include the following documents:

- An adopted resolution from the city's governing body in support of the expansion proposal
- A resolution or other formal action from the city's governing body adopting or accepting a concept plan for the proposed UGB expansion area
- The adopted or accepted concept plan for the urban reserve area
- Findings of fact and conclusions of law that demonstrate that the concept plan for the urban reserve complies with Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan (UGMFP)
- A map of the proposed expansion area (if smaller than the area described in the concept plan)
- Agreements with the county and service districts for the concept plan area as required in UGMFP Title 11
- Written confirmation that the state has acknowledged the city's housing needs analysis
- Any other supporting materials that demonstrate the city's commitment to facilitating the development of needed housing, jobs and achieving regional desired outcomes

Proposals for primarily residential uses

For proposed expansions that will primarily have residential uses, in addition to the documents listed above, please include in your proposal a narrative that addresses UGMFP subsections 3.07.1425 (d)(1)-(5) as described in this guidance document. Please limit the narrative to 15 pages, not including the attachments listed above.

Proposals for primarily employment uses

For proposed expansions that will primarily have employment uses, you are not required to address UGMFP subsections 3.07.1425 (d)(1)-(5), but please include the submittal documents listed above.

Metro code factors to address in expansion proposals for primarily residential uses
The factors found in UGMFP subsections 3.07.1425(d)(1)-(5) were adopted with the intent of providing flexibility for cities that are proposing primarily residential UGB expansions. With that flexibility comes some ambiguity, so this document is intended as guidance for cities to help cities make the strongest proposal possible. In addressing these expectations, cities should make their best case for their proposed expansion, highlighting not only the merits of the proposed expansion area, but also demonstrating a commitment to implementing best practices in existing urban areas.

Relevant UGMFP sections describing the factors that the Metro Council will use to consider expansion proposals are in **bold**. Metro staff's administrative guidance is in *italics.*

1. **Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.**
   The Oregon Department of Land Conservation and Development (DLCD) is responsible for determining whether city housing needs analyses are consistent with Statewide Planning Goal 10 (Housing). Cities are encouraged to coordinate with DLCD early to ensure that deadlines and requirements can be met. Cities should provide Metro with the relevant page from DLCD's Post-Adoption Plan Amendment online report. Cities should accompany that with a written statement that they received no appeals within the 21-day window (in which case the housing needs analysis is deemed acknowledged).

   State law requires cities to coordinate their housing needs analyses with a distributed forecast that was adopted by the Metro Council. The 2045 distributed forecast is the most recent forecast and was adopted via Ordinance No. 21-1457. The older 2040 distributed forecast is also available on Metro's website. Cities should rely on the most current forecast (the 2045 distributed forecast). Cities that are planning for more household growth than depicted in the Metro forecast should explain their rationale and how their plans, investments and the proposed expansion will address that growth.

   In addressing this code section in the proposal narrative, please demonstrate that, consistent with Statewide Planning Goal 10 (Housing), your city is planning for a variety of housing types that can address the needs of diverse household sizes and incomes. This demonstration should be made for the city as a whole, while also describing the role of the proposed expansion area in addressing those needs.

2. **Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.**
   To help ensure that UGB expansions lead to housing development, the Metro Council requires a concept plan for an urban reserve before expanding the UGB. The concept plan must be consistent with UGMFP Title 11 (Planning for New Urban Areas). Cities should summarize their concept plan's relevant components – such as planned housing types, densities, infrastructure funding strategies, agreements with the county and special districts, and habitat protection requirements – in their proposal narrative. Cities must also demonstrate that the concept plan is consistent with the requirements of Title 11.

   Per state law, the Metro Council will only consider proposals for expansions in designated urban reserves. A concept plan may include a larger urban reserve area than what a city is

proposing for expansion. Cities should clearly indicate in their proposal which areas are being proposed for expansion.

Concept plans must be formally adopted or accepted by a city's governing body and a city should submit evidence of that formal action and the plan itself with its proposal. Cities should also submit a resolution from their governing body that expresses support for the proposed expansion. If desired, one resolution (or appropriate legislation) may be used for both purposes.

To demonstrate the likelihood of development in the proposed expansion area, cities may submit additional information such as market studies, evidence of the city's past track record in producing housing, and letters of support from or agreements with property owners in the proposed expansion area.

Please note that Metro administers 2040 Planning and Development Grants that can be used to fund concept plans for urban reserves.

3. **Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.**
The Metro region has long sought to encourage most growth in existing centers, corridors, main streets, and station communities. Please describe your city's efforts to encourage the success of these existing urban areas. Please refer to Title 6 (Centers, Corridors, Station Communities, and Main Streets) of the Functional Plan for specific actions that are encouraged.

If a proposed residential expansion area includes supporting employment uses, please describe how those uses strengthen existing or planned centers, corridors, station communities, and main streets.

Metro administers 2040 Planning and Development Grants that can be used to conduct work recommended under Title 6.

4. **Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.**
Metro seeks to preserve and increase the supply and diversity of affordable housing. This includes both market rate and subsidized housing that is affordable to households with incomes equal to or less than 80 percent of the median family income for the county. Cities should describe the actions and investments they have taken to accomplish this in their existing urban areas. Please refer to the region's Equitable Housing Initiative for examples that could be cited. Cities should also describe the effectiveness of actions that they have taken.

Metro administers 2040 Planning and Development Grants that can be used to conduct work to help ensure equitable housing.

5. **Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.**

The Metro Council seeks to make urban growth management decisions that advance the region's six desired outcome (described in the Regional Framework Plan).

1. *People live, work and play in vibrant communities where their everyday needs are easily accessible.*
2. *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
3. *People have safe and reliable transportation choices that enhance their quality of life.*
4. *The region is a leader in minimizing contributions to global warming.*
5. *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
6. *The benefits and burdens of growth and change are distributed equitably.*

Cities should address each of the six desired outcomes, referencing the actions that they have taken (and results achieved) in existing urban areas as well as how the proposed expansion may advance these outcomes. For several of the outcomes (particularly outcomes one, two, three, four, and six), cities may wish to refer to their response to UGMFP subsection 3.07.1425(d)(3), which requires that a city describe actions it has taken to enhance its centers, corridors, main streets or station communities. If these design types are proposed in the expansion area, the city should describe relevant aspects of the concept plan.

For outcome number four, cities should also reference any other policies or investments that specifically aim to reduce housing and transportation related carbon emissions, including actions taken to comply with the state's Climate-Friendly Equitable Communities rules.

For outcome number five, cities may note their compliance with UGMFP Title 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods). Cities may also document additional policies or strategies that go beyond regional requirements, including parks and natural area acquisition programs. Cities should also summarize the relevant portions of their concept plans for proposed expansion areas.

To help achieve Outcome 6, in June 2016 Metro adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The strategic plan focuses on removing barriers and improving equity outcomes for people of color by improving how Metro works internally and with partners around the Portland region. While individual UGB expansions may have few direct impacts on region-wide racial equity, the cumulative impacts of how communities, cities, the region and the nation have grown have often adversely impacted people of color. Metro seeks to encourage a more intentional process for acknowledging and addressing these inequities in growth management decisions with the hopes that cities can help to develop best practices.

Cities making residential expansion proposals should describe whether any of the following social outcomes are worse for communities of color in their jurisdiction than their white counterparts: transportation, housing, jobs, and parks (for a more complete description of these outcomes, please reference the 2015 Equity Baseline Report). Cities should also describe how they meaningfully engage diverse communities in their planning processes (not exclusively for the urban reserve concept plan), how the identified disproportionate outcomes and engagement practices influence plans and community outcomes and how they measure or track the distribution of benefits and burdens of plans and policies across populations.

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
May 22, 2024

MEMBERS PRESENT	AFFILIATION
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Mark Shull	Clackamas County
Tim Rosener	Other Cities in Washington County
Pam Treece (Chair)	Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Kirstin Greene	Oregon Department of Land Conservation and Development
Omar Qutub	Citizen of Multnomah County
Gerritt Rosenthal	Metro Council
Alison Tivnon	Second Largest City in Washington County
Sharon Meieran	Multnomah County
Sherry French	Special Districts in Clackamas County
Denyse McGriff	Largest City in Clackamas County
Ed Gronke	Citizen of Clackamas County
Luis Nava	Citizen of Washington County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Glen Yung	Clark County
Susan Greenberg	Governing Body of a School District

MEMBERS EXCUSED	AFFILIATION
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Emerald Bogue	Clark County
Thomas Kim	Port of Portland
Terri Preeg Riggsby	TriMet
Keith Kudrna	Special Districts in Multnomah County
Carmen Rubio	Other Cities in Multnomah County
Gordon Hovies	Special Districts in Washington County
Duncan Hwang	Metro Council
Ty Stober	City of Vancouver
Steve Callaway	Largest City in Washington County

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development
Anthony Martin	Largest City in Washington County

OTHERS PRESENT: Medha Pulla, Marc, Tracey Lam, Adam Barber, Jim Duggan, Robert Liberty, Tom Armstrong, Jeffery Kleinman, San Inouye, Jim Lodbell, Laurie Thiel, Mary Kyle McCurdy, Todd Christiansen, Stephen Roberts, Eric Rutledge, David Tetrick, Barbara Taylor, David Nemarnik, Sandy Glantz, Jena Hughes, Jessica Pelz, LEdeh, Anna Slatinsky, BK, COHV, Karen Gunson, J Stasny, Mariann Hyland, Nicole Stingh, Sean Edging, Al Pearson

STAFF: Connor Ayers, Georgia Langer, Andy Shaw, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Marissa Madrigal, Anne Buzzini, Val Galstad, Ina Zucker, Ted Reid, Jaye Cromwell,

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Chair Pam Treece read aloud the instructions for providing public testimony.

Jeff Kleinman, attorney representing West of Sherwood Farm Allianace, shared that Sherwood's population in 2021 was projected that Sherwood's population would be 20,006 which is a 3% population increase. He noted that this land proposal has a 41% land increase, which is based on a minimum 30% increase in population. He shared that his clients want state law and Metro's practices to require that they make decisions based on regional needs.

David Nemarnik, Sherwood resident, shared that he lives across the street from the proposed land expansion area. He explained that he owns a vineyard and stated that the area west of Sherwood is the best place to grow pinot noir. He stated that the wine industry contributes $8.6 billion to the state's economy, and that they have 19 employees with a payroll of almost $1.5 million. Nemarnik shared that they are opposed to the Sherwood West concept plan due to their vineyard and the traffic, noting that the investments and businesses that they have made could be hurt with this plan. He shared his opposition to the expansion.

Mary Kyle McCurdy, 1000 friends of Oregon, shared that they are concerned about the use of the urban reserves. They shared that there will be costs related to infrastructure. They added that the Sherwood west proposal will not ameliorate the housing crisis in the region, noting that SB1537 would require higher densities and 30% affordable housing to that bill, significantly exceeding what is proposed in Sherwood west. They shared their opposition to the expansion.

Leif Hanson, resident of Sherwood, shared that he felt the citizen involvement process was inadequate and resulted in them being forced to be expanded. He shared his opposition to the expansion.

San Inouye, resident of Sherwood, shared that that High School enrollment is projected to decline in 3 years. He shared his opposition to the expansion.

Seeing no further testimony, Chair Treece moved onto the next agenda item.

3. COUNCIL UPDATES

COO Update:

Chair Pam Treece introduced Metro COO Marissa Madrigal to give an update on the Housing Stakeholder Advisory Table.

COO Madrigal discussed the path to a regional housing recommendation, explaining that the COO Recommendation to Metro Council will come this summer. She shared that they will ask voters for support for changing existing taxes or for new measures. COO Madrigal noted that 3/5 of people support adding affordable housing to the current tax. She added that they have worked with DEI and have worked on a wide array of possible investment strategies and the analysis will help them figure out what needs to be analyzed. She discussed oversite in government, and shared that they have an oversight committee that involves many community partners.

MPAC Member Discussion:

Sharon Meieran expressed concern for this plan, particularly for Population A. She noted that it should be a supportive housing measure for services for chronically homeless individuals, most who have major behavioral health issues. Meieran noted that there is not a mention of groups that involve people who are providers of behavioral health substance use disorder services.

COO Marissa Madrigal responded that they want to advance the commitments and desired outcomes of SHS, not work against it. She noted that the stakeholder table involved a large array or coalitions, including the groups that Meieran mentioned. She noted that the stakeholders have also shared that and share that they will continue to focus on that.

Meieran responded that she is concerned because it was mentioned in a meeting that there are six overarching goals that the SHS folks are focusing on. She noted that in that meeting, she asked if there was an overarching plan, and she was told that that was not the case. She recommended folks work together to build what people need and asked if there is a plan that puts all six of the goals together.

COO Madrigal shared that those six goals are being discussed as part of the Tri-County planning Body rather than in the process that they have been involved in. She added that the concern about coordination has been theme and Meieran's concerns are shared.

Anthony Martin asked if this will be reallocating things above the anticipated cash flow or if they will reallocate all resources from it in general.

COO Madrigal responded that the line for reallocation will be determined through conversations with counties and their partners, and that they want to ensure stability and ensure that they can fund services.

With no further discussion, Chair Pam Treece moved to the Council Update.

Council Update:

Councilor Gerritt Rosenthal shared that the 2040 Planning development Grants are open for applications. He added that for waste prevention and solid waste fees, the Council voted to move forward with a cost-of-service model and that would involve an 11.9% increase in the regional solid waste fees, which will go into effect July 1st. He also shared that Metro's disaster debris management program just distributed their first grants, and they were just awarded $1.5 million dollars for Brownfields grant. Councilor Rosenthal added that WPES is going to celebrate waste and recycling workers week to recognize and thank folks who have cleaned up waste downtown.

Seeing no further discussion, MPAC Chair Treece moved onto the next agenda item.

4. CONSENT AGENDA

Chair Treece noted that there were five items on the consent agenda: Consideration of the April 24, 2024 MPAC Minutes; Consideration of the March 27, 2024 MPAC Minutes; Consideration of the February 28, 2024 MPAC Minutes; Consideration of the January 24, 2024 MPAC Minutes, and Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternate Member Positions.

MOTION: Moved by Commissioner Mark Shull and seconded by Mayor Tim Rosener

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Treece moved onto the next agenda item.

5. COMMITTEE MEMBER COMMUNICATIONS

There being no committee member communications, Chair Treece moved onto the next agenda item.

Seeing no further discussion, MPAC Chair Pam Treece moved onto the next agenda item.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Oregon Housing Needs Analysis: Housing Target Setting Methodology
Chair Pam Treece introduced Sean Edging, Oregon Department of Land Conservation and Development, to present on the topic.

Presentation Summary:

The presenter shared the methodology process for determining the Oregon Housing Needs Analysis (OHNA) methodology and discussed House Bill 2001/2889. He shared that Metro has a different approach in state law and discussed the OHNA policy implications. The presenter discussed Goal 10 for Housing, which is to provide for the housing needs of citizens of the state. He also explained the Housing Acceleration Program and OHNA Rulemaking.

MPAC Member Discussion:

Councilor Brett Sherman mentioned that exterior influences appear to be an issue, asking how they navigate that. He also asked, if being referred into the housing acceleration program, what resources they would have available.

Sean Edging shared that those questions are a major consideration in the rulemaking process. Edging highlighted the complexity of operationalizing a regulatory framework, emphasizing the need to consider various market factors. He acknowledged the influence of external elements beyond control, such as market prices and government decisions. Edging emphasized the importance of analyzing barriers to housing production comprehensively, both within and beyond local and state jurisdictions. Edging underscored the intent to identify factors within their control to enhance production outcomes and address barriers effectively. Furthermore, he emphasized the necessity for the Department of Land Conservation and Development (DLCD) to provide resources for local implementation and facilitate collaboration with other state agencies affecting housing production.

Councilor Sherman followed up, asking what tools are available to them.

Edging emphasized the state's acknowledgment of its role in funding housing projects that wouldn't otherwise materialize in the market. He highlighted ongoing legislative discussions regarding state funding and infrastructure, encouraging community engagement in future dialogues. Additionally, Edging noted the directive given to the DLCD to develop practical tools and policies for local governments to facilitate housing production. Edging shared that these tools include ready-to-use building plans, accessible housing policies, model finance plans, and the establishment of Tax Increment Financing (TIF) districts. He stated that this initiative aims to provide not only technical assistance but also financial support from the state to bolster local housing production efforts.

Kristin Greene asked if Sean could mention the relationship of the housing production strategy toolkit. She requested that they send something out about that after the meeting.

Edging highlighted the development of the comprehensive toolkit comprising various policies, actions, tools, and investments aimed at supporting and facilitating housing production at the city level. He underscored the ongoing refinement of this toolkit, emphasizing the importance of providing tangible policies that local governments can readily implement. Edging stated that they would share these resources after the meeting.

Anthony Martin mentioned the target setting methodology, asking why the state isn’t reconciling differences between the forecasting growth rates that Metro is using and the other forecasting growth rates that are out there. He also asked how the housing target is accounting for access to jobs.

Edging emphasized that the state does not produce growth estimates for the Metro Urban Growth Boundary (UGB). Edging shared that Metro produces the total estimate, which the Department of Administrative Services (DAS) utilizes for allocating housing needs to local governments within the region. Edging discussed the methodology for allocating jobs regionally, emphasizing the importance of equitable distribution and access to employment opportunities. He recommended watching the Metro allocation webinar for detailed insights into this process, which primarily considers proximity to jobs via walking or transit within the regional transit shed. Edging shared that this methodology aims to address factors like equitable distribution of housing and access to job opportunities across the region.

Seeing no further discussion, MPAC Chair Treece moved onto the next agenda item.

6.2 Small Site Industrial Readiness Toolkit

Due to time restraints, Chair Treece decided to postpone this agenda item.

6.3 Presentation of City UGB Expansion Proposals

Chair Treece introduced Metro staff Ted Reid and Eryn Kehe, and City of Sherwood Mayor Tim Rosener, Eric Rutledge, and Joy Chang to present on the topic.

Presentation Summary:
The presenters shared their concept plan for Sherwood's expansion, which they called "Sherwood West". They discussed Sherwood's housing land, employment land, and regional large industrial site needs. The presenters explained their community engagement process as well as the goals of the proposed Sherwood West. They discussed that they will have different types of housing available in that area and shared the housing estimates. The presenters discussed the mixed employment zone area that they will have as well as employment estimates. They explained the transportation network, and the parks, trails, and habitats surrounding the area. The presenters discussed development readiness and the support they have received from partner agencies and the public.

MPAC Member Discussion:

Councilor Brett Sherman noted that an area this size must be divided in parcels. He asked how they will work with that and get the coordination to make this work in the long term.

Eric Rutledge shared that they want to grow in an orderly way, so certain properties must go before others. He shared that as staff and elected people, there are perspective developers who have tied up properties for 10 years or more.

Mayor Tim Rosener shared that they are planning to do this in a compatible way, explaining that they will look at revamping the annexation rules, annexation agreement requirements, and development agreements to ensure that it is a system, and they have a strong plan. He added that they want strong agreements that are supporting the plan.

Anthony Martin asked how Metro will contextualize the decision beyond the 2024 Urban Growth Report

informing Sherwood's expansion proposal. Martin additionally asked how mid-cycle proposals in 2027 will be informed by the 23-24 growth report.

Ted Reid shared that in city proposals, cities need to demonstrate that there is a regional need for additional lands that they did not anticipate or that have arisen since the 2024 decision.

Mayor Joe Buck expressed his excitement about the Sherwood West concept plan. He asked how the plan is being received by the community.

Mayor Tim Rosener shared that they do not have overwhelming support, but they have over 50% of support for this concept. He noted that except for a few specific landowners, and a group of homes that are worried about a road, they have not seen any kind of organized opposition. He added that the most organized opposition they have seen was from the community members who testified today. He shared that he is eager to talk to anyone who wishes to discuss their concerns, noting that they are valid concerns.

Chair Pam Treece thanked the MPAC members for the questions they asked.

7. ADJOURN

Chair Pam Treece adjourned the meeting at 7:01 pm.

Respectfully Submitted,

Georgia Langer

Georgia Langer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 27, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	05/22/2024	Oregon Housing Needs Analysis Presentation	052224m-01
6.3	Presentation	05/22/2024	Sherwood West UGB Expansion Proposal Presentation	052224m-02

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, May 22, 2024 **5:00 PM** **https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20 PM)

5.1 Consideration of the April 24, 2024 MPAC Minutes 24-6073

Attachments: 042424 MPAC Minutes

5.2 Consideration of the March 27, 2024 MPAC Minutes 24-6072

Attachments: 032724 MPAC Minutes

5.3 Consideration of the February 28, 2024 MPAC Minutes 24-6053

Attachments: 022824 MPAC Minutes

5.4 Consideration of the January 24, 2024 MPAC Minutes 24-6022

Attachments: 012424 MPAC Minutes

5.5 Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternate Member Positions COM 24-0773

Attachments: MPAC Worksheet
MTAC Nominations Memo April 2024
MTAC Member List, as of April 9, 2024

6. Information/Discussion Items (5:25 PM)

6.1 Oregon Housing Needs Analysis: Housing Target Setting Methodology (5:25PM) COM 24-0803

Presenter(s): Sean Edging, Oregon Department of Land Conservation and Development

Attachments: MPAC Worksheet
DLCD OHNA Brief 1

6.2 Small Site Industrial Readiness Toolkit (5:40PM) COM 24-0798

Presenter(s): David Tetrick, he/him, Metro

Attachments: MPAC Worksheet
Metro Land Readiness - Small Industrial Shortage and Tools Presenta

6.3 Presentation of City UGB Expansion Proposals (6:10PM) COM 24-0801

Presenter(s): Eryn Kehe, she/her, Metro
Ted Reid, he/him, Metro
Tim Rosener, City of Sherwood
Eric Rutledge, City of Sherwood
Joy Chang, City of Sherwood

Attachments: MPAC Worksheet
Resolution 2023-060 Sherwood West Concept Plan

7. Adjourn (7:00PM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

6.1 Oregon Housing Needs Analysis: Housing Target Setting Methodology

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, May 22nd, 2024

MPAC Worksheet

Agenda Item Title: Oregon Housing Needs Analysis: housing target setting methodology

Presenters: Sean Edging, Oregon Department of Land Conservation and Development

Contact for this worksheet/presentation: Sean Edging, Sean.EDGING@dlcd.oregon.gov

Purpose/Objective
The Oregon Land Conservation and Development Commission (LCDC) adopts, on an annual basis, a schedule for cities and counties to complete requirements to plan for and encourage housing production, affordability, and choice in their communities. In the Metro region, these requirements will apply to cities with populations over 10,000 and the urban portions of Metro counties.

Recent changes to state law created a new process by which the Oregon Office of Economic Analysis (OEA) will, on an annual basis, set six-year housing production targets and 20-year housing need allocations for Metro area local jurisdictions. OEA must finalize targets by January 1 of each year, beginning January 1, 2025.

Following the schedule established by LCDC, affected cities and counties will be required to adopt plans that address these six-year production targets and 20-year housing need allocations.

State law recognizes Metro's long-standing role in adopting a regional forecast as part of its growth management decisions. OEA is directed by the law to consider Metro's regional forecast when setting targets and allocating needs.

The intent of the state's target setting goes beyond the forecast coordination that has characterized past work and seeks to correct inequities in the regional distribution of affordable housing. The state, working with ECONorthwest, has been developing a methodology for conducting this work.

Outcome
MPAC members become familiar with the Oregon Housing Needs Analysis (OHNA) policy context, process, and how to participate.

What has changed since MPAC last considered this issue/item?
MPAC previously heard an overview of the OHNA framework. DLCD and OEA staff have been developing technical methodologies for carrying out legislative direction.

What packet material do you plan to include?
DLCD Policy Brief - **"What is the OHNA?"**

WHAT IS THE Oregon Housing Needs Analysis (OHNA)?

The OHNA has been codified into law[1] with the intent to facilitate housing production, affordability, and choice to meet housing needs for Oregonians statewide.

The OHNA represents the most significant revision to the state's housing planning system since its inception 50 years ago. The entire state is experiencing a housing crisis. Prior to the OHNA, Oregon's housing planning system planned for and invested in too little housing resulting in undersupply, rising home prices, segregation and displacement in some communities, and deepening inequities across all communities.

The Oregon Legislature and Governor Tina Kotek have directed the Department of Land Conservation and Development (DLCD) to iterate housing planning in the state to **ensure that all Oregonians have access to safe, affordable housing in their communities of choice that meets their needs.**

What is the OHNA?

The OHNA articulates new responsibilities for state agencies and local governments to reorient the implementation of Statewide Land Use Planning Goals 10 (Housing) and 14 (Urbanization) to produce more housing, ensure equitable access to housing, and ensure state and local governments take action to address need. It affects the way all communities plan for housing and urban lands, and cities with populations of 10,000 or greater are now required to regularly plan and take action to address needs. The OHNA includes the following components:

Methodology

- A methodology that estimates the total number of **Needed Housing** units over a 20-year period for all of Oregon, divided into geographic regions, components of need, and affordability brackets
- An allocation of need to each local government in a region
- This allocation at the city level forms the basis for the statewide development of **Housing Production Targets** for cities with over 10,000 people
- The methodology will be run annually by the Oregon Office of Economic Analysis inside the Department of Administrative Services (DAS)

Dashboard

- A publicly available **Housing Production Dashboard** that will track progress toward housing production target goals by city
- A set of **Housing Equity Indicators** that will monitor equitable housing outcomes by city
- The dashboard and equity indicators will be published annually by the Oregon Housing and Community Services (OHCS) Department

Program

- A **Housing Acceleration Program** that supports cities who are falling behind on their Housing Production Targets
- The Housing Acceleration Program requires action, partnership, and investment to identify and address barriers to production within the control of local governments and state agencies
- The Housing Acceleration Program and OHNA integration into Oregon's other land use planning goals will be managed by DLCD and aligned with cities' Housing Production Strategy deadlines

DLCD

COMPONENTS OF THE OHNA

Four Components of Housing Need

1 Projected Need



Units needed to accommodate future population growth over 20 years

2 Underproduction



Units that have not been produced to date in the region, but are needed to accommodate current population (often referred to as housing shortage)

3 Units Lost to 2nd & Vacation Homes



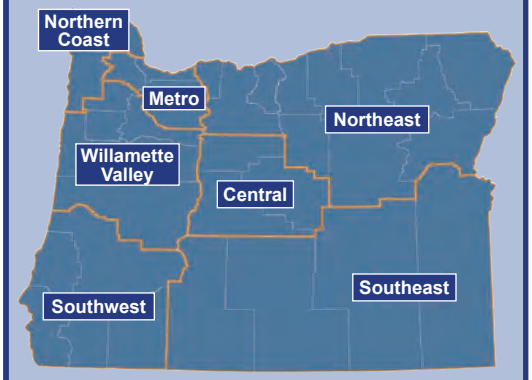
Units needed to replace units lost to second and vacation homes

4 Units to Address Homelessness

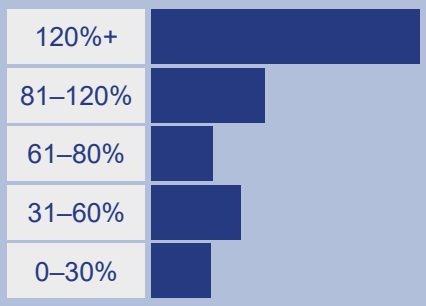


Units needed to house those who are currently experiencing homelessness

Calculated for the state, each region, and each income level



DISTRIBUTION OF UNITS BY PERCENTAGE OF AREA MEDIAN INCOME



The OHNA brings about several important changes to housing planning in Oregon by requiring jurisdictions to plan for housing in a more comprehensive way and include housing underproduction, housing units needed for people experiencing homelessness, and units lost to second and vacation home demand in the estimate of total housing need. It also requires jurisdictions to use regional incomes, instead of local incomes, to assess needed housing. These changes aim to ensure that all Oregon communities have a shared responsibility in meeting housing need at all income levels.

How was the OHNA Methodology Developed?



The OHNA has been under development for several years. In 2019, House Bill 2003 directed OHCS to study a pilot methodology, which was completed in 2020. Under subsequent direction from the legislature, OHCS and DLCD refined the methodology in 2022 to better account for specific functions and components. For a detailed technical explanation of the OHNA methodology and changes recommended last year, see the technical appendix to the OHNA Recommendations Report. The Office of Economic Analysis at DAS will be finalizing the OHNA methodology throughout 2024 so it can be run on January 1, 2025.

Want to Get Involved and Stay Informed about the OHNA?

The OHNA is a brand new set of laws that affect housing provision for Oregonians. Many of the decisions and ideas described in this document will be finalized over the 2024-2025 time period. DLCD recruited and began meeting with its Advisory Committees in Fall 2023, but there are many ways to get involved and stay informed about the process.

Visit DLCD's housing rulemaking webpage for additional policy briefs describing:

- How the OHNA will be implemented
- How the OHNA will change Statewide Land Use Planning Goals 10 and 14
- How to define Needed Housing in the OHNA

To Get Involved and Stay Informed About the OHNA:

- See DLCD's housing rulemaking webpage
- Sign up for process updates at DLCD's housing rulemaking GovDelivery
- Reach out to DLCD's Housing Division with questions and comments at housing.dlcd@dlcd.oregon.gov.

1. See House Bills 2001 & 2889 (2023 Session). Codified in Oregon Laws 2023, chapter 13 and Oregon Revised Statute (ORS) chapters 195, 197, 197A, and 456

006689

6.2 Site Readiness Toolkit

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, May 22nd, 2024

MPAC Worksheet

Agenda Item Title: Small Site Industrial Readiness Toolkit

Presenters: David Tetrick (he/him), Senior Economic Development Planner, Oregon Metro

Contact for this worksheet/presentation: David Tetrick

Purpose/Objective
Provide an overview of the second iteration of the Industrial Site Readiness Toolkit, focused on increasing the availability of small industrial spaces to our region's entrepreneurs and small business owners.

Outcome
Solicit feedback from MPAC representatives on the Toolkit's approach and findings.

What has changed since MPAC last considered this issue/item?
The Semiconductor Task Force and the commencement of the Urban Growth Report process have generated new urgency around the topic of industrial site readiness just as the new iteration of the Industrial Site Readiness Toolkit focused on small industrial sites was completed.

What packet material do you plan to include?
PDF copy of the Small Site Industrial Readiness Toolkit report.

Small Site Industrial Readiness

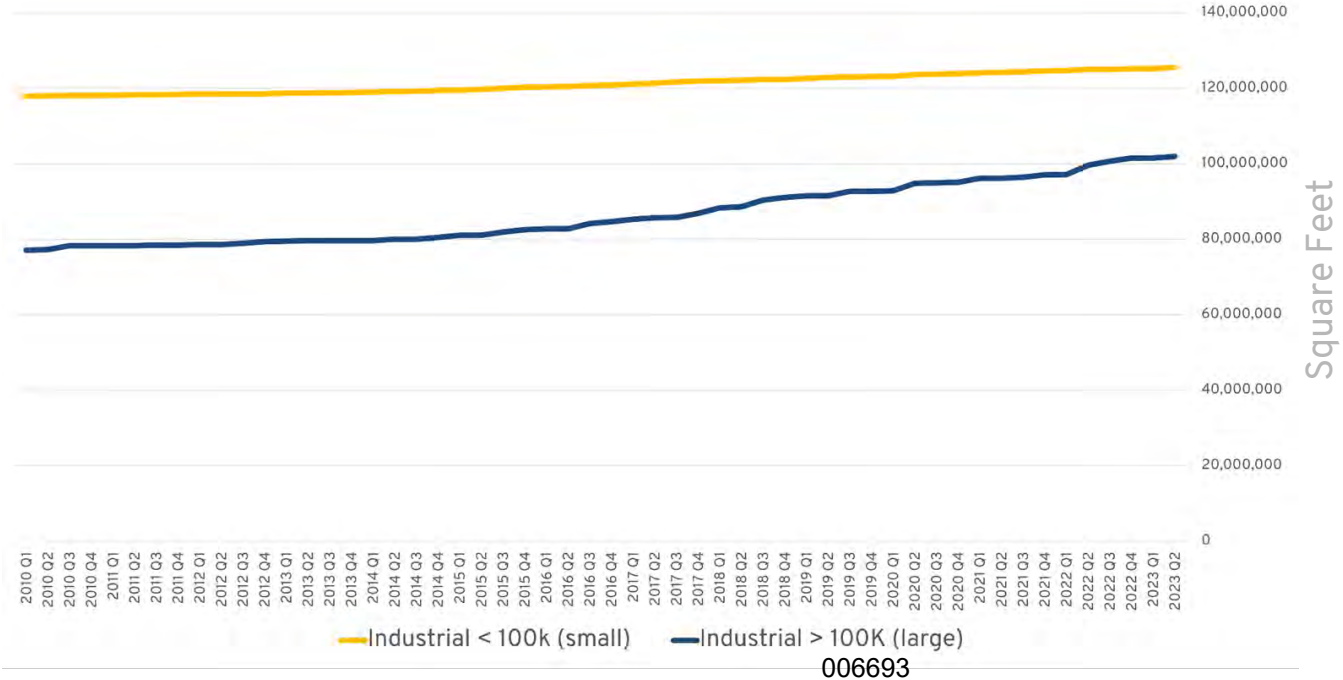
Ensuring the Availability of Small Industrial Spaces Across the Region

December 2023

CASCADIA PARTNERS

006692

Market Need: Large Industrial Inventory Is Growing Fastest



006693

Source: Portland Region CoStar Market (Includes Clark County), All Industrial Properties

Average **0.5%** YOY growth

Average **2.2%** YOY growth

<u>Inventory (bldgs) 2023 Q2</u>

Industrial <100K: **5,911**
Industrial >100K: **475**

Market Need: Vacancy Is Persistently Low, Particularly at Small Industrial Properties



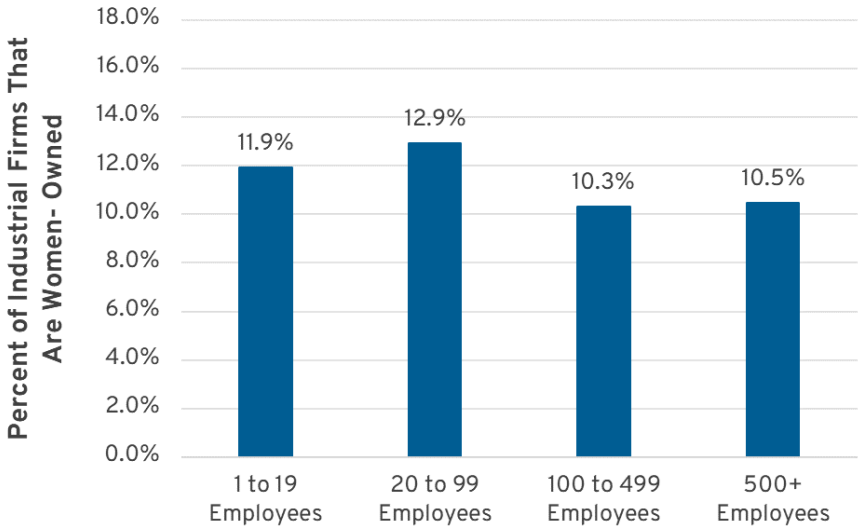
006694

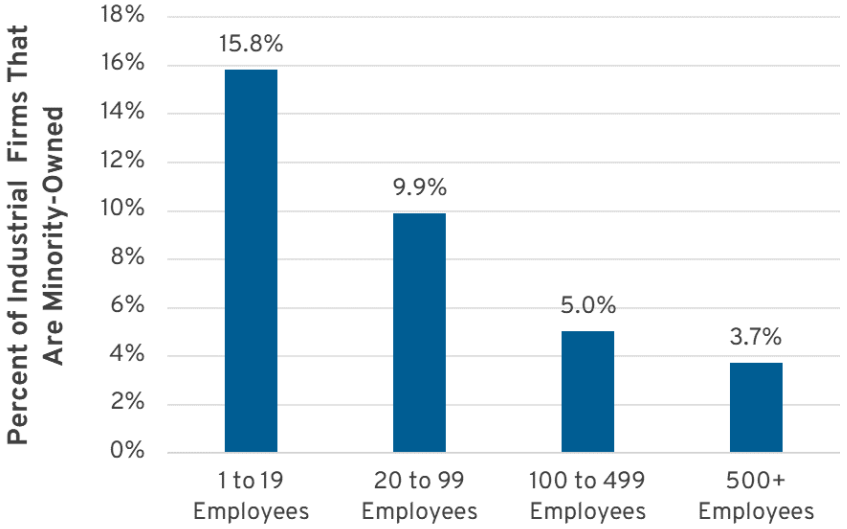
Source: Portland Region CoStar Market (Includes Clark County), All Industrial Properties

Vacancy in properties with less square footage is **persistently 1-2% less vacant**

Equity Imperative: Shortage of Small Industrial Spaces Disproportionately Impacts Minority & Women Entrepreneurs

Ignoring issues related to small industrial spaces means ignoring the spaces such entrepreneurs rely on.





Source: US Census' Annual Business Survey, National (2020). Industrial firms defined as manufacturing, construction, wholesale trade, and warehousing and transportation NAICS codes.

Small Industrial Spaces Are Needed, Not Just Large Ones–And That Need Is Going Unmet

Equity Imperative

(Beyond typical argument that industrial uses offer a path to higher-wage jobs for workers at various education levels)



New businesses or those with limited access to capital **need affordable spaces**, which tend to be small



Women and minority business owners in industry are much **more likely to own small businesses** rather than large ones, making the availability of small spaces key to their success

Market Need

(Beyond the market need seen broadly across industrial real estate)



Small industrial inventory is **growing at less than a quarter of the pace** of large industrial inventory



Small industrial properties lease faster and experience **lower vacancy and faster rent growth** than large properties



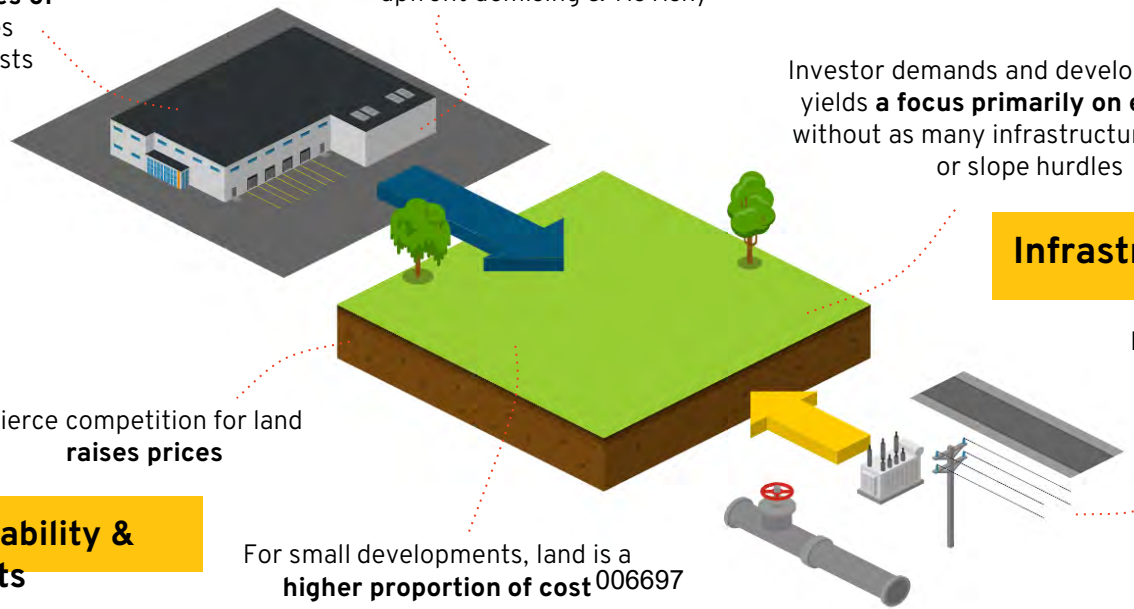
Large industrial firms **rely on small suppliers** and servicers in the broader ecosystem

Development Issues Inhibit Widespread New Small Industrial

Shell Construction & Adaptation

Lack of economies of scale increases development costs

Less well capitalized developers and tenants and **lack of institutional-scale data** make upfront demising & TIs risky



Investor demands and developer interest yields **a focus primarily on easy sites,** without as many infrastructure, wetland, or slope hurdles

Infrastructure Capacity & Cost

For small developments, SDCs are a **higher proportion of cost** & they can still trigger **district-wide infrastructure upgrades**

Fierce competition for land **raises prices**

Land Availability & Costs

For small developments, land is a **higher proportion of cost**

006697

Overview of Tools to Support Small Industrial

Tool	Implementer	Complexity	Can Do ASAP?
Expand uses in commercial zones	Cities	Low	Yes
Industrial bonus programs to encourage retention	Cities	Low	Yes
Empowered land banks focused on small industrial	State	High	No, state law & need seed funds
Merging powers to create a new enhanced redevelopment authority	State	High	No, state law
Tenant improvement grants for non-credit tenants	Cities & URAs	Medium	No, need funds
Researching building code changes to support retail-to-industrial conversions	Metro & State	Medium	Yes
Address limitations to local improvement districts (LIDs) in state law	State	High	No, state law
Proactive LID formation by local governments	Cities	Medium	Yes
Shifting SDC payments to certificate of occupancy	Cities	Low	Yes
Workforce apprenticeship grants for key positions	Metro	Medium	No, need funds

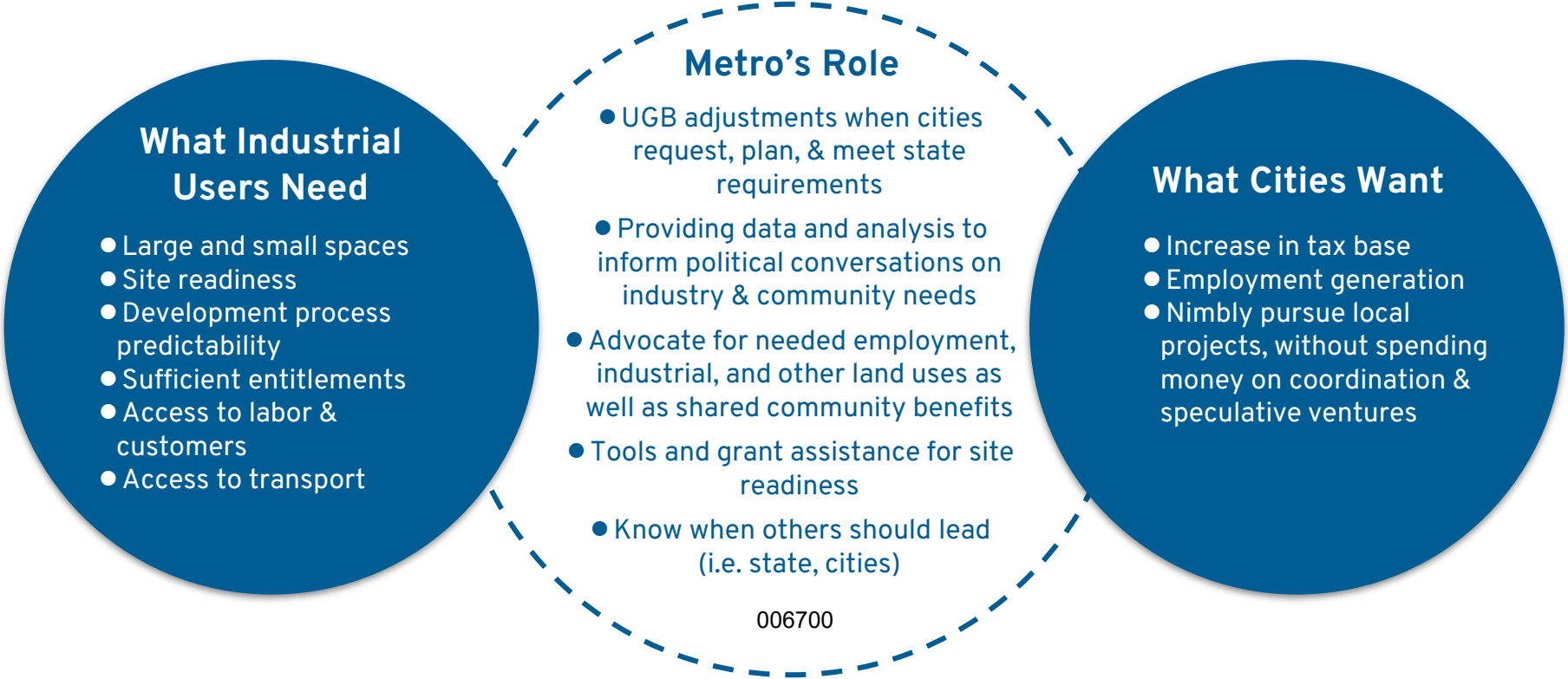
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Metro's Roles in Moving the Needle

Tool	Advocate to Implementers	Convene Experts	Technical Assistance	Offer Funding
Expand uses in commercial zones	✓		✓	
Industrial bonus programs to encourage retention	✓		✓	
Empowered land banks focused on small industrial	✓	✓		Seed $ or Land
Merging powers to create a new enhanced redevelopment authority	✓	✓		
Tenant improvement grants for non-credit tenants	✓		✓	
Researching building code changes to support retail-to-industrial conversions	✓	✓		For Research
Address limitations to local improvement districts (LIDs) in state law	✓	✓		
Promote proactive LID formation by local governments	✓			Co-Fund an FTE
Shifting SDC payments to certificate of occupancy	✓		✓	For a Pilot
Workforce apprenticeship grants for key positions				Main Funder

006699

Metro Convenes: Can Help on Big Sites, But Serves Whole Ecosystem + Small Users



Small Industrial Spaces Are Needed, And So Are Tools to Support Their Preservation and Creation

Introduction: Project Process



20 **In-depth interviews** with industrial brokers, designers, developers, advocates, & government partners

Section I: Why Focus on Small Industrial?



3% Recent industrial **vacancy rates**, with smaller properties regularly about 1 percentage point lower

3X Higher rate of **minority business ownership** at small industrial businesses rather than large ones

Section II: Tools to Address Development Challenges



10 **Tools to improve development feasibility** for small industrial spaces in the Metro region

Tools to Address Development Challenges

Development Readiness Challenges: Themes

01	**AVAILABILITY**	• Commercial zones prohibit “lower impact industrial uses” • Redevelopment, gentrification in legacy industrial areas
02	**ADAPTABILITY**	• Building code and occupancy changes challenge reuse of vacant shells, like older retail and office • TI costs for small tenants and landlord are cost prohibitive • Infrastructure upzing requirements in older areas cost prohibitive for smaller property owners
03	**CAPACITY**	• Workforce constraints for public sector • Lack of apprenticeship and job training for “soft” skill jobs like permit techs and inspectors

AVAILABILITY of SITES
Development Readiness Challenges

The lack of available sites is often understood as a lack of larger sites on greenfield areas (at the edge of the UGB), but a variety of factors have constrained and even reduced the supply of available sites closer in. That's our focus here.



> **Interview Paraphrase - Institutional Industrial Developer.** There's lots of competition for land, particularly land without a lot of slope or environmental issues and particularly from folks seeking to build for large national or multinational tenants. With each one of those deals, we think, "That's one less site to tailor for local users and needs."

> **Interview Paraphrase - Industrial Broker**. We're down to the stems and seeds of what's remaining for industrial lands. Even Tigard and North Beaverton are out of land.

> **Interview Paraphrase - Portland-Based Semi-Public Agency**. It is hard to find suitable spaces to relocate Portland users within the city.



Image source: Metro

“Lower Impact” Industrial Prohibited in Commercial Zones

The nature of retail has and is changing rapidly. Nationally, there is a large oversupply of retail and commercial space and vacancies are rising. In aging and less desirable commercial location, the zoning often prohibits industrial uses that are lower impact and could potentially utilize these retail spaces that are increasingly vacant. Technical assistance grants to local jurisdictions to define a wider range of employment types, including lower impact industrial uses, within commercial and mixed-use zones could expand the portion of the region where these kinds of project can legally be permitted (i.e. - grow the opportunity).

This idea is gaining traction. An interview with one state-level economic development agency revealed that staff at several economic development agencies in the Portland Region have been informally discussing possibilities to reuse office space for light manufacturing or industrial uses.

Industrial & retail are <u>never both</u> allowed in Portland, Milwaukie, & Beaverton’s commercial & employment zones



006705

Source: Portland base zones: https://www.portlandmaps.com/bps/zoning/#/zones/

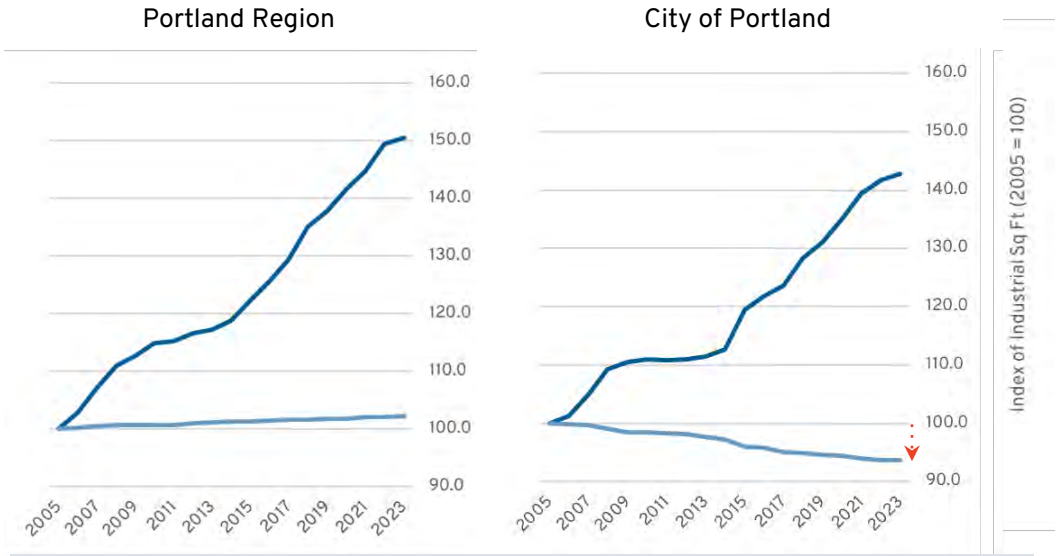
AVAILABILITY
Development Challenge

Gentrification in Formerly Industrial Areas & Loss of Affordable Space

Rezoning and redevelopment within legacy mixed employment and industrial areas has reduced the supply of properties zoned or used exclusively for industrial within central areas like the Central East Side, Milwaukie, Beaverton, and Vancouver. These changes and their impact to regional capacity may be technically offset by the addition of large new areas of industrial zoning at the urban edge. Yet at a subregional level the losses have reduced the supply of older, lower cost space for industry.

Significant new incentives aimed at retaining or incorporating new employment spaces into rapidly changing areas can provide room for new and needed development types while also bolstering the market potential to deliver uses that would otherwise be priced out like low impact industrial (i.e. - industrial density bonuses).

Class A & B and **Class C & F** inventory has grown regionwide since 2005. But in central areas like Portland, more affordable, often smaller Class C & F inventory has actually fallen 6% since 2005.



100 on this index equals 2005 inventory levels. 110 is 10% more square feet of inventory than in 2005, and so on.

AVAILABILITY
Development Challenge

Gentrification in Formerly Industrial Areas & Loss of Affordable Space

“ Interview Paraphrases - Industrial Users

Group of three organizations that represent industrial users in and around Portland. Politics tend to favor housing over industrial. “I want to protect industrial land” is not something often heard in public meetings. In terms of development economics, industrial isn’t often the “highest and best use.” But it’s worth questioning what the right definition of highest use should be.

A food bank operator in the City of Portland. It took months to locate a new warehouse with an attached office space within Central Portland. It wasn’t an easy process, nor is working with the city to get approval for small building changes.

“ Interview Paraphrases - Development Professionals

Industrial site planning professionals. Smaller users tend to locate in existing rather than new buildings. They’re only indirectly served by new supply. Likewise, owners may be open to multi-tenant spaces for large new buildings, but would prefer a single tenant to take down whole space. It’s appealing from a leasing perspective.

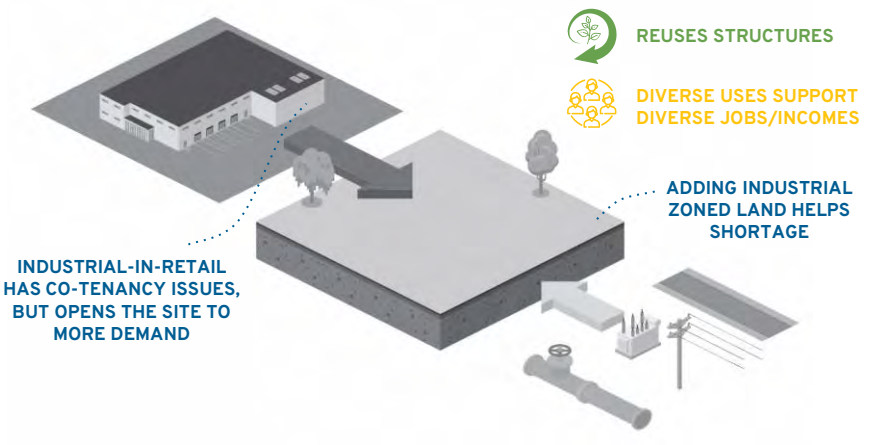
Regional industrial developer. Large employers with major traffic and logistical operations prefer to be at the region’s edge rather than center. This saps legacy areas of one type of industrial demand.

Expand Uses in Commercial Zones to Include Industrial

How the tool works

Many retail stores (particularly in big box development) have closed due to the rapid adoption of online shopping and home delivery. These closures create an opportunity. Expanding commercial zoning to allow for low-impact industrial uses would improve the availability of industrial land and promote the conversion of existing "box" buildings to new industrial uses (reuse reduces waste).

Not all big box retail centers are well suited to industrial users. However, JLL estimates roughly 1% to 5% of new warehouse square feet delivered could occur in such pre-existing properties. This would equate to hundreds of thousands of square feet across the region, particularly if additional low-impact industrial uses were supported. Important for this work, some of the spaces could be quite small within existing bays, but still suit underserved industrial users like contractors or small wholesalers.



Metro's Implementation Role

Secondary: Metro advocates & offers technical assistance. Cities lead implementation.

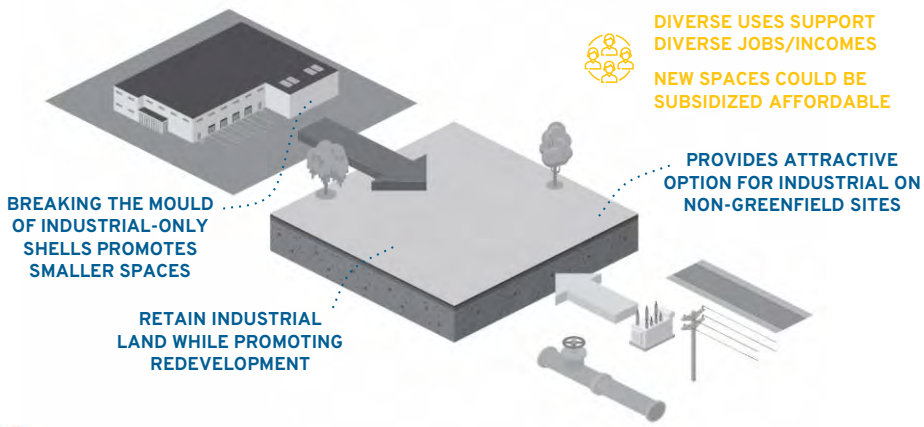
- Advocate for more low-impact industrial uses in jurisdictions' commercial zones
  - Identify cities with suitable sites
  - Provide technical support for zoning audits & changes
- Assist a city with finding a development partner for a regional proof-of-concept for retail-to-industrial conversion
  - Offer political support and developer connections
  - Use development partner's experience to identify additional zoning provisions requiring modification

Use Industrial Bonus Programs to Prevent Industrial Space From Being 100% Given Over to Other Uses

How the tool works

Industrial uses have relatively low real estate value compared to other uses. This puts them at a disadvantage when industrially zoned land is opened up to other uses. Industrial-density-and-use bonus programs intervene in process by tying developers' right to build larger-scale higher-value uses (e.g. hotel, office, residential) to the construction or preservation of lower-valued industrial uses. These programs leverage underlying market strengths to extract a community benefit from a private transaction (similar to Inclusionary Zoning). As such, they can be calibrated to benefit both the developer and community, while avoiding subsidy.

Use compatibility is a large issue. However, the modern definition of industrial includes lower impact uses like boutique or craft producers, contractor bays and storage, and last-mile logistics. This makes sharing space possible.



Metro's Implementation Role

Secondary: Metro advocates & offers technical assistance. Cities lead implementation.

Occurs at the jurisdiction level. Metro's role could be:

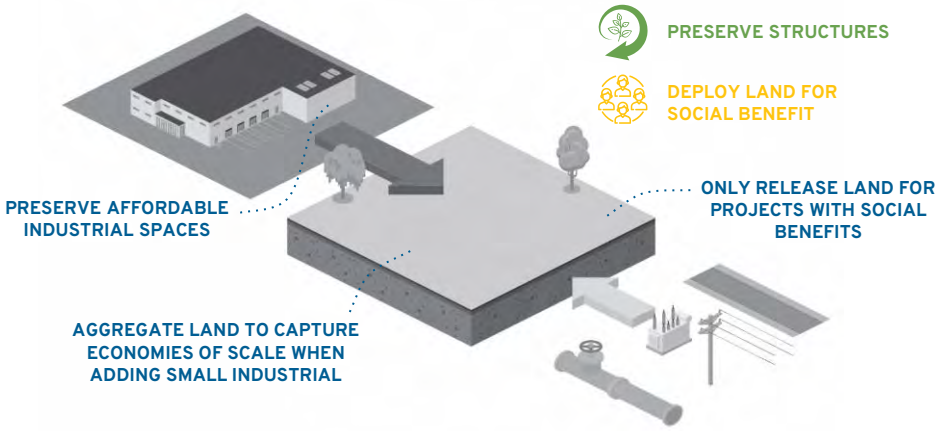
- Advocate for the introduction of city ordinances to establish industrial density programs, policy goals, and parameters.
  - Local department leadership and staff establish key details, including bonus allowances, permitted use types, and eligible areas (i.e. existing or overlay zone).
- Identify private firms or non-profit partners interested in owning or managing ground floor industrial space
  - Secure letters of interest to share with developers
  - Explore whether operating subsidy could support tenants and thus developers' cashflow

Empower Land Banks & Champion Creation of One Focused on Small Industrial

How the tool works

Land banks are powerful (but new) entities in Oregon. They can issue debt and access both public and private funds. They can hold land tax free, enabling them to be patient when aggregating lands into a single large site. And they can break the chain of land title to clear future purchasers of potential liability associated with site contamination.

Oregon Revised Statute (ORS) 465.600-62 allows for land bank authorities for brownfields, but not broader purposes. An industrial land bank would fill a gap by applying land banking powers to *any* employment lands. Clearly, this tool applies to big sites developed for large format modern industrial spaces– a worthy use. However, a land bank specializing in small industrial could also be formed. Such an entity could acquire property at risk of conversion to other uses for preservation. Or it could aggregate sites for a redevelopment partner that agrees to build small spaces.



Metro's Implementation Role

Secondary: Metro advocates to state and convenes experts. State acts to change law.

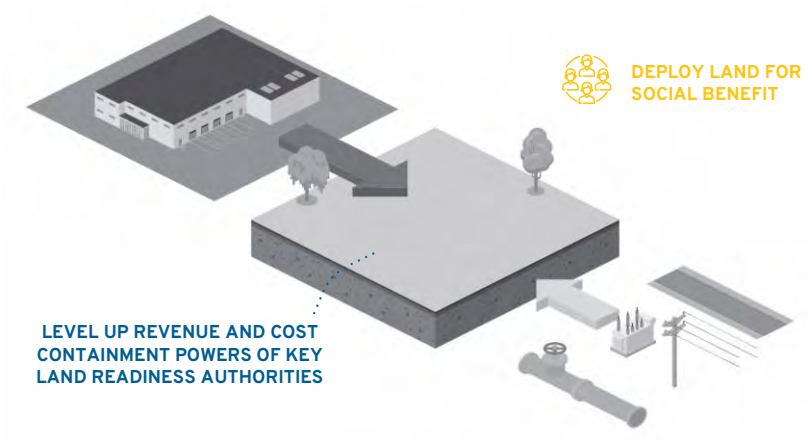
- Advocate for state action to allow for land banks focused on all employment lands
- Champion the creation of one or more regional land bank authorities focused on industrial land aggregation
  - Scope such a land bank authority to support the small industrial market through space preservation and by following the profitable development path seen today: land aggregation to enable economies of scale, specialization in small spaces, patient capital, and cheap, solvable land.
  - Source seed capital via the sale of donated excess lands
  - Release land for projects meeting community benefit criteria

Combine Key Powers in an Enhanced Redevelopment Authority

How the tool works

Industrial land banks (slide 26) facilitate land aggregation and holding. But they do not possess the full range of powers to raise capital for acquiring, preserving, and developing property. Similarly, urban renewal districts facilitate tax collection for investments included in their renewal plans. But they are constrained by their affiliations with jurisdictions and restrictions within urban renewal law regarding indebtedness and duration.

Ultimately, this separation of powers may unduly limit the ability for local governments and public-private partnerships to promote site readiness for industry. To address this, the state could begin exploring a new type of entity: an enhanced redevelopment authority (ERA). Such an entity might combine existing entities' advantages in revenue generation (e.g. TIF dollars) and cost containment (e.g. land bank tax-free holding), enabling greater coordination of redevelopment activities and resulting impact. These new powers would require new oversight and strict project approval criteria to ensure any new public resources supporting industry provide equitably distributed benefits.



Metro's Implementation Role

Secondary: Metro advocates to state and convenes experts. State acts to change law.

- Convene stakeholders to explore interest in statutory changes to expand urban renewal or land banking authority powers to enable more effective, centralized action promoting site readiness for employment lands.
- Discuss and develop guidance regarding ERAs appropriate uses and goals, and constrain them with strict project eligibility criteria ensure equitably distributed community benefits.
- Additional steps will be identified from these discussions and will vary depending on desired ERA scope and structure.

ADAPTABILITY of SITES

Development Readiness Challenges

High cost, new construction requires rent levels that are often too high for small and medium-sized tenants. These tenants have typically relied on older, legacy industrial buildings with lower rents in order to operate.

Strategies that can reduce the time and cost associated with adapting additional older buildings for new users could have a disproportionately positive impact for small and medium-sized tenants.



> **Interview Paraphrase - State-Level Economic Development Agency.** Broadly speaking, there is limited to no money for industrial lands programs. Existing funding is focused on "traditional" industrial development path (large site, greenfield). State emphasizes job creation, which likewise could run against small scale investments receiving state support.



Image source: Metro

ADAPTABILITY
Development Challenge

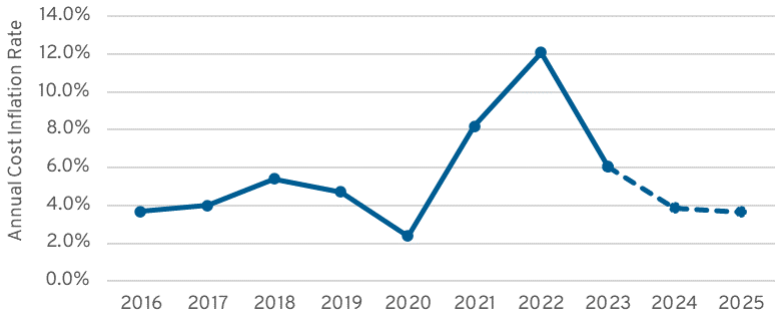
Difficulty Covering High Tenant Improvement (TI) Costs Associated with Prepping Spaces for Smaller Tenants

Smaller landlords can be cash constrained and unable to cover costly, upfront tenant improvements for future tenants. Smaller tenants can be non-credit worthy and unable to pay for or finance these costs themselves. This can be a serious barrier to willing landlords from being able to serve new tenants.

While high development costs are a challenge for all developers and tenants, larger industrial users and/or developers of larger industrial properties often have access to capital that smaller landlords do not.

Local tools that provide direct grant assistance to smaller landlords seeking to reposition spaces for small and medium sized tenants could help grow the supply of available space regionally.

Non-Residential Construction Cost Inflation. Construction Analytics' aggregation of multiple industry cost indices, showing **observed** and **forecast** values.



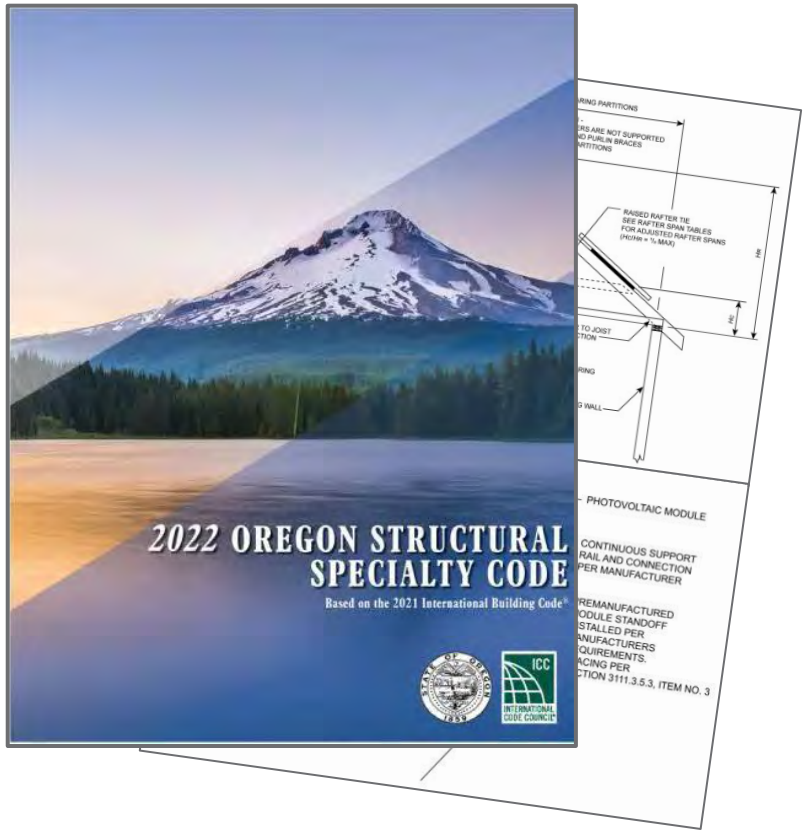
> **Interview Paraphrase - Three Organizations That Represent Industrial Users In and Around Portland.** In general, construction costs are high and rents aren't high enough to make development and TIs easy.

> **Interview Paraphrase - Portland-Based Semi-Public Agency**. In the past, the agency used to provide grants of up to $750K for industrial owners or tenants. Now only smaller grants up to $12K are available.

> **Interview Paraphrase - Institutional Industrial Developer**. We create flexible, widely usable, turnkey spaces so tenants don't have to deal with TIs. There's plenty of demand, but it requires knowing what to provide and how to at a low cost.

Building Codes and Change of Occupancy Trigger Costly Upgrades

Reusing existing buildings for new users is, in theory, less costly than new construction. However, adapting spaces originally built for retail or office users for warehouse or low-impact industrial users typically requires a change of occupancy permit that triggers building code upgrades with significant costs. The extent of required upgrades is case-by-case. New occupancies are "permitted without complying with all the [code] requirements… for the new occupancy, provided that the new occupancy is **not more** hazardous, based on life and fire risk, than the existing occupancy" (2022 Oregon Structural Specialty Code, §3405.5) While this provides for a more economical slate of upgrades for changes in occupancy, it does not dispel uncertainty for prospective industrial developers regarding the extent of necessary upgrades.



> **Interview Paraphrase - Portland-Based Semi-Public Agency**. Seismic upgrades can be too expensive to bear. It could be a good place for intervention.

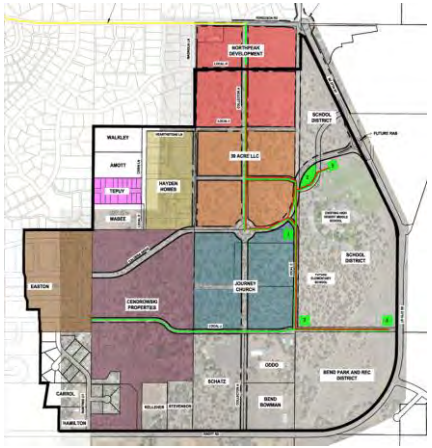
> **Interview Paraphrase - Institutional Industrial Developer**. New development standards like EV charging have to be timed to when the technology and infrastructure is in place. Don't jump the gun.

ADAPTABILITY
Development Challenge

District Infrastructure Upgrade Solutions Are Required to Enable Smaller Property Owners to Expand

Adding additional square footage or changing uses within existing spaces can trigger both on- and off-site infrastructure upgrades. The infrastructure itself may serve multiple properties but permitting processes typically put the entire cost burden for upgrades onto the permit applicant, even if it's a small space or site. Districts with small properties need solutions that can help spread these costs over the entire district and over time. Tools like Urban Renewal or Local Improvement Districts require public participation to be initiated and managed but can help unlock the potential of multiple properties all at once.

Bend's Southeast Plan Area needs pump stations, but no one project can afford district upgrades. A collective solution is needed.





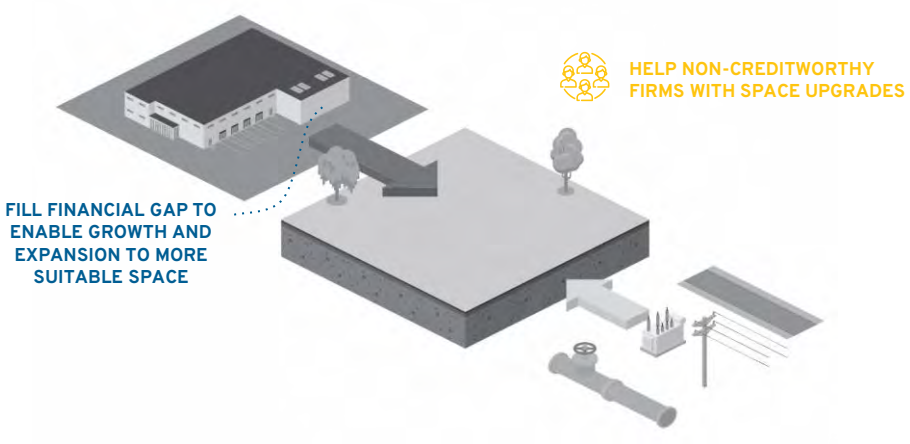




> **Interview Paraphrase - State-Level Economic Development Agency.** The Special Public Works Fund is the state's main industrial land readiness program. It can fund infrastructure but only limited to traded sector firms and publicly owned infrastructure, with competitiveness and loan-forgivability based on wages and job creation. In other words, this program isn't geared broadly toward small industrial businesses.

> **Interview Paraphrases - Large Site Planning Firm.** SDCs are often similar for large and small projects, which penalizes small developments.

Offer Tenant Improvement Funds for Non-Credit Tenants Ready to Grow



How the tool works

Many economic development agencies and urban renewal agencies offer favorable loans or grants to business owners for investments in equipment or real property. Storefront improvement grants are a common manifestation of this idea.

Given the escalation in construction costs, interviews revealed that the dollar value of existing grants is insufficient to enable small industrial business owners without good access to credit lines to transition from operating their business from home, a garage, or a self-storage facility and into a small industrial space. Industrial space owners, likewise, have little incentive to pay for tenant improvements for non-creditworthy tenants. Richer tenant improvement grants or soft loans for credit-limited yet viable businesses could fill this gap. This requires advocating for that change, and tying the funding to a growth and profitability plan helps ensure that loans are repaid but also rigorously tracks the return on these economic investments.

Metro's Implementation Role

Secondary: Metro advocates to funders and helps assess returns. Funders implement.

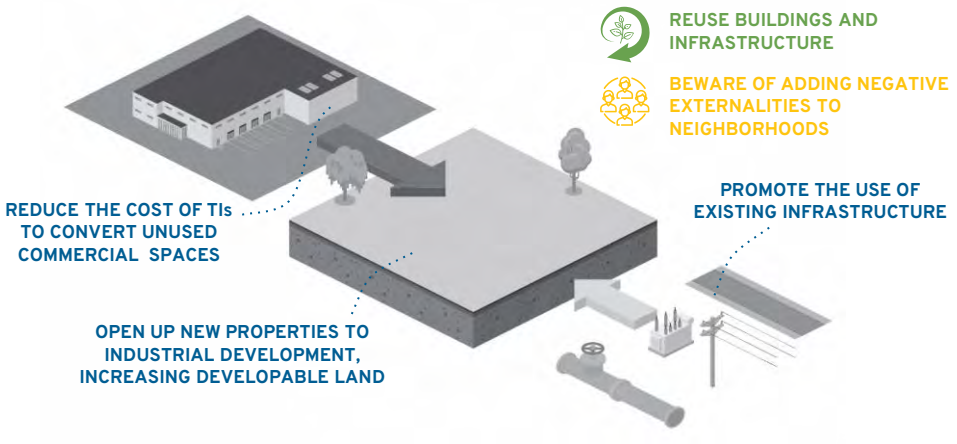
- Advocate for the creation of a funding pool for tenant improvement grants for small industrial firms without strong credit access when interfacing with the state, cities, and their urban renewal agencies:
  - Create a plan for administering those funds, including establishing:
    - Program goals and outcomes
    - Eligibility criteria and equity targets for distribution
- Technically assist in calculating & tracking the return on investment.

Research Project to Vet Potential Statewide Building Code Changes

How the tool works

So far, the American Pacific Northwest has not experienced an adaptive reuse project converting existing big-box retail or high-ceilinged office space to warehouse or low-impact industrial space. Nationally, however, JLL expects such conversions could soon provide 1-5% of all warehouse deliveries, equating to millions of square feet each year. There are many challenges to such conversions, like parking, truck courts, and circulation considerations as well as lease-law and co-tenanting issues. However, building code upgrades loom large as significant cost drivers in such conversions.

Metro, representing a PNW region likely to experience such conversions, is uniquely positioned to partner with the state to identify how occupancy changes from Mercantile to Factory or Storage could trigger costly building upgrades. Such research could investigate the reasonableness of upgrades, advocate for changes in requirements, and establish an upgrade roadmap to accurately set the expectations of prospective developers.



Metro's Implementation Role

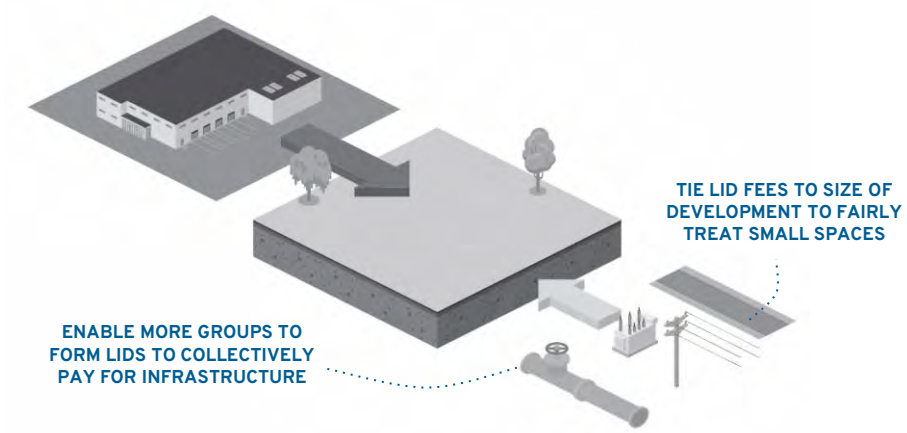
Primary: Metro advocates to state and convenes & funds expert research. State collaborates.

- Advocate to the state and building code department regarding the need and usefulness of this research to gain collaborators and/or cofunders
- Set aside funds for shared research project with the state
- Conduct the research internally or release an RFP to solicit partners to complete this research.
    - Likely a combination of planners and design professionals (site planners, architects, engineers) would constitute the best positioned team

Address Limitations to Local Improvement Districts (LIDs) in State Law

How the tool works

Local Improvement Districts (LIDs) finance local infrastructure improvements by forming a special tax assessment district across benefitting properties to pay for the improvement. Cities and counties in Oregon have statutory authority under ORS 223.309 to establish LIDs, but quasi-governmental entities that could make good use of LIDs like special districts, regional governments, ports, urban renewal agencies, or public utilities do not. This tool recommends amending state law to allow such entities to form both LIDs and Utility LIDs (which only differ in that they can pay debt with utility revenues), providing more forums for collective infrastructure investments. Importantly, this tool should include statutory guidance tying LID assessments to the property size, to treat small properties fairly. These changes in statute could be paired with additional measures, such as a state revolving loan fund for LIDs or new requirements to reduce the risk of a LID forcing a property owner into foreclosure.



Metro's Implementation Role

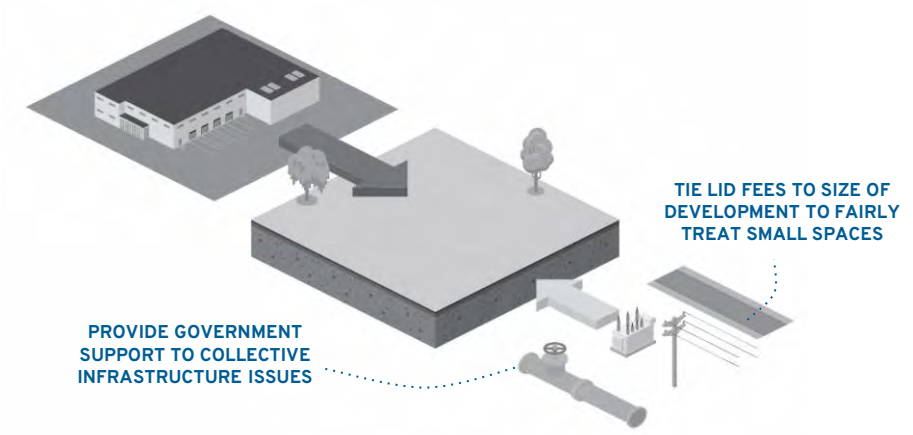
Secondary: Metro advocates to state and convenes experts. State acts to change law.

- Advocate for alterations to LID statute ORS 223.309 at the state level
- Provide a grant for legal services to write new statutory language to provide as an example to state representatives
- Scope to include an additional research project within the upcoming industrial lands inventory work, aimed at tackling the following:.
    - Identifying pockets land (urban reserves and/or lands within the Metro UGB) with significant industrial development potential *if an infrastructure improvement were made.*
    - Find a partner that could house a LID for those lands, either jurisdictional or quasi-jurisdictional entity.

Proactively Facilitate Formation of Local Improvement Districts (LIDs)

How the tool works

Local improvement districts (LIDs) - whether under current state statute or if enhanced to allow quasi-governmental entities to create them - are an underutilized funding tool. It's clear why: they require considerable coordination in the form of signatures from a majority of property owners in the affected area and a jurisdictional vote to establish the LID. Yet, communities could benefit from more proactive creation of LIDs to finance collective infrastructure costs to enable growth. Leaving the tool unused or even unexplored means forgoing the opportunity to add a parallel revenue stream to urban renewal agencies' tax increment dollars, missing the chance to undertake large, higher impact projects with lower cost financing. Public sector staff are uniquely qualified to convene conversations around infrastructure funding and test the waters for LID support in key growth areas for industrial. This is particularly the case in areas with numerous, hard-to-coordinate landowners, whose land might end up conducive to small industrial. A key caveat is that LIDs, in collecting and spending new tax dollars, should pass serious scrutiny to ensure resources collected support equitably distributed benefits.



Metro's Implementation Role

Secondary: Metro advocates to cities and offers to co-fund staff. Cities implement.

- Advocate to cities to dedicate staff time to:
  - Identifying district improvement projects that could use a LID
  - Studying the feasibility, costs, benefits, and distribution of benefits and burdens resulting from LID creation
  - Facilitating landowner conversations to gauge and build support for the LID (i.e. gather signatures)
  - Use state-granted power and process to create the LID
- Alternatively, identify 2 or more partner cities and collectively co-fund a single, shared economic development staffer or consultant team to complete the steps above for one or more districts in each city.

006719

Shift SDC Payment to Certificate of Occupancy Rather Than At Permit Issuance

How the tool works

SDC fees are a significant upfront cost for developers, but a key local funding source for public infrastructure, particularly in rural places or underserved areas without infrastructure yet. Many SDC incentives focus on reducing or eliminating SDCs. However, simply shifting the point in the permitting process when they are paid can have significant positive impact on the financial feasibility of development while maintaining this funding source for communities and governments.

Specifically, this tool requires changing the timing of SDC payment to either the issuance of a Certificate of Occupancy or to final inspection. This change shifts the timing of SDC payments back 12 or more months, reducing interest costs on debt and/or developers' initial equity outlay. This is particularly impactful for smaller developments and developers where the margins are tight and equity is less plentiful. SDC rates can be locked to provide dollar certainty for the City and to motivate the developer. The City of Bend is currently contemplating this policy change in an effort to reduce the cost of development.



Metro's Implementation Role

Secondary: Metro advocates and funds a pilot project. Cities lead implementation.

- Advocate for the change to jurisdictional partners to identify an amenable partner for a pilot project.
- Fund a pilot project with a jurisdiction to provide a template for the ordinance change, locking rates, collecting funds, and ensuring infrastructure benefits aren't lost in underserved areas.
- Based on the pilot, produce a best practices guide for local jurisdictions to consider when they update SDC policy.
- Provide technical assistance to local jurisdictions using the best practices guide to amend SDC policy to incentivize development and redevelopment.

CAPACITY of LOCAL GOVERNMENTS
Development Readiness Challenges

Slow permit processes add significant time and cost to development projects and are increasingly cited as serious barriers to additional investment in all kinds of needed development, including industrial.



Lack of Government Capacity in Current Planning, Development Code, and Permitting Positions

Cities struggle to fund, find, train, and retain enough workforce to efficiently process permit applications and maintain their development code. Targeted workforce training and funding to increase local workforce capacity could relieve those important bottlenecks, speed up development, and particularly benefit small users without the resources to overcome such obstacles.



Image source: Metro

Lack of Government Capacity in Current Planning, Development Code, and Permitting Positions

“ **Interview Paraphrase - State Development Agency**

Capacity improvement programs have precedents in regional government. Metro’s existing Construction Careers Pathway Program has improved that specific tranche of labor capacity. .

“ **Interview Paraphrase - Groups Representing Users**

Lack of local permitting capacity is a significant drag on users’ operations and encourages firms to leave the jurisdiction. Small users in particular would appreciate and benefit greatly from a fast track and direct assistsance with permitting small buildouts and space improvements.

“ **Interview Paraphrases - Large Site Planning Firm**

Lack of capacity to maintain and clarify development regulations hurts small users and owners the most. When regulations aren’t regularly updated and materials aren’t created to clarify them, economicially stifling or unclear provisions might persist. Large users and businesses may be able to navigate these obstacles, but smaller users may not.

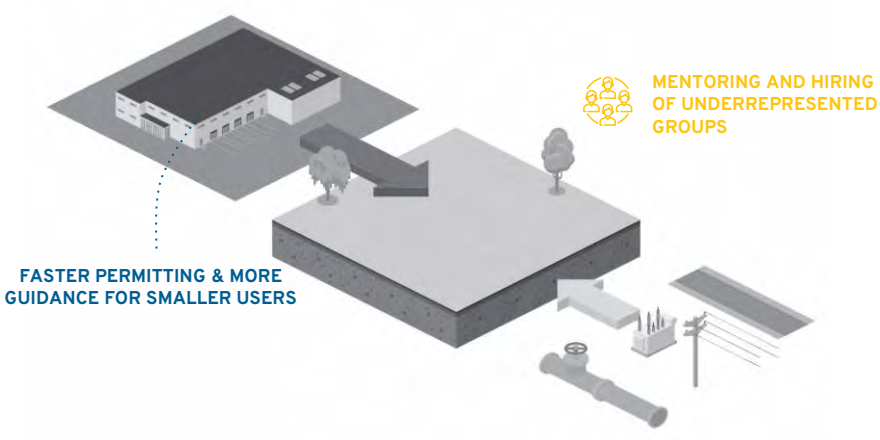
Similarly, when regulations aren’t regularly maintained, they can become complex and contradictory. Small users that have the fewest resources to dedicate to navigating regulations and planning for their real estate needs are at a severe disadvantage in such scenarios.

Workforce Apprenticeship Grants for Bottleneck Positions

How the tool works

Slow permitting timelines and outdated, complex development code in part stem from a limited labor pool and a lack of budget for staff. Aspiring planners and public-sector workers often find they need a graduate degree to earn entry-level positions. And cities, especially smaller ones without robust tax rolls, often lack enough budget for staff. This hurts all development activity, but particularly smaller scale ones that might not be able to navigate the complexity and protracted nature of building under the status quo.

To improve the situation, Metro could offer grants to offset the wage costs of apprentice or junior planner positions for workers without graduate degrees at jurisdictions in need of additional staff capacity. Metro could also dedicate a small portion of its staff's time to offering mentorship regionwide to the cohort of junior planners enrolled in the apprenticeship program. Apprenticeships could be targeted at workers typically underrepresented in the field.



Metro's Implementation Role

Primary: Metro funds grants subsidizing multiple FTE and offers mentorship.

- Talk to jurisdictions to gauge bottlenecks in planning and permitting and assess interest in grants for entry level roles.
  - Identify appropriate per-FTE grant for apprentices
  - Determine eligibility criteria for cities & apprentices
  - Consider cross-jurisdictional shared FTE when sensible
- Fund a current planning and permitting apprenticeship program that covers a meaningful portion of jurisdiction's costs of hiring an junior planner or apprentice in the current planning or permitting department. Consider dedicating the FTE to small builds/businesses.
- Recruit Metro staff to regularly mentor apprentice cohorts.

6.3 Presentation of City UGB Expansion Proposals

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, May 22nd, 2024

MPAC Worksheet

Agenda Item Title: Presentation of City UGB Expansion Proposals

Presenters: Eryn Kehe (Metro), Ted Reid (Metro), Mayor Tim Rosener (City of Sherwood), Eric Rutledge (City of Sherwood), Joy Chang (City of Sherwood)

Contact for this worksheet/presentation: Ted Reid

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land. However, the region has learned that adding more land alone is not enough to meet the needs of expected growth. UGB expansions only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to propose an expansion of the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources.

Cities that are interested in expansion submit their concept plan to Metro for consideration, along with governmental agreements, letters of support and findings. For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

The draft 2024 Urban Growth Report, which includes the technical analyses presented to MPAC earlier this year, will be released in late June. The draft Urban Growth Report serves as a basis for MPAC's recommendations to the Metro Council and for the Metro Council's growth management decision.

Outcome
MPAC members receive information about the details of the Sherwood West expansion proposal and understand how the Concept Plan was developed. MPAC members can ask questions of the City of Sherwood staff and discuss how the proposal addresses community goals and needs.

What has changed since MPAC last considered this issue/item?
Over the past 3 months, MPAC has reviewed the draft technical results of the Urban Growth Report, including the draft regional population, household, and employment forecast and the regional housing needs analysis. This May 22nd meeting moves the discussion from the regional level technical work to the specific geography of the Sherwood West expansion area.

What packet material do you plan to include?
Sherwood West concept plan.

City of Sherwood Oregon

Home of the Tualatin River National Wildlife Refuge

RESOLUTION 2023-060

ACCEPTING THE SHERWOOD WEST CONCEPT PLAN AS A FOUNDATIONAL TOOL TO BASE FUTURE URBAN GROWTH BOUNDARY EXPANSION DISCUSSIONS THROUGH THE PLAN'S VISION & IMPLEMENTATION

WHEREAS, the completion and acceptance of the Sherwood West Re-Look Project was a City Council Goal for FY 2022-2023; and

WHEREAS, the City is required to prepare a concept plan for an urban reserve area prior to a request to expand the Urban Growth Boundary can be made to Metro; and

WHEREAS, the City received a Community Development and Planning Grant from Metro to fund the Sherwood West Re-look Project, and the City awarded a planning consultant contract to Angelo Planning Group, now known as MIG/APG, to assist in the planning process to update the 2016 Sherwood West Preliminary Concept Plan accepted by Council by Resolution 2016-009; and

WHEREAS, the community has had extensive input into the Plan, shaping many elements; and

WHEREAS, the development of the Plan was guided by a Public Involvement Plan that included both Technical and Community Advisory Committees; and

WHEREAS, two widely advertised open houses (including on-line) were conducted as part of the project; and

WHEREAS, the Sherwood Planning Commission and City Council have held work sessions on the Sherwood West Concept Plan; and

WHEREAS, the Planning Commission conducted a public hearing on the Sherwood West Concept Plan on June 27, 2023, affording all interested parties an opportunity to provide input and, following testimony, deliberated, providing a recommendation to City Council to accept the Plan; and

WHEREAS, the Sherwood West Concept Plan is attached as Exhibit 1, and the Plan's Appendices is attached as Exhibit 2.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. Based on the staff report to the City Council dated July 11, 2023, the Planning Commission's recommendations to accept the plan, and subsequent public testimony

provided at the Council hearing on July 18, 2023, The City Council hereby accepts the Sherwood West Concept Plan as a foundational tool on which to base future planning decisions for future UGB expansion discussions through the Plan's vision and implementation.

Section 2. This Resolution shall take effect immediately upon its passage by the Council and signature by the Mayor.

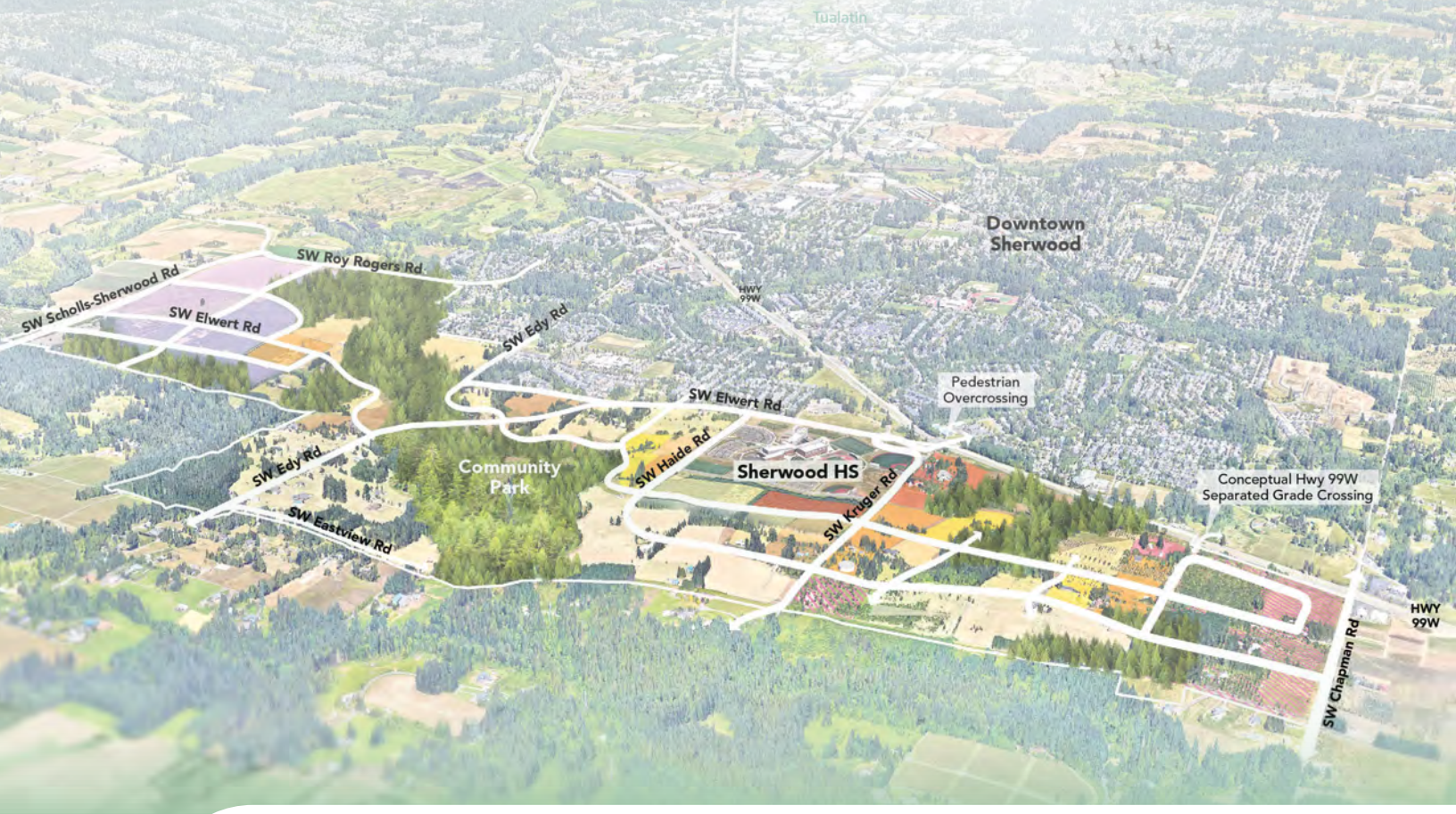
Duly passed by the City Council this 18th day of July 2023.

Keith Mays, Council President

Attest:

Sylvia Murphy, MMC, City Recorder

SHERWOOD WEST CONCEPT PLAN



DRAFT JULY 2023

City of Sherwood Oregon

ACKNOWLEDGEMENTS

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- Mixed Employment Areas
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EXECUTIVE SUMMARY

Overview

The Sherwood West Concept Plan is a long-range planning document intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Sherwood West is a large Urban Reserve area located just to the west of Sherwood city limits, which the City of Sherwood has identified as an area for future growth. Future development in Sherwood West will require expansion of the Metro urban growth boundary (UGB).

This Concept Plan is an update to the Sherwood West Preliminary Concept Plan accepted by Sherwood Council on February 16, 2016 (Resolution 2016-009). Since that time, the city and surrounding areas have seen significant changes including:

- Shifting of City Council priorities focusing on employment and job growth to diversify the city's tax base,
- Construction of a new high school within the Sherwood West study area,
- Adoption of the Sherwood 2040 Comprehensive Plan, and
- Recent changes to statewide and local housing regulations to plan for "missing middle housing" in residential areas.

This updated plan better reflects these changing conditions, while carrying forward ideas from the Preliminary Plan that are still valid and supported by the Sherwood community.

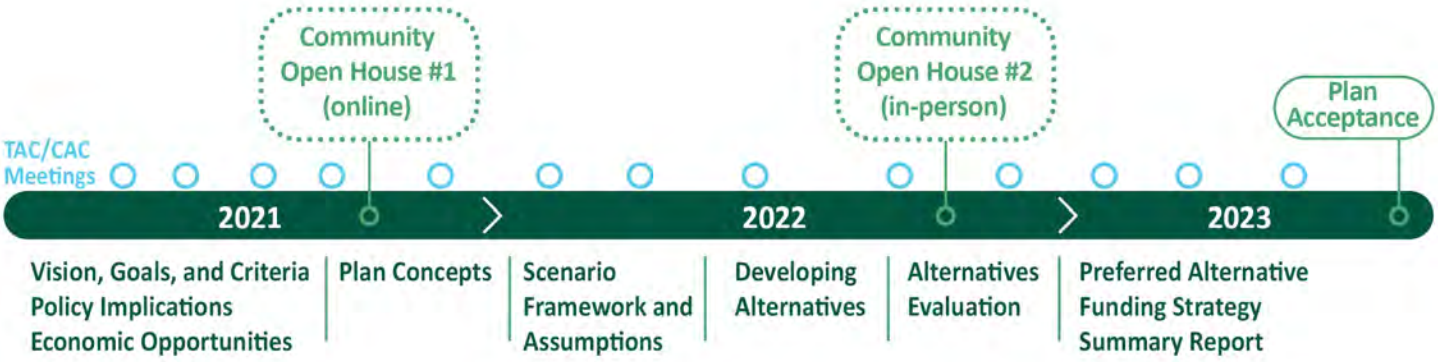
The Concept Plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. Once the area is brought into the UGB, the City will conduct additional analysis and undertake a comprehensive planning effort to refine the general concepts that are laid out in the Concept Plan – a necessary next step prior to land being eligible for future annexation and development.

EXECUTIVE SUMMARY

Planning and Engagement Process

The Sherwood West Concept Plan was developed between spring 2021 and spring 2023 through a collaborative planning process that engaged a multitude of Sherwood residents, business and property owners, local organizations, technical advisors, City staff, and consultants. The project timeline is depicted below.

Project Timeline



The City convened two stakeholder groups to help guide the project—the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC)—which represented a broad range of interests. Together, these committees represented a broad range of interests and expertise that helped shape the direction and result of this process.

In addition, the City provided a wide range of engagement opportunities, including community open houses, online surveys, targeted outreach to high school students, meetings with neighborhood associations, stakeholder interviews, a project webpage, and periodic emails to interested parties.

Every step of the way, Sherwood community members provided meaningful guidance and feedback. This guidance has been essential to the Sherwood West planning process and the design of the Concept Plan is a reflection of this work.

Project Goals

The project vision, goals, and evaluation criteria were developed early in the planning process to guide Concept Plan development. The following six goals helped to develop and evaluate the concepts, alternatives and recommendations:

1. The area is designed as a natural extension of Sherwood and is integrated into the existing pattern of growth in order to preserve the community's heritage and small-town feel.
2. The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.
3. Transportation facilities serve to connect, rather than divide, neighborhoods.

EXECUTIVE SUMMARY

4. Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.
5. The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.
6. Growth and development are well-planned and implementation of the area is pragmatic.

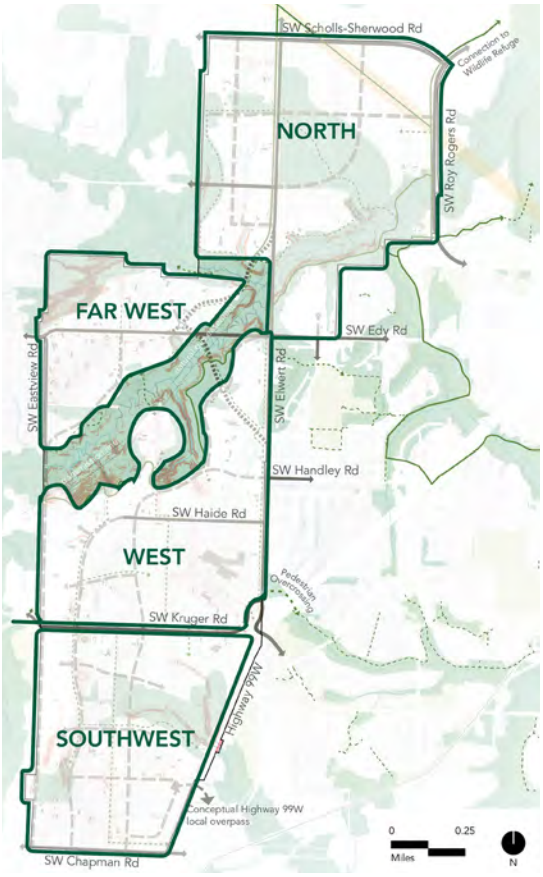
Concept Plan

Land Use

The Concept Plan identifies conceptual locations for future residential, commercial, employment, and open space areas.

- Land Use Themes – Key land use themes are associated with four distinct subdistricts:
  - **North District** – Mixed Employment is the main focus of this area due to its flat topography and transportation access. The plan also locates a cluster of housing near SW Elwert Road and a community park near West Fork Chicken Creek.
  - **Far West District** – The plan designates this area for mostly low-density housing, due to existing rural homes and sloping terrain.
  - **West District** – This area surrounds the new Sherwood High School and has relatively good access to existing infrastructure. The plan includes a mix of medium and higher-density housing types near the high school and some mixed use land along Kruger Road. The plan also locates a community park nestled into the Chicken Creek Greenway.
  - **Southwest District** – The plan focuses mixed use development at the Kruger-Highway 99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops.

Study Area and Subdistricts



EXECUTIVE SUMMARY

- **Housing** – Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood.

  Housing types that have designated places in Sherwood West include single detached homes on smaller lots; cottage clusters; townhomes; duplexes, triplexes, and fourplexes; garden apartments; and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

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

  A key theme of the Sherwood West Concept Plan is to designate land for Mixed Employment, which includes a mix of office, light industrial, and flex space uses in the same development or area of the city. The plan identifies potential areas for future Mixed Employment development, intended to accommodate the type of job growth desired for Sherwood West.

- **Schools and Civic Facilities** – Sherwood will eventually need new schools and other civic facilities, such as fire stations, library, and other public services to accommodate future households in Sherwood West. The Concept Plan anticipates an eventual need for two schools in the area—one middle school and one elementary school. Potential land needs have been factored into the plan for these facilities but, because they will not be needed until later stages of growth in the area, specific locations are not identified.

Transportation

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Key elements of the transportation plan for Sherwood West focus on north-south connectivity through the area and providing for active (non-vehicular) transportation.

- **SW Elwert Road** – This key north-south arterial street is an important opportunity for providing access and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side. The concept is to create a safe, connected, and attractive boulevard inspired by SW Sunset Boulevard, that includes: buffered sidewalks, safe crossings, bike lanes, a planted median with canopy trees, and path connections to key sites and destinations.

EXECUTIVE SUMMARY

- **Potential Elwert-Edy Realignment** – The Concept Plan explores two options for future upgrades to SW Elwert Road and SW Edy Road: realigning the roads to reduce impacts to natural resources or maintaining the current intersection location. In either case, Elwert Road will need to be upgraded to current standards when development occurs in Sherwood West. The CAC and project team recommend the realignment option, although further analysis will be necessary before the decision about Elwert Road's alignment is finalized.
- **Active Transportation and Trails** – Trails, cycling routes, transit, "micromobility," and other ways of getting around without a car are designed into Sherwood West. These active transportation options will connect between local parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking. The Concept Plan trail framework identifies potential future trail connections between new growth in Sherwood West and existing areas of Sherwood; future safe routes to school; and opportunities to ensure future transit can be as successful as possible.

Green Space Network

The Concept Plan for parks and open space take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network will include creek corridors and their habitat areas, trails and greenways, tree and tree canopy protected by Sherwood's code, stormwater facilities, neighborhood parks, community parks, and school fields.

- **Chicken Creek Greenway** – The concept for a future Chicken Creek Greenway is an opportunity to preserve and enhance natural stream corridors, provide wildlife crossings, incorporate stormwater management practices, and provide access to nature through a network of connected walking trails.

Chicken Creek Natural Area



- **Neighborhood and Community Parks** – Park spaces are integrated into Sherwood West's overall trail and open space network. The Concept Plan identifies two possible locations for future community parks, which provide opportunities for active recreation and organized play where they can best accommodate anticipated increased demand. The plan also identifies conceptual locations for smaller, neighborhood parks to serve nearby residents.
- **Natural Resources** – Natural resource areas in Sherwood West will be preserved and integrated into the open space network. In addition to the Chicken Creek Greenway, regulations at the regional, state, and federal level will require protection of wetlands, habitat areas, and other natural resources as part of future development.

EXECUTIVE SUMMARY

Utilities

In addition to transportation infrastructure, future development in Sherwood West will require provision of water, sanitary sewer, and stormwater utilities. Below is a summary of opportunities and potential phasing of future utility extension.

- **Water** – The area's West and Southwest districts can be served with water infrastructure in the near future. Water infrastructure will need to be extended east to west to serve the hillsides. The Far West district can be served after water infrastructure improvements, such as an additional pump station, are constructed. The North district will need further study and significant water infrastructure improvements to be served.
- **Sewer** – The West and Southwest districts also can be served with sanitary sewer infrastructure in the near future, through connection to existing and planned sewer lines. Sanitary sewer infrastructure would need to be extended into the hillside area of the West and Southwest districts and Far West district as those areas develop. The North district needs further study on how to serve the area and if any significant infrastructure is necessary to serve sanitary sewers in this area.
- **Stormwater** – All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs. The West and Southwest districts in Sherwood West may be the easiest to serve.

Implementation

The Concept Plan will need to be formally accepted by the Sherwood City Council. City Council adoption will enable the Concept Plan to serve as a resource for future discussion about expanding the UGB and more detailed planning for growth and development in Sherwood West. There are a range of identified potential strategies and considerations for implementing the concepts laid out in the plan, including:

- **UGB Expansion Request** – The City of Sherwood will have the ability to request expansion of the UGB to include Sherwood West in 2024.
- **Infrastructure Funding Strategy** – The Preliminary Infrastructure Funding Strategy includes a high-level estimate of infrastructure costs, revenues, and potential tools for funding the development of priority districts in Sherwood West. Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on potential funding strategies.
- **Future Comprehensive Planning** – A detailed comprehensive planning process will assign land use designations and zoning, identify specific locations for major road connections, protect natural resources, and develop infrastructure plans.

EXECUTIVE SUMMARY

- **Natural Resource Protection** – For resource areas subject Metro Title 13 / Statewide Goal 5, the City will need to further analyze specific resources, make significance determinations; conduct an ESEE analysis; and adopt plans for resource protection through the Comprehensive Plan and Development Code
- **Future Development Code Regulations**
  - *Custom Zoning* – The land use plan recommends two residential designations (Cottage Cluster and Middle Housing) and a Hospitality designation that would be implemented through custom zoning strategies.
  - *Master Planning or "Village Planning"* – Master planning for the entire area, or specifically focused on smaller "villages," can help prepare this future UGB expansion area for annexation and development. A master plan approach would allow for more certainty for coordinating multiple developments into cohesive neighborhoods; ability to coordinate unique plan elements; and coordination of infrastructure phasing and funding.
  - *Future Annexation* – The City could consider requiring or allowing Annexation Agreements (binding contracts between the property owner and City) to ensure that proposed annexations are beneficial to the City and that key elements of the Sherwood West Concept Plan are implemented.
- **Transportation and Infrastructure**
  - *Future Alternatives/Feasibility Studies* – The City will need to conduct several alternatives analyses and feasibility studies to determine the final location, alignment, and design of key transportation improvements.
  - *Public Facility Plans* – Updates to the Sherwood Transportation System Plan and Capital Improvement Plan will be necessary to incorporate street design standards and improvement projects for facilities within Sherwood West. The City's water and sewer master plans should also be updated to incorporate future utility extension in Sherwood West.
  - *Funding Tools* – To establish detailed infrastructure funding plans, more detailed cost estimates, revenue projections, and infrastructure planning is needed.
- **Continued Community Engagement** – The City should continue engaging with property owners and the Sherwood community about Sherwood West. This should include outreach via periodic email updates, the project website, and neighborhood engagement.

Next Steps

There is more work to be done to prepare Sherwood West for future growth and development. The comprehensive planning and zoning process offers an opportunity for the City to reach out to affected property owners and the larger community to refine higher-level concepts. Robust community engagement, in addition to further evaluation of the topics addressed in this plan, will be an essential component of the City's next steps in developing refined plans and future regulations for Sherwood West.

INTRODUCTION



Concept Plan Background and History

Sherwood West is a geographic area located west of the existing Sherwood city limits and adjacent to the Metro Urban Growth Boundary (UGB). Sherwood West is a designated Metro urban reserve (Urban Reserve Area 5b) and, at 1,291 total acres, is a large area for potential future growth.

Urban reserves are designated by Metro in coordination with partner cities and counties and identify land that will be considered for addition to the region's UGB for urbanization over a 50 year period. Given its size, and the location of existing infrastructure, Sherwood West is logically the best direction for the City to consider growth in the future.

Preliminary Concept Plan

Starting in 2015, the City of Sherwood undertook a community process to develop a long-range planning tool that would help guide future community discussions and decisions about the city's long-term growth. The result was the Sherwood West Preliminary Concept Plan, which was accepted by City Council in 2016.

Re-Look Project

Significant changes in Sherwood and the surrounding areas since the adoption of the Preliminary Concept Plan spurred the City to reconsider growth options for Sherwood West and embark on the Sherwood West Concept Plan Re-look project.

Shifting priorities…

- Sherwood City Council has prioritized adding employment land and job growth as a major goal to create a more diversified tax base. Sherwood West is an opportunity to help achieve that goal.
- The City adopted the Sherwood 2040 Comprehensive Plan in 2021, which updated the vision, goals, and policies for the city as a whole.
- The City updated plans for Brookman Road as a refinement of the Brookman Addition Concept Plan, the guiding planning document for the area just southeast of Sherwood West.

Changing conditions…

- The Sherwood School District constructed the new 350,000 square foot Sherwood High School on 73 acres inside the Sherwood West area.
- The city continues to see rapid growth and development. Since 1990, Sherwood has added hundreds of residents every year, with annual growth rates between 3-8%.
- Washington County completed its Urban Reserve Transportation Study (URTS), which provides updated transportation information to help with future planning in urban reserve areas.
- The State enacted new laws related to Climate Friendly and Equitable Communities, housing affordability, and other issues that will affect planning in Sherwood.

Changing housing regulations…

- The State of Oregon adopted House Bill 2001 in 2019, which directs cities to allow for "middle housing" (such as duplexes, townhomes, and cottage clusters) within areas zoned single-family residential. (Refer to Appendix Q, Housing Policy Implications Memo for more information.) The City adopted new Residential Design Standards in 2021 to ensure middle housing and other housing types fit into the City's desired neighborhood character.

While many of the ideas and concepts in the Preliminary Concept Plan continue to be valid and are reflected in this update, the current plan better reflects existing and expected conditions. Specifically, the Sherwood West Concept Plan builds off the earlier accepted plan by addressing new land use and growth patterns, transportation plans, housing regulations, and opportunities for employment and economic growth.

The Role of the Concept Plan

The Concept Plan is a long-range planning tool intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Specifically, creating and adopting a concept plan is a required step prior to amending the UGB, which is a necessary precursor to development in Sherwood West. There are specific requirements for the types of information that must be included and what issues must be considered in a concept plan in order to inform UGB amendment decisions. Metro and the State ultimately make those decisions.

Concept planning also provides a foundation for the more detailed comprehensive planning work that will follow UGB expansion. The concept plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. While vitally important as a policy document to provide planning direction, a concept plan is not a regulatory document, and the City must take additional actions to govern future urbanization. Once an area is brought into the UGB, a city will conduct additional analysis and undertake a comprehensive planning effort to assign land use designations and zoning, identify specific locations for major road connections, protect natural resources, and develop infrastructure plans within Sherwood West. For Sherwood, that later process will refine the general concepts that are laid out in this plan – a necessary next step prior to land being eligible for annexation and development.

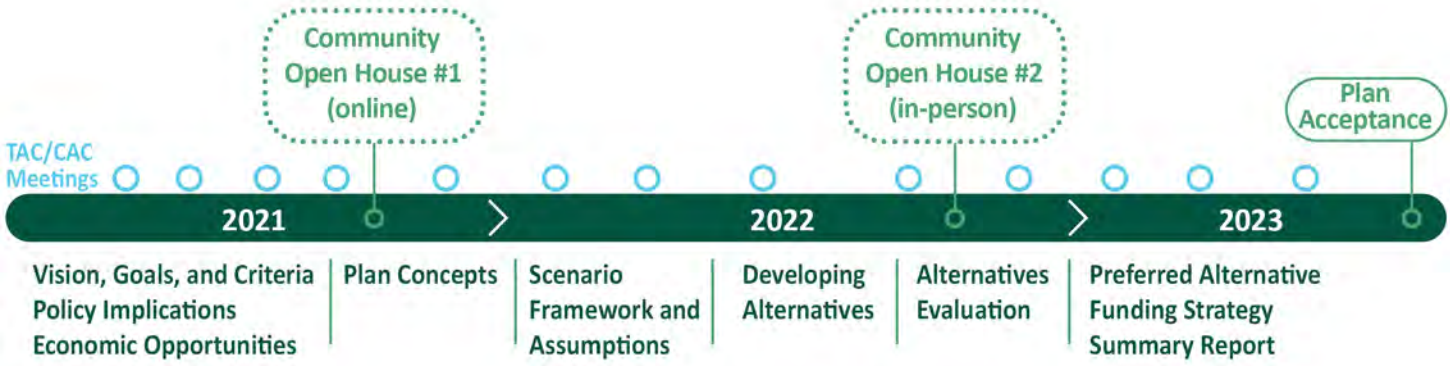
PLANNING & ENGAGEMENT PROCESS



PLANNING & ENGAGEMENT PROCESS

The Sherwood West Concept Plan was developed between spring 2021 and spring 2023 through a collaborative planning process that engaged a multitude of Sherwood residents, business and property owners, local organizations, technical advisors, City staff, and consultants. The diagram below provides an overview of the Concept Plan process.

Figure 1. Concept Plan Process



Community Engagement

Engaging with Sherwood residents and other stakeholders was considered essential for producing a plan that reflects community values with integrity and foresight. To help guide the project, two stakeholder committees were formed to include a broad range of interests: the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC). Together, these committees worked to help shape the direction and result of this process.

- **The CAC** was made up of 16 community members who live or own property within the city as well as those in the study area, and representatives from the City's Parks Board, Planning Commission, City Council, the Sherwood School District, and Sherwood Chamber of Commerce. They were charged with reviewing materials from the consultant team, providing broad perspectives to ensure the Sherwood West Concept Plan reflects diverse needs, participating in public outreach regarding the plan, and providing recommendations on plan alternatives. They were recruited and selected by the City Council through an open application process. Twenty-three individuals applied to be on the CAC and 16 were selected.
- **The TAC** was comprised of essential public service provider representatives: City Public Works, Engineering, Community Services, Police Department, Clean Water Services, Tualatin River National Wildlife Refuge, Tualatin Valley Fire and Rescue, the Oregon Department of Transportation (ODOT), Metro Oregon Home Builders, City of King City, Washington County Land Use & Transportation, and Metro. TAC members reviewed project deliverables for technical adequacy, policy, and regulatory compliance.

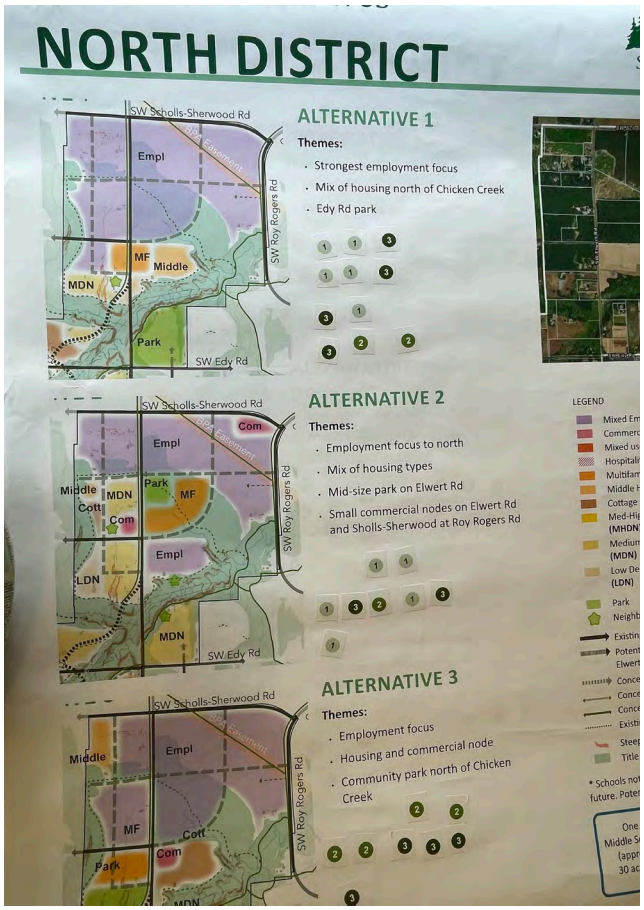
PLANNING & ENGAGEMENT PROCESS

Every step of the way, Sherwood community members provided meaningful guidance and feedback, gathered through interviews, public events, CAC public testimonies, online surveys and open houses. In addition, high school students' input was received through an online survey. This guidance has been essential to the Sherwood West planning process. The design of the Concept Plan is a reflection of this work. Together, we:

1. **Refreshed the vision, goals and evaluation criteria that guided the Concept Plan.** This work was informed by CAC and TAC input and background research into updated policies, regulations, transportation issues, and economic opportunities.
2. **Designed alternative concept plan scenarios**. Based on community core values, vision, existing conditions and discussions with the CAC and TAC, three draft alternative concept plan scenarios were developed to explore a variety of ideas for comparison.
3. **Considered the relative merits of each scenario and the key features that best represent the goals and objectives of Sherwood West.** Through a community open house and workshop and online surveys, the CAC, TAC, staff, and consultant team worked to identify preferences for individual and collective plan elements using the evaluation criteria they helped develop.
4. **Designed a Concept Plan that builds upon community feedback, technical guidance, and a landform analysis.** The Concept Plan is a hybrid of the three alternatives, combining the preferred elements into a recommended draft "hybrid" Concept Plan.







PLANNING & ENGAGEMENT PROCESS

Each step of the planning process incorporated a variety of community engagement activities, as listed below, designed to reach a broad spectrum of Sherwood residents.

Community Engagement Activities

- Community Advisory Committee (CAC) Meetings - total of 14 meetings
- Public Testimony at CAC Meetings
- CAC Interested Parties Email Subscription
- Project Website
- Social Media (Facebook, Twitter, Next Door)
- Sherwood Utility Billing Email Listings Notices
- Sherwood Archer Newsletter
- Project Video
- Property Owner Mailing - Introduction to project (June 2021)
- Online Survey – Informational and Initial Concepts (October 2021)
- Coffee Klatches with Neighbors and Homeowners Associations (Summer 2021)
- Movies in the Park (August 2022)
- Cedar Creek Trail Grand Opening (September 2022)
- Community Open House with Property Owner Mailing (October 2022)
- Virtual Open House (October 2022)
- Technical Advisory Committee (TAC) Meetings – total of 12 meeting
- Metro Home Builders Association Presentation (August 2021)
- Sherwood West Economic Development Stakeholder Interviews (June 2021)
- Metro Technical Advisory Committee (MTAC) Presentation (July 2022)

To learn more about engagement approaches and results, refer the appendices (Appendix C, Community Engagement Plan; Appendix D, Open House #1 (Online) Summary; and Appendix E, Open House #2 and Survey Summary).

Note: Due to the COVID-19 pandemic, prior to June 2022 all public engagement activities occurred virtually. Starting in June 2022, all CAC meetings and public events took place in person, with virtual participation options also made available.

VISION, GOALS & EVALUATION CRITERIA



VISION, GOALS & EVALUATION CRITERIA

Vision Statement

The vision statement was developed early in the Concept Plan Re-Look process, updating the vision from the 2016 Preliminary Concept Plan. The vision describes the community's desired future for the Sherwood West area. The vision and its associated goals were developed and revised through a visioning exercise and subsequent discussions with the Community Advisory Committee and reflect current community priorities for Sherwood West.

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







Goals and Evaluation Criteria

Following are specific goals for various aspects of Sherwood West's future and corresponding criteria for evaluating Concept Plan alternatives. Like the vision statement, the goals and criteria were updated from the 2016 Preliminary Concept Plan to reflect current community priorities and desires for Sherwood West.

Table 1. Goals and Evaluation Criteria

GOAL	*EVALUATION CRITERIA*
1. The area is designed as a natural extension of Sherwood and is integrated into the existing pattern of growth in order to preserve the community's heritage and small-town feel.	• There is a balanced mix of office, industrial, commercial, and residential land uses and open spaces • A variety of housing options accommodates a diverse range of family structures, income levels, and lifestyles • Neighborhood retail nodes provide residents with walkable access to goods and services • Housing density and implementation is pragmatic • View corridors and separation from other cities contribute to Sherwood's unique identity
2. The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.	• Infrastructure is well-planned to make Sherwood West attractive to developers and large employers • There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs • There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses
3. Transportation facilities serve to connect, rather than divide, neighborhoods.	• A network of streets provides north-south connections to and through the area • The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing • Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people • Streets are designed with consideration for safety and emergency response vehicles • Sherwood is "transit-ready" for future transit service

VISION, GOALS & EVALUATION CRITERIA

GOAL	EVALUATION CRITERIA
4. Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	• The Chicken Creek corridor is protected • Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced • Residents have access to nature through a network of multi-use and soft-surface trails • Parks and natural areas serve as places where families and community members can gather together • Existing mature trees and areas of dense tree canopy are preserved where feasible
5. The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.	• Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers • Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations • Students have safe options to walk or bike to school
6. Growth and development are well-planned and implementation of the area is pragmatic.	• The extension of public facilities and services are phased and coordinated with development • Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary



EXISTING CONDITIONS



EXISTING CONDITIONS

Study Area

Sherwood West is a 1,291-acre area just west of the existing Sherwood city limits—see Figure 2. The area is bounded on the east by Highway 99W, SW Elwert Road, and SW Roy Rogers Road. The area's southern boundary is SW Chapman Road; its northern extent is SW Lebeau Road and SW Scholls-Sherwood Road. The western boundary is the outer edge of Metro's Urban Reserves, with Rural Reserve land lying further to the west). Site topography generally slopes from west to east, with an elevation difference of approximately 150 to 200 feet.

Figure 2. Sherwood West Study Area



EXISTING CONDITIONS

Land Use and Zoning

Existing land use in Sherwood West includes a mix of farmland, orchards, rural homes, and natural areas. The new Sherwood High School and the adjacent Countryside Community Church represent the few non-rural uses in the study area. Sherwood West is considered highly "parcelized" because it is divided up into numerous individual properties—126 tax lots in total. A majority of those properties (75 percent) are under 10 acres in size.

The land inside Sherwood West is currently under Washington County's jurisdiction and is zoned for agricultural and forest uses (except for the high school, which is inside city limits and is zoned for institutional/public use).

Nearby landmarks and developed neighborhoods inside Sherwood include Ridges Elementary School, the Oregon Trail neighborhood, Mandel Farms, and Middleton.

Economic Opportunities

One of the main goals for updating the Sherwood West Concept Plan is to plan for additional employment land and to prioritize job growth and expansion of the City's tax base, as directed by the Sherwood City Council. A better future jobs-to-housing ratio will provide the opportunity for more Sherwood residents to work in the city, rather than having to commute elsewhere for work. This has benefits in terms of quality of life, traffic congestion, and lower emissions.

To understand opportunities for economic development and job creation in Sherwood West, the project team (staff and consultants) studied economic opportunities and development trends, evaluated the area's assets and constraints, and spoke with local developers, stakeholders, and leading economists. Key findings from these studies are summarized below. Full summaries can be found in Appendix F, Development Trends and Implications Memo, and Appendix G, Economic Opportunities Memo.

Economic Opportunities Analysis (EOA)

The City's 2023 EOA Update identifies a deficit of 277 acres of industrial and commercial lands to meet Sherwood's projected 20-year employment needs. Within the current city limits there is a shortage of appropriate sites for industrial development – particularly sites between 10 and 50 acres in size or larger. The lack of buildable sites over 10-acres is notable, especially since this size of industrial land supports high tech manufacturing and traded-sector jobs. Sherwood West provides an opportunity to address some of the identified employment land deficit, including proposed employment land designations with parcels between 10 – 50 acres in size.

Target Industries and Sectors

The following sectors represent likely employment and development opportunities in Sherwood West:

- **Employment/Industrial.** There is strong potential for mixed employment and industrial development, considering the increasing demand for, and limited supply of, high-quality buildable employment land in the region, particularly large sites.

EXISTING CONDITIONS

- **Tech Clusters.** Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor, and developers are looking for opportunities elsewhere in the region. The Sherwood area is beginning to draw interest from existing tech companies in Hillsboro and elsewhere.
- **Wine Businesses.** The wine industry is an important part of the local and regional economy which may dovetail with industrial, retail, and hospitality uses in Sherwood.
- **Hospitality.** Hotels are in demand in the region, and Sherwood is well positioned with its proximity to wine country and Highway 99W. However, other cities to the south are better located for an immersive wine country experience. New hotels in Sherwood will likely be feasible as a follow-on use once employment growth occurs, and the market is proven.
- **Retail.** Sherwood should focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places.

Strategies and Recommendations

The top recommendations related to planning for employment uses and positioning Sherwood West for successful economic development include:

- **Plan for Mixed Employment.** Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.
- **Reserve large, flat parcels with transportation access for employment uses.** Land needs for mixed employment range from 40 to 50 acres per “center” or “park." The City should target areas of Sherwood West with the largest and flattest contiguous tracts of land for these developments, with slopes of less than 3.0 percent.
- **Target Highway 99W for transportation-dependent uses.** Considering the limited frontage, retain 99W for certain users that require access and visibility.
- **Be Flexible.** Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.





EXISTING CONDITIONS

Transportation

The summary in this section describes key features of the Sherwood West transportation network, as illustrated in Figure 3, and current plans for future improvements. Appendix H, Transportation Issues Memo, contains more detailed information on the existing and planned transportation system.

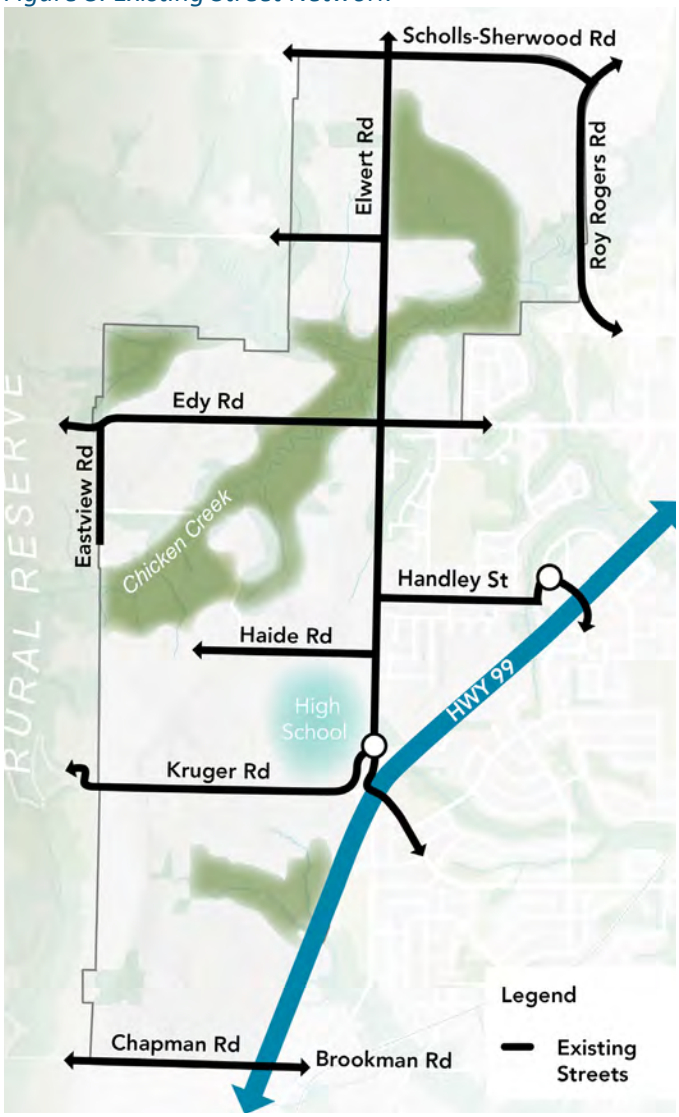
Elwert Corridor

Spanning the length of the Sherwood West area, from SW Scholls-Sherwood Road to SW Kruger Road, SW Elwert Road is a key north-south route. Designed as a two-lane rural arterial under Washington County jurisdiction, it is now commonly used as an alternative route to Highway 99W for both local and commuter (through) travel.

Travel along Elwert Road is characterized by rolling hills that include acute vertical sags and crests, which result in poor vertical sight distances and intersection sight distances. While sidewalks have been constructed along portions of Elwert Road adjacent to developed land (on the east side), Elwert Road will eventually need to be upgraded to urban standards as more land develops and vehicular trips increase.

Both the Washington County Transportation System Plan (TSP) and the City of Sherwood TSP identify the future build-out condition of Elwert Road as a 3-lane arterial which will include sidewalks and bike lanes on both sides of the road. It will be important to strike a balance between local connectivity and regional travel needs when developing the ultimate design of this facility.

Figure 3. Existing Street Network



EXISTING CONDITIONS

Regional Transportation Improvements

Highway 99W

Highway 99W is a state-designated freight corridor and limited-access highway. It is identified as a principal arterial in both the County and City TSPs. New access onto Highway 99W must be coordinated with the Oregon Department of Transportation (ODOT). The intersections of SW Chapman, SW Brookman, and SW Elwert roads will all need to be studied and possibly reconfigured or signalized depending on the amount of traffic generated by future land uses within the area.



Intersection of Elwert and Edy.

Roy Rogers Road

The County plans to expand SW Roy Rogers Road to a five-lane roadway – two travel lanes in either direction plus a center turn lane – south into Sherwood and through to Highway 99W. The final southerly extent of this improvement will be from Chicken Creek to Borchers Drive. The estimated $14 million project is funded by the County's MSTIP program, and it is planned for completion by Spring 2024.

This regional corridor connects SW Scholls Ferry Road to Highway 99W and connects between job centers in Hillsboro, Beaverton and housing areas in Sherwood, Wilsonville, and western Clackamas County. Horizon year (2040) travel forecasts are roughly 40,000 vehicles on an average weekday, which is similar to levels observed today on Highway 99W between Tigard and Tualatin. This high level of travel demand may influence the type and location of potential development along the SW Roy Rogers Road corridor, specifically making it more attractive for retail and mixed use development.

Brookman Road

An extension of SW Brookman Road will ultimately define a new southern edge of Sherwood. When properties in the Brookman Addition area annex to the City, SW Brookman Road will be upgraded to a full urban arterial facility and its current intersection with Highway 99W will be upgraded to comply with Washington County and ODOT multi-modal standards to safely accommodate driving, bicycling, and walking. The recent update to the Brookman Addition Concept Plan recommends an interim 3-lane arterial cross-section on Brookman Road until such a time as a 5-lane section is required.

The SW Brookman Road extension west of Highway 99W, via SW Chapman Road, will also serve as the southern edge of the greater Sherwood West planning area. The scope and character of its intersection with Highway 99W, and additional connectivity between the Brookman Addition and Sherwood West areas are still being planned. See the transportation recommendations in Section VI for further discussion.

Multimodal Transportation

A key component of the Sherwood West transportation network is the incorporation of safe and convenient walking and bicycling facilities into the higher classification street facilities. Planned improvements to arterial and collector class streets will include these elements. In addition, the natural areas and varied terrain in Sherwood West offer opportunities for a separate trail system to promote non-motorized travel away from the roadway network.

Transit does not currently serve the immediate Sherwood West area. The closest TriMet service is Route 94 which connects to Portland along Highway 99W. The nearest stop is over a mile away. The Concept Plan explores how to make the area "transit-ready" with transit-supportive land use and sufficient connectivity of the street system.

Parks, Trails, and Open Spaces

There are no formal multi-use trails or parks in Sherwood West. Chicken Creek forms a natural greenway flowing southwest to northeast through the study area, eventually draining to the Tualatin River via Cedar Creek. The Cedar Creek greenway through the city connects at Chicken Creek. West Fork Chicken Creek and Goose Creek form smaller natural greenways in the central and southeast portions of the study area, respectively. Upper Chicken Creek, a 38-acre Metro-owned natural area, is located just outside the study area and abuts its western edge south of Kruger Road.

Sherwood's updated Parks and Recreation Master Plan (2021), discusses recommendations for park, trail, and facility development throughout the City and within planned growth areas such as Sherwood West. Recommendations for parks and facilities within Sherwood West include the following:

- Provide parks or park amenities in natural areas and along trail corridors to meet **the 10-minute walk goal**.
- Provide a **connected trail network** throughout the concept plan area. Explore the potential of a trail in the powerline corridor and an off-street shared use path along the Elwert Road corridor.
- Site a community park south of Edy Road, potentially adjacent to a natural area.
- **Consider a sports complex within Sherwood West** to include rectangular fields with lighting and potentially a new fieldhouse. At least 10 acres of relatively level, developable land is needed to accommodate a complex of this type. Specific considerations for the use and siting of this type of facility are detailed in Chapter 4 of the Parks and Recreation Master Plan (PRMP).

The PRMP also establishes minimum standards for parks and open space—including minimum sizes and levels of service for neighborhood parks, community parks, and other types of facilities (see PRMP Chapter 3).

Environment and Natural Resources

Floodplains

There is a defined 100-year floodplain for a portion of Chicken Creek and West Fork Chicken Creek within Sherwood West (Figure 4). The floodplain for Cedar Creek at its intersection with Chicken Creek is also defined. The upper reaches of Chicken Creek and Goose Creek do not have available flood study data.

Wetlands

Wetlands that are mapped by the National Wetland Inventory and Metro's inventory comprise just over 31 acres within the study area. Most prominently, these are found along the riparian corridor of Chicken Creek, but also near the headwaters of Goose Creek. Additional wetland areas are also expected to exist within the study area, most likely along smaller tributaries of Chicken Creek, Cedar Creek, and Goose Creek. An inventory will be necessary to determine the likely extent of these wetlands.



Metro Title 13 Habitat

Metro Title 13 habitat areas are also depicted in Figure 4. Title 13 establishes baseline requirements to protect, conserve, and restore the region's significant riparian corridors and wildlife habitat resources, collectively referred to as Habitat Conservation Areas. Habitat Conservation Areas include rivers, streams, wetlands, and adjacent resource areas, as well as upland wildlife habitat patches and habitats of concern. Riparian Habitat areas are classified as either Class I, II, or III and Upland Habitat areas are classified as Class A, B, or C. The mapping of Title 13 habitat areas will be further refined and protections will be established as part of the comprehensive planning for Sherwood West once it is brought into the UGB.

Steep Slopes

The Sherwood West area mostly consists of gently sloped terrain, but there are also areas of steep slopes (25% or greater). Such steep slopes are found along drainage corridors for Chicken Creek, West Fork Chicken Creek, Goose Creek, and their tributaries, as well as at a higher point in the southwest portion of the study area (Figure 5). These areas are generally considered unbuildable.

Figure 5 depicts the range of slope conditions found in Sherwood West. Note that this map is from the Preliminary Concept Plan and predates the construction of Sherwood High School.

Figure 4: Natural Resources Existing Conditions

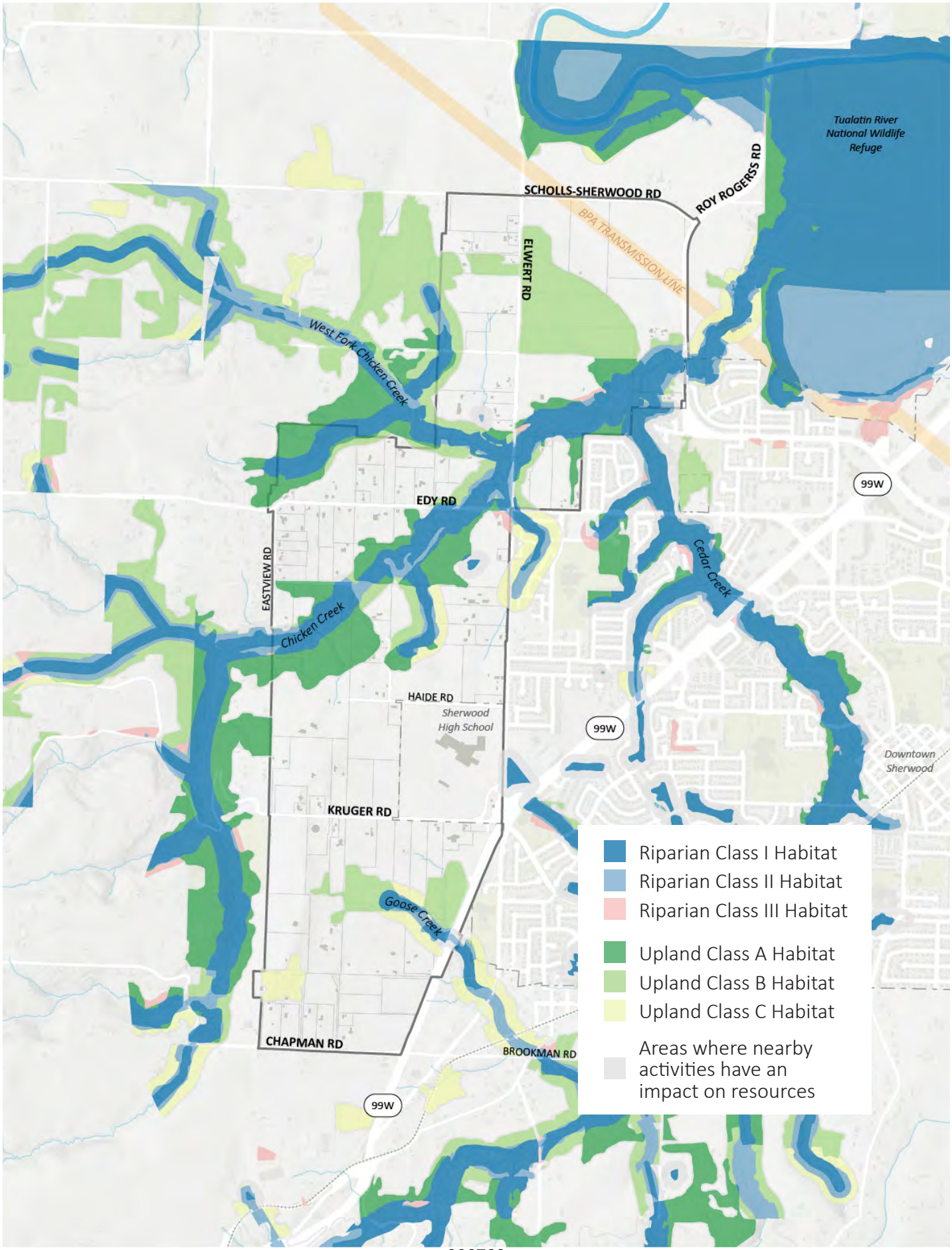
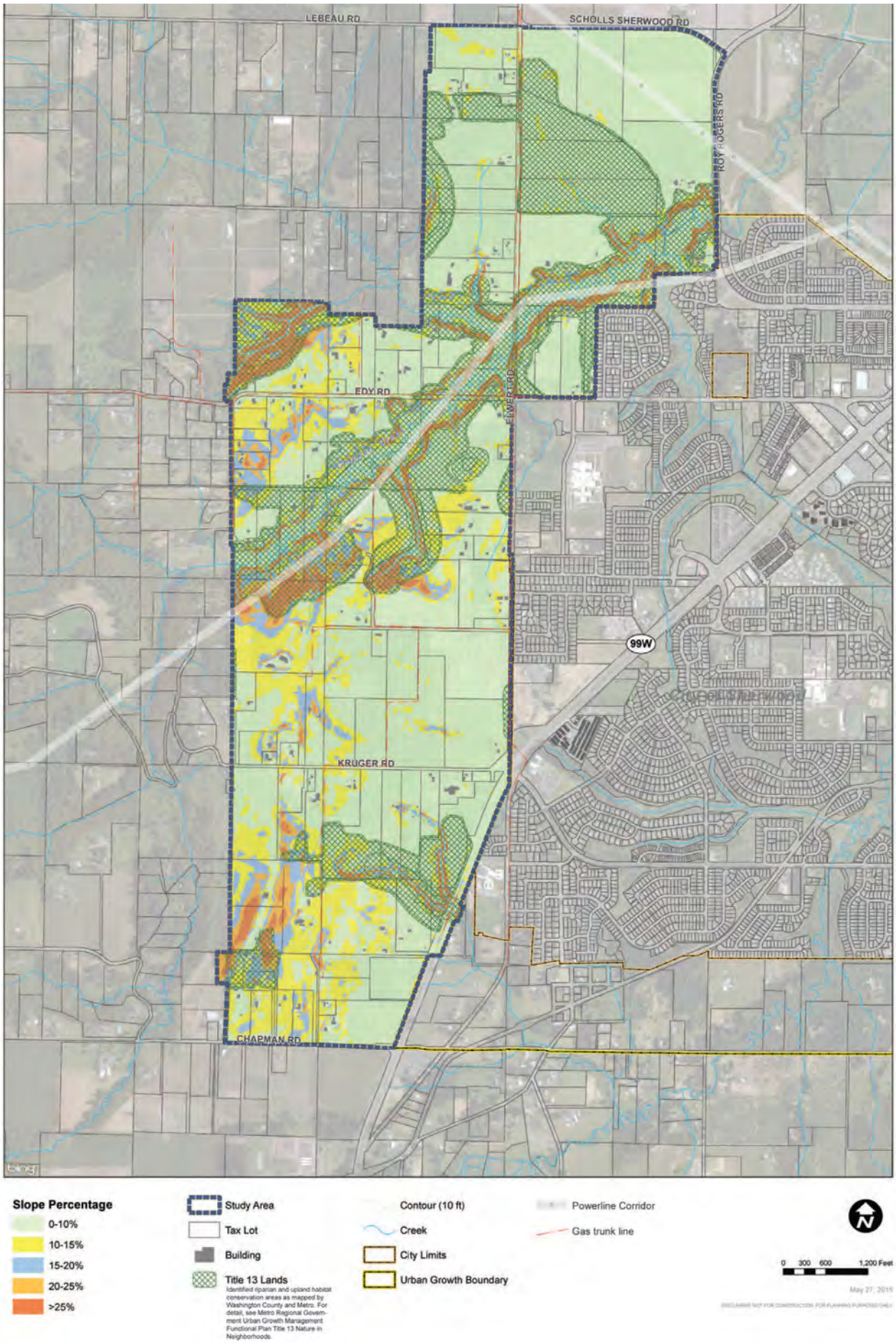


Figure 5: Slope Analysis (from Preliminary Concept Plan)



Public Facilities

As properties in Sherwood West annex into the city boundary for future development opportunities, public facilities will need to be extended to support intended uses.

Water

Existing Conditions

The current Water System Master Plan was adopted in May 2015 and considers all areas within the city limits, the UGB, and the Sherwood West area. The City's primary water supply is from the Wilsonville Water Treatment Plant, supplemented by groundwater wells. The City maintains an emergency connection and transmission piping to the Tualatin-Portland supply main. The City's distribution system includes three service zones supplied by three storage reservoirs and two pumping stations. The majority of Sherwood customers are served from the 380 Pressure Zone which is supplied by gravity from the City's Sunset Reservoirs. The 535 Pressure Zone, serving the area around the Sunset Reservoirs, is supplied with constant pressure by the Sunset Pump Station, and the 455 Pressure Zone serves higher elevation customers on the western edge of the City by gravity from the Kruger Reservoir.

Opportunities and Constraints

Initial anticipated growth in Sherwood West will be served by extending the existing 380 and 455-Zone distribution mains. Future customers along the ridge north and south of the existing Kruger Reservoir will be served by constant pressure from the proposed Kruger Pump Station at the existing reservoir site. Some future customers in Sherwood West may need to be served through a Pressure Relief Valve (PRV)-controlled sub-zone or through individual PRVs on each service in order to maintain required service pressures. A small area on the western edge of the Sherwood West, along Edy Road near Eastview Road, is too high in elevation to receive adequate service pressure from the adjacent 380 Zone. This area will be served by constant pressure from the proposed Edy Road Pump Station. An additional pump station would potentially be needed to serve this area. Extensive large-diameter mains will be needed to expand the City's water service area to supply water to Sherwood West as development occurs.

Sanitary Sewer

Existing Conditions

The existing Sanitary Sewer Master Plan was completed in 2016 and considers all areas within the city limits and the UGB, but not Sherwood West. The City of Sherwood is served by two sanitary sewer trunk lines, the Sherwood Trunk Sewer (24-inch) which conveys sewage from the Cedar Creek sewage collection basin and the Rock Creek Trunk Sewer (18-inch) which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by CWS.

EXISTING CONDITIONS

Opportunities and Constraints

Existing sanitary sewer facilities adjacent to or near Sherwood West are limited. The Sherwood Interceptor crosses the study area near the northeast corner of the area at Cedar and Chicken Creeks, and any sewer mainlines would need to cross these creeks to connect. The Brookman Addition is an area within the UGB on the south end of Sherwood between the city limits and SW Brookman Road. The City recently constructed a sewer mainline to the northern boundary of the Brookman area.

Clean Water Services and the City of Sherwood are working together to extend necessary sewer services to the Brookman and Sherwood West areas. The Brookman sanitary project will connect the Brookman and Sherwood West areas to the existing lines in the Ladd Hill area.

The sanitary sewer line is needed because the new Sherwood High School (annexed in 2018 as part of the West Sherwood planning area) was constructed in an area where there was no existing sanitary service. A short-term pump station provides service to the new Sherwood High School but long-term the school must be converted over to this new sewer extension.

Stormwater

Existing Conditions

The existing Stormwater Master Plan was completed in 2016 and considers all areas within the city limits and the UGB, but not Sherwood West. Sherwood West lies primarily within the Chicken Creek Drainage Basin. The basin flows north and northeast along Chicken Creek. Cedar Creek flows into Chicken Creek at the northeast corner of Sherwood West near SW Roy Rogers Road. West Fork Chicken Creek enters the Sherwood West area at the northwest boundary and flows east into Chicken Creek. A small portion of the Sherwood West area in the southeastern corner is part of the Cedar Creek Drainage Basin. On-site runoff enters Goose Creek, which flows from west to east, crosses under Hwy 99W, and reaches Cedar Creek.

The Stormwater Master Plan notes that Chicken and Cedar Creeks have been identified by the Environmental Protection Agency (EPA) as providing habitat for anadromous fish that are listed as threatened under the Federal Endangered Species Act. The area in the vicinity of Chicken and Cedar Creeks and their tributaries have been designated by Metro as riparian corridors, upland wildlife habitat, and aquatic impact areas. Some areas within the riparian corridors are also shown on the National Wetland Inventory Opportunities and Constraints. Beyond the natural streams, channels and roadside ditches, there is no developed stormwater infrastructure within the Sherwood West area except for the Sherwood High School site and the surrounding public roads that drain southeast through a large stormwater management pond and into a storm culvert under the highway and the east through the Woodhaven greenway over to Cedar Creek.

As development occurs in the future, stormwater would likely be discharged into the floodplains of the adjacent creeks and tributaries flowing to the north and south of the high school site that drains the middle part of the study area. The City of Sherwood requires that all stormwater facilities meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, hydromodification, and water quantity treatment. The City has indicated that they prefer to use regional stormwater facilities where possible within Sherwood West, similar to the vegetated stormwater ponds near the roundabout, with Low Impact Development Approaches (LIDA), proprietary treatment, and underground storage preferred only private property only.

LAND USE ALTERNATIVES



LAND USE ALTERNATIVES

Developing Alternatives

The project team developed three Concept Plan alternatives through an iterative process that involved close collaboration with the Community Advisory Committee. The alternatives were intended to explore and compare a variety of ideas and to solicit preferences for plan elements that would be advanced and combined into a single preferred alternative.

The process of developing alternatives started with a series of baseline assumptions, based on consideration of existing conditions, ideas carried forward from the Preliminary Concept Plan, the vision statement and project goals, and recent regulatory changes (e.g., middle housing requirements under Oregon House Bill 2001). The team also developed a series Plan Concepts that addressed key topics for the Concept Plan—transportation, employment, open space, housing, etc. These concepts then fed into the assumptions and alternatives (see Appendix I. Plan Concepts).

Themes and Assumptions

Several baseline assumptions and key themes factored into the three alternatives:

- **Employment Focus** – Mixed Employment uses, defined as a mix of office, light industrial, and flex space uses in the same development or area, emerged as a key driver of the land use alternatives. This focus was informed by the City Council prioritizing job creation and opportunities identified in the Economic Opportunities and Challenges memo (Appendix G). However, the amount of mixed employment land, as well as other commercial and employment lands, was not a constant between alternatives.
- **Community and Neighborhood Parks** – The alternatives targeted 10-20 acres for one or more community parks in Sherwood West. In addition, neighborhood parks (average 2 acres) would be distributed throughout the neighborhoods. The location of parks varied across alternatives.
- **Open Space** – In every alternative, nearly 500 acres – approximately 40% of Sherwood West – would be reserved as open space, either in the form of natural resource lands, tree groves, parks, or open space set aside as part of development.
- **Schools** – An estimated 35-40 acres would be needed for future schools in Sherwood West – 25-30 acres for a middle school and 10 acres for an elementary school. While these land needs were factored into the alternatives, the City of Sherwood and the school district cannot identify specific locations for schools at this point.
- **Transportation Network** – Feedback received from the advisory committees and the online open house showed a clear preference for the Elwert-Edy realignment concept, which was studied in the Preliminary Plan (and described in Section VI, below). This alignment, as well as a general framework of local streets, was kept constant across the three alternatives.
- **Custom Land Use Designations for Middle Housing** – The State's middle housing requirements were a key consideration for developing land use concepts for Sherwood West. State law requires that Sherwood allow development of duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas zoned for detached single-family homes.

LAND USE ALTERNATIVES

The CAC was interested in developing custom land use designations for the middle housing types that are most favored by the Sherwood community: duplexes, townhomes, and cottage clusters. Custom designations would provide areas for these middle housing types only, and would not allow single-family detached dwellings, which would give the City more flexibility to customize their design and development standards. See below for a description of the land use designations.

Land Use Designations for the Concept Plan

The following land use designations are included in the three alternatives maps (Figure 6). Note that, with the exception of Middle Housing and Cottage Cluster, the residential land use designations are based on the City's existing residential zones and associated densities.

Table 2. Concept Plan Land Use Designations

DESIGNATION	PURPOSE AND ATTRIBUTES
	RESIDENTIAL
Multifamily	• **Purpose:** To provide intentional locations for apartments and condominiums in Sherwood West. • **Housing Types:** Apartments, condominiums, townhomes, triplexes, and quadplexes would be permitted in this designation. • **Density:** 16.8-24 dwelling units/acre (based on High Density Residential [HDR] zone).
Middle Housing	• **Purpose:** To provide intentional locations for specific middle housing choices of duplexes, townhomes, and cottage clusters. These middle housing types are most favored by the CAC and Sherwood community, and would provide different housing choices—including options for more affordable homeownership as compared to single detached dwellings. • **Housing Types:** Duplexes, townhomes, and cottage clusters would be permitted in this designation. • **Density:** 5.5-11 dwelling units/acre
Cottage Cluster	• **Purpose:** To provide intentional locations for cottage cluster housing. • **Housing Types:** This designation would only allow cottage cluster housing. Cottage clusters are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities can make cottage cluster housing appealing to many seniors, small households, and first-time homebuyers. • **Density:** 12.8-16 dwelling units/acre
Neighborhood Designations	• **Purpose:** To provide land for a range of single and middle housing types, ensuring open space with each project. • **Housing Types:** These are the designations for single detached homes; by law, the full range of middle housing (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) must also be allowed (with design standards). • **Densities:** See below. (Note that state law limits how cities can regulate density for middle housing.)

LAND USE ALTERNATIVES

DESIGNATION	PURPOSE AND ATTRIBUTES
• Medium-High Density Neighborhood • Medium Density Neighborhood • Low Density Neighborhood	• **5.5-11 units/acre –** This designation would likely be applied in flatter areas with larger sites where there would be more flexibility for creation of smaller lots. (Based on Medium Density Residential High [MDRH] zone.) • **5.6-8 units/acre –** This designation is also likely to be applied in flatter areas with larger sites. (Based on Medium Density Residential [MDRL] zone.) • **3.5-5 units/acre –** This designation would likely be applied in hillside and hilltop areas, and in parcelized areas with existing homes, where lots would be larger and densities would be lower. This would better accommodate topography, utility access, partial development, and other features, which would typically require larger lots. (Based on Low Density Residential [LDR] zone.)
	EMPLOYMENT, COMMERCIAL, AND MIXED USE
Mixed Employment	Provide land that supports living-wage employment opportunities for Sherwood residents. Mixed Employment includes a mix of office, tech, healthcare, light industrial, warehouse, and limited retail uses. This type of development typically requires large sites (at least 40-50 acres), flat topography, and good access to transportation.
Commercial	Provide opportunities for commercial businesses, including retail, dining, services, offices, and civic uses. These areas should have good visibility and access to transportation.
Mixed Use	Provide opportunities for a mix of housing and commercial businesses. Residential and commercial uses could be in the same building (vertical mixed use) or on the same site (horizontal mixed use).
Hospitality	This is a new concept for Sherwood, which emerged from discussions with the CAC. This zone would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses that could capitalize on Sherwood West's location as the "entrance to wine country." These uses typically rely on strong visibility to the public—e.g., from Highway 99W.
	PARKS
Community Parks	Community parks are large parks (10 to 20 acres) that are intended to serve the broader community, and which may include amenities such as sports fields, picnic areas, pathways, and playgrounds. Community parks need relatively flat acreages and good transportation access for all modes of travel. The land use alternatives maps identify one or two locations for community parks.
Neighborhood Parks	Neighborhood parks are smaller (2 to 5 acres) and provide recreation opportunities for nearby residents, who typically live within walking and bicycling distance. The maps identify very conceptual locations for neighborhood parks, spread among the various residential areas.

Process

To create the three alternatives, the project team led the CAC through a hands-on exercise in which small groups developed the maps interactively. Each small group was given a base map and a set of land use "chips" that represented all the land uses listed in Table 2. The groups were then asked to place the chips on the map using their best judgment as to the appropriate location and overall layout of the land uses. Table facilitators helped organize the exercise and suggested parameters for placing the chips (e.g., certain uses, such as employment and schools, should not be placed on steeply sloped land).

The results of the chip exercise were then digitized and refined by the project team, with additional input from the CAC.

LAND USE ALTERNATIVES

Land Use Alternatives

The three land use alternatives in Figure 6 share several common themes:

- Focus on mixed employment in the northern, flat area
- Community park on the south side of the Chicken Creek corridor
- Commercial/mixed use and higher-density housing along Kruger Road
- Mix of housing types throughout
- Low density residential along western hilltop

Figure 6. Land Use Alternatives Maps



Alternative 1

- Largest amount of Neighborhood residential
- Moderate Mixed Employment land
- Community park northeast of Edy-Elwert intersection
- Hospitality on western end of Chapman Road

Alternative 2

- Most multi-family
- Least Mixed Employment land Community park west of Goose Creek
- Largest hospitality area, whole southern portion of study area

Alternative 3

- Mixed use residential focus west of high school
- Most Mixed Employment land
- Community park northwest of where Chicken Creek crosses Elwert Road
- Smallest hospitality area, at Kruger and Highway 99W

LAND USE ALTERNATIVES

Alternatives Evaluation

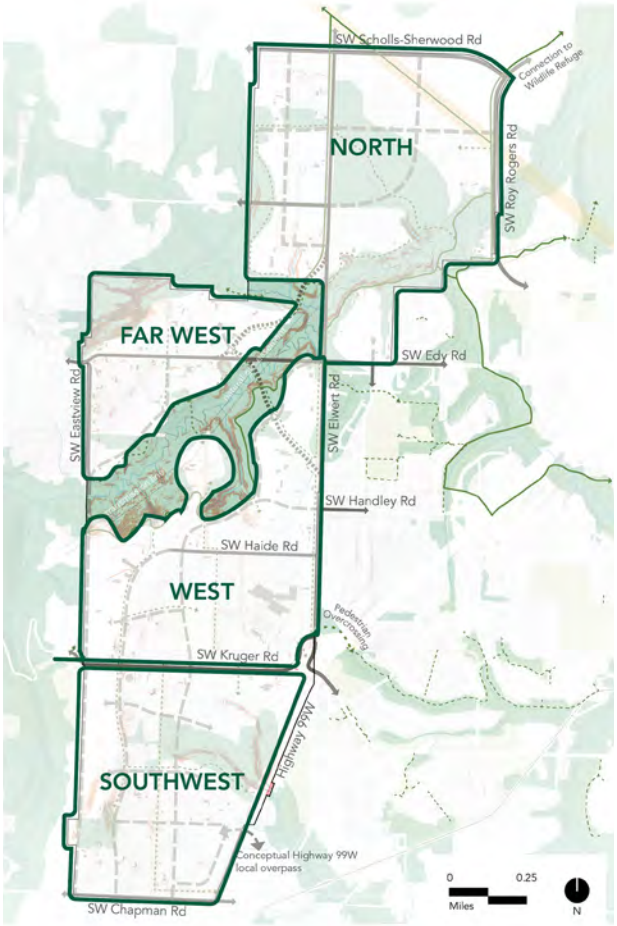
The three alternatives were evaluated through a community open house and survey and through application of the evaluation criteria (Section III). The project team also confirmed employment concepts through additional stakeholder engagement, and evaluated transportation alternatives through a Traffic Impact Analysis. The outcomes of each of these steps are briefly summarized below. Refer to the Appendices for full summaries.

Community Feedback

The Sherwood community had the opportunity to weigh in on the three land use alternatives, transportation concepts, and other plan concepts at an in-person open house and accompanying online survey in Fall 2022.

For the purpose of assessing the alternatives, the maps were broken up into the four distinct districts identified in the Preliminary Plan: North, Far West, West, and Southwest. Participants were asked to rank the alternatives in order of preference. Overall, participants favored Alternative 1 for the North and Far West districts, and Alternative 2 for the West and Southwest districts. See Appendix E for a full summary of survey/open house results.

Figure 7. Sherwood West Subdistricts



Qualitative Evaluation

The project team also evaluated the three land use alternatives using the qualitative evaluation criteria identified earlier in the concept planning process. Table 3 summarizes the extent to which each alternative meets each criterion. See Appendix I for the full evaluation memo.

Generally speaking, all three alternatives are supportive of the project goals. None of the alternatives were given a score of "does not support project objectives" for any of the criteria. However, Alternative 1 rated the highest, with Alternatives 2 and 3 close behind, as shown in Table 3.

LAND USE ALTERNATIVES

Table 3. Alternatives Evaluation Summary

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

● Supports Objectives ◒ Partially Supports ○ Does Not Support

Developer Feedback

In Fall 2022, the City of Sherwood hosted a driving tour and discussion of the Sherwood West Concept Plan area with stakeholders from the development and brokerage community. The purpose was to gather insights about the draft plan concepts from development practitioners and to provide advice for future implementation. Some key takeaways from these discussions are provided below. A full summary of developer feedback, including recommendations for infrastructure and funding needs is included in Appendix J.

Industrial/Employment Opportunities

- Industrial development at the north end of Sherwood West could be developed as soon as the land is brought into the UGB and utilities are available. The region is virtually out of industrial land today.
- Likely industrial uses would be multi-tenant buildings in the 50,000-70,000 square foot range.
- Sherwood's Employment Industrial (EI) zone is an appropriate one for Sherwood West. It is flexible and does not restrict by tenant use unlike some zones in neighboring cities.

LAND USE ALTERNATIVES

Other Commercial Uses

- Office development is unlikely in Sherwood West.
- Some support retail would make sense near the industrial uses, but zoning should remain flexible.
- Sloped sites or sites at a higher grade than the adjacent street lend themselves better to housing than retail uses.

Hospitality

- The hospitality designation needs a destination use to make it viable if the area is not visible from or directly located on Highway 99W.
- A wine-themed destination would best be built off of an existing working winery, although offsite tasting rooms are becoming popular.

The development and brokerage participants also provided feedback on necessary conditions for development to occur in Sherwood West, including needed utilities and funding. These elements are discussed in more detail under Implementation (Section VII).

Traffic Analysis

A traffic analysis evaluated the potential transportation impacts of the three land use alternatives and examined potential transportation network upgrades for the Concept Plan area. Below is a summary of the findings and recommendations. See Appendix L for the full Traffic Impact Analysis memo.

Findings

- **Total Trips** – All three land use alternatives have a comparable number of total proposed housing units, total jobs, and total vehicle trips. Overall estimated vehicle trips are also similar to the number estimated by Washington County as part of the Urban Reserve Transportation Study (URTS) for this area.
- **Travel Patterns** – Variations in land use and layout in the three alternatives would be expected to have a minimal impact on overall travel patterns, based on an examination of the origin and destination of trips.



LAND USE ALTERNATIVES

- **Traffic Operations** – Initial findings indicate that Sherwood West growth will be served adequately with the planned street network, including planned street upgrades, as described in the Concept Plan. Further study is recommended to develop a more comprehensive list of improvements and associated cost estimates as this area is made ready for urban development.

Recommendations

- Advance the **Elwert Road re-alignment** concept with the Sherwood West Concept Plan; conduct further study to determine the best alignment and intersection configurations.
- Adopt **design themes for the Elwert Road corridor** consistent with the City's vision, as represented by the Sunset Boulevard corridor.
- **Upgrade Elwert Road** to a 3-lane cross-section with bike lanes and sidewalks as development occurs.
- Upgrade the **Elwert at Lebeau/Scholls-Sherwood intersection** to adequately support traffic growth through to the 2040 horizon year. The intersection with Elwert Road will require additional study, reconfiguration, and eventual signalization or roundabout improvement as development occurs.
- Make **multimodal safety improvements** to the Elwert-Edy intersection consistent with the Concept Plan. Other intersections should also be reviewed for possible multimodal safety upgrades as development occurs nearby, including the Elwert-Handley intersection, and the Elwert-Haide intersection.
- Upgrade **Edy Road** east of Elwert/Chicken Creek 3-lane collector with bike lanes and sidewalks, consistent with the Sherwood TSP. Keep Edy Road west of Chicken Creek as a two-lane collector road.

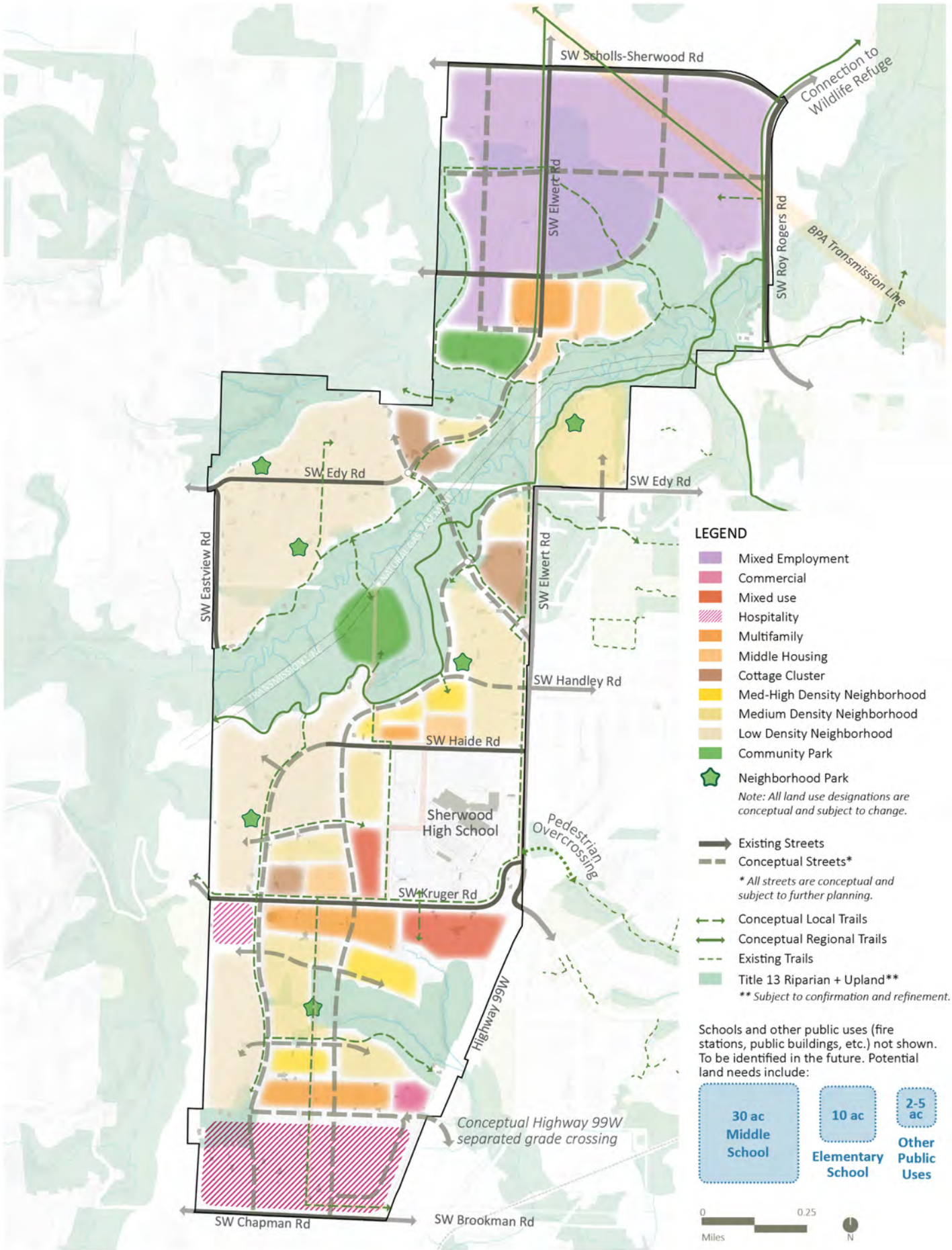
Preferred Alternative

The preferred alternative for the Sherwood West Concept Plan is described in the next section. The preferred land use map was developed by taking the most supported ideas from the three land use alternatives reviewed at the community open house and online survey. By comparing the districts (North, Far West, West, and Southwest) across alternatives, the best ideas from each could be incorporated into the final map. The CAC considered the community's input and provided direction as to which alternative they preferred for each district. The preferred layout of the North and Far West districts is based primarily on Alternative 1, while the West and Southwest districts are based primarily on Alternative 2. The CAC and project team also suggested modifications and refinements to the land uses in a few areas, for consistency with earlier plan concepts.

CONCEPT PLAN



Figure 8. Composite Concept Plan Map



Overview

The map in Figure 8 illustrates the recommended land uses, street network, parks, and trails for the Sherwood West area. The map shows how all these components come together to form complete and connected neighborhoods in Sherwood West. The accompanying descriptions related to land use, transportation, green space, and utilities further explain how these elements are integrated into the Concept Plan.

Land Use Plan

Figure 13 depicts the preferred land use designations for Sherwood West, as well as key themes within each district – North, Far West, West, and Southwest. In Sherwood West, each of the four distinct subdistricts has unique qualities, shaped by the area's creeks, hills, valleys, and major roads. The land use plan for each district is described below.

North District

The North district is the employment center for Sherwood West. Located south of Scholls-Sherwood Road and north of Chicken Creek, this area features mostly flat terrain to the northeast, many large parcels, and good transportation access to SW Roy Rogers Road—all favorable qualities for Mixed Employment uses.

The plan for this area also features a mix of housing types clustered near Elwert Road, just north of Chicken Creek. A community park of roughly 13 acres (net) takes advantage of access from Elwert and adjacency to a Chicken Creek tributary.

Far West District

Located northwest of Chicken Creek with access to Sherwood via Edy Road, this area features mostly sloping terrain and has many existing parcels and rural residential homes. The plan for the Far West district includes low-density housing with a pocket of cottage cluster and medium-density residential near Edy Road and Chicken Creek.

Figure 9. North District

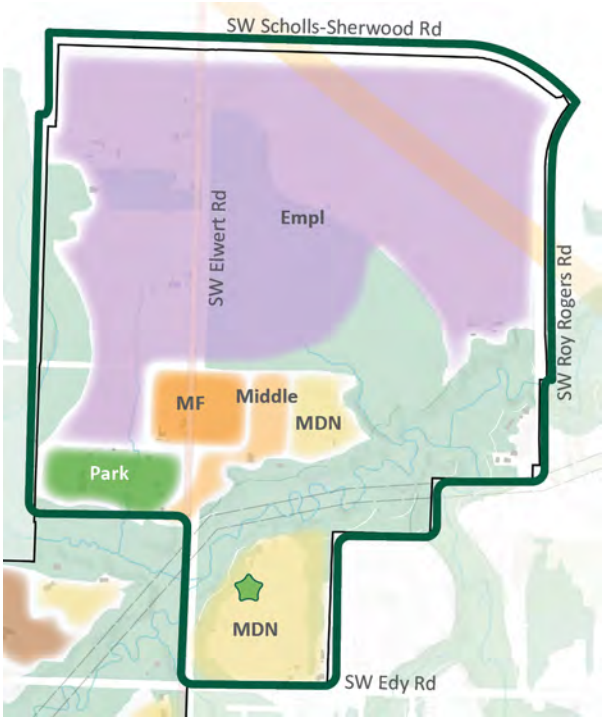
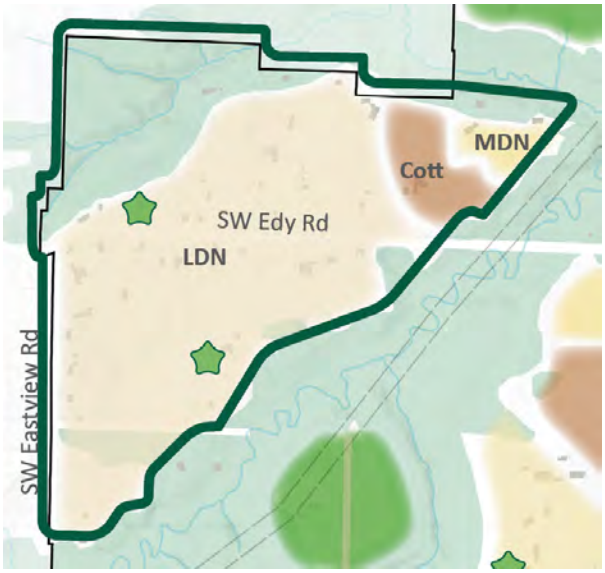


Figure 10. Far West District



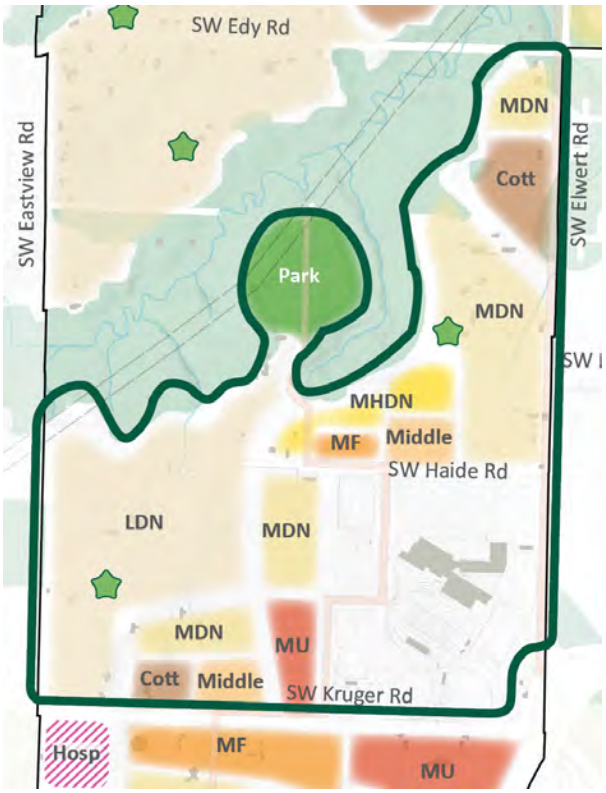
West District

Located in the middle of the planning area, directly west of Elwert Road, north of Kruger Road, and south of Chicken Creek, this area surrounds the new Sherwood High School and has relatively good access to existing infrastructure as compared to the other districts. The terrain features steeper slopes and higher elevations to the west.

The plan for the West district includes a mix of housing types west of the high school. Mixed use residential, cottage cluster, and middle housing are focused along Kruger Road. Medium-density and cottage cluster housing provide frontage along Elwert Road. The hilltop area to the west is designated for low-density residential.

A second, approximately 8-acre (net) community park is nestled into the Chicken Creek greenway. This area is relatively flat, with access to the future greenway trails, natural areas, and street access from the south.

Figure 11. West District



Southwest District

The Southwest district is located west of Highway 99W, between Kruger Road and Chapman Road. The terrain features steeper slopes and higher elevations to the west, but mostly flat land along Kruger Road.

The plan focuses mixed use development at the Kruger-99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops. Another hospitality node is also located at the west end of Kruger Road, where the current property owner has plans for a wine-related business.

A small commercial node along Highway 99W, a variety of housing, and a low-density area on the hilltop round out the remainder of the Southwest district.

Figure 12. North District

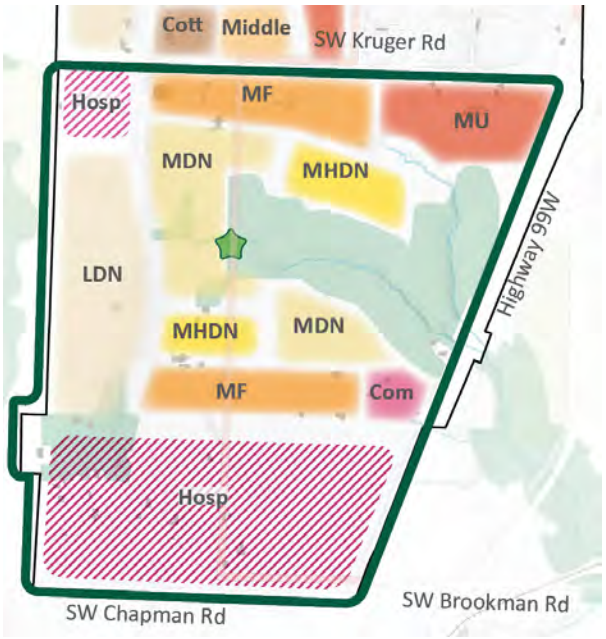
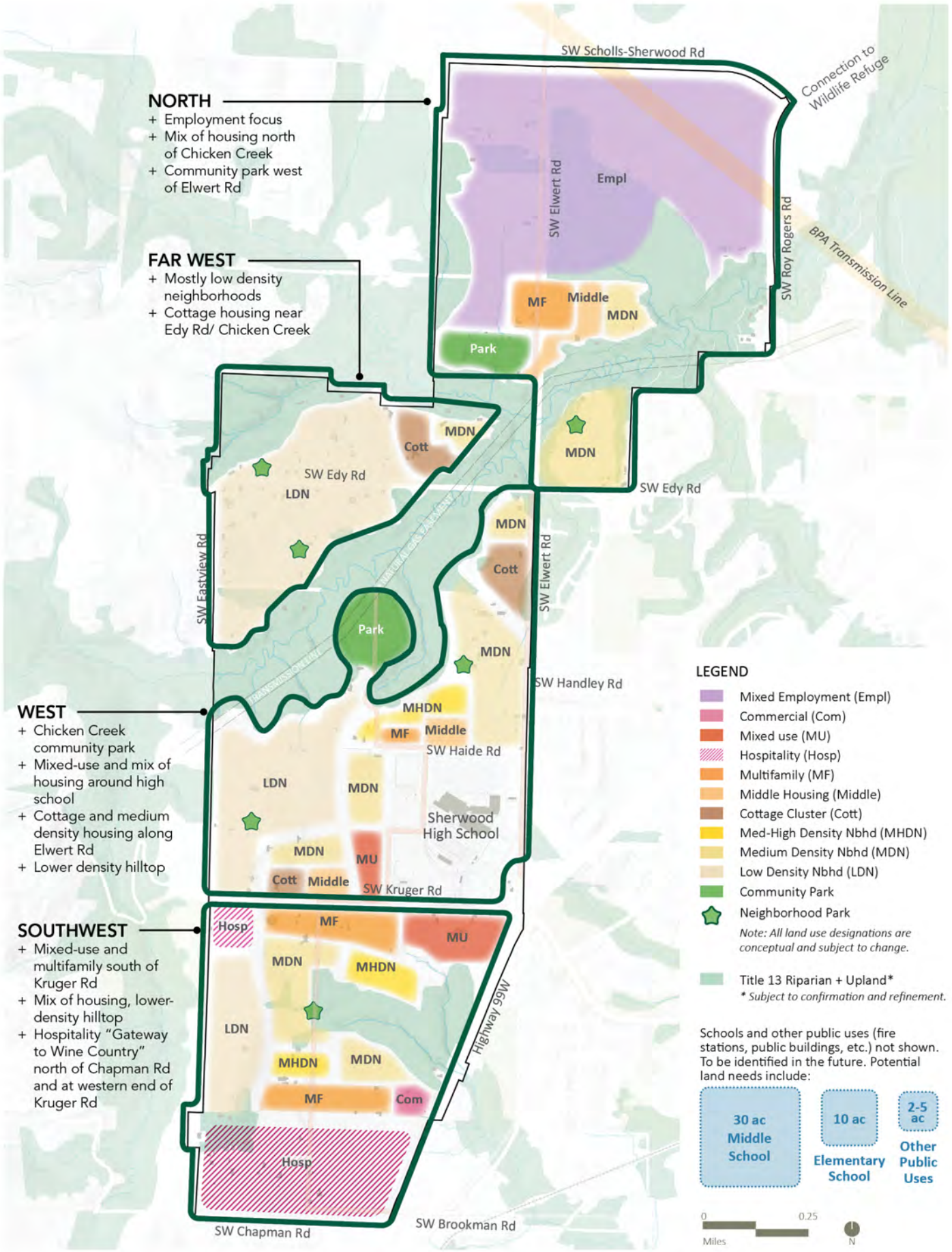


Figure 13. Land Use Plan Map



Housing

Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood. Examples of housing types that have designated places in Sherwood West include: single detached homes on smaller lots, cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

Residential Design Standards

Design standards will shape the look and feel of housing in Sherwood West. The City adopted new Residential Design Standards in 2021 to ensure middle housing (plexes, townhomes, etc.) and single-family housing fits into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garages and off-street parking areas, window coverage, minimum landscaping required in all residential zones, and other specific design details. These new standards will apply in Sherwood West to ensure that all new housing maintains design features that are within the context, scale, and compatibility with the Sherwood community. Additional design standards could also be customized for the Sherwood West area (see Section VII. Implementation for further discussion).















Custom Zoning

As described in Section V. Land Use Alternatives, custom land use designations were developed to plan for the middle housing types that are most favored for future development in Sherwood West: duplexes, townhomes, and cottage clusters. Sherwood West's custom designations for Cottage Cluster housing and Middle Housing would not allow single-family detached development. This will not only help ensure middle housing is built in Sherwood West, but it will also give the City more flexibility to customize the design and development standards that apply in these zones.

Housing Metrics

Based on the Land Use Map depicted in Figure 13, the total estimated amount of future housing in Sherwood West could range from roughly 3,120 units up to 5,580 units, depending on how much middle housing is developed in the Neighborhood zones (see Table 4). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood zones; the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

While middle housing will be permitted in the Neighborhood zones (as required by state law), it is unknown how much will actually be developed. Currently there is still a strong market for single-family detached housing in the region. Based on current development trends and consultation with developers in the region and housing economists, a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing. Because of the number of variables that can impact the actual percentage built, it was important to test a range of potential outcomes. Table 4 calculates total units based on a range of middle housing scenarios in the Neighborhood zones: 0%, 10%, 20%, and 50%.

This results in an estimated overall residential density of 9.2 to 10.6 units per acre (or up to 16.4 in the less likely 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

See Appendix M. Housing Memo for additional information about the Concept Plan's consistency with state and regional requirements for housing.

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

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

Key employment concepts for Sherwood West are described below.

Mixed Employment

Mixed Employment, which involves a mix of office, light industrial, and flex space uses within the same development or area of the city, emerged as an important theme of the Concept Plan. The economic opportunities study (Appendix G) identified mixed employment as a key economic development and job creation opportunity for Sherwood West. The land use plan locates Mixed Employment areas in the North district based on favorable characteristics for siting this type of use: large sites (at least 40-50 acres), flat topography (less than 3-5% slopes), larger ownerships, and easy access to major freight routes.

Hospitality

The proposed hospitality-focused land use designation is intended to accommodate uses such as lodging, wine tasting rooms, restaurants, and small retail shops—which typically rely on strong visibility to the public, e.g., from Highway 99W. This informed the placement of the hospitality designation at Highway 99W and Kruger Road—visible from the highway and closest to the vineyard areas to the southwest of Sherwood.

Section VII, Implementation includes potential approaches to implementing a hospitality designation, including a new base zone and an overlay zone.

Precedent Example: The Allison Inn & Spa

A luxury hotel in Oregon's wine country, The Allison Inn & Spa in Newberg, Oregon is an example of a type of destination resort that could distinguish Sherwood's own "Gateway to Wine Country."



Image Source: The Allison

Employment Metrics

Table 5 presents estimated employment potential for Sherwood West, based on the Land Use Map depicted in Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs.

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

Sherwood's current jobs-to-housing ratio is 0.9, meaning that for every 10 households in the city, there are 9 jobs. The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates (see Table 6). The estimated ratio ranges from 0.8 to 1.5, depending on how much additional housing results from middle housing being built in the Neighborhood zones. A reasonable "most likely" scenario is 1.3 jobs for each unit of housing.

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

According to 2019 Census data, approximately 92% of local Sherwood residents work outside of the community. This suggests that some residents are seeking employment outside Sherwood because the jobs available within the city do not match their needs. Adding more employment land in Sherwood West is intended to help balance the jobs-housing ratio in the city, help balance the types of jobs in the community, and allow more residents to live and work in Sherwood.

Community Services

Schools



Given the opportunities for new households, as Sherwood West is built out there will be demand for additional school facilities. While potential locations for school sites were part of the discussion, the CAC recommended that specific school locations not be included in the updated Concept Plan. As conveyed by the School District representative, schools will be built in later development phases, and the District does not typically reserve land many years in advance of development.

The Land Use Map (Figure 13) indicates the general land need for an elementary school and middle school and these school acreages also are factored into the housing and employment metrics in Table 4 and Table 5. Locating schools in Sherwood West will require trade-offs with less land available for other uses—this should be a consideration for future school siting. Pursuant to the City's development code, schools are a Conditional Use within residential-zoned areas. School placement could also factor into infrastructure phasing and future transportation planning.

Other Services

Sherwood West will need other community services and facilities in addition to schools. Existing services may need to expand, such as those provided by the City of Sherwood, Tualatin Valley Fire & Rescue, and Portland General Electric (PGE). PGE anticipates that a new substation in Sherwood West will be needed north of Edy Road to serve this area. Other facilities that may need to improve and expand to serve growing community needs include the Sherwood Library and the Field House. The Land Use Map (Figure 13) indicates the general estimated land need for future civic uses (roughly 2-5 acres). The City of Sherwood will continue working with local service providers to ensure community services are being met through planned and orderly development.

Transportation Plan

Streets

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Figure 14 shows a conceptual framework of livable and connected streets for Sherwood West. Locations and alignments of proposed new streets (dashed gray lines) are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

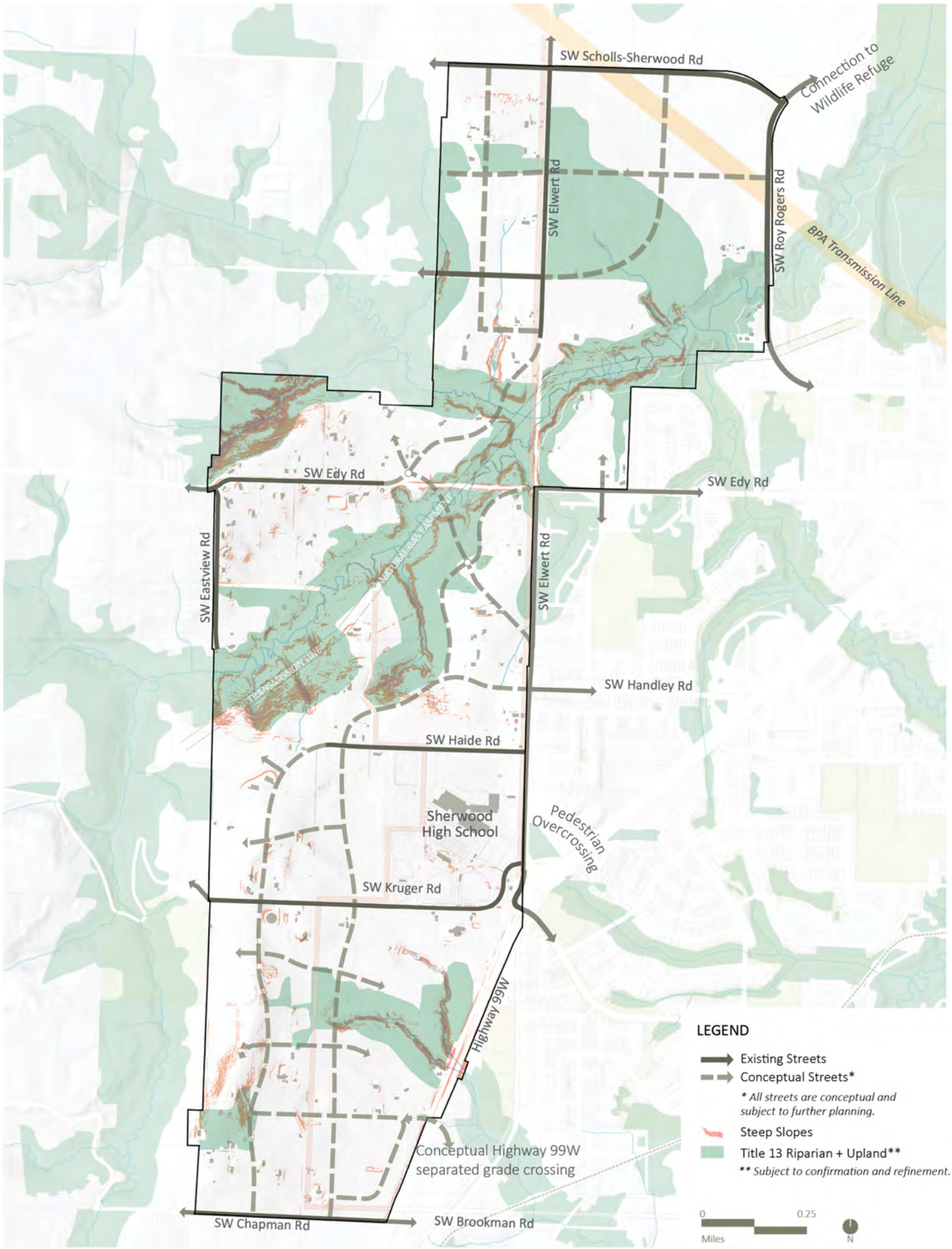
Key features of the streets framework include:

- North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements Elwert are minimized.
- The Elwert-Edy Road intersection is realigned as described below (and in the Preliminary Concept Plan).
- A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.
- A north-south hilltop route provides additional north-south access and a second continuous north-south route for emergency access and other services.



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



Elwert Road

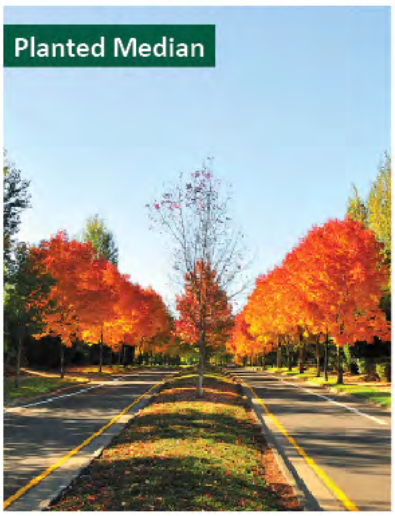
Design Concept

SW Elwert Road is a key north-south arterial street, and an important opportunity for providing access and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side. The concept is to create a safe, connected, and attractive boulevard with buffered sidewalks, safe crossings, bike lanes, a planted median with canopy trees, and path connections to key sites and destinations.

Design Ideas: Learning from SW Sunset Boulevard

Elwert Road connects to SW Sunset Boulevard at its southern end. The City can incorporate ideas from Sunset Boulevard into the design of Elwert Road. Desired roadway elements exemplified by Sunset Boulevard are illustrated at right.







Design Ideas: A Distinctive, Context-Sensitive Elwert Road

The design of Elwert Road should respond to the varied landscape and land use contexts along its length. Ideas for potential design strategies are specific to the identified land uses along the roadway. Elwert is currently a County roadway and future design details will require further study and collaboration with Washington County.

Figure 15. Contextual Design Concepts for Elwert Road

Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

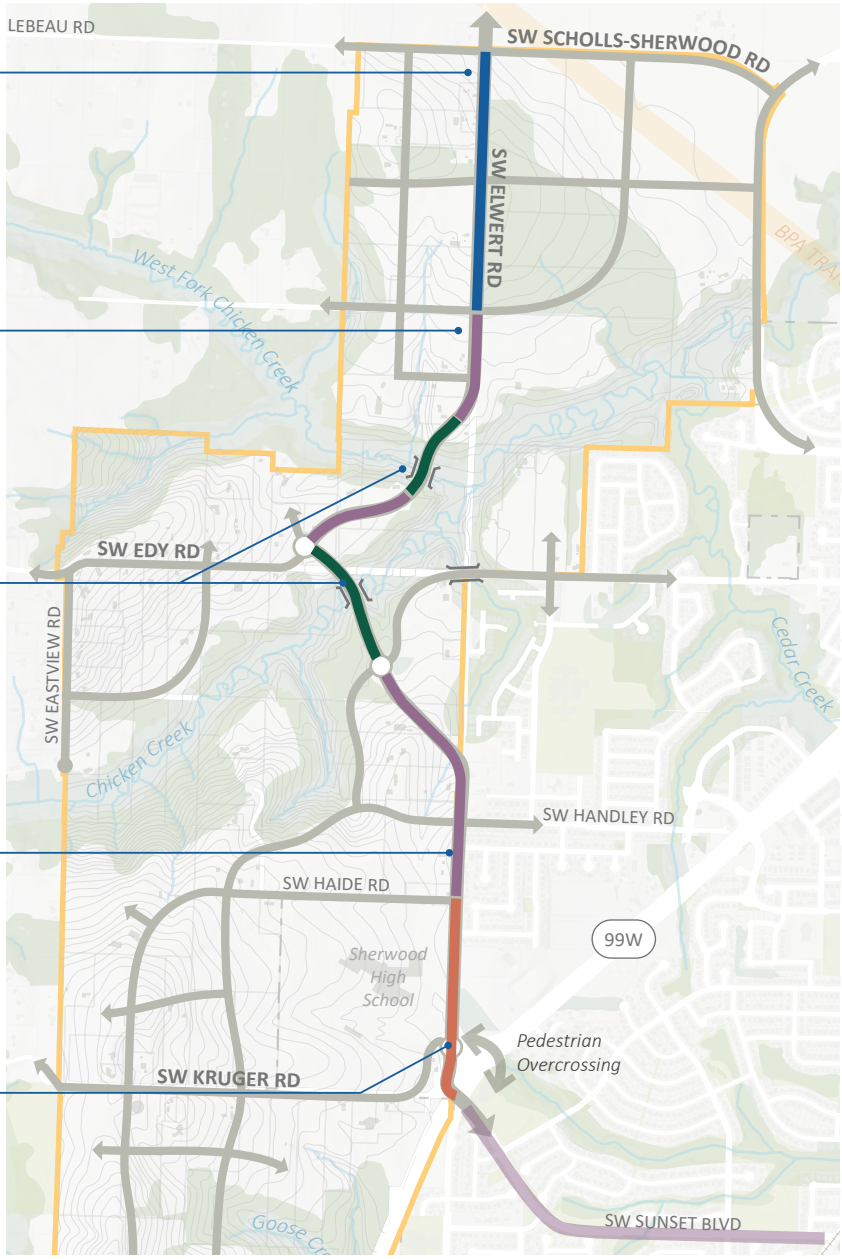
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north
- Pedestrian overcrossing



Potential Elwert Realignment

The Concept Plan Re-Look project examined two options for the intersection of SW Elwert Road and SW Edy Road, which are described in detail in the Preliminary Concept Plan. In either case, Elwert Road will need to be upgraded to current standards when development occurs in Sherwood West.

Realignment (Figure 16)

This option would realign Elwert and Edy Roads and add two new intersections on either side of Chicken Creek. As described in the Preliminary Concept Plan, this option has several advantages:

- Crosses two Chicken Creek tributary streams at the narrowest points, thereby reducing or eliminate wetland mitigation issues.
- Eliminates the excessive fills within the Elwert-Edy intersection and follows the existing terrain.
- Likely discourages freight traffic usage of the road and enhances safety by reducing speeds while still allowing significant local residential and commuter traffic flow.
- Allows the existing Elwert-Edy alignments and intersection to remain in use until construction of the realigned roadway is nearly complete.

This option would require construction of structural bridging and acquisition of right-of-way to accommodate the realignment of SW Elwert Road.

Existing Alignment (Figure 17)

This option retains the current location of the Edy-Elwert intersection, which would require correcting the intersection's vertical alignment to meet safety standards. This means raising the road elevation approximately 10-20 feet to flatten the rolling topography for safer stopping sight distances at intersections. In contrast to the realignment approach, this option has a few disadvantages:

Figure 16. Realignment Option

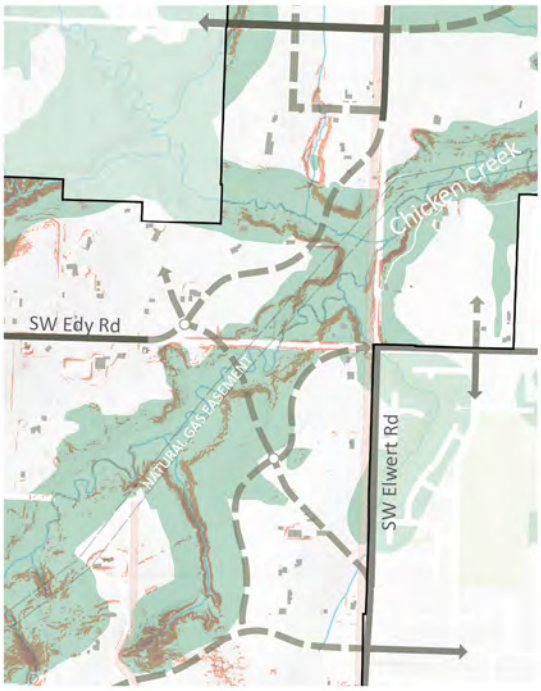
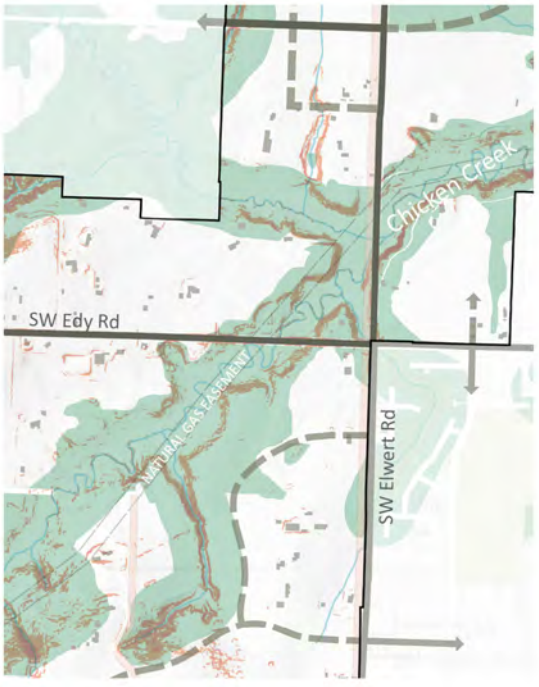


Figure 17. Existing Alignment Option



- By raising the road along this length, there would be impacts to the existing right-of-way and adjacent wetlands due to the need for additional fill.
- An estimated 20 to 40 feet of additional right-of-way would be required to account for fill slope.
- The additional environmental impacts would require extensive wetlands mitigation.
- Local and commuter traffic would be heavily impacted during construction.

Because of these reasons, the CAC and project team recommend the realignment approach. However, further analysis, including more in-depth environmental, engineering, and cost analysis, will be necessary before the decision about Elwert Road's alignment is finalized.

Transportation Improvements Under Study

Pedestrian Overcrossing

A new Highway 99W pedestrian overcrossing is planned in the vicinity of Sherwood High School and is currently being designed (as of spring 2023). The new overcrossing will address the major barrier that the highway presents for pedestrians today. It would also help connect the high school, the YMCA, and the greater Sherwood West area with existing trails and destinations on the east side of the highway. The preferred alignment for the overcrossing is illustrated in Figure 18.

Figure 18. Pedestrian Overcrossing Alignment



Connection to Brookman Area

The City of Sherwood has been studying several alternatives for improving connectivity between the Brookman Area and Sherwood West. Sherwood City Council recently endorsed the alternative that would locate a new grade-separated crossing of Highway 99W to the north of SW Chapman Road (see Figure 19). The crossing would serve local access (no interchanges from Highway 99W), and would connect to Old Highway 99W to the east and to the western side of Sherwood West via new local streets.



Figure 19. OR 99W/Brookman-Chapman Alternative 2

The connectivity alternative also includes intersection improvements (signal or roundabout) at the intersection of SW Brookman Road/ SW Chapman Road and Highway 99W, which would provide access to and from the highway.

Other Transportation Concepts for Future Study

The existing transportation system in Sherwood West is limited to very few routes, is characterized by rural road conditions, and has almost no pedestrian and bicycle facilities. A key challenge to future development in the area is the current reliance on Oregon Highway 99W and SW Elwert Road for north-south travel, particularly for through-trips that do not have an origin or destination in Sherwood. Highway 99W is designed for this traffic; however, SW Elwert Road is not. Elwert's future improvements should support Sherwood West as a livable, walkable part of Sherwood, not only as a conduit for through traffic.

The transportation network for Sherwood West will serve local travel, provide excellent walking and biking routes, and minimize trips through Sherwood's neighborhoods. Toward this end, the strategies in the Concept Plan are to:

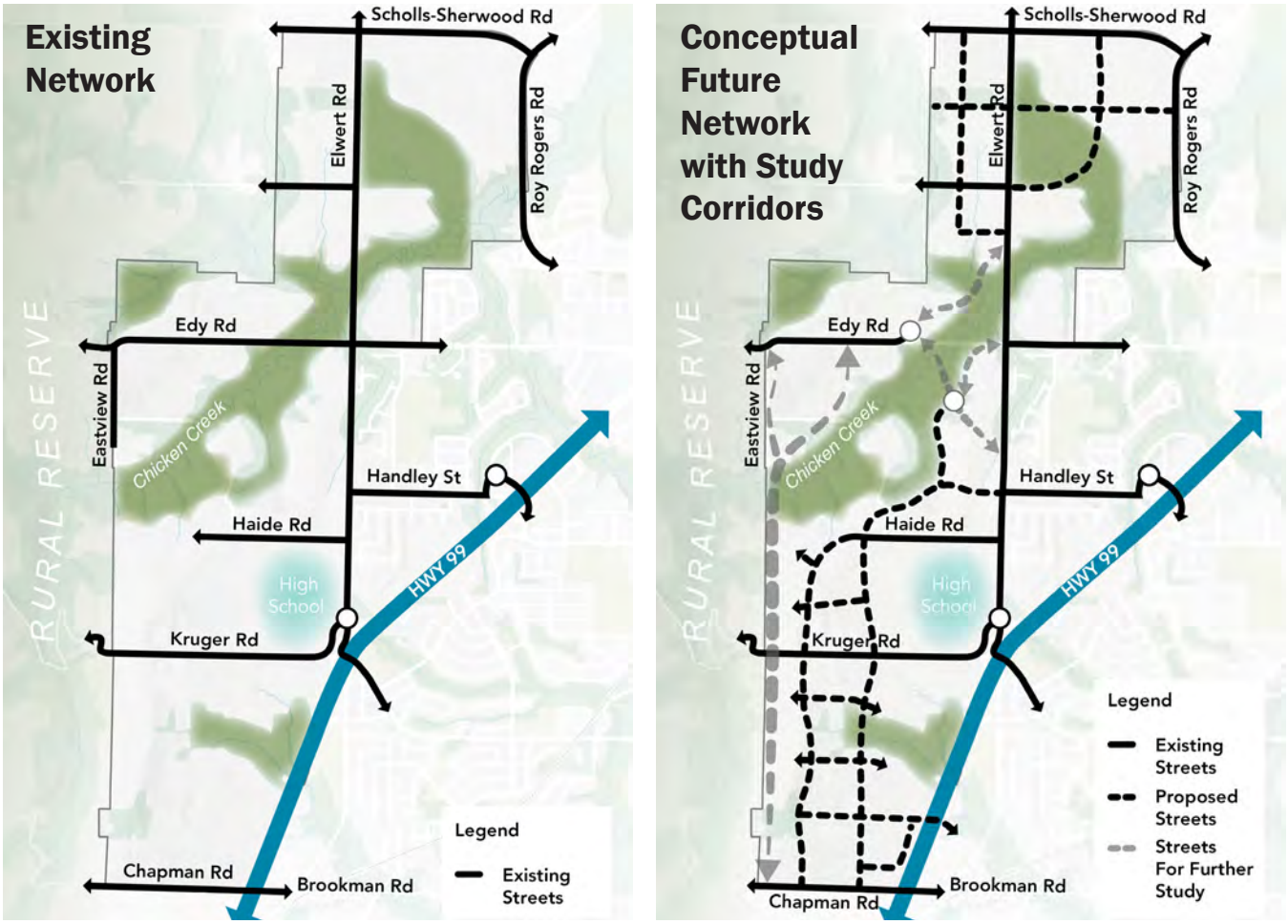
- Plan and develop a well-connected street network that connects existing and new neighborhoods;
- Plan and develop a robust, safe and inviting pedestrian and bike network – for all users;
- Implement the Chicken Creek Greenway with a regional trail that connects Sherwood West to the existing city and the Tualatin National Wildlife Refuge;

- Implement the Elwert Road Design Concept described and illustrated above, using Sunset Boulevard as inspiration;
- Build the Brookman separated-grade crossing;
- Build the Highway 99W pedestrian overpass; and
- Provide additional north-south connectivity that directs traffic away from neighborhoods rather than through them.

Streets For Further Study (North-South Connector & Elwert Realignment)

Figure 20 shows a conceptual street framework for further study. The diagram shows additional north-south connectivity and the realignment of Elwert Road. The core idea of the north-south connectivity concept is to connect SW Chapman Road to the north end of Sherwood West, enhancing regional connectivity and providing an option away from neighborhoods. The route is conceptual and its specific alignment has not been identified. The City is aware of the challenges – topographic, environmental, conflicts with existing development – but seeks to continue to study this long range transportation corridor. The Elwert realignment concept is discussed on page 53.

Figure 20. Conceptual Diagrams – Streets for Further Study



Active Transportation and Trails



Trails, cycling routes, transit, "micromobility," and other ways of getting around without a car will be designed into Sherwood West. It is expected that active transportation options will connect between local parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking. This Concept Plan provides an opportunity to pre-plan key connections between new growth in Sherwood West and existing areas of Sherwood. There is also an opportunity through plan implementation to ensure future transit can be as successful as possible.

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

Trail Network

The maps in Figure 22 and Figure 24 illustrate a conceptual trail network for Sherwood West, ranging from larger regional trails to smaller community trails. Future trails in the Sherwood West area will prioritize connections to existing and planned trail networks.

Chicken Creek will also form a key component of the future trail network. See the Green Space Network section, below, for a discussion of Chicken Creek Greenway concepts.

Safe Routes to School



The Concept Plan illustrates the potential for a bicycle and pedestrian network that is safe, connected, and serves all ages and abilities. Key elements include:

- Chicken Creek Regional Trail;
- Local trails serving every neighborhood and providing continuous routes throughout Sherwood West (north to south and east to west);
- Key connections to Sherwood at SW Edy Road, SW Chapman Road, and SW Elwert Road / SW Sunset Boulevard, with associated pedestrian and bicycle improvements;
- A pedestrian overcrossing of Highway 99W connecting to Sherwood High School; and
- Potential safe routes to Ridges Elementary School at SW Handley, SW Copper Terrace and via trail connections from SW Elwert and SW Edy.

Future Transit, Micromobility, and the "First and Last Mile"

The Sherwood West lies directly adjacent to TriMet's current service boundary but TriMet does not currently provide transit service to the area. The closest bus stops are about a mile away in Old Town, which is served by lines 93 and 94. The Concept Plan helps Sherwood West to be "transit-ready" by planning land uses, key streets, and trails to accommodate and support future transit service. The diagram at right shows potential future transit routes in orange as conceptually noted in the TSP.

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

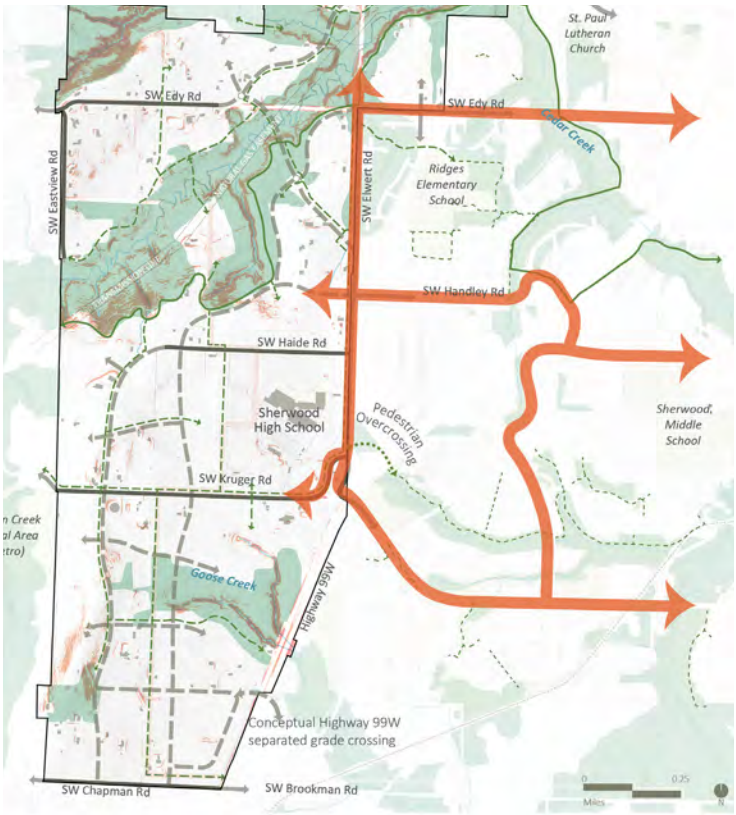
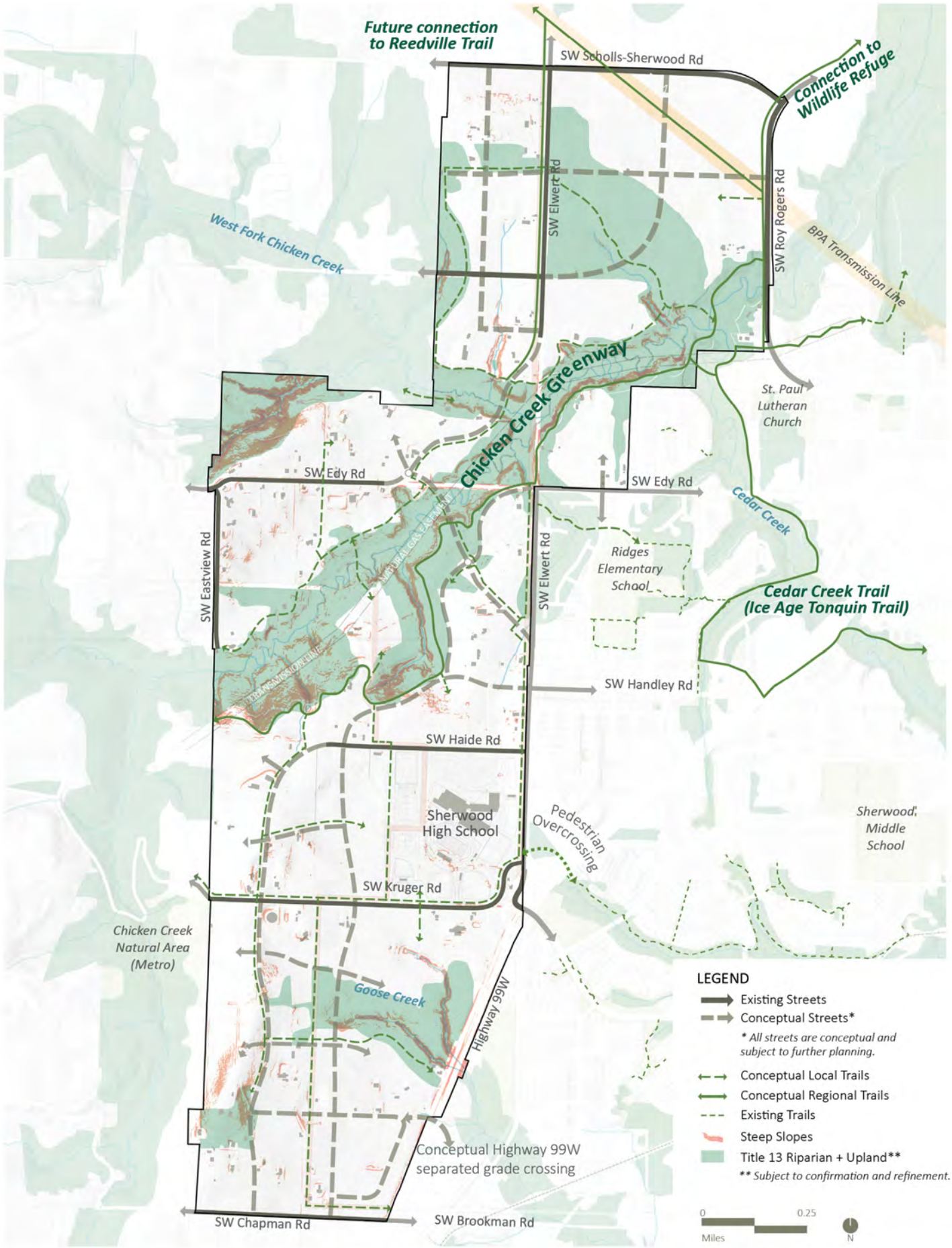


Figure 21. Potential Future Transit Routes Connecting to Old Town (Source: Sherwood TSP)





Figure 22. Overall Transportation Framework for Sherwood West



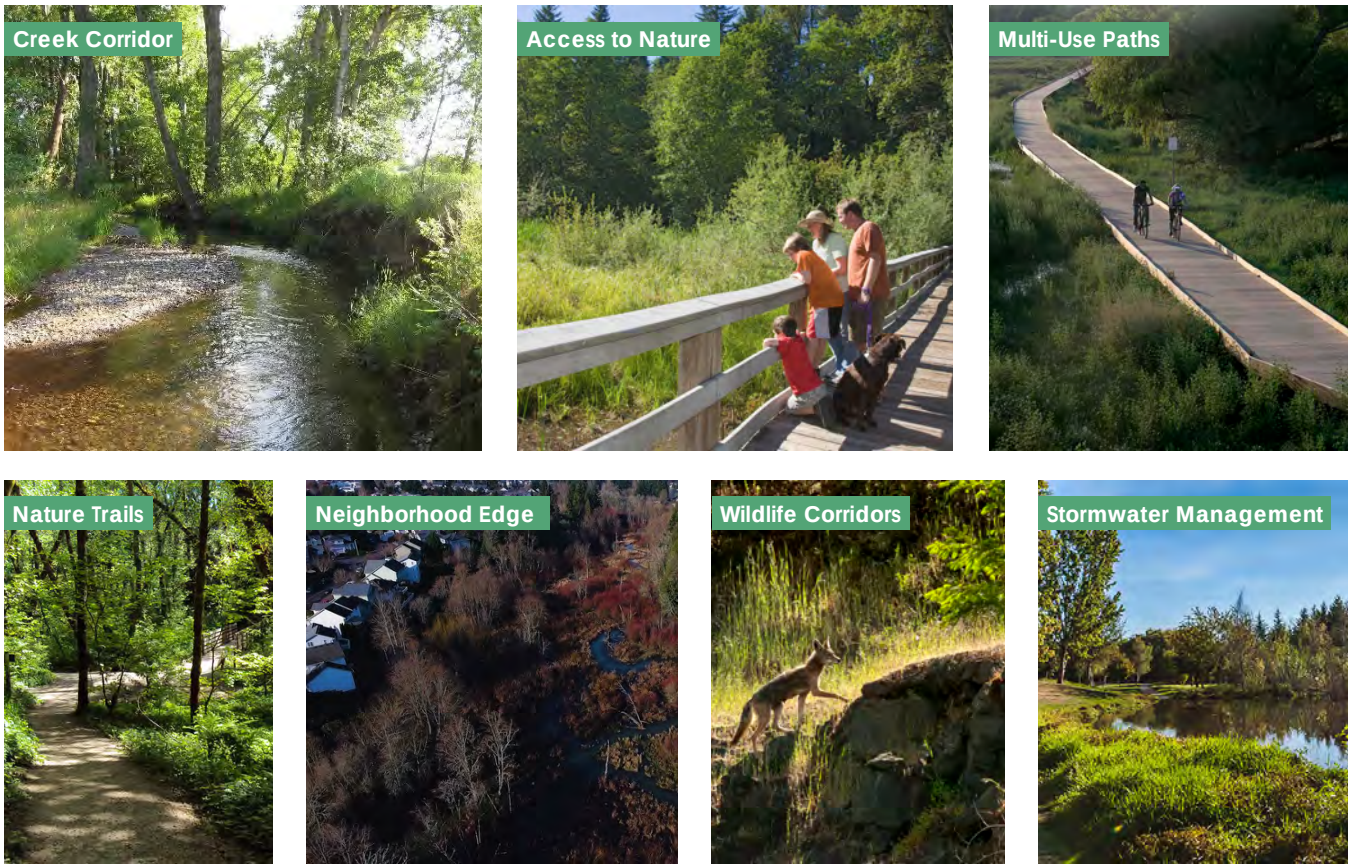
Green Space Network

A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge. Parks and open space illustrated in the Concept Plan take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network includes creek corridors and their habitat areas; trails and greenways; tree and tree canopy, as protected by Sherwood's code; stormwater facilities; and neighborhood parks, community parks, and school fields.

Chicken Creek Greenway

Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways: Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas (as shown in Figure 23).

Figure 23. Elements of a Greenway



Neighborhood and Community Parks

The map in Figure 24 identifies potential locations for future neighborhood and community parks. These spaces will ultimately be integrated into Sherwood West's overall trail and open space network.



Community Parks. Consistent with the Sherwood Parks and Recreation Master Plan, the Concept Plan locates two community parks with a minimum of 10 acres in Sherwood West. Specific future locations for community parks will depend on site suitability (e.g., topography, size, street access), phasing of development, and property acquisition opportunities.

Neighborhood and Pocket Parks. The Concept Plan also identifies conceptual locations for smaller neighborhood parks. While the City may identify preferred locations and acquire land for neighborhood parks, typically greater than 1.5 acres, often these areas can be dedicated as a part of land development. In addition, pocket parks, typically smaller than 1.5 acres and maintained by Homeowner Associations, will be required as part of usable open space through the land development process.

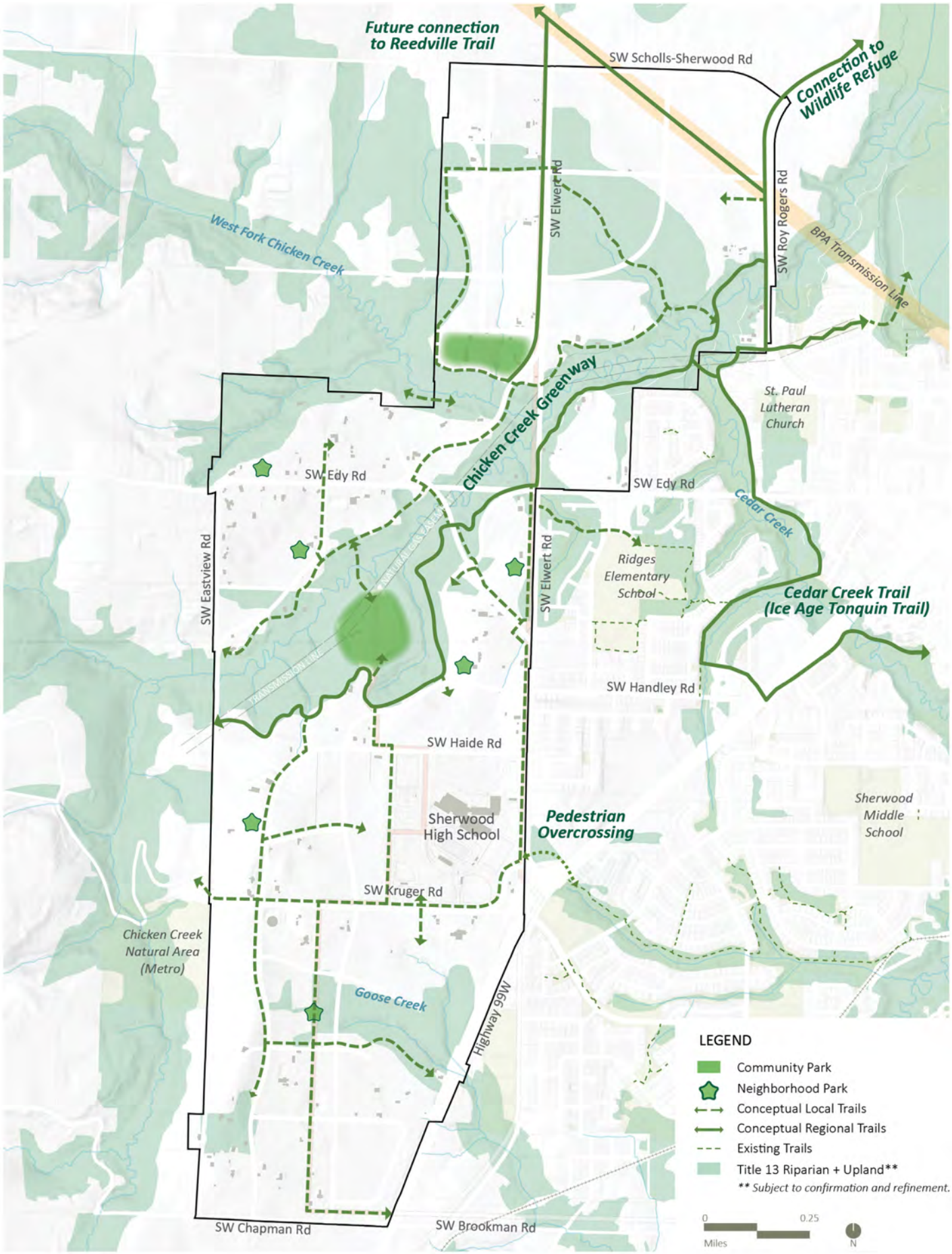
Natural Resources

Natural resource areas in Sherwood West will be preserved and integrated into the open space network. The Chicken Creek Greenway section, above, describes how creek corridors will form an essential component of the trail network and access to nature. In addition, regulations at the regional, state, and federal level require protection of wetlands, habitat areas, and other natural resources as part of future development.



Once Sherwood West is brought into the UGB, the next steps for riparian and other habitat areas subject to Metro Title 13 and Statewide Planning Goal 5 will be to analyze specific resources; make determinations about their significance; conduct an Economic, Social, Environmental and Energy Consequences (ESEE) analysis; and adopt plans for resource protection through the Sherwood Comprehensive Plan and Development Code. The Concept Plan maps show mapped Title 13 habitat areas; however, the extent of protected resources could change based on future analysis and planning.

Figure 24. Sherwood West Trails and Open Space Network



Utilities

In addition to transportation infrastructure, future development in Sherwood West will require provision of water, sanitary sewer, and stormwater utilities. This section briefly summarizes future planning, phasing, and future extension of utilities. Additional detail is provided in Appendix M, Infrastructure Costs, Planning, and Phasing Memo) and Appendix N, Preliminary Infrastructure Funding Strategy.

Water

Existing water facilities in or near Sherwood West include a water reservoir, a supply line, and distribution lines. The Kruger Reservoir, which serves a portion of existing Sherwood, is located in Sherwood West, south of SW Kruger Road and approximately one-half mile west of Highway 99W. There is also an existing water main in SW Elwert Road between SW Kruger Road and SW Handley Street, and in the vicinity of Derby Terrace. This water main could be extended to serve Sherwood West development.

Phasing: Development in Sherwood West's West and Southwest districts can be served with water infrastructure in the near future. Water infrastructure will need to be extended east to west to serve the hillsides. The Far West district can be served after water infrastructure improvements, such as an additional pump station, are constructed. The North district will need further study and significant water infrastructure improvements to be served. The Preliminary Infrastructure Funding Strategy (Appendix N) includes cost estimates for extending infrastructure to the North district; water and transportation projects have the highest projected costs for this district.



Sewer

Existing sanitary sewer facilities adjacent to or near Sherwood West are limited. To serve the area with sanitary sewer, a new pump station in the West district and a new sewer trunk line extension to the Sherwood High School from the Brookman Area are needed.

Pump station

A sewer mainline was constructed in Copper Terrace as part of the Ridges Elementary School development. This mainline runs up Edy Road, down Copper Terrace, and ends at the north end of the school perimeter. To use this line, a new pump station is needed from the south to the crest of Handley Street. The line would need to cross private property or run to and down Edy Road to connect in. This

line could serve the West, Far West and a portion of the North districts. An additional pump station and sanitary sewer planning are needed for the North district.

Trunk line extension

The Brookman sanitary trunk line extension will gravity flow across Highway 99W at the future Brookman Road intersection to a future gravity system that will serve a portion of the West and Southwest districts. The Brookman sanitary trunk line project ties into the existing Sherwood Trunk that runs north. A current CWS project is extending and constructing the Brookman trunk line to the boundary of the Brookman Addition and then north of Highway 99W to serve the new Sherwood High School. The extension project is anticipated to be completed in 2025.

Phasing: The West and Southwest districts in Sherwood West can be served with sanitary sewer infrastructure in the short term. Sanitary sewer infrastructure would need to be extended into the hillside area of the West, Southwest, and Far West districts as those areas develop. The North district needs further study on how to best serve the area and if any significant infrastructure is necessary to serve sanitary sewers in this area.

Storm

Largely undeveloped today, Sherwood West has no existing stormwater infrastructure. As development occurs in the future, stormwater would likely be discharged onto the floodplain of the adjacent creeks and tributaries. All planned stormwater facilities must meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, and water quantity treatment. Handling Sherwood West's future needs through regional stormwater facilities within Sherwood West is the City's preferred approach.





Sherwood West also offers new opportunities to utilize low impact development approaches (LIDAs) such as rain gardens, vegetated swales, porous pavement, and other forms of green infrastructure. These types of facilities can provide visual amenities and habitat benefits in addition to managing stormwater and should be integrated into new transportation facilities, parks, and private development.

Phasing: All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs.

IMPLEMENTATION



IMPLEMENTATION

Once accepted by the Sherwood City Council, this Concept Plan will serve as a resource for future discussion about expanding the UGB and more detailed planning for growth and development in Sherwood West. The following strategies and considerations are suggested to implement the concepts laid out in this plan.

UGB Expansion Request

City Council will decide whether to make a UGB expansion request in the next review cycle, and Metro will decide whether Sherwood West is an appropriate area for expansion. With local acceptance of the Sherwood West Concept Plan, the City will have the ability to request a UGB expansion to include all or part of Sherwood West in 2024. The Metro Council must review and report on the regional 20-year land supply UGB every six years and, if necessary, adjust the UGB to meet land needs for that 20-year period. Metro's next review of the land supply will occur in 2024.

Possible timing for these decisions is included in the "Future Development Timeline" in Appendix A and the phasing strategy in Appendix O.

Infrastructure Funding Strategy

The City of Sherwood places a high priority on well-planned, efficient infrastructure to serve community goals. The Sherwood West Concept Plan's Preliminary Infrastructure Funding Strategy (Appendix N) is consistent with City priorities and implements Project Goal #6, which states "(g)rowth and development are well-planned and implementation of the area is pragmatic."

The Preliminary Infrastructure Funding Strategy includes a high-level estimate of infrastructure costs, revenues, and potential tools for funding future development in Sherwood West. The strategy addresses water, sanitary sewer, storm water, transportation, and parks.

Key findings of the preliminary infrastructure funding strategy analysis include:

- Envisioned development includes employment uses in the North district and a mix of housing and employment uses along Highway 99W in the West and Southwest districts.
- Several infrastructure projects are catalytic to making development possible in these areas. For the North, West, and Southwest districts, transportation projects are projected as the highest-cost, including the improvement of Elwert Road, Scholls-Sherwood Road in the North, and a new 2-lane collector in the West and Southwest districts. Additional catalytic projects include extending water and storm improvements along Elwert Road in the North and expanding water service in the West and Southwest districts.
- Preliminary analysis shows a revenue shortfall for water and storm and surplus for transportation, sewer, and parks when regional connection charge revenues to Clean Water Services and the Washington County Transportation Development Tax are included. *NOTE: Cost and revenue estimates for this analysis are rough estimates and will be refined in subsequent planning phases.*

- Of all the potential funding strategies, a supplemental system development charge (SDC) would be easiest to implement to cover funding gaps, though the City should also aggressively seek outside funding from regional, state and federal programs to reduce the overall cost.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

Future Zoning And Regulations

Future Comprehensive Planning

The Sherwood West Concept Plan establishes the overall vision, goals, and framework plans for land use, transportation, parks, natural resources, and utility infrastructure. If Sherwood West is added to the UGB, the next phase is a more detailed comprehensive planning process. Outcomes of that process will include:

- New or revised Comprehensive Plan policies that address issues in Sherwood West (if needed)
- Property-specific Comprehensive Plan and zone map designations (these could be existing Plan designations or new designations tailored to Sherwood West)
- Development Code regulations
- Specific locations for major road connections and updates to the Transportation System Plan
- Detailed infrastructure plans
- Natural resource protection (see below)
- Other implementation strategies needed to set the stage for annexation and development

The comprehensive planning and zoning process is another opportunity for the City to reach out to affected property owners and the larger community to refine plans for Sherwood West. Robust community engagement will be an important component of developing detailed plans and regulations.

Natural Resource Protection

The Concept Plan identifies locations of Metro Title 13 / Statewide Goal 5 resources within Sherwood West. However, additional analysis and planning will be necessary to determine the level of significance of these resources and the extent to which they must be protected. As part of the future comprehensive planning process, the City will further analyze specific resources, make significance determinations; conduct an Economic, Social, Environmental and Energy Consequences (ESEE) analysis; and adopt plans for resource protection through updates to the Comprehensive Plan and Development Code.

Future Development Code Regulations

Objectives

The regulatory implementation for the Sherwood West Concept Plan should:

- Implement the Sherwood West vision and goals.
- Create a system that can implement the vision over time, with incremental development. Because Sherwood West is highly parcelized, development is likely to happen incrementally, rather than large areas being developed all at once.
- Design a zoning structure that will ideally work in the short- and long-term. Development in Sherwood West is expected to occur over several decades; therefore, regulations should be flexible and adaptable to changing conditions.
- Adopt new base zones only if there is a compelling reason to do so. A simple approach to zoning that limits the amount of "new code" is easier for City staff and applicants to work with, which can lead to better outcomes.
- Craft the fewest number of rules to get the job done while meeting the City's expectations for quality development.
- Adopt and implement annexation code for the orderly and efficient transition of land uses from rural to urban.

Custom Residential Zoning

While the objective is to minimize new zoning and related requirements, the land use plan for Sherwood West recommends two residential designations that would be implemented through new, custom zones:

- **Cottage Cluster** – This zone would allow only cottage clusters, which are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities make them an appealing alternative to typical single detached dwellings.
- **Middle Housing** – This zone would allow duplexes, townhomes (attached housing on individual lots), and cottage clusters. These are the middle housing types that have been most favored by the CAC and Sherwood community and would provide different housing choices—including options for more affordable homeownership, as compared to single detached dwellings.

This strategy is recommended to help ensure that community-supported middle housing types are built in Sherwood West and to give the City flexibility to customize the design and development standards that apply in these zones.

In developing these zones, the City should evaluate how its current zones and recently-adopted Residential Design Standards are working as demonstrated by recent development. If different approaches to development and design would be beneficial in Sherwood West, those should be considered for the Cottage Cluster and Middle Housing zones. Care should be taken to ensure future regulations are not overly restrictive and discourage this type of development, especially given the limited housing types that will be permitted.

Hospitality Zoning

Specific approaches for implementing a Hospitality Zone, unique to Sherwood West, will need to be developed as part of the comprehensive planning/zoning process. To successfully capitalize on this area's ability to be the "Gateway to Wine Country," additional economic study and outreach to developers is recommended to assess the feasibility of this concept and options for implementation.

Potential approaches to accommodate hotels/motels, restaurants, wineries, destination tourism, and similar uses:

- New Hospitality base zone – Establish a new zone that would allow only those uses that are desired in this area.
- Overlay zone – Apply standard base zones, with an overlay zone that implements the City's hospitality objectives. The underlying zoning could be commercial zones that already allow lodging and restaurants, such as the City's Retail Commercial (RC) or General Commercial (GC) zones, and/or could include employment or residential zones. The overlay zone could either restrict uses or add additional allowed uses, depending on what is allowed in the underlying zone(s).
- Incentive zoning – Offer development incentives, such as increased building height or lot coverage, to desired hospitality uses.

Master Planning or "Village Planning"

Master planning is an approach used by some Metro-area jurisdictions to prepare UGB expansion areas for annexation and development. It is expected that a master plan approach, led by the City in advance of development, would have the following benefits and characteristics:

- More certainty for coordinating multiple developments into cohesive neighborhoods.
- Ability to coordinate unique elements like views, trails, specific greenspaces, public uses, street trees, and streetscape design.
- More specific land planning to help coordinate infrastructure phasing and funding.
- Required public planning process, with an associated timeline, City staff time and costs, and community participation.
- Potential challenges if some property owners are ready/favorable toward development and others are not – this should be thoroughly assessed prior to initiation.
- Reduced flexibility for developers in subsequent development review.
- Phasing – Infrastructure planning to date has identified infrastructure phasing for the Sherwood West area. Sherwood could prepare master plans in phases that follow that same general sequence of development.
- Master planning may be superseded by regulatory compliance of House Bill 2001.

The "Village Planning" concept involves planning for a mix of land uses, walkable community design, and open spaces that can result in quality new development that reflects Sherwood values. Villages are assumed to be created through master planning processes that are either City led or developer led prior to annexation into the city. Precedents for village planning are Villebois Village and Frog East & South in Wilsonville.

A potential strategy for Sherwood West is to prepare master plans only for "village" portions of Sherwood West—such as the areas along SW Kruger Road and near Sherwood High School. These areas are primed for future development, offering locational and topographic features that lend themselves to a broader mix of uses and village-style development.

Note that if the City pursues a master planning approach, it should work with the Department of Land Conservation and Development (DLCD) to understand how state middle housing requirements would affect planning in Sherwood West.

Future Annexation

Annexation is the process by which land inside the UGB will be brought into Sherwood city limits. Annexation may be initiated by property owners and is a necessary step before development can occur.

The Sherwood Comprehensive Plan requires that annexations occur "in an orderly and coordinated manner, and services are provided to support urban growth consistent with the 2040 Vision" (Policy 3.4). Criteria include that the property is contiguous to the existing City limits or separated from it only by a public right of way and that an adequate level of urban services and infrastructure are available or can be extended in a cost effective and efficient manner to the area.

Some cities require or allow **Annexation Agreements**, which are binding contracts between the property owner and City, to ensure that a proposed annexation is in the public interest. The City of Sherwood could use a such a strategy to ensure that applicants are aware of the key elements of the Sherwood West Concept Plan and aware of what their development obligations will be regarding utilities, dedication of open space and trails, and other requirements applicable to the subject property.

Planning for Housing

In the coming years, the City of Sherwood will undertake a planning process called a Housing Production Strategy (HPS) to identify actions that the City will take to increase housing production that meets community members' needs. An HPS is required of Oregon cities under House Bill 2003 and OAR 660-008. The law requires Sherwood and other cities to evaluate a broad range of solutions to meet local housing needs—which may include policies, programs, funding tools, incentives, partnerships, and more. The City will be required to adopt its first HPS by 2027. As part of that process, the City will consider various strategies to promote housing development in Sherwood West that provides a variety of housing choices and options and that is affordable to the full range of income levels, including low-income households.

Transportation and Infrastructure

Future Alternatives/Feasibility Studies

The City will need to conduct several alternatives analyses and feasibility studies to determine the final location, alignment, and design of key transportation improvements.

- **SW Elwert Road - SW Edy Road Alignment** – The City will need to conduct more in-depth environmental, engineering, and cost analysis before the decision about Elwert Road's alignment is finalized. This should be undertaken as a separate feasibility study, which should be included in the scope of work for the comprehensive planning effort. The feasibility analysis should be robust and include coordination with Division of State Lands, an engineering feasibility analysis with a preliminary 5-10% roadway and intersection design, and a high-level cost estimate, among other analyses required for wetland and other impacts.

  In addition, because SW Elwert Road is a Washington County facility, final designs and proposed cross sections must be coordinated with County staff and be appropriately sized and designed for an arterial roadway that can accommodate anticipated future local and regional travel demand, including truck traffic.
- **LeBeau Road/Elwert Road/Scholls-Sherwood Road Intersection** – The scope of work for comprehensive planning should also include analysis of the LeBeau Road/Elwert Road/Scholls-Sherwood Road intersection and needed improvements.
- **Connection to Brookman Area** – The recommendation for a separated-grade crossing of Highway 99W will require further analysis to determine what specific type of improvement is preferred and how it will be phased.
- **North-South Connectivity** – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be necessary. This should be considered as a long-term strategy, rather than an essential component of early-stage transportation planning in Sherwood West.

Public Facility Plans

Transportation Plans

Updates to the Sherwood TSP and Capital Improvement Plan (CIP) will be necessary to incorporate street design standards and improvement projects for facilities within Sherwood West. A TSP update will include functional classification of roads and potentially new street cross section designs. The CIP establishes, prioritizes, and defines funding for capital projects to improve existing systems and develop new infrastructure and facilities. Ultimately, key Sherwood West transportation projects can be included and prioritized in the CIP based on the availability of funding (e.g., county, regional, state, and federal funds).

Other Utilities

More detailed water, sewer, and stormwater infrastructure planning will be necessary prior to annexation and development in Sherwood West. As part of this step, the City's water and sewer master plans should be updated as needed.

Funding Tools

The Preliminary Infrastructure Funding Strategy (Appendix N) identifies potential funding approaches for catalytic infrastructure projects in the North, West, and Southwest districts. However, more detailed cost estimates, revenue projections, and infrastructure planning are needed. In subsequent phases, the City should conduct further study to evaluate and establish funding tools for Sherwood West. One promising tool to explore in the next steps is implementing a supplemental SDC. This would be managed by City staff with the support of a municipal finance consultant and would involve:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Sherwood City Council and Planning Commission engagement; and
- Development of a final proposal for adoption.

Developer Recommendations

The following are recommendations for infrastructure and funding needs from local development practitioners. These points were gleaned from the developer tour and discussions conducted in fall 2022. Refer to Appendix J for the full summary of developer feedback.

Infrastructure

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

Implementation and Funding

- It is a challenge for developers to front load all infrastructure when they do not always get credit for it and/or they may not get reimbursed by future developers before they expire.
- Locating a public facility like city offices or a police or fire station in the study area could jumpstart development.

Continued Community Engagement

The City should continue engaging with property owners and the Sherwood community about Sherwood West's future growth. This should include outreach via periodic email updates, the project website, and neighborhood outreach. Community engagement is critical to the success of Sherwood West development, especially given the voter-approved annexation laws applicable in Sherwood. The City can learn from other annexation projects to better understand when Sherwood West land may be needed to accommodate growth, what issues are important to the community, and how best to support the smooth incorporation and transition of Sherwood West.

Metro Title 11 Compliance

Title 11 of the Metro Urban Growth Management Functional Plan addresses planning for new urban areas added to the UGB. The City of Sherwood is required to have a Title 11-compliant Concept Plan for Sherwood West before it can be added to the UGB. To meet Metro requirements, the Concept Plan must "consider actions" necessary to achieve certain outcomes, including:

- A mix of land uses that will make efficient use of the public systems and facilities;
- A development pattern that supports pedestrian and bicycle travel;
- A range of housing of different types, tenure and prices addressing local and regional housing needs;
- Employment opportunities to support a healthy economy;
- Well-connected systems of streets, bikeways, parks, recreational trails and public transit;
- A well-connected system of parks, natural areas and other public open spaces;
- Protection of natural ecological systems and important natural landscape features; and
- Minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands

The Title 11 findings included in Appendix O describe how this Concept Plan addresses these and other Metro requirements.

Future Development Timeline

The diagram in Appendix A illustrates the potential planning and future development timeline for Sherwood West. As indicated in this diagram, development in Sherwood West is not expected to occur for at least five or six years after being brought into the UGB and full buildout is anticipated to take several decades.

APPENDIX A

Future Development Timeline



Sherwood West Concept Plan

Why are we Planning for Sherwood West?

The City of Sherwood is taking a second look at the 2016 Concept Plan for Sherwood West. The updated Concept Plan addresses many factors including state rules and opportunities for housing and employment. The updated plan supports the city's newly adopted Comprehensive Plan. Oregon Law requires a 20-year land supply for housing and employment uses within cities. Sherwood has a deficient of housing units to meet projected future growth. If Metro decides the regional Urban Growth Boundary (UGB) needs to be expanded it will need to decide where to expand. If Sherwood West, or a portion thereof, is brought into the UGB our community's concept plan for the area ensures that it will grow in a way that we all love. **For more information: www.SherwoodOregon.gov, Email: PalmerE@Sherwoodoregon.gov, Phone: 503-625-4208**

Potential Sherwood West Planning and Development Process 2022-2065

Sherwood West Concept Plan

The City received a Grant to Update the 2016 Sherwood West Preliminary Concept Plan, in 2021. A Community Advisory Committee was appointed to update the plan. It is anticipated that public hearings will be held before the Planning Commission and City Council for acceptance of the plan in 2022

Metro Decision to Expand UGB

Every six years, the Metro Council must review and report on the 20-year land supply in the Urban Growth Boundary (UGB). If necessary Metro adjusts the UGB to meet land needs for that 20-year period. Oregon law requires Metro to maintain a 20-year land supply within the UGB. Metro's next review of the land supply will occur in 2024

Repeats at least every 6 years

This decision of Metro is required at least every 6 years

Sherwood Decision to Expand UGB

If the Metro Council decides the UGB needs to be expanded, it will decide where to expand. There are currently 27 Urban Reserve Areas in the Metro region. Metro would need to decide that Sherwood West is an appropriate area for expansion

This decision typically takes a year

Refinement Planning Process & Adoption

Once any part of the Sherwood West area is brought into the UGB, the City will begin a more refined comprehensive planning process by working with property owners and residents to identify appropriate zoning designations, and amendments to the development code, and transportation plan.

This process typically takes 1.5 to 3+ years

Annexation

After completion and adoption of a Refinement Plan for the area, property owners who want to annex into the City must file an an annexation request and meet the city's, Metro and state annexation criteria.

Repeats for every property or group of properties requesting to annex

This process typically takes 6+ months

Land Use Applications & Public Hearings

After annexation, property owners must submit a land use application before developing their property after public notice and a public hearing.

Repeats for each development

This process typically takes up to 8 - 12+ months

Public Improvements Construction

If a land use application is approved, the applicant is required to construct pubic improvements (typically utility and transportation improvements) prior to any construction.

Repeats for each development

This process typically takes 6 - 12+ months

Construction Residents and Businesses Move In

After public improvements are completed, a developer can get permits to begin construction.

If Metro expands the UGB to include any part of Sherwood West; if refinement planning is approved by the community and City Council; if property owners annex into the city; and if the public and the City support land use applications, the earliest new residents/businesses could move in is 2029

This process typically takes 3 - 12+ months and repeats for every project

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Timing of annexation and development varies based on property owner desires, public support, and market conditions

APPENDIX B

Housing Policy Implications Memo

HOUSING POLICY IMPLICATIONS

Sherwood West Preliminary Concept Plan, Comprehensive Plan Update, and Oregon House Bill 2001

TO:	Community Advisory Committee
FROM:	Erika Palmer, Planning Manager
CC:	Angelo Planning Group
DATE:	April 27, 2021

Introduction

The purpose of this memorandum is to summarize the future of housing to help inform discussions on this topic during this re-look of the Preliminary Sherwood West Concept Plan. This memorandum provides a brief overview of housing and neighborhoods described in the 2016 Sherwood West Preliminary Concept Plan, the draft housing goals and policies in the updated Comprehensive Plan, and implementation of Oregon House Bill 2001: Housing Choices (HB 2001).

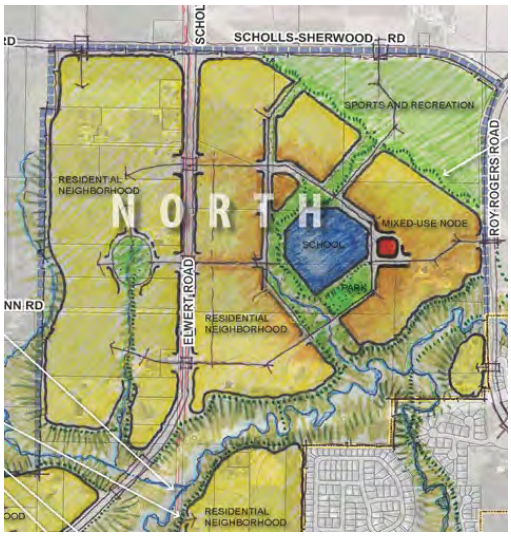
SHERWOOD WEST PRELIMINARY CONCEPT PLAN

Sherwood West is the regional Urban Reserve Area 5B, which is approximately 1,291 acres. This area, designated by Metro in coordination with its partner cities and counties, identifies land that will be considered for addition to the region's Urban Growth Boundary (UGB) for urbanization over a 50 year period. Sherwood West is the largest urban reserve area adjacent to Sherwood, and given the location of existing utilities, the area is logically the best direction for the City to consider growth in the future.

The 2016 Preliminary Sherwood West Concept Plan recognized that Sherwood has a shortage of land available for housing and the plan was envisioned to help address this need. The understanding was that If we don't add more land for new housing, people will still move here, housing prices will rise, and the community will experience more pressure for infill development at higher densities. The Preliminary Concept Plan did not speak to urban densities or the design of a particular area within Sherwood West. The Plan was intended to be a tool for residents and decision-makers to rely on as they make decisions about growth expansions, knowing that community values and needs may shift, tastes in housing may change, and densities and neighborhood form would be shaped through future refinement processes.

The Sherwood West Preliminary Concept Plan preferred alternative recognized four distinct subareas: the North District, the West District, the Far West District and the Southwest District. All four subareas were intended to provide a mix of housing.

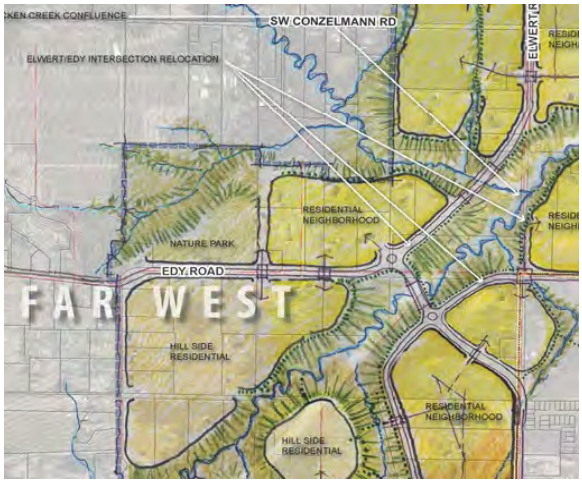
The North District is a mixed-housing neighborhood organized around a new school, neighborhood park, and mixed-use node. Residential intensities transition from center to edge of the neighborhood. Residential housing is oriented towards the collective open space. West of Elwert Road, residences are organized around a smaller neighborhood park that marks the high point of a topographic ridge.



The West District is a mixed-housing district organized around a new school (Sherwood High School), neighborhood park, and mixed-use center. A new neighborhood connector street paralleling Elwert serves the neighborhood from the west side. The road follows the break in topography to create an area for residential development that is anchored by the school site. Housing intensities transition out from this mixed-use center (high to low) with hillside residential on the higher and steeper slopes.



The Far West District includes a mixed residential neighborhood, with the higher and steeper elevations envisioned to be hillside residential.



The Southwest District is a primarily residential neighborhood with varying intensities and hillside residential on the higher and steeper elevation slopes.



Land uses identified in the Sherwood West Preliminary Concept Plan are primarily residential, with varying degrees of intensity based on topography, natural features, proximity, and transition out from mixed-use centers (high to low).

Subsequent to the completion of the Preliminary Concept Plan, city staff prepared preliminary estimates of the housing capacity provided by the Plan. In 2018, staff provided a housing analysis of a proposed expansion on roughly 586 gross acres of the Sherwood West area out of the approximately 1,291 acres. The net developable acreage, after excluding roads, natural resource areas, land designated for parks

and open space, and an existing church, came to roughly 452 acres. Of the 452 developable acres, roughly 425 acres are designated Residential Neighborhood, Residential Hillside, and Residential Mixed-Use. These 452 acres should be thought of as two area types. The first type, an urban area, suitable for medium and higher density development. The second, a hillside area, which its topography makes it suitable for lower density development. It was envisioned residential intensity transitioning out from mixed-use centers (high to low) with hillside residential on the higher and steeper sloped areas. The overall assumed average residential density of the 452 acres was 8.5 dwelling units per acre. The 8.5 average residential density in the 452 developable acres would accommodate roughly 3,800 new housing units.

SHERWOOD'S COMPREHENSIVE PLAN UPDATE

The following section focuses on the City of Sherwood's 2019-2039 Housing Needs Analysis (HNA) adopted by Ordinance 2020-018 and the draft 'Housing' goals and policies developed through the city's comprehensive planning work. The goals and policies have not been adopted and may be refined during the adoption process scheduled for Spring/Summer 2021.

Sherwood Housing Needs Analysis

As part of the City's process to update its 1990 Comprehensive Plan, a Housing Needs Analysis (HNA) was conducted in March 2019. The Housing Needs Analysis provides Sherwood with a factual basis to support future planning efforts related to housing, including Concept Planning for Sherwood West, and prepares *the City* for updates and revisions to *its* Housing Comprehensive Plan policies. Understanding growth in terms of population, demographic, and development trend shifts is crucial for determining future housing needs.

How Has Sherwood's Population Changed In Recent Years?

Sherwood's population grew relatively fast in recent years from 3,000 people in 1990 to nearly 18,600 people in 2013, averaging 8% annual growth. Sherwood's fastest period of growth was during the 1990s, consistent with statewide trends. Between 2000-2013, Sherwood grew by 6,600 people, at an average rate of nearly 3.5% per year. For comparison, Washington County grew at 2.5% annually between 1990-2013 and the Portland Region grew at 1.6% per year.

Sherwood's population is aging. People aged 45 years and older were the fastest-growing age group in Sherwood between 2000 and 2010, which is consistent with state and national trends. By 2035, people 60 years and older will account for 24% of the population in Washington County (up from 18% in 2015) and 25% in the Portland Region (up from 19% in 2015). It is reasonable to assume that the share of people 60 years and older will grow relatively quickly in Sherwood as well.

Sherwood is attracting younger people and more households with children. In 2010, the median age in Sherwood was 34.3 years old, compared to Washington County's median age of 35.3 years and the State median of 38.4. Sherwood has a larger share of households with children (47% of households), compared with Washington County (33%) or the Portland Region (29%). The Millennial generation—people born roughly between 1980 to 2000—are the largest age group in Oregon and will account for the majority of household growth in Sherwood over the next 20 years.

Sherwood's population is becoming more ethnically diverse. About 6% of Sherwood's population is Latino, an increase from 4.7% in 2000. In comparison to Washington County and the Portland Region, Sherwood is less ethnically diverse. In the 2009-2013 period, 16% of Washington County residents, and 12% Portland Region residents, were Latino.

What Factors May Affect Future Growth In Sherwood?

If these trends continue they will result in changes in the types and amount of housing demanded or "needed" in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. People over 65 years old will make a variety of housing choices, including: remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted living facilities or nursing homes) as they continue to age.

The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing. If Sherwood continues to attract young residents, then it will continue to have demand for housing for families, especially housing affordable to younger families with moderate incomes. Growth in this population will result in growth in demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable.

Changes in commuting patterns could affect future growth in Sherwood. Sherwood is part of a complex, interconnected regional economy. Demand for housing by workers at businesses in Sherwood may change with significant fluctuations in fuel and commuting costs, as well as substantial decreases in the capacity of highways to accommodate commuting.

Sherwood households have relatively high income, which affects the type of housing that is affordable. Income is a key determinant of housing choice. Sherwood's median household income ($78,400) is more than 20% higher than Washington County's median household income ($64,200). In addition, Sherwood has a smaller share of population below the federal poverty line (7.6%) than the averages of Washington County (11.4%) and the Portland Region (13.9%).

What Are The Characteristics of Sherwood's Housing Market?

The existing housing stock in Sherwood, homeownership patterns, and existing housing costs will shape changes in Sherwood's housing market in the future.

Sherwood's housing stock is predominantly single-family detached. About 75% of Sherwood's housing stock is single-family detached, 8% is single-family attached (such as townhomes), and 18% is multifamily (such as duplexes or apartments). 69% of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.

Almost three quarters of Sherwood's residents own their homes. Homeownership rates in Sherwood are above Washington County (54%), the Portland Region (60%), and Oregon (62%) averages.

Homeownership costs increased in Sherwood, consistent with national trends. Median sales prices for homes in Sherwood increased by about 30% between 2004 and 2014, from about $245,000 to $316,500. The median home value in Sherwood is 3.8 times the median household income, up from 2.9 times the median household income in 2000.

Housing sales prices are higher in Sherwood than the regional averages. As of January 2015, median sales price in Sherwood was $316,500, which is higher than the Washington County ($281,700), the Portland MSA ($269,900), and Oregon ($237,300) median sales prices. Median sales prices were higher in Sherwood than in other Portland westside communities such as Tigard, Tualatin, and Beaverton, but lower than Wilsonville or West Linn.

Rental costs are higher overall in Sherwood than the regional averages, with a slightly lower-rental cost on a cost per square foot basis. The median rent in Sherwood was $1,064, compared to Washington County's average of $852. Average rent in the Tigard/Tualatin/Sherwood area submarket was $1.13 per square foot in Fall 2014, lower than the regional average of $1.22 per square foot. Between Spring 2010 and Spring 2013, average rent in Tigard/Tualatin/Sherwood area increased by 38%, consistent with the regional increase of 36%.

More than one-third of Sherwood's households are cost-burdened. Thirty-eight percent of Sherwood's households were cost-burdened (i.e., paid more than 30% of their income on rent or homeownership costs). Renters were more likely to be cost-burdened (40% of renters were cost-burdened), compared to homeowners (35% were cost-burdened) in Sherwood. These levels of cost burden are consistent with regional averages. In Washington County in the 2009-2013 period, 38% of households were cost burdened, compared to 41% in the Portland Region.

Future housing affordability will depend on the relationship between income and housing price. The key question is whether housing prices will continue to outpace income growth. Answering this question is difficult because of the complexity of the factors that affect both income growth and housing prices. However, Sherwood will need to provide the opportunity for development of a wider variety of housing, including housing affordable to low- and moderate-income households because the City is short over 500 units for people whose income range is less than $55,520.

Sherwood's Housing Growth Forecast And Can That Growth Be Accommodated in Sherwood?

Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these, 700 new households are anticipated to be developed inside the existing city limits; and 1,029 new households will be added in areas that are currently outside city limits but inside the UGB (the Brookman area). Recently, three new subdivisions in Brookman have approved which will provide 232 new lots for development.

Sherwood's land base can accommodate most of the forecast for growth. Vacant and partially vacant land in the Sherwood Planning Area (all land within the city limits and the Brookman area) has capacity to accommodate 1,121 new dwelling units. Sherwood can accommodate about 65% of the forecast for new housing in its Planning Area.

Sherwood has a deficit of land for housing. Sherwood has a projected deficit of land for 608 dwelling units, which includes the Brookman area. The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High Density Residential (145 dwelling units).

To provide adequate land supply, Sherwood will need to continue to annex the Brookman area. Without the Brookman area developing, the City has a projected deficit of about 1,155 dwelling units. Sherwood will need to continue to annex the Brookman area in order to accommodate the City's forecast of residential growth.

What If Sherwood Grows Faster?

The forecast for growth in Sherwood is considerably below historical growth rates. Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1% per year. In comparison, Sherwood's population grew at 3.4% per year between 2000 and 2013 and 8% per year between 1990 and 2013. If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth.

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. At growth rates between 2% to 4% of growth annually, land inside the Sherwood city limits can accommodate two to five years of growth. With capacity in the Brookman Area, Sherwood can accommodate four to ten years of growth at these growth rates.

Additional housing growth in Sherwood depends on the availability of development-ready land. The amount of growth likely to happen in Sherwood over the next few years is largely dependent on when the Brookman Area is fully annexed, when the Sherwood West area is brought into the urban growth boundary and annexed, and when urban services (such as roads, water, and sanitary sewer) are developed in each area.

What Are the Implications For Sherwood's Housing Policies?

Sherwood will need to either add additional land for residential purposes or increase the densities within the existing city limits to accommodate future growth beyond the existing city limits and Brookman area. The growth rate of Metro's forecast for household growth (1.1% average annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). Metro's forecast includes growth that can be generally accommodated within the Sherwood city limits and Brookman. Given the limited supply of buildable land within Sherwood, it is likely that the City's residential growth will slow until Sherwood West is made development-ready.

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. The limited supply of land in these zones is a barrier to development of townhouses and multifamily housing, which are needed to meet housing demand resulting from growth of people over 65, young families, and moderate-income households.

The Housing Needs Analysis highlights questions for the update of the City's Comprehensive Plan and the Concept Planning of Sherwood West.

- Providing housing opportunities for first time home buyers and community elders (who prefer to age in place or downsize their housing) will require a wider range of housing types. Examples of these housing types include: single family homes on smaller lots, clustered housing, cottages or townhomes, duplexes, tri-plexes, four-plexes, garden apartments, or mid-rise apartments. Where should Sherwood consider providing a wider range of housing types? What types of housing should Sherwood plan for?
- Changes in demographics and income for Sherwood and residents in the Metro area will require accommodating a wider range of housing types. How many of Sherwood's needed units should the City plan to accommodate within the city limits? How much of Sherwood's needed units should be accommodated in the Brookman Area and in Sherwood West?
- What design features and greenspaces would be important to consider for new housing?
- What other design standards would be needed to keep Sherwood "Sherwood"?
- What is the appropriate mix of residential land and employment land in the City to balance the City's tax base?
- What is the mix of residential zones that reflect Sherwood's character?
- COVID-19 has changed how people live and work. What are some of the long-term impacts of the pandemic on residential housing trends and needs?
- The need to consider recent state legislation of House Bill 2001 to review and analyze density expectations assumed to result from the provision of middle housing that meets regulatory requirements.

Sherwood's Comprehensive Plan Update – Draft Housing Goals & Policies

The Comprehensive Plan is a planning document that directs all activities related to land use and the future of natural and man-made systems and services in Sherwood. The Plan helps manage expected population and employment growth through a set of goals, policies and implementation measures that align with the community's vision. City leaders use the Comprehensive Plan to coordinate public investments and make decisions about new development, existing neighborhoods, transportation, and various other topics. Given Sherwood's dramatic growth over the past 20 years, the 1990 Comprehensive Plan no longer represents the vision and values of today's residents and businesses.

The main components of the Comprehensive Plan include a vision, goals, policies, and objectives. The vision and goals describe what the community wants to be in the future. Policies and objectives are based on the vision and direct land use decisions and public investments. For example, the housing policies are the backbone that informs new development code language to achieve the community's goals and vision. The City is nearly finished with a multi-year comprehensive update to the Comprehensive Plan and the goals and policies identified below reflect the outcome from the housing block of that project. It should be noted, however that, at this time the City Council has not adopted the updated comprehensive plan goals, policies and objectives.

Adopted Vision for Attractive and Attainable Housing In Sherwood

"In 2040, Sherwood has a range of housing choices for a diversity of ages and income levels, providing community members the ability to live in Sherwood throughout all stages of life."

Draft Housing Goals

1. Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.
2. Preserve and enhance the character of existing neighborhoods.
3. Plan new residential developments to integrate with existing Sherwood as complete neighborhoods where community members can live, learn, shop, and recreate.

Draft Housing Policies

Policy 1. Plan for a 20-year supply of suitable land for Sherwood to meet housing needs.

Objective 1.1 Identify opportunities to address land deficits shown in the Housing Needs Analysis within the existing city limits.

Objective 1.2 Accommodate future growth through annexation of areas within the Metro UGB and work with Metro to bring urban reserve areas into the Metro UGB as needed.

Objective 1.3 Ensure that the City has enough land to accommodate Sherwood's projected share of regional household growth, through regular monitoring and adjustments of available land in the Buildable Lands Inventory.

Objective 1.4 Maintain a minimum overall density of six (6) dwelling units a net acre, per the Metropolitan Housing Rule.

Policy 2. Plan for infrastructure development to support residential development.

Objective 2.1 Continue to coordinate capital improvement planning to ensure infrastructure availability on residential land and continue to pursue funding for needed infrastructure to support housing growth.

Objective 2.2 Coordinate with regional partners to develop infrastructure across the City to support housing growth across the City, ensuring availability of water and wastewater service and improving transportation access to the broader Portland Region.

Objective 2.3 Coordinate population, residential growth and infrastructure planning with the Sherwood School District to ensure that land is available for new schools as needed and that utilities can efficiently be provided to new school sites.

Policy 3. Maintain the quality of existing neighborhoods and ensure that new neighborhoods fit with Sherwood's character.

Objective 3.1 Encourage that existing neighborhoods benefit from access and connections to trails, parks, open space and neighborhood amenities as they are built in new neighborhoods.

Objective 3.2 Encourage infill residential development in areas near shopping, parks, transit and other major public facilities and services, with a focus on opportunities in the Old Town District.

Objective 3.3 Encourage housing is of a design and quality compatible with the neighborhood in which it is located.

Objective 3.4 Reduce the negative impacts of traffic, noise, parking, lack of privacy, and negative visual aesthetics, through compatible site and building design and buffering techniques, such varying densities and types of residential use and design features.

Policy 4. Foster complete neighborhoods that provide housing choice, serve daily needs, and are walkable, connected, safe and integrated with the natural landscape.

Objective 4.1 Utilize concept planning, master planning and the planned unit development (PUD) technique to foster flexibility, creativity and innovation in the division of land, siting of buildings and provision of community amenities such as trails and open space.

Objective 4.2 Encourage neighborhoods are designed in a manner that incorporates the following principles:

(a) Cultivate a mix of housing types that are designed in a way to enhance neighborhood character.

(b) Create walkable neighborhoods that respond to their surrounding landscape.

(c) Provide safe and effortless connectivity to schools, parks, and commercial centers for pedestrians, cyclists, and cars.

(d) Enhance existing natural assets and integrate greenspaces and parks into new development.

(e) Enhance Sherwood's small-town character and historic core through architectural balance and design that is accessible and inviting to all.

Objective 4.3 Make use of density transfer as a means of preserving open space and developing recreational areas within a single development.

Objective 4.4 Promote housing and site design that supports the conservation, enhancement, and continued vitality of areas with special historic, architectural, or cultural value.

Policy 5. Provide opportunities for the development of a range of housing types that are attainable to current and future households at all income levels, as described in the Sherwood Housing Needs Analysis, to maintain Sherwood's high quality of life.

Objective 5.1 Identify opportunities to increase residential development to balance the housing supply. Ensure the housing supply includes a mix of housing types and unit sizes at a range of housing prices and amenities throughout the City.

Objective 5.2 Support a variety of housing types such as, but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single story units, and extended family and multi-generational housing.

Objective 5.3 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.

Objective 5.4 Support homeownership opportunities in multi-dwelling housing by encouraging the creation of condominiums, cooperative housing, and limited equity cooperatives.

Objective 5.5 Collaborate with nonprofit organizations to provide opportunities for development of low-income housing such as rent-subsidized housing and other low-income housing in areas that have access to jobs, transportation, open spaces, schools, and supportive services and amenities.

OREGON HOUSE BILL 2001: HOUSING CHOICES

In 2019, the Oregon State Legislature adopted HB 2001, Housing Choices. By June 30, 2022 cities in the Portland Metro region and Oregon's other largest dozen cities (those over 25,000 population) must allow people to build duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas. The rational for the new rules is that these houses can be more attainable and meet the housing needs of many younger people, older people, and people who work but can't afford a large single-family detached house of their own.

People can still build detached single-family homes, and we expect most homes in residential areas to be built as such. Many cities already allow some of these housing types in certain areas. Not many have been built. Local knowledge of how to build these housing types will grow over time, and how many are developed will depend on local housing markets. Cities can set clear and objective siting and design requirements for these housing types (often called "middle housing" types), but these standards must apply to *all* housing, include single-family housing.

For more information on HB 2001 please visit the Department of Land Conservation and Development public overview webpage: https://www.oregon.gov/lcd/UP/Documents/HB2001OverviewPublic.pdf

City of Sherwood Residential Design Standards Code Update and Implementation of HB 2001

The City of Sherwood is undertaking a development code audit and needed development code amendments to support a range of community housing choices. The development code audit project aims to understand the existing barriers and future solutions to promote a larger supply of housing options for the community. Future amendments to the development code will provide an opportunity for a variety of housing types at various price points community for members at different stages of life; from recent college students to empty nesters, and retirees.

It is anticipated that new Residential Design Standards will be adopted and incorporated into the City's development code in 2021 for *all* housing types. Additional housing choices (duplexes, triplexes, fourplexes, and cottage clusters) with development standards (lot areas, dimensions, setbacks, landscaping, etc.) are expected to be adopted prior to June 30, 2022, compliant with the requirements of HB 2001.

For more information on this project, please visit the City's project page: https://www.sherwoodoregon.gov/planning/page/residential-design-standards-code-update-and-implementation-house-bill-2001-housing

How does Oregon House Bill 2001 affect Sherwood West?

The Oregon Land Conservation and Development Commission (LCDC) adopted Administrative Rules to help implement HB 2001. These administrative rules help prescribe standards guiding the development of new types (plexes, townhomes, cottage clusters) and establish minimum standards related to the siting and design. Sherwood West meets the definition for a "Master Planned Community" as a site area added to a Large City's UGB after January 1, 2021 for which the Large City proposes to adopt, by resolution or ordinance, a master plan or a plan that functions in the same manner as a master plan. Sherwood West will need to plan for infrastructure to accommodate twenty (20) units per acre; however, the overall density of Sherwood West is not determined and ultimately could be less than twenty (20) units per acre. The overall density of Sherwood West will be identified through this Concept Planning process and set through Metro's ordinance incorporating this area into the regional UGB.

APPENDIX C

Public Engagement Plan

PUBLIC ENGAGEMENT PLAN

DRAFT | May 14, 2021

Prepared by:
Angelo Planning Group
City of Sherwood

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Project Overview

The purpose of this project is to prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan was approved by the Sherwood City Council in 2016. It was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. However, there have been significant changes in Sherwood and surrounding areas since the Preliminary Concept Plan's local approval: the Sherwood School District constructed a new 350,000 square foot high school on 73 acres inside the Sherwood West area; Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas; and the City is nearing completion on a major update to its Comprehensive Plan, which has not been updated since 1990. In addition, the State of Oregon adopted House Bill 2001 in 2019, which allows for the development of middle housing types within areas zoned single-family residential. This Concept Plan project will take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth. The outcome of this "re-look" will be a Sherwood West Concept Plan that is compliant with Metro Title 11, Planning for New Urban Areas.

Goals and Outcomes

Outreach will be an integral part of this project, both for specific details of the Concept Plan and as part of the community's broader ongoing conversation about housing, employment, transportation, and cost of services. Community members who live and/or seek future annexation and development opportunities in the Sherwood West area will be most affected by the project's outcomes. Other key stakeholders are expected to include area neighbors, local business owners, property owners, students at the new Sherwood High School, and community members from historically-underserved populations. **The City of Sherwood is committed to an inclusive and transparent planning process. Community engagement is crucial to guide the development of a representative, sustainable plan.** The goals of the public engagement process for this project are to:

- Communicate complete, accurate, understandable, and timely information to the greater Sherwood community throughout the course of the project.

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

The outcome of this public engagement process will be a Concept Plan that reflects the community's vision and desires for the Sherwood West area, balance the diverse interests of project stakeholders, and is feels true to Sherwood.

A NOTE ABOUT THE COVID-19 PANDEMIC

Due to the ongoing COVID-19 pandemic, the majority of public engagement activities are expected to occur virtually. The project team will continue to monitor the situation and will resume in-person events and meetings if and when it becomes safe to do so. We hope to see you in person soon!

Key Messages

The City will be the key point of contact for all communications with the public regarding this project. The City will also be the lead for notifications, emailing lists, media contact, and event logistics. The following key messages summarize the **what, where, why, when**, **who,** and **how** of the project, and constitute the basic talking points when communicating with the public about the planning process.

- **What:** The City of Sherwood is taking a second look at Sherwood West to prepare a Concept Plan for the area. The Concept Plan will address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth in Sherwood. This plan is not starting from scratch; it will build from the Sherwood West Preliminary Concept Plan, which was adopted in 2016.
- **Where:** Sherwood West is a 1,291-acre area located west of the existing city limits and outside the Urban Growth Boundary (UGB). It is bound by SW Lebeau Road to the north and SW Chapman Road to the south. Sherwood West is a designated Metro urban reserve (Urban Reserve Area 5b) and is the largest of Sherwood's three future growth areas.
- **Why:** Sherwood has seen significant changes since the adoption of the Preliminary Concept Plan in 2016, both on-the-ground and in the regulatory and planning context. In 2018 the Sherwood School District annexed a portion of the Sherwood West area into city limits and constructed a new 350,000 square foot high school, which was completed in 2020 and is expected to open to students in 2021. The State of Oregon adopted new housing rules (House Bill 2001) in 2019, which allow for the development of middle housing types within areas zoned single-family residential. In 2020

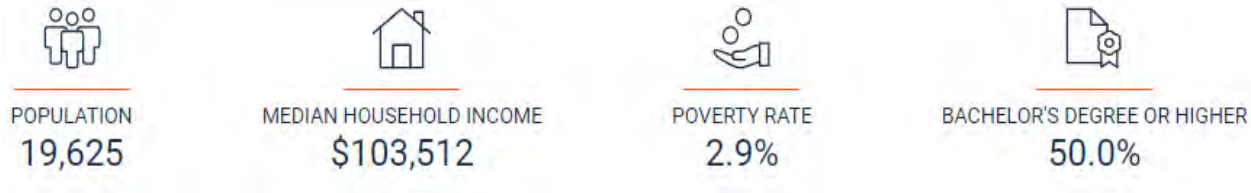
Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas such as Sherwood West. In addition, the City is nearing completion of a three-year planning and visioning process to update its citywide Comprehensive Plan, with adoption of the new plan expected to occur in summer 2021.

- **When:** This project will kick-off in May 2021 and will take approximately 15 months to complete.
- **Who:** The Concept Plan project team includes staff from Sherwood's Community Development Department, supported by a team of consultants led by Angelo Planning Group that includes Walker Macy (urban design), Leland Consulting Group (economics), and DKS Associates (transportation). The process will be guided by input from two advisory committees. The Community Advisory Committee (CAC) is made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The Technical Advisory Committee (TAC) will be comprised of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean Water Services, Oregon Department of Transportation, and regional economic and housing development professionals.
- **How:** As this project gets underway, the Sherwood community will see articles in local community newsletters; city social media posts to Facebook, Twitter, Nextdoor; public meeting notices online and flyers; 'pop-up' engagement at local community events (consistent with COVID-19 protocols); online surveys; engagement with Sherwood High School students and families; and Frequently Asked Questions sheets. In addition to these opportunities, feedback is always welcome via email at any point in the process.

  If you would like to submit a comment or question to the project team, or you are interested in subscribing to the Sherwood West Re-look Email Interested Parties list, please send an email to: palmere@SherwoodOregon.gov

Sherwood Demographics

The following demographic profile is a snapshot of Sherwood today.



Source: 2019 American Community Survey 5-Year Estimates

According to estimates from the American Community Survey (ACS), the population of Sherwood in 2019 was 19,625. Around 89 percent of Sherwood residents identify as White, and nearly six percent identify as Hispanic or Latinx. Over five percent of residents identify as Asian (alone or with some other race), almost two percent identify as American Indian or Alaskan Native (alone or with some other race), one percent identify as Black or African American (alone or with some other race), and less than one

percent identify as Native Hawaiian and Pacific Islander (alone or with some other race).[1] ACS data also indicates that nearly 90 percent of Sherwood residents speak English at home, and nearly four percent speak Spanish at home.

In addition to these demographics, recent trends identified in the City's 2019 Housing Needs Analysis indicate that:

- **Sherwood's population is growing.** Sherwood grew by 6,600 people between 2000 and 2013, at a rate of nearly 3.5% per year—well above the regional average.
- **Sherwood's population is aging.** People aged 45 years and older were the fastest-growing age group in Sherwood between 2000 and 2010.
- **Sherwood is attracting younger people and more households with children.** Nearly 50% of Sherwood households have children, which is significantly higher than in Washington County or the Portland region generally.
- **Sherwood's population is becoming more ethnically diverse.** Sherwood's percentage of people who identify as Hispanic or Latinx grew from 4.7% in 2000 to about 6% in 2019.

Communications and Outreach Tools

The City is committed to equitably engaging the public on this project and is employing multiple types of communication and outreach tools in order to engage the full range of Sherwood community members. The following table includes informational tools and activities that will be used throughout the project to inform a broader public audience and solicit input related to needs and possible planning concepts. Where possible, project materials developed as part of these tools and activities should be made available in both English and Spanish.

Tool/Activity	Description	Audience	Timing
Community Advisory Committee (CAC)	The CAC will be made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The City Council will appoint CAC members through an open application process. CAC meetings will be open to the public, and each meeting will include dedicated time for non-CAC members to provide input.	General Public	May 2021 through May 2022(7 meetings total)
Technical Advisory Committee (TAC)	The Technical Advisory Committee (TAC) will be composed of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean	Agency Partners & Service Providers	May 2021 through May 2022

[1] 2019 American Community Survey 5-Year Estimates

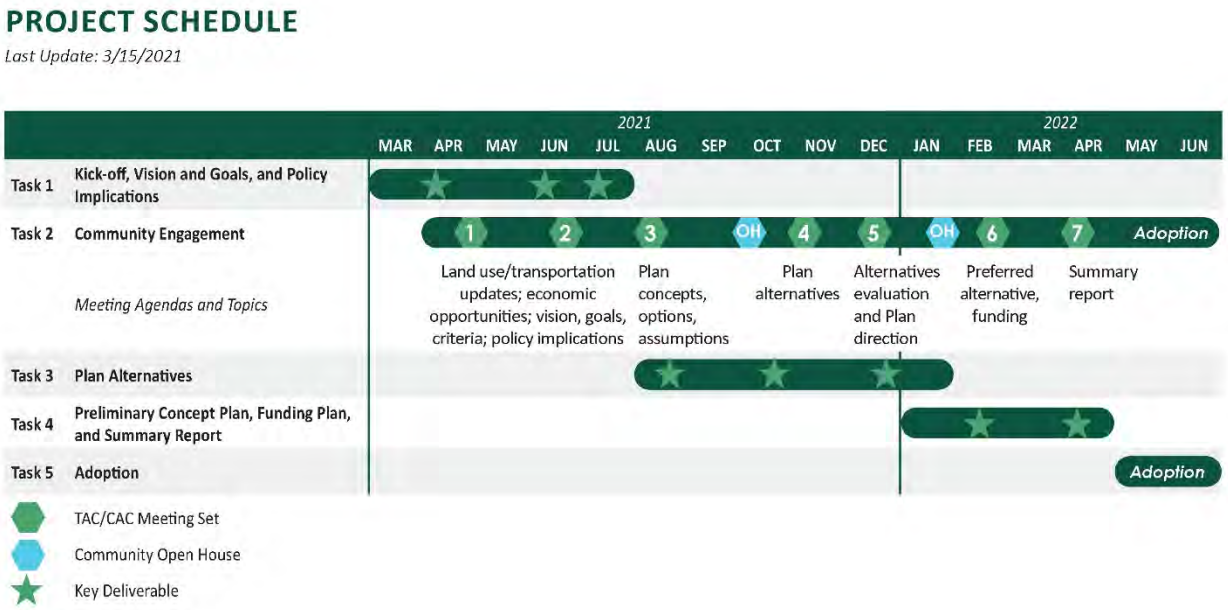
Tool/Activity	Description	Audience	Timing
	Water Services, Oregon Department of Transportation, regional economic and housing development professionals will also provide input into this work. City staff will lead the recruitment of TAC members.		(7 meetings total)
Community Open Houses and Surveys	Two community open houses will be held at key points in the planning process. These community-wide events are intended to engage the greater Sherwood community and provide opportunities for a diverse range of community members to review and comment on issues, alternative approaches, and draft recommendations. They are expected to include a combination of live events (either online or in-person, depending on the status of the COVID-19 pandemic) and will also include an online survey component that will remain open for several weeks to gather additional feedback from community members who were unable to attend the live event. Community members will be notified about upcoming open house events through the use of social media posts, emails, postcards, newsletter advertisements, and website banners.	General Public	Fall 2021 and early Spring 2022
Stakeholder Interviews	As part of the project team's research on economic opportunities and potential challenges, Leland Consulting Group will conduct five interviews with local and regional economic development officials to explore how technology, health care, office, hospitality including farm to table concepts, retail, and other employment uses might evolve in Sherwood West.	Economic Development Officials	June 2021
Project Website	A project website hosted by the City's will be used as the main repository of project information, including draft and final deliverables, upcoming meeting announcements, and contact information for project staff. The website will be updated frequently over the course of the project to keep interested parties up to date on current information and opportunities to be involved. https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look	General Public	Ongoing
Interested Parties Email List	The City will maintain a database that includes email addresses for interested parties and important	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	stakeholder groups in the project area. The database will be updated as the project progresses and will track individuals and groups who express interest in the project. The database will be used for notification of upcoming engagement opportunities and communicating project progress, draft deliverables, and key milestones.		
Local Newsletter	Articles with project information will be included as part of the City's e-newsletter and will be shared with past and current subscribers to share information, increase project awareness, and provide additional avenues for community input.	General Public	Ongoing
Social Media	The City's social media accounts will be used to share information, increase project awareness, and provide avenues for community input.	General Public	Ongoing
Pop-Up Events	The City anticipates conducting several pop-up engagement events at planned local events such as farmers markets, fairs, or festivals. Specific dates or events have not yet been identified. Any engagement that occurs as part of these events will be conducted in accordance with current COVID-19 social distancing protocols.	General Public	Ongoing, beginning in summer 2021
Property Owner Mailings	To ensure that all property owners and residents in the Sherwood West area are aware of the project and process, the team will send postcards and/or pamphlets with project information via mail at key points in the process, including at the outset of the project, prior to community-wide events, and prior to the final CAC/TAC meeting.	Area Property Owners and Residents	Ongoing
Project Snapshots/FAQs	The project team will prepare public-friendly summaries of project progress, findings, alternatives, and conclusions at key points in the process. These "snapshots" are intended to capture and distill project information and in a fun and easily-digestible way for consumption by the greater Sherwood community.	General Public	Ongoing
Printed Materials	The project team will develop eye-catching graphic posters, postcards, flyers, and/or brochures with project information to display at local businesses, community centers, parks, grocery stores, and other locations frequented by community members. These materials will include links to the project	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	website, information about upcoming opportunities to engage, updates on project milestones, and contact information for project staff.		

Project Schedule

The following schedule outlines the tasks and key deliverables, as well as preliminary timing for TAC/CAC meetings and community open houses. This schedule is preliminary and subject to change; it may be updated over the course of the project.



APPENDIX D

Open House #1 (Online) Summary

OPEN HOUSE #1 SUMMARY

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
FROM: Kyra Haggart and Joe Dills, Angelo Planning Group
DATE: April 28, 2023

Introduction

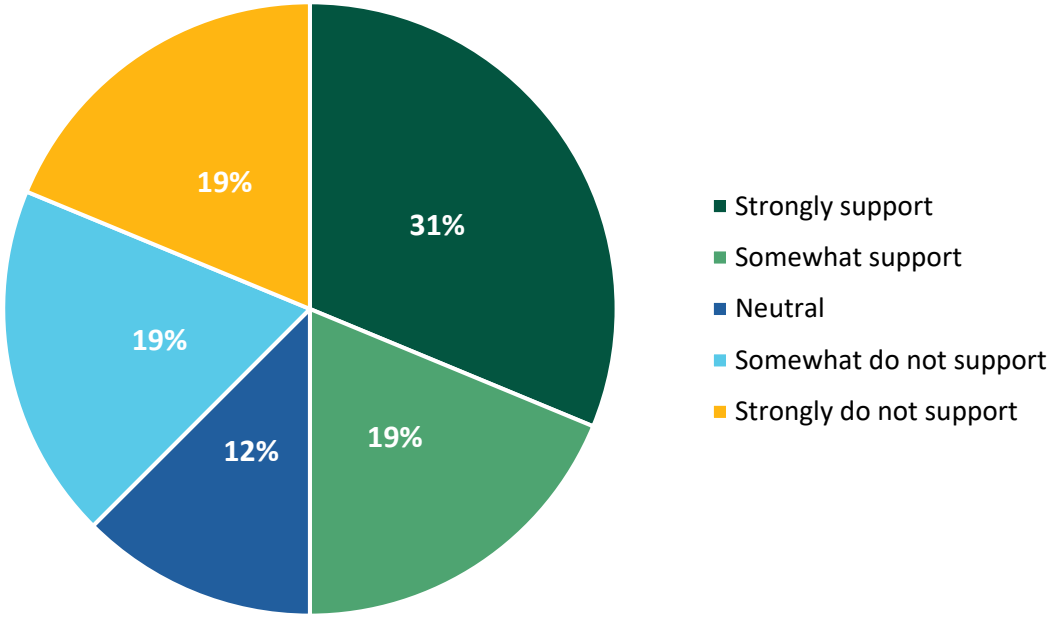
This memorandum provides a summary of the results from the Sherwood West Concept Plan Online Open House #1. The Online Open House survey questions were available from Wednesday, October 6 through Sunday, October 24, 2021. A link to the Online Open House was posted to the project website and the City's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

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

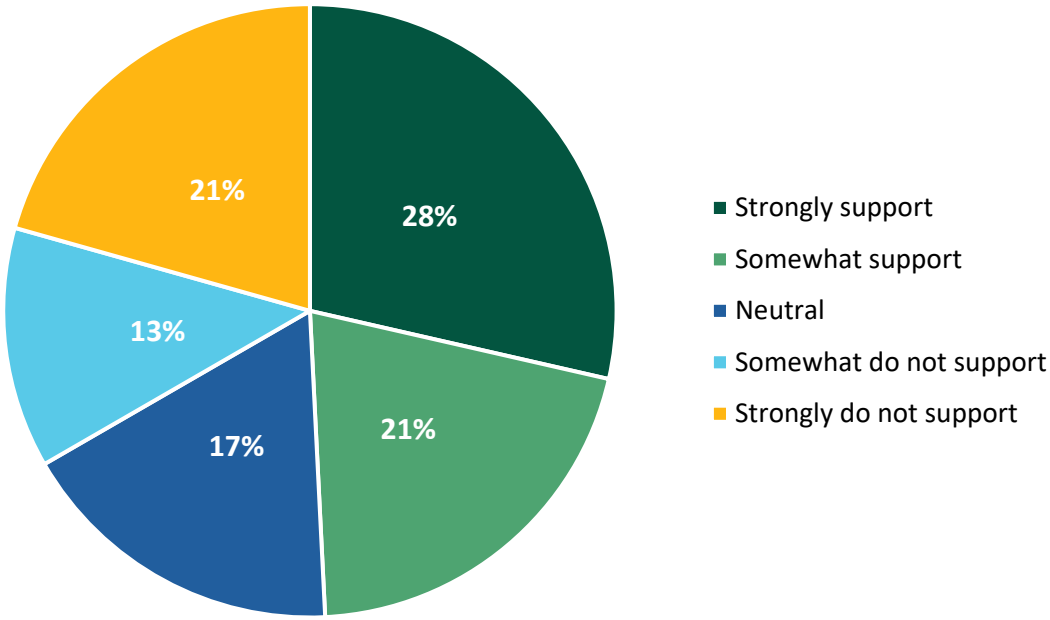
Survey Results

VISION, GOALS, AND EVALUATION CRITERIA

What is your level of support for the vision statement?



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



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

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

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

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

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

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

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

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

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

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

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

- I am concerned about the special interest groups pushing industrial and commercial near that high school. I do not think that is in the best interest of the Sherwood community. The Tualatin Sherwood Road area is already an established and growing industrial and commercial zone. There is no reason to plant industrial and commercial zoning around or near the high school.
- Instead of worrying about ""complementing"" the growth on Urban Boundary's western edge, why not protect the rural feel we have and instead build better roads, expand them and help revitalize downtown? I think if you asked the citizens you would find most have no desire for Sherwood to get bigger. That abomination of homes on Roy Rogers and Scholls Ferry drives taxes I am sure but not a single person I have talked to thinks it improves Tigard in any meaningful way. Its one of the reason I left that city. All money, no heart. Sounds like Sherwood is headed that way too. The vision is misguided. Goals are better served investing in the community at hand.
- Include a focus on wine and food oriented hospitality.
- It would be nice to see more hospitality industry along the 99 corridor to accommodate wine tourism - hotel, restaurant, etc.
- It's bad enough seeing all the development and farm land taken away at the end of Roy Roger's and Scholls ferry... we don't want it continued down to us in Sherwood.
- Without a West Side bypass this plan is a Mess. With the massive development to the North, South Beaverton, the massive King City project and lack of long term transportation network this is going to be a mess. No major manufacturing or distribution company is going be land locked from a major highway system i.e. I-5,217,26. The idea that we crowd the roads to the point of misery to get people out of their cars is not and will not be a effective plan, just wishful thinking and piss poor planning.
- There is already an epidemic of clear cutting trees on rural lots, and I don't want to see it get any worse. Your statement: "Existing mature trees and areas of dense tree canopy are preserved WHERE FEASIBLE" means that developers like Metropolitan Land Group and Randy Sebastian of Renaissance Homes don't have to bother - it's cheaper for them to destroy all of the trees so their heavy equipment can roll through faster and their profits add up faster too (to them, it's not feasible to save any trees). Frankly, I don't care about their profits - I care about my community. It happens over and over again. The little tiny trees they commit to planting in their developments are not equivalent to the 100-year-old fir trees that provide shade & oxygen, and rid C02 from our environment. These monstrous developments, like Metropolitan Land Group’s River Terrace 1 & 2, are speeding up global warming. I urge you to stop this plan.
- Reverse the sale...give the developer/ builder all who is involved money wise... give them their money back!
- PLEASE DON'T LET IT HAPPEN
- It is a very delicate balance to keep small town feel and walkability with transportation growth and integration of nearby urbanizing areas. The inevitable compromises that come with these projects

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

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

MIXED EMPLOYMENT AREAS

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

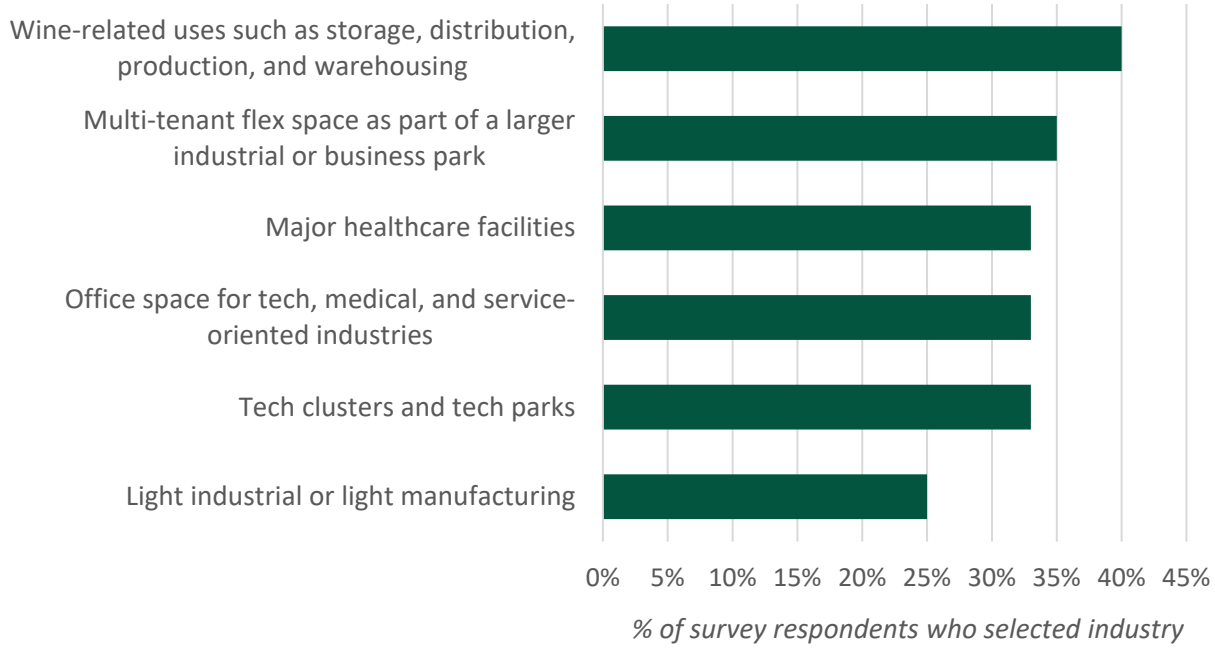
- No, no, no! There are many "For Lease" signs all around Sherwood in industrial sites and strip malls. This means that there is a great deal of unused business real estate at present, and so there is no need to develop more business land/properties. Use the current vacant properties first, and only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

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

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

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

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



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

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

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

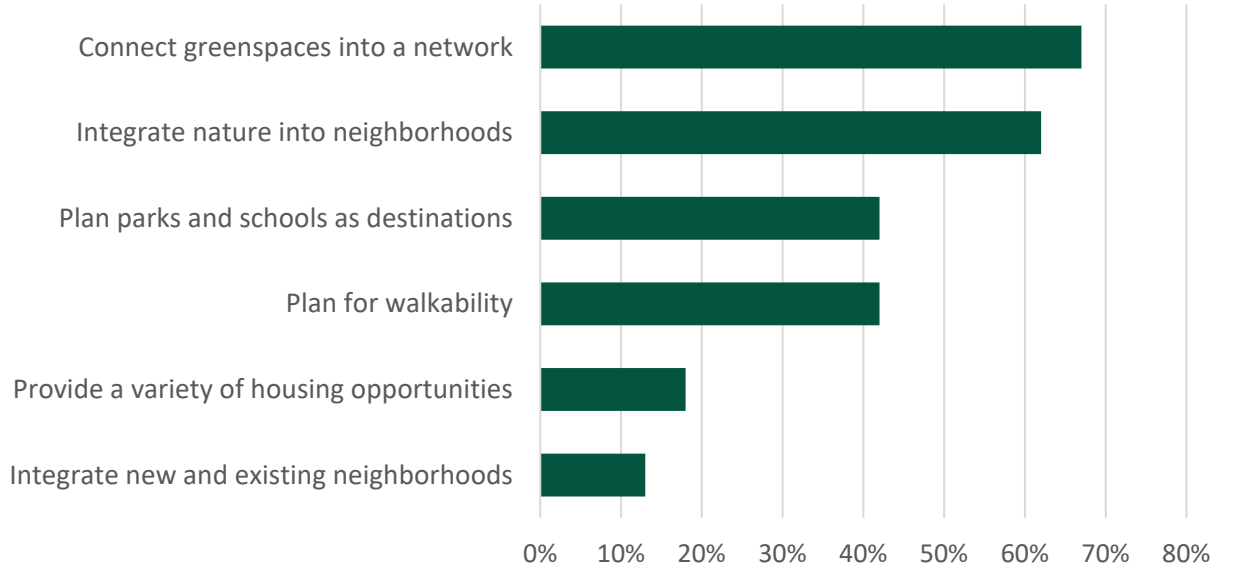
Is there anything else you would like to tell us about mixed employment in Sherwood West?

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

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

GREAT NEIGHBORHOODS

Which great neighborhood principles are the most important to you?



% of survey respondents who selected principle as a top priority

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

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

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

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

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

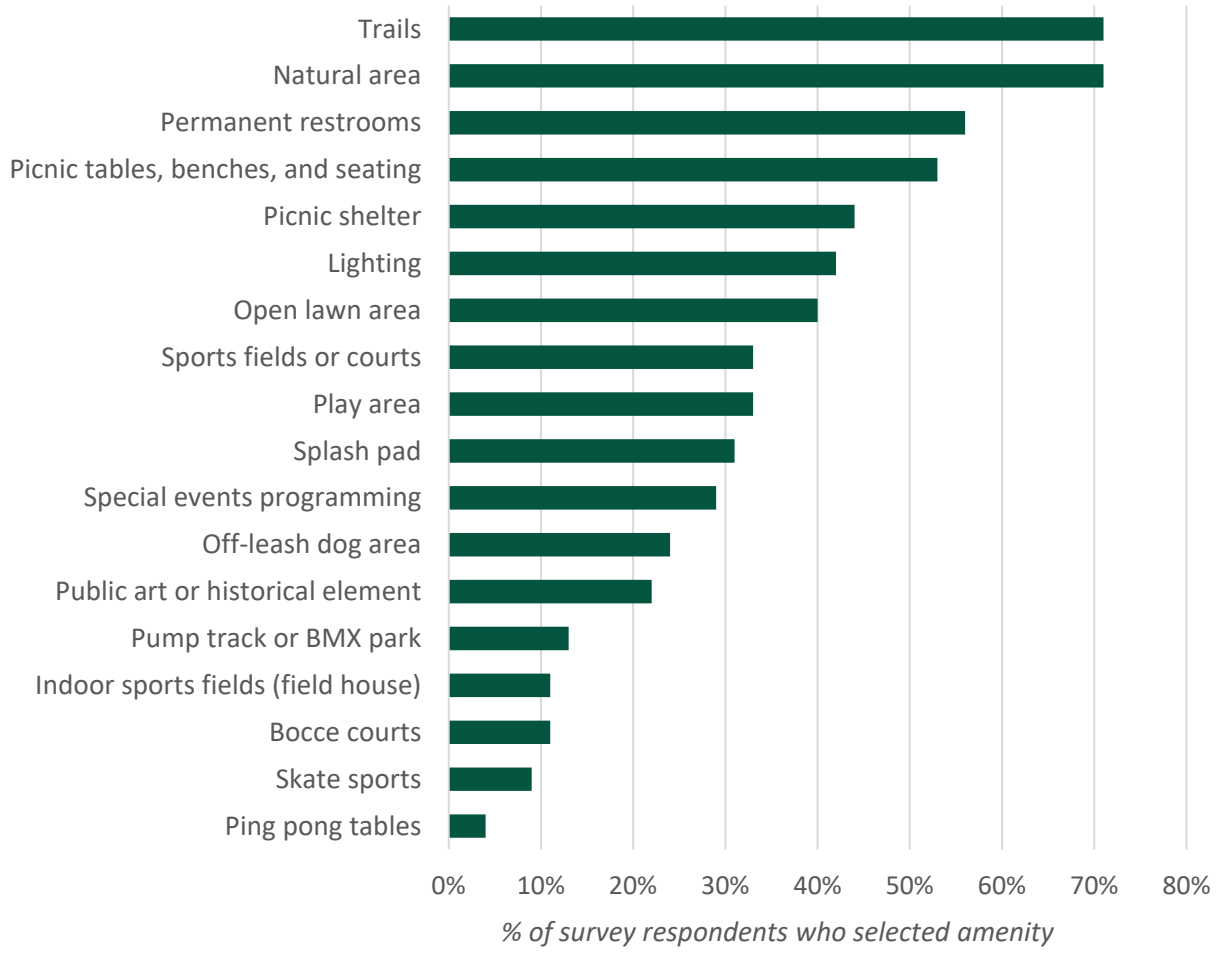
- Let's fully occupy, or even build up, existing land within Sherwood before expanding into this western area. Looking at item #4 below: Why does Sherwood need to grow? ""If you build it, they will come."" This will prove true. The opposite also holds: Don't build and the town remains small - which I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

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

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

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

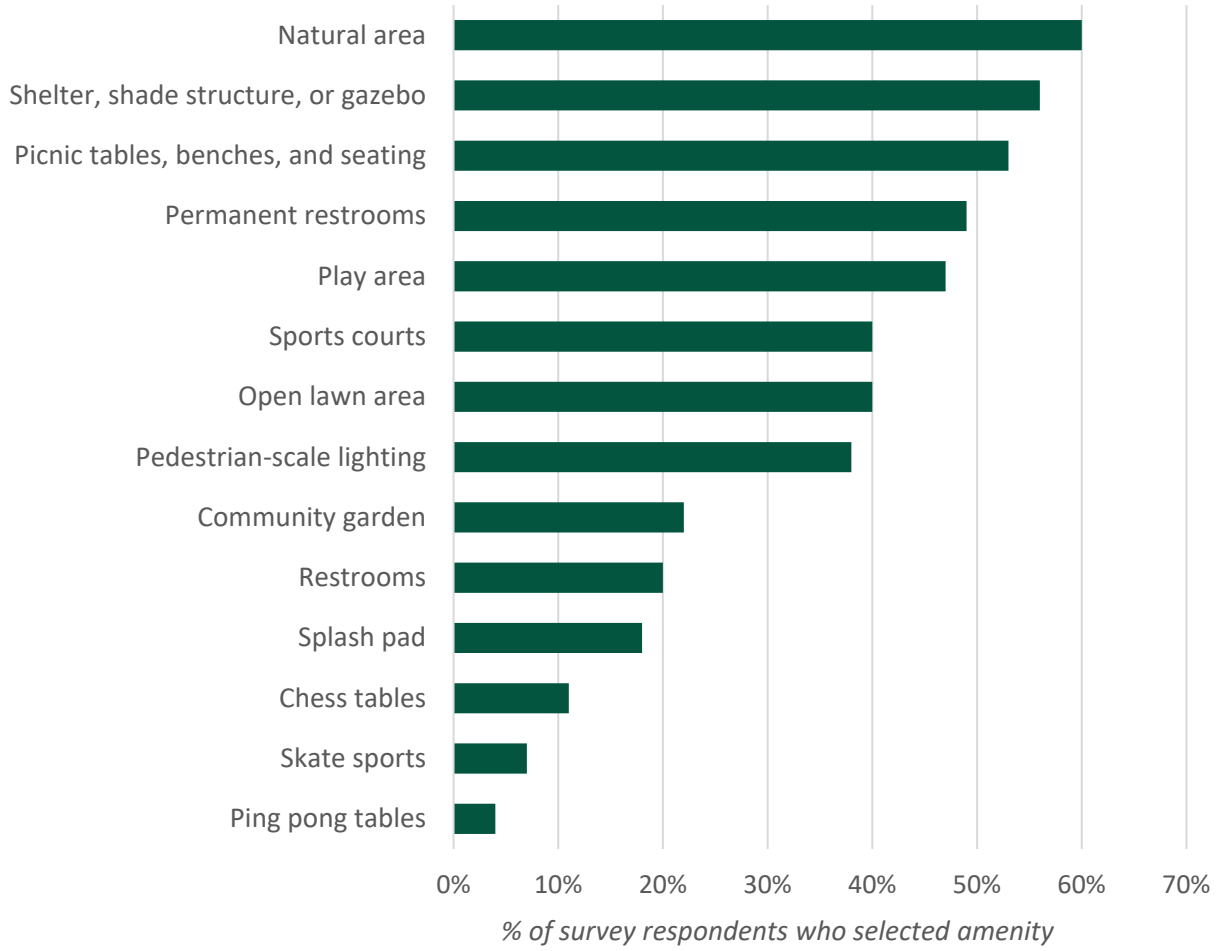
What types of activities and resources would you like to see at a future community park in Sherwood West?



Other:

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

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



Other:

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

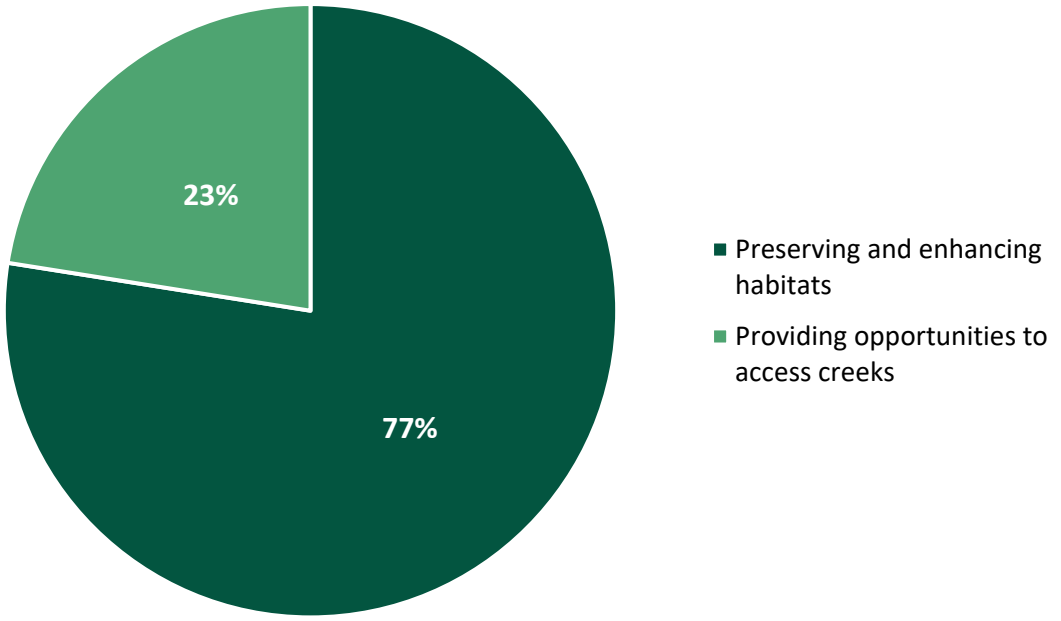
Is there anything else you'd like to tell us about creating great neighborhoods in Sherwood West?

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

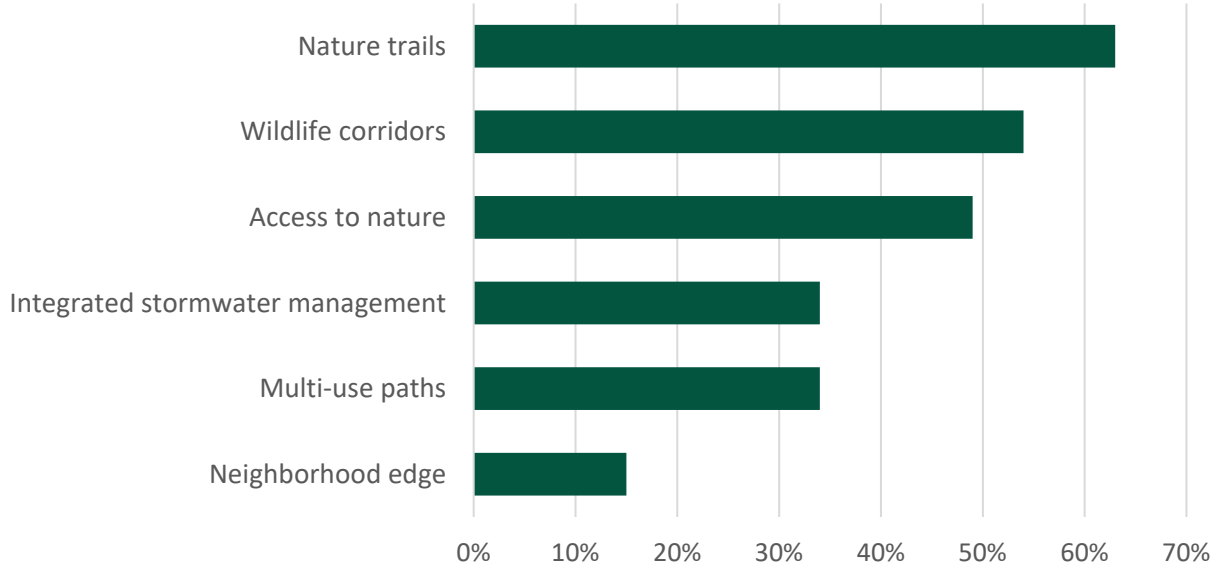
- Middle housing and attainable housing is a must. Better opportunities to purchase, Mixed neighborhoods are needed.
- Walkability and natural areas Sherwood and Joe Dills and his team have got down, but multi-modal connections between neighborhoods and all other uses in Sherwood West need to be carefully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

CHICKEN CREEK GREENWAY

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



Which greenway elements are most important to you?



% of survey respondents who selected element as a top priority

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

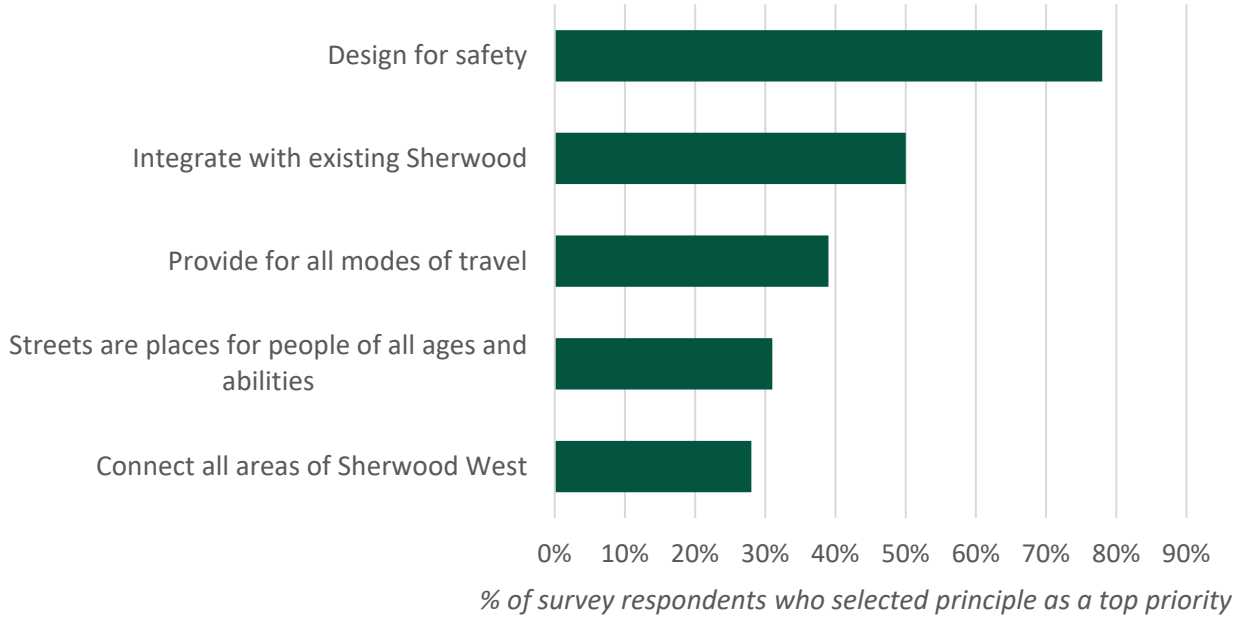
- As much of the forest as possible.
- No, great job!
- cedar creek
- No
- Sherwood is just a very sad story. Our family is looking to move out towards McMinnville. All you see everywhere in Sherwood is destruction. Tualatin Sherwood, every little piece of land going to development. And this shooting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

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

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

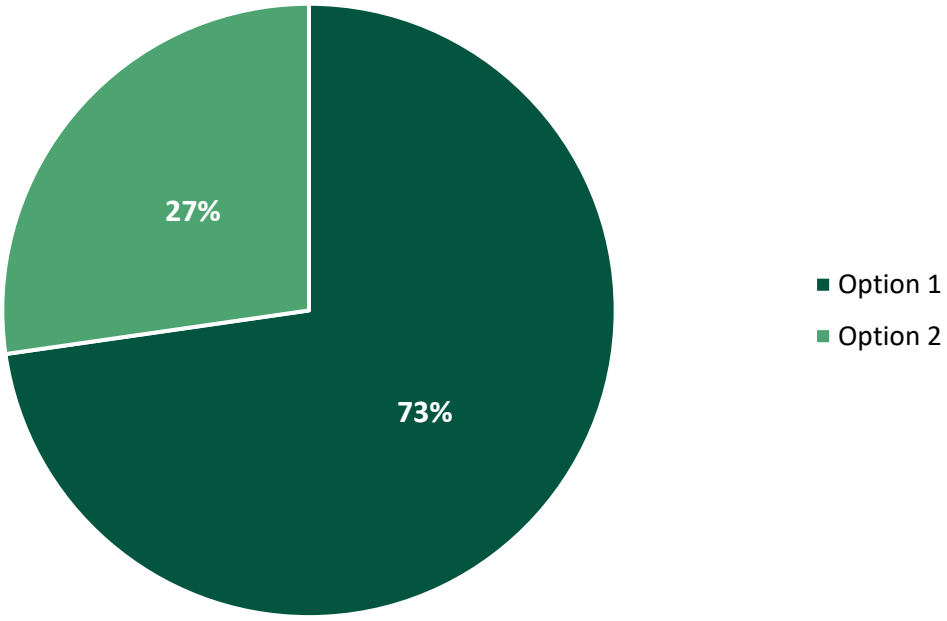
LIVABLE AND CONNECTED STREETS

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



% of survey respondents who selected principle as a top priority

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



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

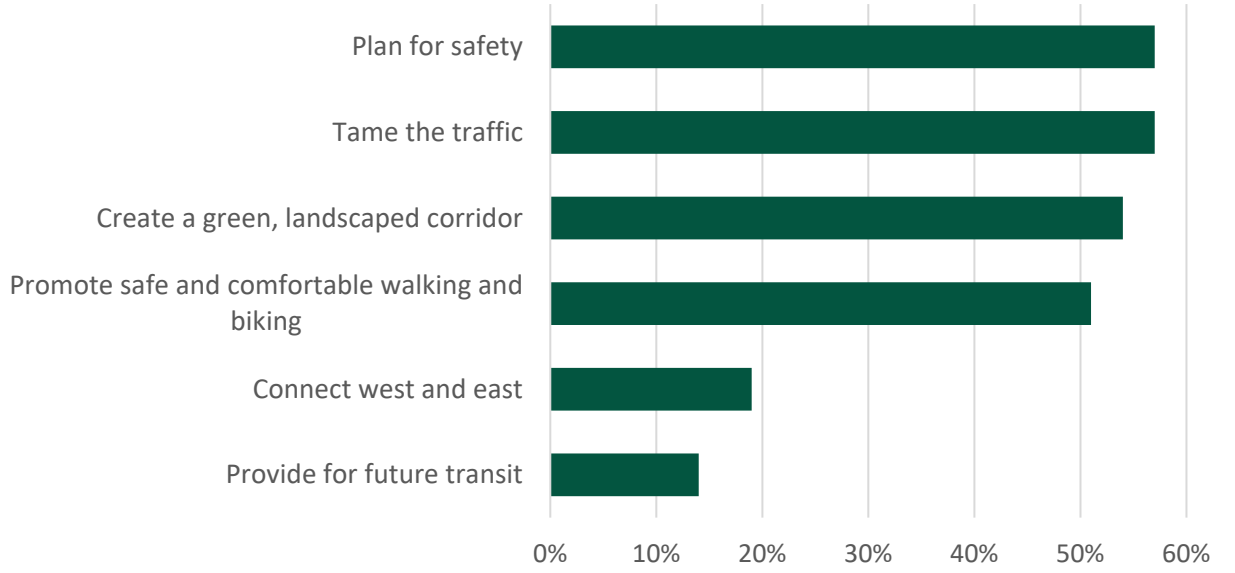
- Edy & Elwert intersection, in its current form, is extremely dangerous. Option 1 is far better than Option 2. Also, Edy Road should be repaved. The current asphalt is rough and creates very loud road noise. A smoother surface is needed for this road.
- We like the idea of developing as many of the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

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

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

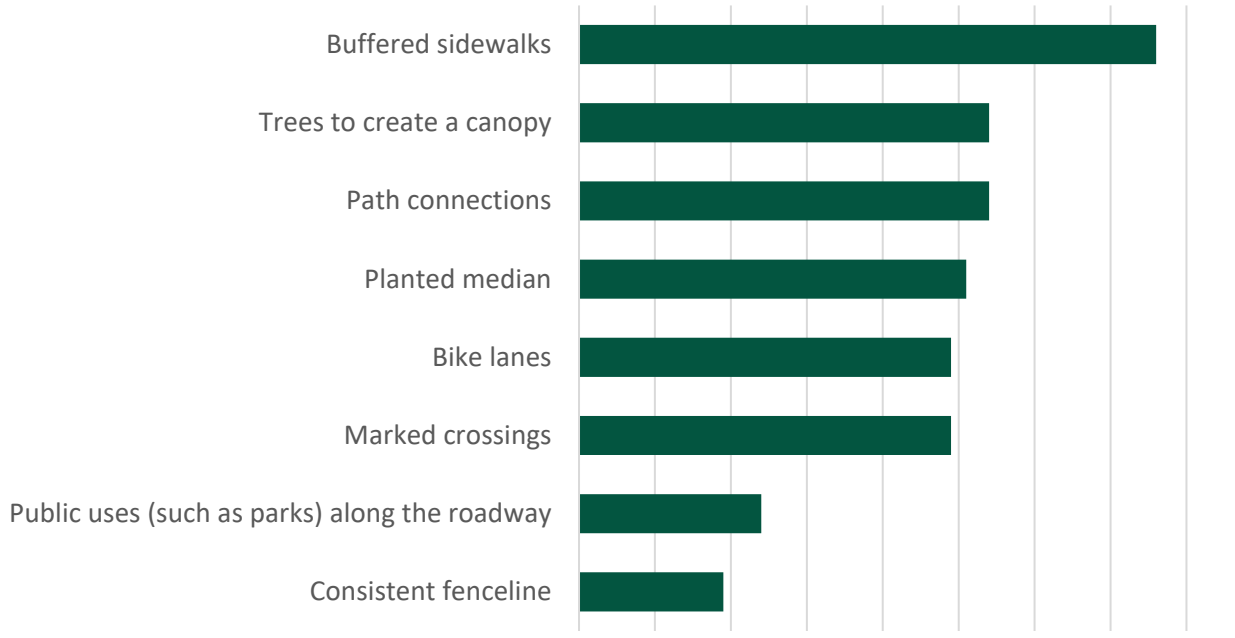
ELWERT ROAD DESIGN CONCEPT

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



% of survey respondents who selected principle as a top priority

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



% of survey respondents who selected element as a top priority

Other:

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

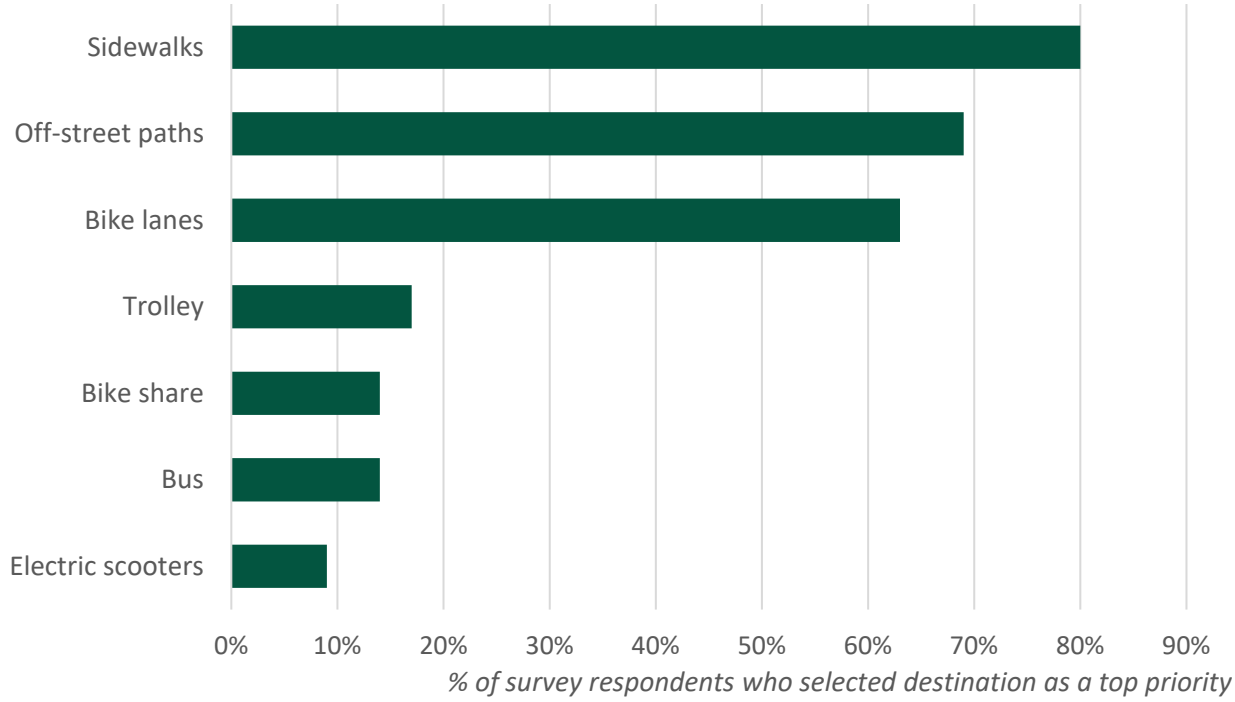
Is there anything else you would like to tell us about the design of SW Elwert Road?

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

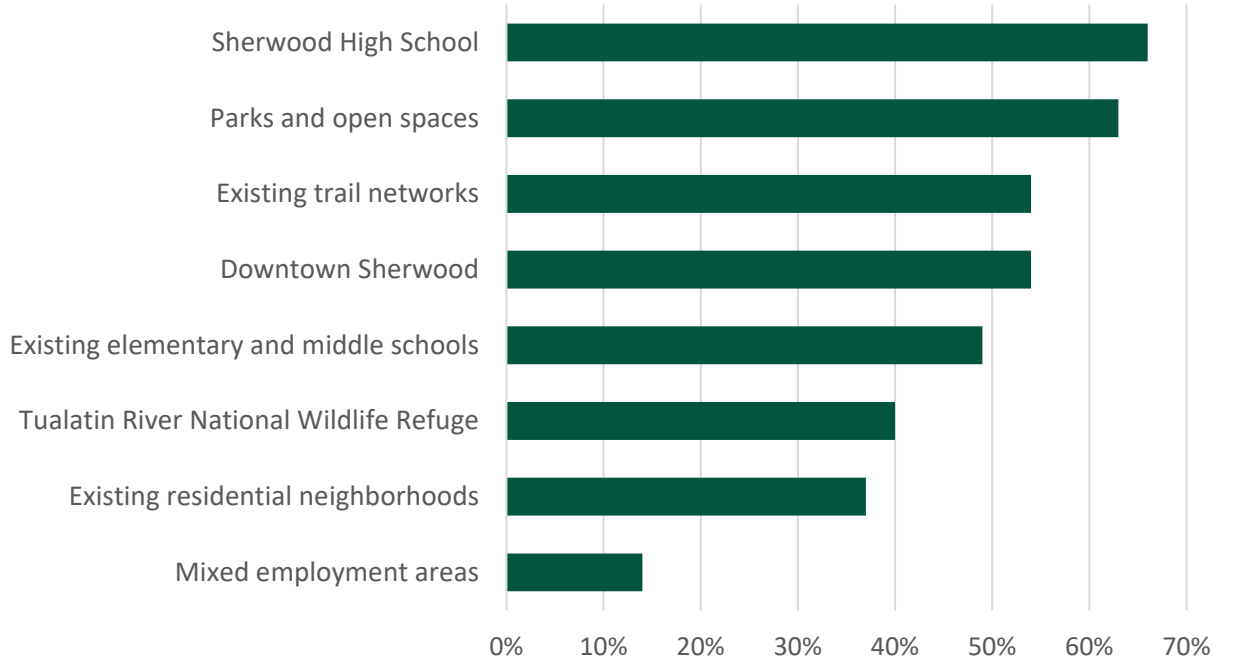
- Better foot paths to the High School - over passes potentially so traffic is not impaired and can accommodate the high influx and exodus of traffic to and from the High School.

ACTIVE TRANSPORTATION

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



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



% of survey respondents who selected destination as a top priority

Other:

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

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

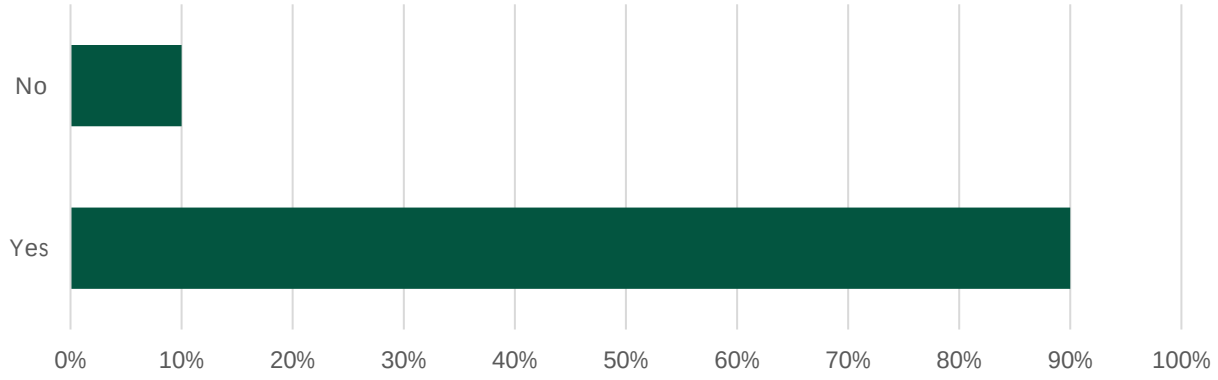
- We like the idea of the Chicken Creek Greenway and active transportation and trail system as conceptually planned. We like the idea of affordable bus service through Sherwood West and believe that the Elwert/Edy Option 2 plan with roundabout in upland areas in the SW and/or NE of that intersection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

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

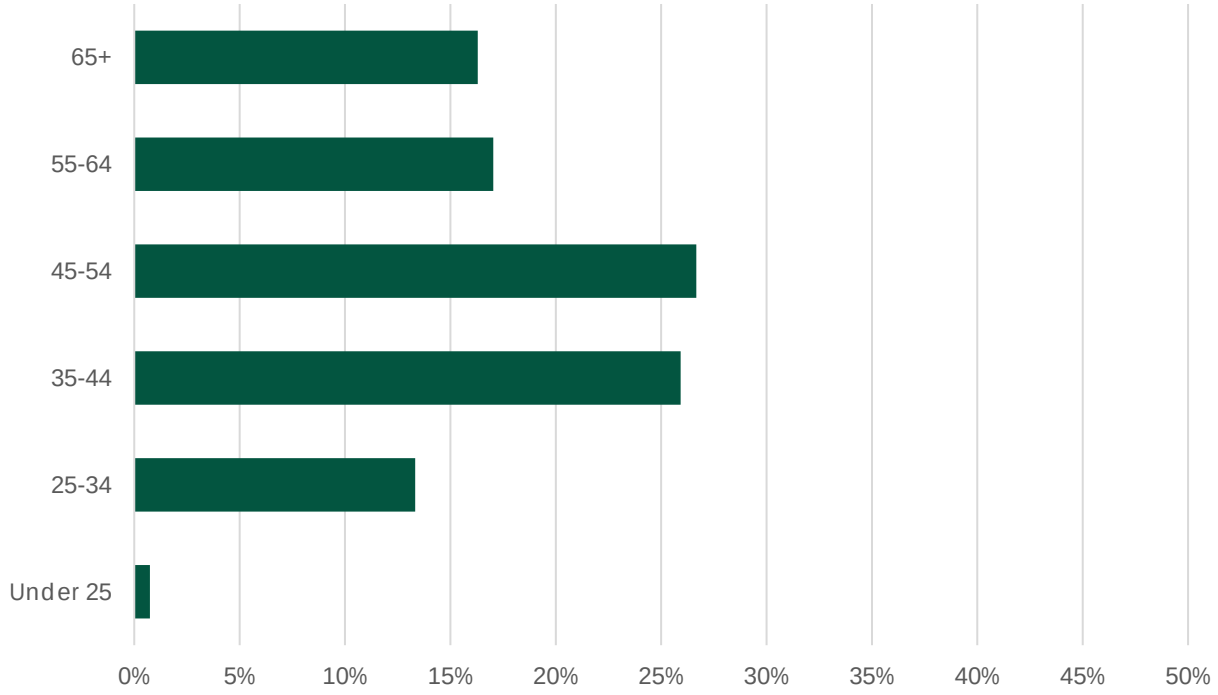
- Connect Sherwood to regional bike paths. I would like to safely bike across Sherwood but bing able to safely connect to other communities is important too.
- There are better places to bike and walk. I don't want the environment changed to accommodate bikers, pedestrians, more homes, and businesses.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

Survey Respondent Demographics

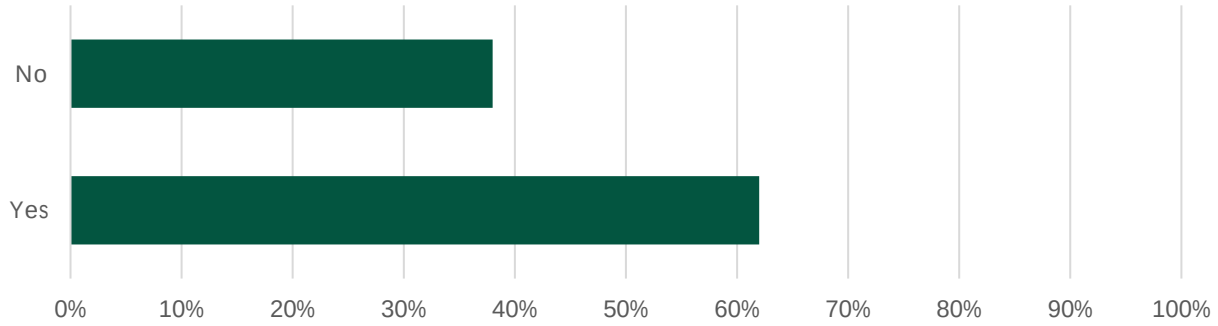
Are you a resident of Sherwood?



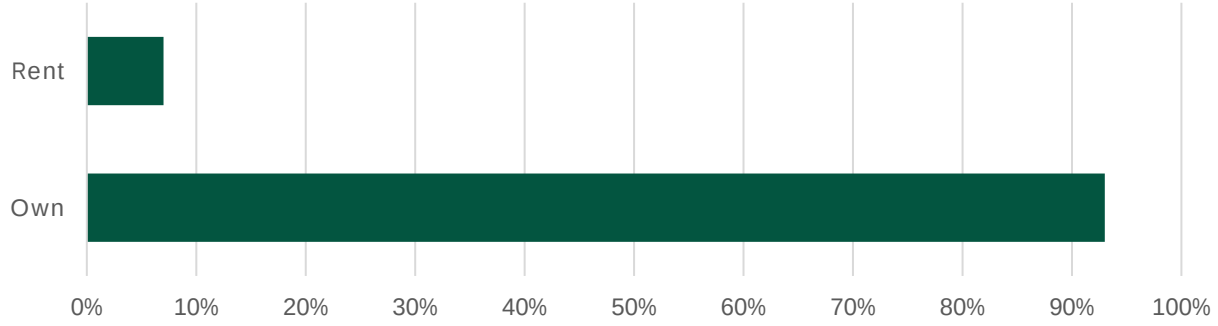
What is your age?



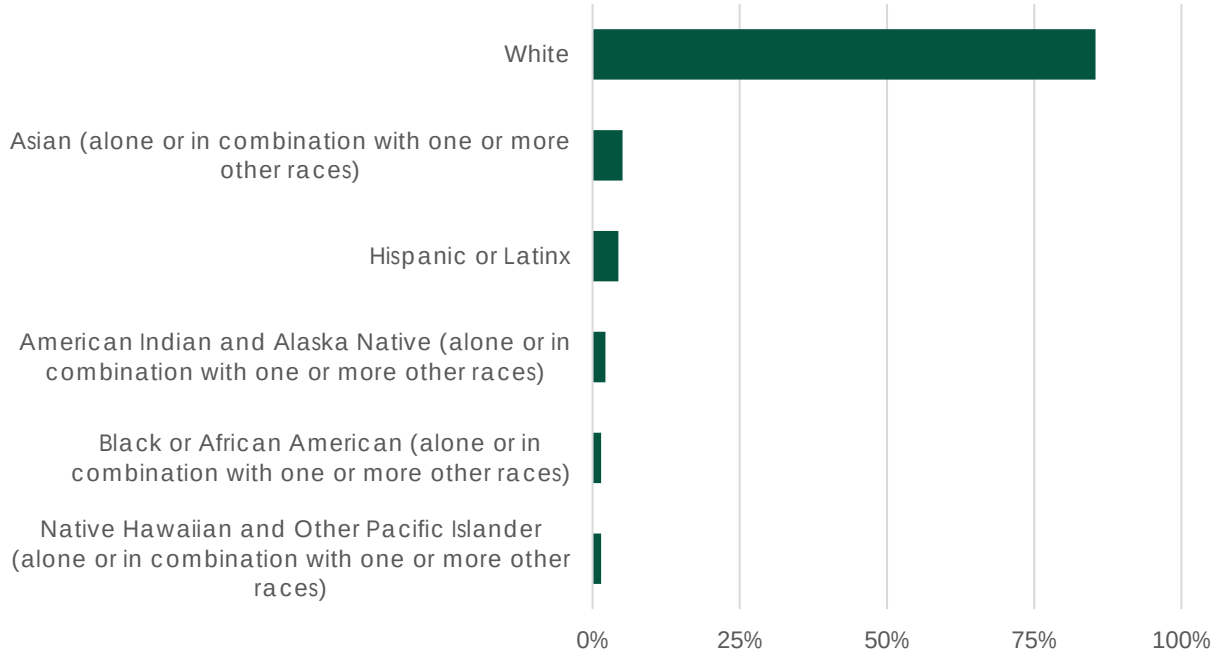
Are there children in your household?



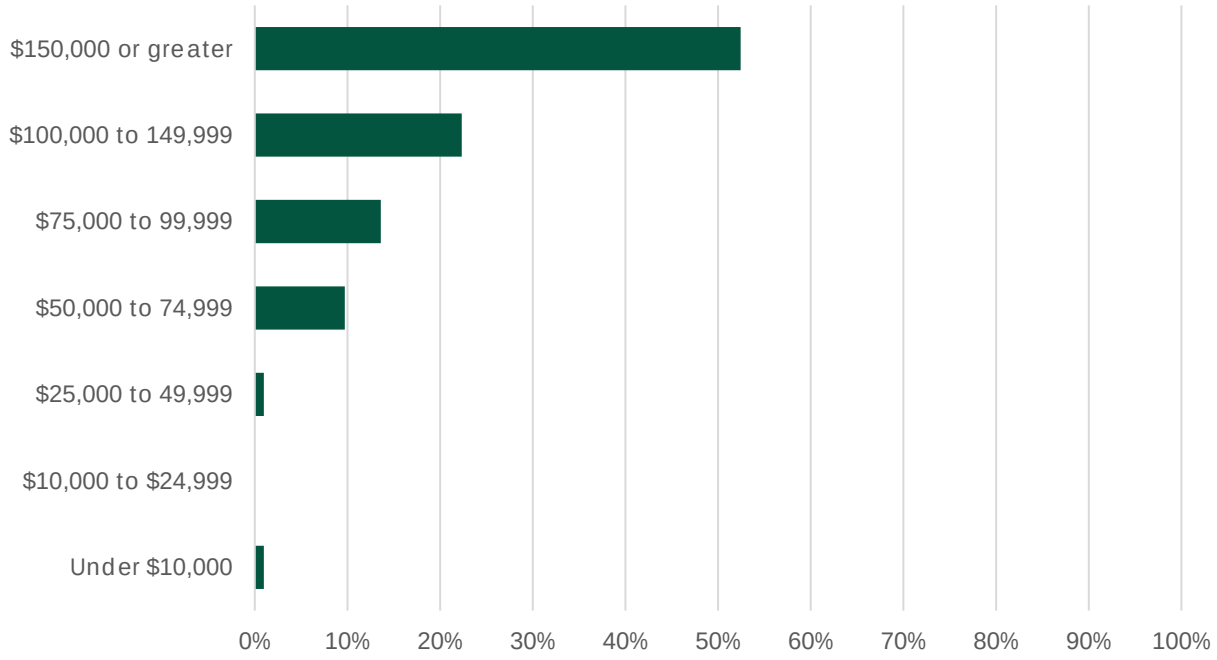
Do you rent or own your home?



How do you identify your race or ethnicity?



What is your annual household income?



APPENDIX E

Open House #2 and Survey Summary

OPEN HOUSE #2 SUMMARY

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

Introduction

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

Open House

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

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

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

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

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

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

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

Online Open House / Survey

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

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

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

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

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

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

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

Survey Results – Land Use Alternatives

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

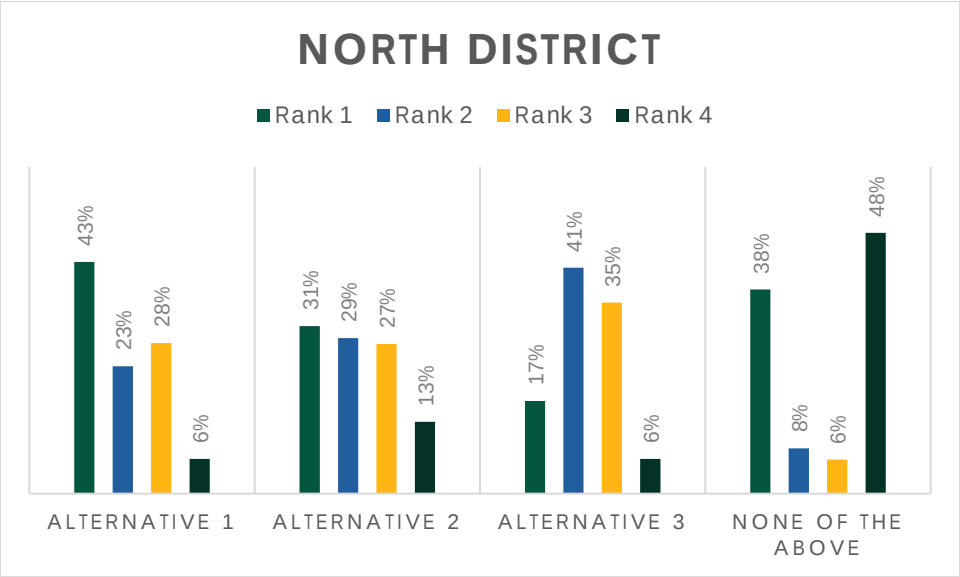
Following each chart is a summary of the key themes from the written responses (what did you like/not like, etc.). A full survey report with all individual written responses is included as Attachment C.

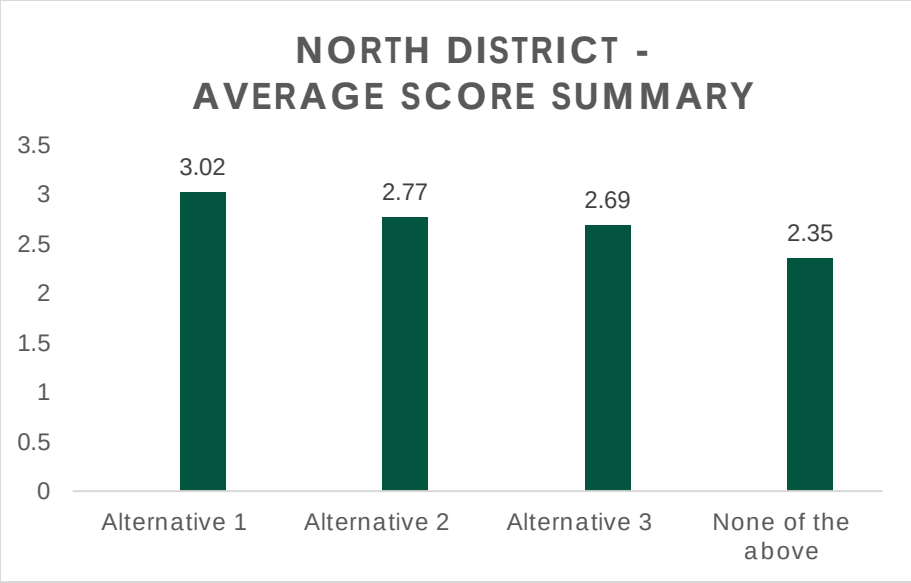
[NOTE: This is not a scientific survey. The online open house was intended as an additional way for people to get information and participate, but it does not reflect a representative sample of Sherwood resident's opinions about Sherwood West.]

NORTH DISTRICT

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

[102 answered; 2 skipped]





Themes from Written Responses:

Likes:

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

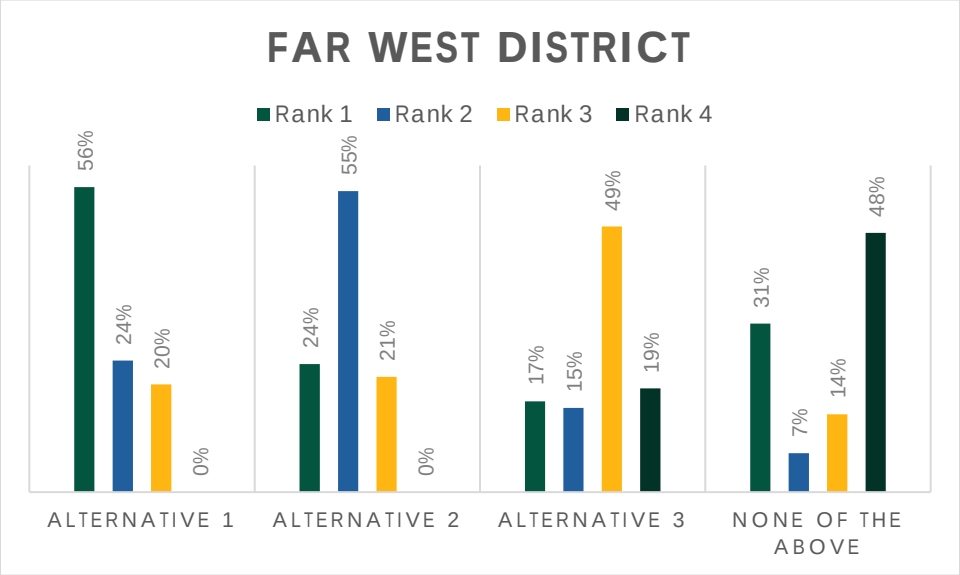
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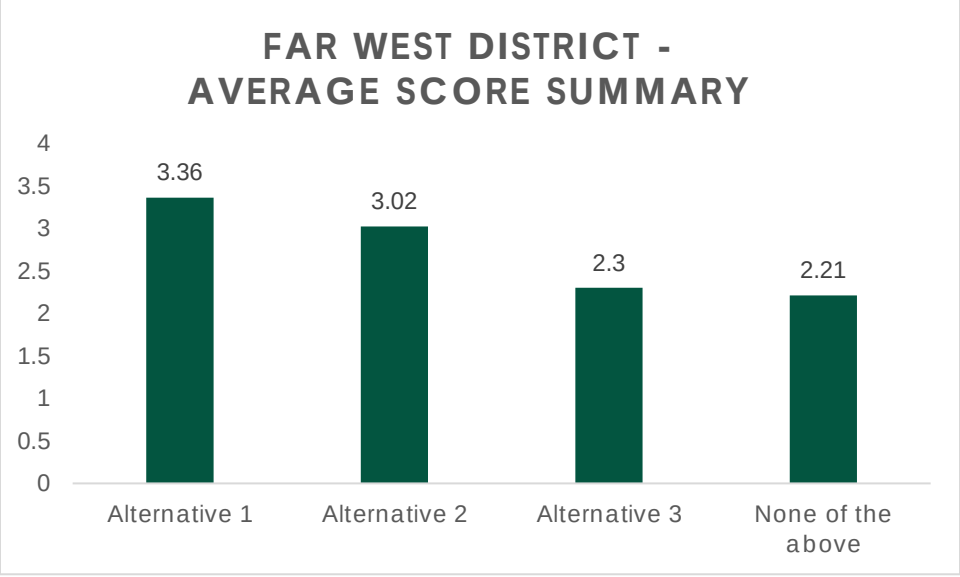
- Area too focused on employment
- Employment near Chicken Creek
- Medium density housing near Edy/Elwert intersection – The amount of traffic existing on Edy/Elwert
- Place housing east of Elwert on Edy near existing subdivisions (Oregon Trail, Mandel Farms)
- Hybrid of Alternative 1 and 2
- Traffic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

FAR WEST DISTRICT

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

[98 answered; 6 skipped]





Themes from Written Responses:

Likes:

- Parks
  - Balance of open space and housing

- Access and protection of the Chicken Creek Corridor
- Parks in neighborhoods and access to trails

- Housing
  - Low and Medium density housing
  - Cottage cluster housing

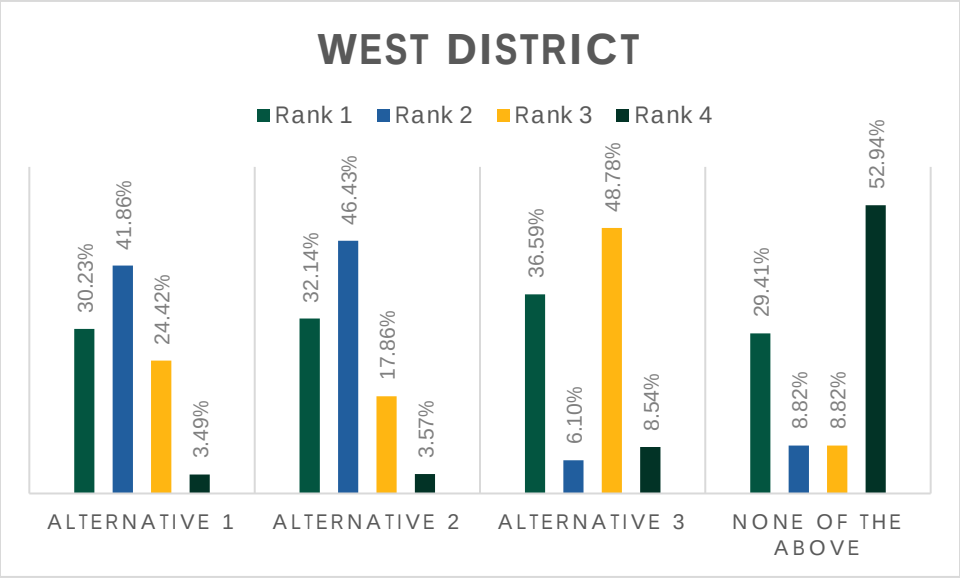
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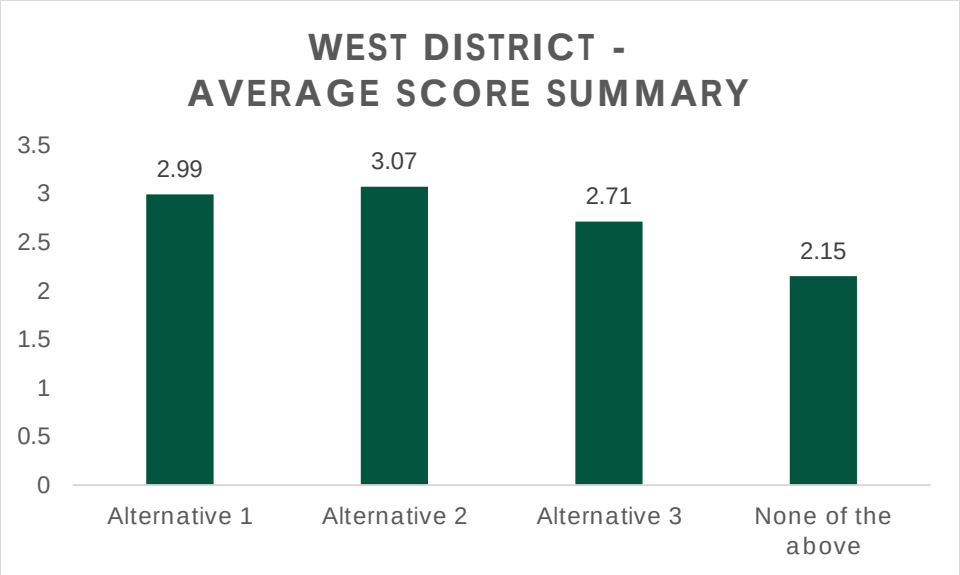
- Lesser density housing in areas of steeper slopes
- Impacts to existing Eastview neighborhood – proposed road connection
- Intersection at Edy/Elwert is dangerous
- Traffic impacts in the area with additional housing

WEST DISTRICT

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

[94 answered; 10 skipped]





Themes from Written Responses:

Likes:

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

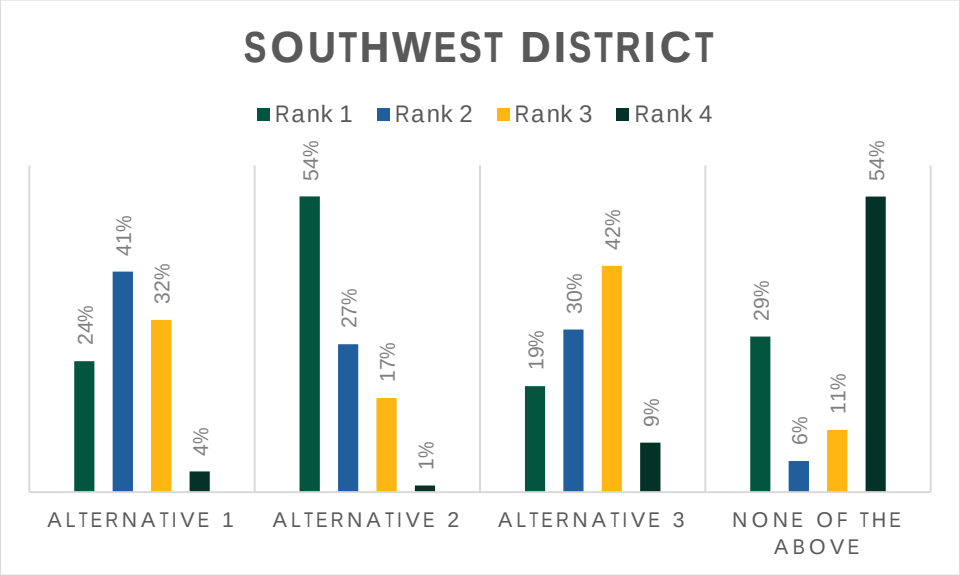
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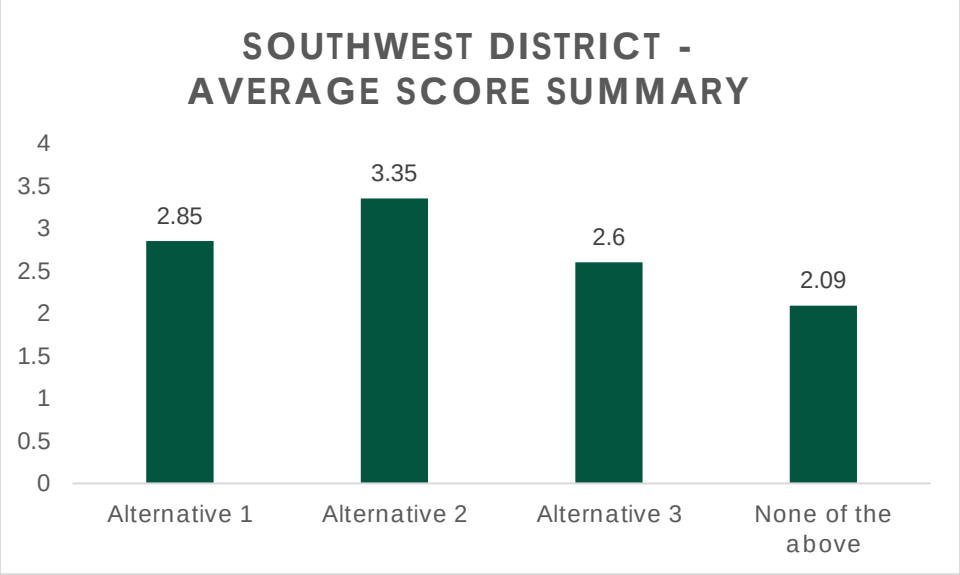
- Increase of traffic
- Edy/Elwert intersection is dangerous
- Extension of Eastview Rd is not practical
- Cottage cluster housing near high school – less likely to have children going to school
- Relocation of Elwert
- Too much high density and cottage cluster housing
- More employment commercial will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

SOUTHWEST DISTRICT

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

[91 answered; 13 skipped]





Themes from Written Responses:

Likes:

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

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

Changes:

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

Survey Results – Transportation Improvements

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

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

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

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

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

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

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

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

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

- Seems unnecessary

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

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

Survey Respondent Demographics

See Attachment C for a summary of respondent demographics.

APPENDIX F

Development Trends and Implications Memo

Sherwood West Concept Plan

Development Trends and Implications

Date July 18, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

Note: The City of Sherwood adopted an updated Economic Opportunities Analysis (EOA) in June 2023, after this document was completed. The adopted EOA includes updated information about employment land needs in Sherwood and is available on the City's website: https://www.sherwoodoregon.gov/planning/page/2023-economic-opportunities-analysis-update

Executive Summary

Introduction

This Development Trends and Implications memo is intended to highlight a variety of key trends that will be explored in more detail in another memo to determine the specific opportunities for Sherwood West. It is not intended to answer the question of what Sherwood West can be; instead, it serves to provide a baseline summary of high-level findings from existing City of Sherwood planning documents and the current land use, transportation, and development conditions in the greater Sherwood area.

The Economic Opportunities and Challenges memo that will follow this memo will provide more specific information about assets, opportunities, constraints, economic development strategies, options for long-term job creation, and recommended land uses in Sherwood West.

This memo is organized as follows.

- **Planning Document Summary.** The memo includes summaries of two existing City of Sherwood planning documents: the Housing Needs Analysis (HNA) and Economic Opportunities Analysis (EOA). The HNA and EOA[1] provide information about supply and demand for residential, commercial, and employment lands in the City of Sherwood over 20 years. As both documents are policy-oriented and based on regional growth rates, there may be additional or different opportunities for Sherwood West that will be discussed in the Economic Opportunities and Challenges memo that follows. The summary of these documents in this memo, therefore, reflects just one perspective that may require an updated assessment.
- **Development Trends.** It also summarizes the team's evaluation of recent land use, transportation, and development conditions that impact Sherwood West, including new/pending developments in King City West, River Terrace, and Cooper Mountain, residential and employment growth areas in Sherwood (Brookman and Tonquin), and other development trends in Sherwood.

The key findings from this memo include the past development trends that offer insights into future development prospects for various land uses in Sherwood West, the key takeaways from the HNA and EOA.

Past Development Trends

The development trends of the past can provide an insight into the current and emerging opportunities for new growth. Relative to many other cities in the Portland metropolitan region, Sherwood's building stock is quite new, with most of the buildings constructed during the mid-to-late 1990s and early 2000s. During this time, construction activity was

[1] The 2018 EOA was not adopted by City Council. It is simply included in this memo to highlight baseline conditions.

dominated by single-family residential homes, industrial, and retail. While single-family residential construction declined significantly going into and since the recession of 2007-2008, construction activity for industrial and retail space has remained relatively high. Multifamily construction has been limited but consistent over the past three decades. And construction activity for office, healthcare, and hospitality space has been very limited, although new and emerging trends may result in growth opportunities, particularly for Sherwood West.

ES-1. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Below is a summary of the trends relating to each real estate development sector.

- **Employment (office, industrial).** The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities has spurred significant new investment activity. There are trends and opportunities on which Sherwood may capitalize, including automation, shifting consumer behaviors (e.g., ecommerce), the emergence of the "hub and spoke" offices, and the electrification of vehicles. Sherwood's office market is locally oriented, and construction and absorption have been limited. It has been more than 10 years since an office project was delivered and the pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. The Tonquin Employment Area (TEA) is Sherwood's primary growth area for new employment. Several industrial buildings totaling 535,000 square feet are in various phases of planning and development at the T-S Corporate Park—the first project since the creation of the concept plan in 2010. Other projects are in the early stages of planning in the TEA, per the City, including plans for multi-tenant industrial buildings totaling 900,000 square feet on 60 acres and project interest on 30 acres that was recently annexed and an adjacent 20 acres. Between these prospects and additional interest in new development in the TEA, there is reason to believe that most of the 200 acres of usable land in the TEA will be accounted for sooner than was originally anticipated in the 2018 EOA.
- **Retail/Commercial.** New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. With that said, investment in new retail typically follows household growth; in the southwest Portland metropolitan region, there are several large growth areas expected to generate significant demand for new retail services and amenities. Sherwood West may capitalize on this increased demand and capture a portion through new development.
- **Residential.** Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential. Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending. Apartment occupancy is currently at 95.9 percent—close to the five-year high—indicating demand for new development.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area. However, it is expected that these areas will be predominately residential with limited commercial and employment development. As Sherwood West develops, there may be increasing opportunities for it to be a sub-regional hub for employment. There may also be opportunities to add retail services, but we expect the primary trade area for these other southwestern growth areas to be oriented to the north and east, rather than to Sherwood.

The following table summarizes the scale of planned development in each of these expansion areas.

ES-3. Summary of Planned Development in SW Metro Region Expansion Areas

Expansion Area	Planned Commercial / Employment	Planned Residential
Tigard River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units (about 1,200 units built to date)
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Up to 4,500 total units
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units; Urban Reserve Area: 3,760 units; North CM: 300 units
King City West	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units

Planning Document Summary

The table below highlights the strengths, weaknesses, opportunities, and land supply and demand considerations described in Sherwood's EOA and HNA. These documents offer a potentially conservative depiction of the supply and demand factors for employment and residential growth in the City of Sherwood over the next 20 years.

While this information is helpful context, it is important to recognize that the documents reflect conditions at a certain point in time that are based primarily on an agreed-upon projected growth rate. Given that Sherwood is a relatively small city compared to most others in the Portland metropolitan region, modest developments can have significant impacts on employment and household growth. Growth could be further impacted by a proactive approach by the City, causing businesses and developers to locate in planned employment centers in Sherwood West beyond what was forecasted in each document.

There are, therefore, limitations to these documents which necessitate a fresh look at opportunities for Sherwood West. Because both the EOA and HNA are policy-based documents that follow a required framework, neither provides a discussion of emerging trends that may serve as opportunities for Sherwood West, nor do they include a complete depiction of the development pipeline in Sherwood, particularly for industrial projects. The remainder of this memorandum, as well as the next Economic Opportunities and Constraints memo, will revisit this baseline information and explore more specific opportunities and constraints for Sherwood West.

Table 1. Summary of Key Planning Documents

	Economic Opportunities Analysis	Housing Needs Analysis
Economic Strengths	• Suitable attributes for attracting new business. • Proximity of new residential growth areas. • High quality of life.	• Strong residential growth, particularly in younger families and senior populations. • Relatively high incomes compared with the rest of the Metro region.
Economic Weaknesses	• Congestion and the distance from I-5 hinder both industrial and residential prospects. • Lack of infrastructure in new growth areas. • Reliance on Tonquin Employment Area for meeting industrial land needs.	• Relatively high proportion of single-family detached housing relative to other housing types • Reliance on development of the Brookman Area for meeting residential land needs.
Opportunities	• Citywide growth potential in the industries of manufacturing, professional and business services, wholesale, and visitor and resident services. • Population growth will drive growth in retail businesses.	• Ageing population driving demand for smaller single-family housing, multifamily housing, and housing for seniors. • The growth of younger and diversified households is likely to result in increased demand for a wider variety of housing.
Land Supply & Demand	• Sherwood had 242 acres of unconstrained employment land in 2018, of which half is in the Tonquin Employment Area (TEA). • Employment growth is projected to drive demand for 86 gross acres of industrial land and 85 gross acres of commercial land. • Sherwood has a 24 gross acre surplus of industrial land and a 57 gross acre deficit of commercial land. The surplus is, in reality, much less given the new development coming online.	• Land base can accommodate 65 percent of forecasted population growth. • Limited supply of land for moderate- and higher-density multifamily housing, causing a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of seniors, young families, and moderate-income households.

Source: City of Sherwood

Economic Opportunities Analysis

The 2018 EOA is "an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends."

The primary goals of the EOA are to:

(1) project the amount of land needed to accommodate the future employment growth within the Sherwood City Limits and employment land areas in the Urban Growth Boundary (UGB), namely Tonquin Employment Area and Brookman Annexation Area, between 2019 and 2039;
(2) evaluate the existing employment land supply within Sherwood to determine if it is adequate to meet that need; and
(3) fulfill state planning requirements for a twenty-year supply of employment land.

While the EOA provides an indication of the strengths and weaknesses for job creation and highlights specific opportunities for Sherwood West, it is important to note that the Sherwood City Council decided not to adopt the 2018 EOA and to make updates closer to the adoption of the Comprehensive Plan. The reasoning for not doing so was primarily due to discrepancies between the rate of employment growth projected in the EOA and by Metro. Other

information provided in the EOA, such as broader economic trends and land availability, are still relevant and are discussed here.

The key points of the 2018 EOA are as follow. It is important to emphasize that this section simply summarizes what the EOA indicates, rather than a comprehensive discussion of the specific opportunities for Sherwood West.

Land Supply and Demand

The EOA included a discussion of land supply for employment and commercial development. Key findings are listed below (all findings are as of 2018).

- In 2018, Sherwood had 242 acres of unconstrained land[2], 141 of which is vacant and 101 of which is potentially redevelopable (i.e., underutilized but not vacant sites). Nearly 60 percent of the vacant land (and 40 percent of the redevelopable land) is in the Tonquin Employment Area (TEA). Most were sites less than five acres, nine sites were between five and 10 acres, and three were larger than 10 acres, including just one 50+ acre site in the TEA and two 12-acre industrial sites. Small industrial sites are considered an issue by the City and its economic development partners; the Metro Employment Land Site Readiness Tool Kit describes smaller sites with multiple owners and limited infrastructure as a regionwide issue in the Portland metropolitan area.
- While there has been little new development since the 2018 assessment for the EOA, anecdotal evidence from the City of Sherwood indicates a more constrained land supply than what is portrayed in the EOA. Sherwood West has a potential opportunity to capitalize on regional demand for large industrial sites, particularly given the aforementioned regionwide shortage.
- Sherwood's employment base was 8,340 jobs in 2018. The EOA forecasts 11,785 jobs by 2039, an increase of 3,446 that is projected to result in the demand for 86 gross acres of industrial land and 85 gross acres of commercial land.
- **Industrial.** Most of the buildable vacant employment land in Sherwood is designated as industrial as opposed to commercial, retail, or other types of employment. Sherwood has a supply of 110 acres of suitable land designated for industrial uses, which is a forecasted surplus of 24 gross acres over 20 years, per the analysis conducted for the EOA. There is a greater surplus with the addition of the TEA and the Brookman Addition.
- **Commercial.** Sherwood has 28 acres of land designated for commercial uses. The employment forecast projects demand for 85 acres of commercial land. Sherwood has less commercial land than the City is projected to need over 20 years, with a deficit of 57 gross acres of commercial land.
- **Future Development.** Sherwood has 172 acres of land designated for employment uses in future development designations in the Tonquin Employment Area and Brookman Annexation Area. In total, this land is likely to sufficiently meet both industrial and commercial demand over the next 20 years. However, if the rate of development increases as expected beyond what was forecast in the EOA, there will likely be a shortage of appropriate sites—particularly sites in excess of 10 acres—for employment growth in the City of Sherwood, thereby creating development opportunities in Sherwood West. These opportunities will be further explored in the Economic Opportunities and Constraints memo.

Sherwood's Economic Strengths and Weaknesses

The EOA included several strengths and weaknesses that affect Sherwood's ability to attract and accommodate job growth. A summary is provided below.

[2] The physical constraints used in the Sherwood buildable lands inventory includes areas subject to landslides, areas with slopes greater than 25%, lands within the 100-year flood plain, Metro's Title 3 land (including Water Resource Conservation Areas), lands within Metro's Title 13 Habitat Conservation Areas (Class I and II, A and B), Wetlands, and public facilities.

Strengths

- Sherwood's attributes that may attract businesses are its location along Highway 99; quality of public facilities and services; general availability of vacant land serviced by utilities[3]; quality of schools; and overall quality of life.
- Proximity to new residential growth areas—including the areas along the Roy Rogers Corridor north of Sherwood West—may increase demand for services and employment for new nearby residents. The growth expected in these areas is summarized later in this memo.
- High quality of life due to the Tualatin River National Wildlife Refuge, cultural amenities and events, and access to high-quality education and medical care, among other factors.
- The region's high-quality natural resources present economic growth opportunities for Sherwood, ranging from agriculture and wineries to amenities that attract visitors and contribute to the region's high quality of life. Proximity to Wine Country offers potential opportunities for manufacturing, hospitality, commercial, and other uses.

Weaknesses

- The current transportation network is considered a disadvantage for both residents commuting to jobs (both in and out of Sherwood) as well as businesses that need a distribution route to access the region. Several transportation projects, including the widening of Roy Rogers Road and Tualatin-Sherwood Road, may improve the prospects of attracting new industrial, technology, and commercial users to Sherwood. These opportunities will be explored more in the Economic Opportunities and Constraints memo.
- Distance from I-5 is a disadvantage for attracting some types of businesses, such as warehouses and distribution or manufacturers that need close access to I-5 for heavy freight.
- There is a lack of infrastructure needed to support employment growth on large vacant sites.

Opportunities for Sherwood West

The EOA describes several economic trends and opportunities that could apply to the Sherwood West area. These are described below.

- Growth in population in Sherwood will drive modest growth in retail businesses, including commercial centers and neighborhood retail. It should be noted that the 2018 EOA did not specifically reference the potential opportunities and the new market dynamics that will arise as a result of the substantial new household growth along the Roy Rogers Corridor to the north. While this new growth is unlikely to increase demand for retail businesses in Sherwood, there are likely to be opportunities for additional employment development that capitalizes on Sherwood West's proximity to this sizeable talent base.
- Approximately 1,719 new jobs (83.5 percent of total new jobs) in Sherwood are expected to require vacant or partially vacant land. The forecasted growth of 1,719 new employees will result in the following demand for employment land: 61 gross acres of industrial, nine gross acres of retail commercial, and 41 acres for office and commercial services.
- Approximately 16.5 percent of jobs in Sherwood are located in residential plan designations, including 12 percent of industrial, 15 percent of retail, and 21 percent of office and commercial service employment. Over 20 years it is expected that the proportion of employment located in residential areas will remain the same. These

[3] Anecdotal information provided by the City of Sherwood indicates that utility service throughout the City is inconsistent, with some existing industrial parks and infill location lacking the necessary utility services. The constrained capacity of existing services can be a barrier to economic growth and detrimental to development prospects.

jobs include home offices for industrial employment, such as construction companies and office and commercial medical offices, or small personal service businesses such as banks or hair stylists.

- The industries identified as having potential for growth in Sherwood include manufacturing, professional and business services, wholesale, and services for visitors and residents.
    - **Manufacturing.** Sherwood's attributes may attract manufacturing firms, such as Technology and Advanced Manufacturing, Machinery Manufacturing (Metals and Machinery), and Clean Tech.
    - **Professional and business services.** Sherwood's high quality of life, access to quality schools, existing population and business base, and location within the Portland region may attract professional and business services that prefer to locate in a smaller city like Sherwood, such as Software and Media, Clean Tech, Athletics and Outdoors, and other services.
    - **Wholesale.** Sherwood's access to Highway 99 may make the city attractive to the continued growth of wholesale businesses.
    - **Services for visitors.** Growth in tourism, especially related to agriculture and wineries, will drive demand for services for visitors such as specialty retail, wine tasting rooms, restaurants, and hotels.
    - **Services for residents.** Growth in population in and around Sherwood will drive the growth of businesses that serve residents, such as medical services, legal services, financial services, retail, personal services (e.g., barbers), and restaurants.

The following table is also from the 2018 EOA and shows the concentration of Sherwood's existing businesses by industry. The **bolded** industries have a high location quotient[4] (i.e., highly specialized compared to national employment in the industry), high employment (i.e., have more than 200 employees in Sherwood), and higher than average wages in Sherwood. These industries have the highest growth potential, given existing businesses and the higher concentration of employment.

With that being said, the table is a summary of Sherwood in 2018 and does not reflect an exploration of potential growth industries. Sherwood has up to now been attractive to certain types of industries, yet there is an opportunity to encourage the growth of industries that may not currently exist but see Sherwood as a competitive location in the Portland metropolitan region. For example, while most economic growth is due to the expansion of existing businesses, the City may be able to capitalize on the demand for large sites in excess of 50 acres that are in short supply in the region.

[4] Location quotients are ratios that allow an area's distribution of employment by industry, ownership, and size class to be compared to a reference area's distribution. If an LQ is equal to 1.0, then the industry has the same share of its area employment as it does in the nation. An LQ greater than 1 indicates an industry with a greater share of the local area employment than is the case nationwide.

Table 2. Concentration of Industries and Employment, City of Sherwood, 2016

	High Employment	Low Employment
High Location Quotient	• **Waste management and remediation services** • **Specialty trade contractors** • **Heavy and civil engineering construction** • **Machinery manufacturing** • **Merchant wholesalers, durable goods** • Building material and garden equipment and supplies dealers • Amusement, gambling, and recreation industries • General merchandise stores • Food and beverage stores • Food services and drinking places	• Construction of buildings • Real estate • Wholesale electronics markets and agents and brokers • Plastics and rubber products manufacturing • Personal and laundry services
Low Location Quotient	• Merchant wholesalers, nondurable goods • Miscellaneous store retailers • Truck transportation	• Professional, scientific, and technical services • Ambulatory health care services • Utilities • Administration and support services • Nursing and residential care facilities • Social assistance

Source: Oregon Employment Department, QCEW, 2016 (Table recreated from EOA)

Housing Needs Analysis

Sherwood's HNA provides a factual basis to support future planning efforts related to housing, including concept planning for Sherwood West and the update and revision of the City's Comprehensive Plan policies. The most recently completed HNA for the City of Sherwood provides analysis through twenty years from 2019 – 2039.

Demographics

According to the HNA, Sherwood has experienced rapid population growth since 1990, reflecting its situation as a major growth area on the edge of the Portland metro. Growth has consistently outpaced Washington County and the Portland Metro region. While the population is aging on average, Sherwood has started to attract a greater proportion of younger people and more households with children. The population is also becoming more ethnically diverse.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing.

Sherwood households also have relatively high incomes compared to the rest of the Metro region, which affects the type of housing that is affordable. Income is a key determinant of housing choice.

Housing Stock

Sherwood's housing stock is predominantly single-family detached, which accounts for about 75 percent, with single-family attached accounting for eight percent, and multifamily accounting for 18 percent. Approximately 69 percent of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.

Projections.

Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these, 700 new households will be inside the existing city limits; 1,029 new households will be outside the current city limits in the Brookman Area.

According to the HNA, the forecast for growth in Sherwood is considerably below historical growth rates. Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1 percent per year. In comparison, Sherwood's population grew at 3.4 percent per year between 2000 and 2013 and 8.0 percent per year between 1990 and 2013.

Land Supply. Sherwood's land base can only accommodate 65 percent of the forecasted population growth. Vacant and partially vacant land in the Sherwood Planning Area can accommodate 1,121 new dwelling units of the forecasted need for 1,728 units, leaving a deficit of land for 608 units. If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth.

The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High-Density Residential (145 dwelling units).

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. At growth rates between 2.0 to 4.0 percent of growth annually, the land inside the Sherwood city limits can accommodate two to five years of growth. With capacity in the Brookman Area, Sherwood can accommodate four to 10 years of growth at these growth rates.

Additional housing growth in Sherwood depends on the availability of development-ready land. The amount of growth likely to happen in Sherwood over the next few years is largely dependent on when the Brookman Area is developed, when the Sherwood West area is brought into the UGB and annexed, and when urban services (such as roads, water, and sanitary sewer) are developed in each area.

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. The limited supply of land in these zones is a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of people over 65, young families, and moderate-income households.

Development Trends

This section describes the general development trends for residential, commercial, and employment development in and around Sherwood, including a discussion of planned development in each of the nearby UGB expansion areas of King City West, Tigard River Terrace, and Beaverton's Cooper Mountain.

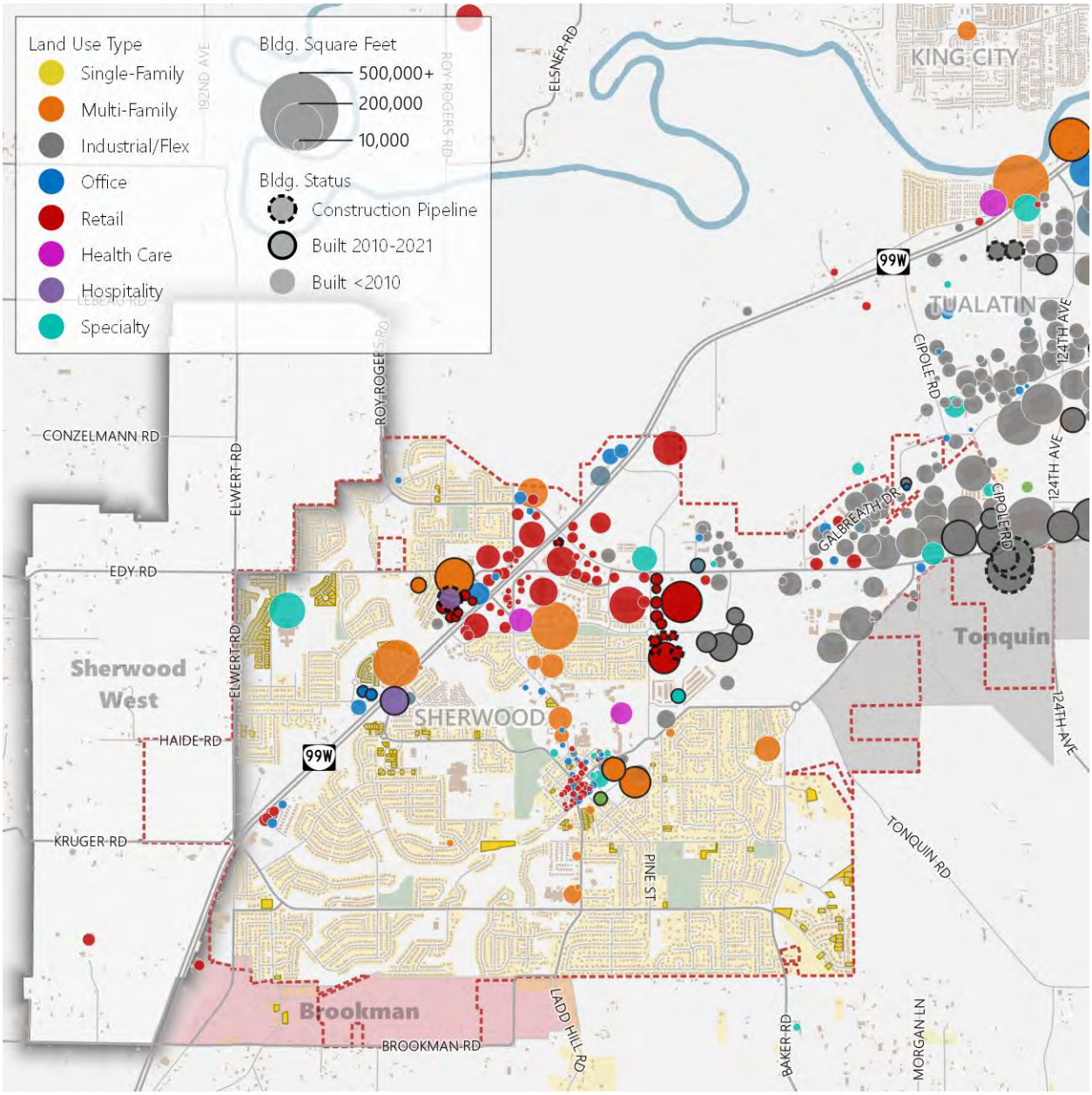
Sherwood Overview by Land Use Sector

Sherwood is experiencing strong growth in all development sectors. The map below provides the location, size, and type of new and existing development in and around the City. Most of the newer (built since 2010—symbolized with the bolded outline in the map) single-family/owner-occupied housing development has occurred on the City periphery where most of the vacant land exists. Industrial has largely clustered in east Sherwood along Tualatin-Sherwood Road. Commercial (retail, office, specialty, other) and multifamily residential development are more centralized, clustering along major arterials (Highway 99W and Tualatin-Sherwood Road) and in Old Town.

Industrial users tend to cluster near other users for a myriad of reasons, and so as long as there is developable land that meets that user's needs, the TEA and the surrounding area are likely to remain the most attractive location for new industrial users. Sherwest West may attract industrial users in select locations, especially as land availability diminishes elsewhere. Office users, while currently one of the most impacted land use sectors by the Covid-19 pandemic, might

consider Sherwood West an attractive location, especially if it develops in a way that offers a variety of amenities, services, and housing options (both in and near the area).

Figure 1. Development Overview by Land Use, Size, and Building Status

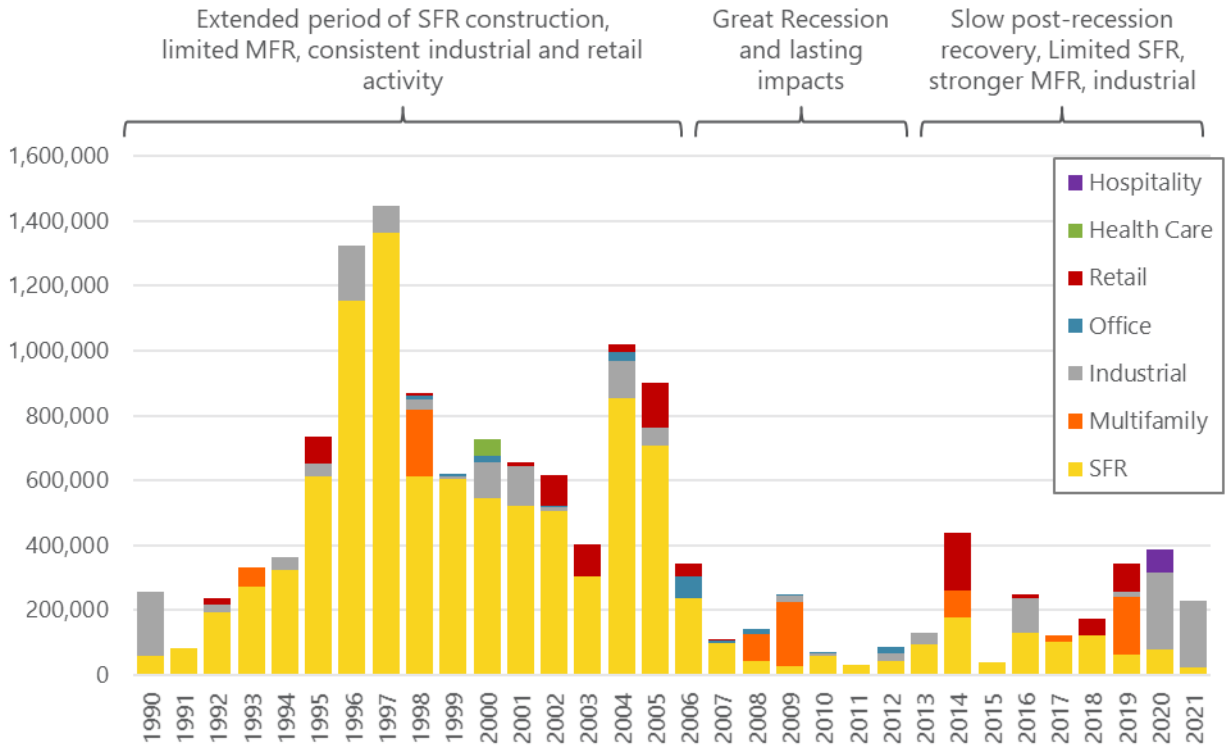


Source: Costar, Metro RLIS (SFR Data), City of Sherwood, LCG

The chart below and the table that follows show total development by year built for the City of Sherwood. There was a significant decline in residential construction activity going into and since the recession of 2007-2008. Multifamily construction has been consistent over the past three decades, averaging almost 26 units or 30,000 square feet per year. Industrial activity has increased again in the past decade following a relative hiatus between 2000 and 2010. Office activity has been very limited, as has healthcare and hospitality, although is likely growth opportunities for Sherwood West that capitalize on several emerging trends, including hub and spoke office development, proximity to Wine Country, proximity to major household growth areas, population growth of all age demographics, and the localization of

healthcare, among other trends that will be further explored in following documents. Retail development activity increased in the 2000s following strong residential growth in the previous decade and has continued into the past decade.

Figure 2. City of Sherwood Square Feet of Development by Year, 1990-2021



Source: Costar, Metro RLIS (SFR Data), LCG

Table 3. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Industrial

The Sherwood industrial submarket contains around 1.7 million square feet of industrial space and can be considered a midsized submarket. The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities—largely due to ecommerce—has spurred significant new investment activity. There is potential to capitalize on these opportunities in Sherwood given the proximity to Highway 99W.

Vacancies have increased significantly over the past year to 13.0 percent, up from 5.1 percent at this time last year, which, in turn, was slightly lower than the five-year average of 5.4 percent. However, this appears largely because of the three new buildings in the Cipole Industrial Park (TEA) completed in 2020 that total about 240,000 square feet and are yet to be fully occupied. According to Costar, leasable available industrial space totals 290,000 square feet of a total inventory of 2.2 million. According to the City of Sherwood, approximately 34,000 square feet in one new building is being sold to a manufacturer and an unknown additional amount of square is likely to get sold to an Australian company for their North American headquarters. The higher vacancy rate should not, therefore, be considered an indication of weak demand.

Net absorption came in at 18,000 square feet over the past year, slightly above the five-year average of 14,400 square feet. Rents grew by 6.1 percent over the past 12 months, in line with the five-year average but lower than this time last year.

New development supply pressures on vacancy or rent are generally limited to the Tonquin Employment Area (described below) in the near term, although few other places in Sherwood could accommodate significant new development projects without larger tracts of additional land being planned for employment uses, such as in Sherwood West. As indicated previously, the EOA indicated a surplus of industrial land, but most of it was small, challenging to develop sites.

Leland Consulting Group understands that there is significant interest in Sherwood from industrial users that is likely to continue the considerable construction activity seen in Sherwood over the past three years. Between 2018 and 2020, approximately 250,000 square feet of industrial space was delivered to market, representing a 12.8 percent cumulative expansion of the inventory. As this recent inventory expansion is absorbed by new or expanding users in the area and the available land supply diminishes, there may be a slowdown in industrial construction in the near term (approximately 2-5 years) until additional land is planned for industrial expansion opportunities. As one of only a handful of new growth areas in the metro, Sherwood West may capitalize on this and other several pertinent trends over a longer timeframe, including:

- Increasing automation of the manufacturing industry will decrease company's needs to locate near large population clusters and potentially result in companies seeking land on the urban periphery.
- Rapidly shifting consumer behaviors, such as ecommerce growth, will continue to enhance demand for distribution and land-mile warehousing facilities.
- Electrification and automation of vehicles will continue to require distributors to locate near major transportation routes.

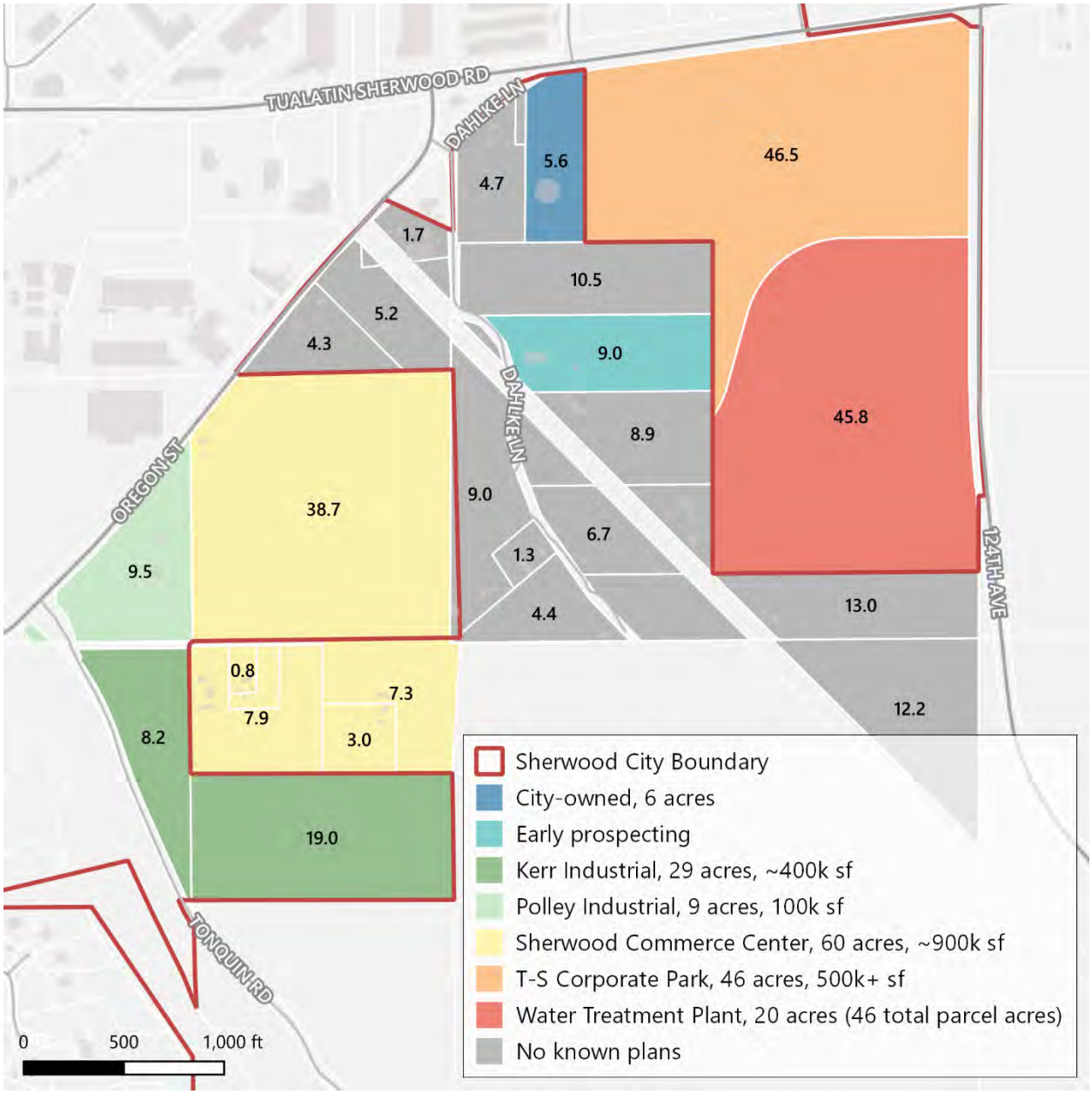
Tonquin Employment Area. The Tonquin Employment Area (TEA) was brought into the region's UGB by Metro in 2004 and the City of Sherwood completed a concept plan for the area in 2010. The TEA vision is of industry supporting high-tech manufacturing and traded sector jobs. Properties within the Tonquin Employment Area will be annexed into the City of Sherwood upon request by the property owners. Upon annexation, the properties will be zoned Employment Industrial (EI).

There has not yet been a completed project within the TEA since the adoption of the concept plan, but the development pipeline indicates that most of the land is already accounted for, with several projects at various planning and development stages.



- Most notably, a large multi-phase project called the T-S Corporate Park, which involves five industrial buildings on 46.53 acres, is underway at 12822 SW Tualatin Sherwood Road. Two buildings totaling about 144,000 square feet are underway and a third 183,000 square foot building is proposed for 2022, per Costar data and the City of Sherwood. Upon completion of all five buildings, T-S Corporate Park is expected to contain approximately 535,000 square feet of space for warehousing and industrial uses. At an estimated employment density of 1,000 square feet per employee, the T-S Corporate Park would employ around 535 people. According to the City of Sherwood, there is strong interest from a variety of companies, including tech, advanced manufacturing, and ecommerce occupiers. It was also indicated that there is more interest than the site can accommodate.
- South of the T-S Corporate Park, the Willamette Water Supply Program will begin construction of a statteof-the-art water treatment plant on two acres of 46 total site acres beginning in late 2021-early 2022. The treatment plant improvements will include the construction of a portion of Orr Drive, an important east-west connection within the TEA.
- Multiple parcels totaling approximately 60 total acres with frontage on SW Oregon Street are controlled by a major investment company. Two-thirds of the site is currently annexed and the remainder is likely to be annexed soon, with plans for a 900,000 square foot industrial park with multitenant buildings known as the Sherwood Commerce Center.
- Two parcels containing 38.7 acres fronting onto SW Tonquin Road were annexed in early 2021. According to the City, the property owner has indicated plans to develop approximately 400,000 square feet of new industrial space on the property.
- A 9.2-acre property with frontage on SW Oregon Street and SW Tonquin Road was annexed in early 2021. There is a pre-application submittal for over 100,000 square feet of new industrial space.
- There was previously interest in developing a 4.6-acre site frontage SW Oregon Street, but the owner has indicated holding off until there is more information about the proposed east-west industrial collector road through the TEA.
- Other properties in the TEA are generally accessible by Dahlke Lane, but development challenges include the quality of the road, the location of the major Bonneville Power Authority and PGE transmission lines, incompatible existing development requiring redevelopment, limited quality access, and various topographical and environmental barriers. It is expected that these properties will develop last in the TEA.
- The proposed 2021 URA will provide funds for infrastructure for the TEA and for various sites/projects along 99W.

Figure 3. TEA Development Project Pipeline



Source: LCG, City of Sherwood

Office

Sherwood's office submarket is locally oriented with roughly 200,000 square feet of office space. The vacancy rate has risen somewhat over the past 12 months as of 2021 Q2, but at 2.3 percent, the rate was well below the 10-year average of 6.1 percent.

Annual net absorption for the past year is negative 2,700 square feet, reflecting an increase in vacancies that were likely induced by the COVID-19 pandemic. Over five years, net annual absorption has averaged 1,100 square feet. Despite the rising vacancies and challenges of the last year, average rents increased by 1.7 percent over the past year—slightly lower than the 3.0 percent average change over the past decade—to a 10-year high of $24.61 per square foot.

There are no development supply pressures on vacancy or rent in the near term, as there is no new known office construction in the pipeline. This lack of construction extends a prolonged hiatus from new development in the Sherwood area; it has been more than 10 years since an office project was delivered. The Economic Challenges and Constraints memo that follows this document will provide additional details about specific opportunities to include office space as a component of employment-oriented land development.

The pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. Looking ahead, the effect of the pandemic has the potential to redefine the use of office space, as employers reevaluate the safety and health of workers. As the office sector emerges from the COVID-19 pandemic, there may be pent-up demand for new leasing opportunities, particularly offices in suburban locations that offer more space at more affordable rates than premier office locations like the Portland CBD.

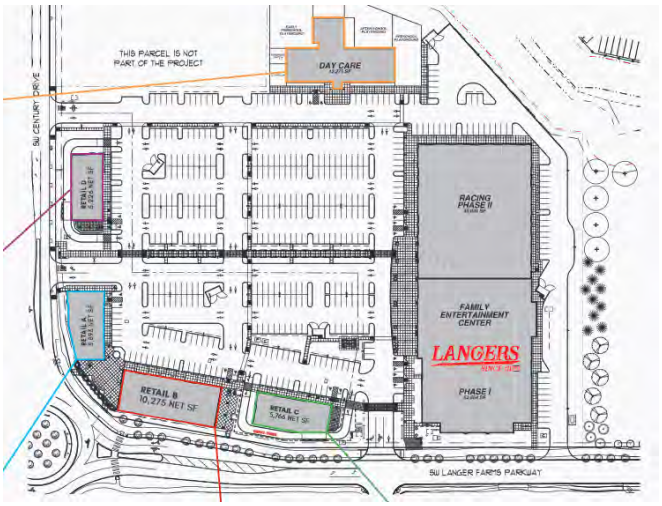
Retail

Retail vacancies in Sherwood, at 2.7 percent, are lower than the five-year average of 5.0 percent, albeit higher than this time last year. The rate is also significantly lower than the region's average. Meanwhile, rents have increased by four percent in the past year, slightly lower than the five-year average of 4.2 percent.

New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. Retail investors are also reasonably active in Sherwood and pricing is above the region's average.

The commercial real estate environment, and particularly the retail sector, remains uncertain due to the pandemic and the increasing demand for ecommerce. Even with vaccines, it is probable that retailers will continue to face turbulence in the coming quarters. Those effects will likely linger for the foreseeable future, impacting demand, rent growth, and the capital markets in the process. However, as household growth occurs in Sherwood and in nearby areas (including the competing UGB expansion areas to Sherwood West that are described later in this memo), there will be increased demand for new retail development. Retail in Sherwood is likely to draw most of its customers from within the City and from areas to the south, rather than from areas to the north and east where there are preexisting retail and commercial clusters. That being said, unique regional drawers or major destinations will likely have a much larger trade area from which to pull customers than convenience-based retail.

Parkway South. There is a substantial new development under construction in Sherwood called Parkway South on the area bounded by SW Langer Farms Parkway and SW Century Drive.



At 132,000 square feet of gross leasable area (GLA), Parkway South is anchored by a 53,000 square foot family entertainment center—the only building currently built. Among the other proposed buildings are a 12,275 square foot daycare facility and a 40,000 square foot indoor racing facility. Approximately 27,000 square feet of in-line tenants on "pad" sites make up the remaining buildings.

The fact that the only new major commercial center planned for this part of the metropolitan region is primarily non-retail is telling and reflects the changing composition of commercial development and a desire for differentiation in an often saturated retail market.

Rental Residential

Sherwood shares a multifamily/apartment submarket with Tualatin and is conveniently located between major employers in the Sunset Corridor and Wilsonville. Vacancies generally trend below the regional Metro area rate, but can be volatile as there are only 3,888 total units (1.9 percent of the regional market), so small changes in new inventory or absorption can make significant impacts. Regardless, occupancy is currently at 95.9 percent—close to the five-year high—indicating strong and consistent demand for new development.

Annual rent growth 6.0 percent in the past year, up from an annual average of 3.3 percent over the past five years. Rent growth in 2019 was triple Portland's overall average, ranking near the top of all apartment submarkets in the region, but slowed in 2020 due to the coronavirus pandemic.

Only four new developments were delivered to the market in the past decade, representing about 320 total units, and no additional projects are in the pipeline. Though few multifamily sales have occurred since 2017, the submarket occasionally sees sizable institutional investment.

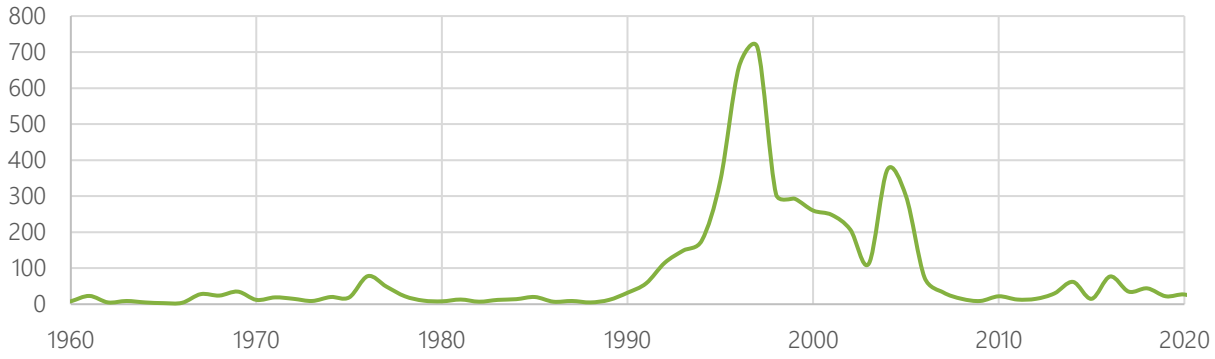
Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential.

Ownership Residential

Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending.

Sherwood's housing stock is relatively new compared with the rest of the Portland Metro region. Almost half of all Sherwood single-family homes were built in the 1990s, averaging 284 new units built per year, with another third built in the 2000s, averaging 150 new units built per year. Construction slowed since 2010, with new construction averaging 32 units per year, impacted by both the lasting effects of the Great Recession and the diminishing availability of buildable residential land (not including the Brookman area). Upon annexation of additional residential land in the Brookman area, single-family residential construction is expected to pick up again. The city has annexed roughly 65 acres to date and three new subdivisions have been approved with a total of 232 lots. These households will generate demand for both nearby commercial amenities and services and employment opportunities.

Figure 4. Single-family Homes by Year Built



Source: Metro RLIS

In March 2021, Sherwood home prices were down 5.9 percent compared to last year, selling for a median price of $585,000. On average, homes in Sherwood sell after 16 days on the market compared to 22 days last year. There were 37 homes sold in March this year, up from 22 last year.

Hospitality

While the hotel industry has been among the most significantly impacted real estate sectors by the COVID-19 pandemic, it is now seeing buyers flock to distressed properties. Sales have surged nationwide; a clear signal some commercial real estate investors are ready to act while others may still be waiting for similar action in other sectors such as office or retail.

Sherwood's only hotel—a 73-room, 71,000 square foot Hampton by Hilton—was built recently in 2020 along Highway 99W, reflecting a highly limited market.

The hotel industry appears poised for recovery as people begin to travel once more. However, future disruptions in the near term (0-2 years), such as new waves of coronavirus infections, continuing competition from Airbnb and similar models, too few hotel workers and patrons vaccinated, a glut of supply, and continued reduced business travel may continue to dampen hotel prospects. That being said, there are most likely opportunities that can capitalize on Sherwood's proximity to Wine Country and an increasing number of prominent companies in the area, among other emerging trends. These opportunities will be further explored in later tasks.

Southwest Metro Region Expansion Areas

Sherwood is part of the Metro region. All cities in Metro share one regional UGB. This boundary is the line between urban and rural/resource uses and development. The following map shows the location of Sherwood West relative to the current location of Metro's urban and rural reserves, denoted in blue and green, respectively. Understanding the timing of the development in both of these areas is critical to determining the extent of the demand for various uses in Sherwood West in the near- and mid-term, as well as how much land will be needed to serve longer-term growth.

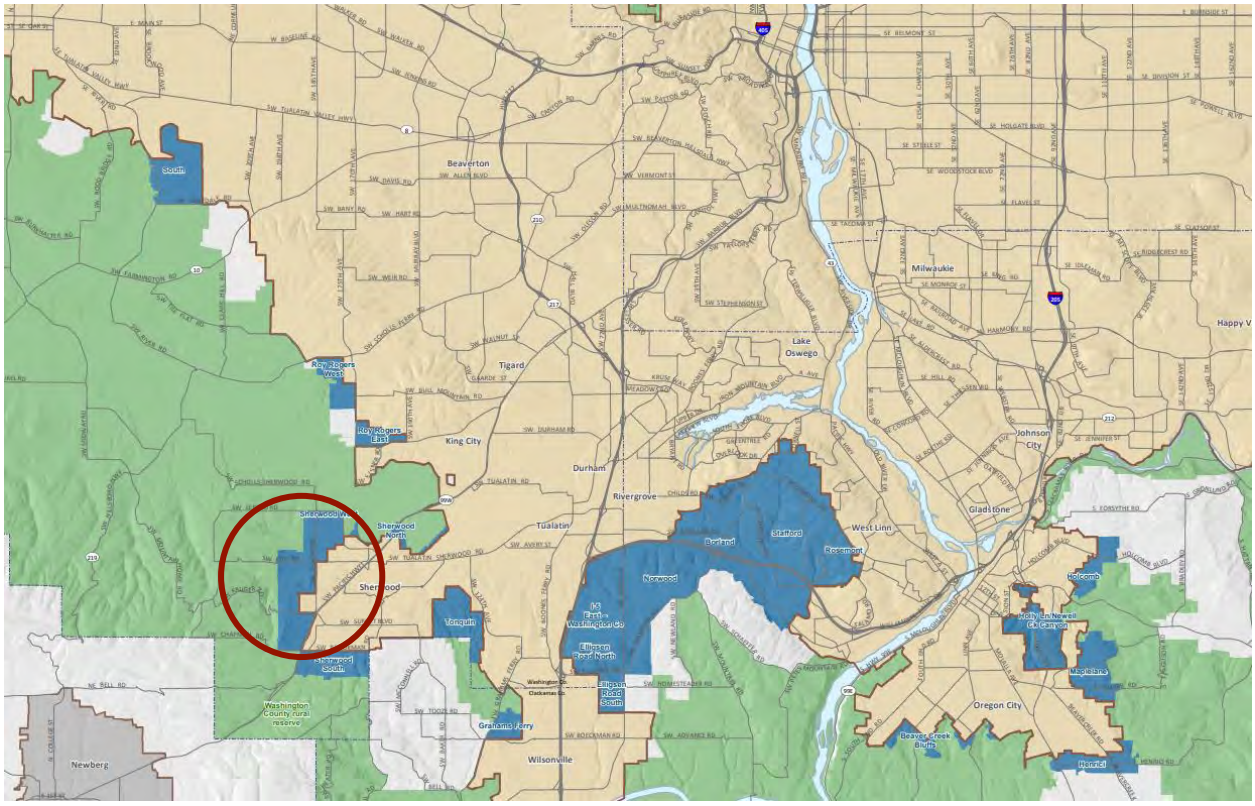
The reserves designated by Metro represent the region's policy regarding land supply needed over the next 50 years. However, the Portland metropolitan region has experienced higher-than-expected economic growth and housing construction, resulting in a quickly diminishing availability of developable land since the designations. A reassessment of land needs, therefore, is likely to be triggered sooner than expected.

In short, it is safe to assume that areas to the west and south will be developed at some point. This analysis, therefore, takes a phased approach to assessing development potential in Sherwood West. In the near term (0-10 years), Sherwood West will continue to be an edge location. As development occurs over the longer-term (20+ years), it will become increasingly central to surrounding neighborhoods. Thus, it is important to identify short-term opportunities based on the current market while maintaining a long-term outlook, particularly if the City's vision for economic development does not align with what the current market allows.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area.

Other expansion areas exist along the I-5 and I-205 corridors. These areas are in various stages of planning but are likely to serve a different market area and, therefore, not directly compete with Sherwood West. For major employment uses, there might be some level of competition at the regional level, but Leland Consulting Group anticipates sufficient demand for these uses. A myriad of other challenges also pose barriers to developing these areas, including topography and political hurdles.

Figure 5. Metro Urban and Rural Reserves



Source: Metro

The following table summarizes the scale of planned development in each of these expansion areas.

Table 4. Planned Development Summary

Expansion Area	Commercial / Employment	Residential	Additional Notes
River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units; 75% Single-family, 25% Multifamily (about 1,200 units built to date)	Residential Development is currently underway and is expected to finish in the next several years. Construction of commercial space is expected in late 2021.
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Approximately 3,100 to 4,500 total residential units,	A mix of SFR detached and attached and MFR apartments are expected. Employment uses are desired by the City.
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units Urban Reserve Area: 3,760 units North CM: 300 units	Residential Development currently underway, existing high school, future development at North Cooper Mountain. Limited competition.
URA 6D King City (King City West)	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units, including a mix of single-family and multi-family homes.	Limited existing household support and physical barriers limit market area, this area is the most removed from centers of population and employment.

Source: LCG

The UGB expansion areas are expected to get built out in the following order.

- River Terrace 1.0
- South Cooper Mountain
- King City West (URA 6D)
- River Terrace 2.0

King City 6D

King City Urban Reserve Area 6D is a 528-acre expansion area to the west of the existing city limits. SW Beef Bend Road and SW Roy Rogers Road border the area on the north and west, respectively. The south boundary is formed primarily by the southern segment of SW Elsner Road and the Tualatin River.

According to the 2018 concept plan, the area could accommodate as many as 3,576 housing units, including 1,222 multifamily units, 560 single-family attached, and 1,794 single-family detached. The 2017 King City Market Study estimated 500 to 950 housing units could be absorbed within the first 10 years of construction.

King City is looking to develop a town center, which is likely to serve these new residents. Development is likely to compete with River Terrace 2.0 or be part of a compatible commercial/employment cluster near Beef Bend Road.

Tigard River Terrace

River Terrace 1.0 is a 500-acre area on Tigard's westernmost edge. It was added to the region's Urban Growth Boundary in 2002 and 2011 to accommodate future housing needs. Approximately 1,200 units are currently built in the area, about three-quarters of which have been built since 2016 (233 were built between 2000 and 2015). Continued build-out of

Tigard River Terrace 1.0 (excluding the River Terrace 2.0 West and South study areas) will result in a total of 2,600 residential units (single-family and multifamily), approximately 25 percent of which will be multifamily.

The River Terrace Town Center is also proposed in the area, a "Main Street" development type that will include 350 residential rental units and 25,000 to 40,000 square feet of neighborhood-serving commercial, likely involving a small format or specialty grocer, medical or professional/financial offices, and food service and drinking establishments. Development is expected to start in late 2021.

River Terrace 2.0 is the next phase of planning in this area. Two urban reserves are totaling over 500 acres to the west and south of the current River Terrace (1.0). River Terrace 2.0 is expected to feature a wider variety of housing options (with average residential densities of 16 to 24 units per acre), recreation, and employment areas. River Terrace 2.0 is expected to add between 3,100 to 4,546 units at full project built out.

Between 10 and 30 or more acres have been identified for commercial and employment uses. It remains too early in the planning process to describe these plans in more detail.

Collectively, the River Terrace areas may include more than 11,000 new residential units and substantial land planned for commercial and employment growth.

Beaverton Cooper Mountain

The Beaverton Cooper Mountain Community Plan is a multi-year effort to plan for the 1,232-acre Cooper Mountain area, which was added to the region's urban growth boundary in 2018. The Cooper Mountain Community Plan will establish a long-term vision for the area's growth and development to support welcoming, walkable neighborhoods that honor the unique landscape and ensure a legacy of natural resource protection and connection. The Cooper Mountain area is located southwest of Beaverton outside the current city limits.

The Cooper Mountain area consists of three areas: a 510-acre area to that north that is inside the UGB but still in unincorporated Washington County; a 544-acre area to the south that was annexed into the city in 2012 (South Cooper Mountain); and a 1,232-acre urban reserve area in-between.

Urban Reserve Area. Current Washington County zoning is primarily Agricultural and Farmland and Rural Residential zones; however, Beaverton will apply its own zoning to the area once properties are brought inside city limits and the area is anticipated to provide at least 3,760 future homes, including a mix of single-family, multi-family, and middle housing types such as townhomes, duplexes, triplexes, and fourplexes. The City anticipates completing the Community Plan in December 2022, after which it will begin accepting owner-initiated applications for annexation and development.

South Cooper Mountain. Due to its proximity to Sherwood and location on Scholls Ferry Road and near Roy Rodgers (providing north-south access to Sherwood), the 554-acre South Cooper Mountain is expected to be the primary competition for new development in Sherwood West out of the three Cooper Mountain areas. The South Cooper Mountain Plan shows that the area could support up to 3,430 housing units and between 47,000 and 142,000 square feet of new commercial space, which would primarily be driven by demand from new residents. South Cooper Mountain is expected to be nearly built out as early as 2024. There is also a new high school that will hold up to 2,200 students and 200 staff.

North Cooper Mountain is slated to support another 300 housing units if new zoning is adopted in the northern portion of the area; utilities are made available; and, properties annex to the City of Beaverton.

Transportation

The regional transportation network serving Sherwood West and surrounding areas is planned for a number of updates and improvements that will be needed to serve future residential and employment growth and changing land use

patterns. Washington County recently completed an Urban Reserves Transportation Study (URTS) project, which is intended to inform concept planning in the urban reserves (including Sherwood West), help ensure that the County meets mobility and capacity standards on area roadways, and provide a roadmap to funding transportation system improvements as the urban reserves develop in the future. Notable projects in the vicinity of Sherwood West include:

- **Roy Rogers Road:** Washington County plans to widen Roy Rogers Road between Scholls Ferry Road and 2,500 feet south of Bull Mountain Road to five lanes with bike lanes and sidewalks. This project is expected to be completed in December 2021.
- **Tualatin Sherwood Road/Roy Rogers Road:** Washington County plans to widen Tualatin-Sherwood Road/Roy Rogers Road, between Borchers Drive and Langer Farms Parkway, to five lanes with bike lanes and sidewalks and additional turn lanes at Highway 99W. The project is expected to begin in Fall 2021.
- **SW Brookman Road:** When the Sherwood West area annexes to the City, SW Brookman Road (SW Chapman Road) will be upgraded to an urban facility with facilities for bicycling and walking, and the City is exploring crossing solutions at Highway 99W.

APPENDIX G

Economic Opportunities Memo

Sherwood West Concept Plan

Economic Opportunities and Challenges

Date June 15, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

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Executive summary

Stakeholder Interview Takeaways

- **Employment Land.** There is a limited supply of high-quality buildable employment land in the region and increasing demand, particularly for large sites. Stakeholders believe that demand is strong enough to absorb whatever amount of land the City sets aside for employment in Sherwood West.
- **Development types.** Developers are mostly building multitenant flex space (as part of larger industrial or business parks), warehouses, and distribution facilities (both speculative and build-to-suit). The transportation network is considered prohibitive for the latter two in Sherwood West. Opportunities for build-to-suit single-user buildings may also arise sporadically.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site.
- **Land needs** range from 40 to 50 acres per "center" or "park" allowing for buildings averaging 50,000 square feet on five to six acres, although a larger-than-average business park or campus-style development may require more than 100 acres. Total demand is likely sufficiently strong to support a number of these developments, creating a healthier jobs/housing/fiscal balance for Sherwood. Sherwood should target two to three areas of Sherwood West with the largest and flattest (less than 3.0 percent slopes) contiguous tracts of land for these developments. Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road, along Highway 99W and potentially near Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.
- **The wine industry** is an important part of the local and regional economy which may dovetail with industrial, retail, and hospitality uses, but it is unlikely to solely support the growth of any of these land use sectors. A diversified economy and additional employment are necessary.

- **Land aggregation** is critical because of the number of different property owners in Sherwood West.
- Developers want **transparency and certainty** for land, zoning, and infrastructure. This is now considered more important than a shorter development timeline.
- **Office prospects** are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples and the market is unproven.
- **Zoning flexibility** is critical. It is not recommended the City dictates uses, but simply provides limitations on undesirable uses.

Opportunities for Sherwood West

- **Industrial.** The industrial market is hot and unlikely to cool within the next 10 years. Sherwood is beginning to see interest from existing tech companies in Hillsboro and elsewhere. As the west and southwest parts of the metro region develop, the gap between Sherwood and existing tech and other industry clusters will likely decrease, creating a critical mass of employment with access along the Roy Rogers corridor.
- **Target tenants** are wide-ranging, including service providers, contractors, tech companies, logistics, light manufacturers, designers, healthcare users, etc. Other users in the City's target industry list—including advanced manufacturing, life sciences, R&D, software/media design, professional and business services, food products, outdoor wear design, etc.—are also appropriate.
- **Tech Clusters.** Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but these markets are now understood to be softening, with developers looking for opportunities elsewhere in the Portland metro. The Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses to the metro region.
- **Hotels**—particularly mid-range, independent, and boutique hotels—are in demand. However, Sherwood cannot expect to support new hotel development based entirely on its proximity to wine country as other cities to the south are better positioned for an immersive wine country experience. Instead, new hotels in Sherwood will likely be feasible as a follow-on use once employment growth occurs, and the market is proven.
- Similarly, new **retail development** will come in a later phase after residential and employment growth.
- **Office space** is likely to be part of mixed-use developments, commercial centers, or larger employment centers. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office.
- **Retail.** New growth will drive demand for new space, but the growth of ecommerce and declining retail footprints may dampen the impact. Sherwood should focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places, either as neighborhood-centers or main street corridor approach that diversifies the retail mix and supports the growth independent retailers and restauranters.
- **Healthcare.** Because major healthcare facilities depend on large nearby population bases and visibility and access along highways and major transportation corridors, such a facility may be unlikely in the next 10 or 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City. Smaller-scale healthcare facilities are likely to be part of centers or larger developments.

Strategies/Recommendations

- **Be Flexible.** Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.

- **Plan for Mixed Employment.** Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.
- **Plan for Multitenant Space** that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- **Compile a Toolkit** of incentives and tools that can be packaged together to encourage desired development types.
- **Be Both Proactive and Patient.** Depending on the market cycle and the opportunities at any given time, certain land uses will develop faster than others. This will require a phased development approach in Sherwood West. Industrial and residential uses are likely to dominate in the near term, followed by retail, hospitality, office, and healthcare.
- **Ensure that Buildable Shovel-ready Land is Available for Employment.** The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development. Flat sites with slopes of less than 3.0 percent are limited and should be reserved for mixed employment and industrial users.
- **Invest in Talent and Quality of Place**. The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another.
- **Increase Accessibility and Visibility** via the regional transportation network. Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure.
- **Consider Land Acquisitions.** Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.
- **Target 99W and North Sherwood West** for transportation-dependent uses and larger-scale employment development, respectively. There is little frontage on 99W so it should be retained for certain users. Similarly, the largest tract of flat land (100+ acres) in Sherwood West is located to the north. Other areas may be feasible, but developers of industrial and, to a slightly lesser extent, office projects typically require regularly-shaped tracts of flat land with slopes of less than 3.0 percent. A campus-style development may be able to accommodate a greater variety of topographical conditions. Further analysis of the topographical and other physical conditions is necessary to determine the extent of these opportunities.

Introduction

This Economic Opportunities and Challenges memo provides an evaluation of Sherwood West's assets and constraints; summarizes input from interviews with developers, stakeholder, and leading economists; and provides insights on the economic future of Sherwood West as a part of a growing Sherwood. It is intended to highlight opportunities for economic development strategies and non-residential land uses that could produce jobs and tax base as part of the overall mix of land uses in Sherwood West over the next 20 years and beyond. It also explores creative options for long-term job creation that reflect Sherwood West's location at the urban edge and that optimize its ability to evolve as the region matures and economic changes occur.

In preparing the memo, Leland Consulting Group (LCG) conducted interviews with key stakeholders to explore how technology, health care, office, hospitality, retail, and other employment uses might evolve in Sherwood West's unique location. These stakeholders included local and regional industrial, office, mixed-use, retail, and hotel developers, brokers, and specific industry representatives (such as the wine industry). The anecdotal takeaways from these interviews are intermixed within the narrative of this memorandum.

Sherwood should not attempt to compete against other employment centers that may have better locational attributes such as proximity to I-5 or existing clusters of technology employment. Accordingly, we have identified opportunities that play to Sherwood West's unique attributes. These opportunities build upon the area's proximity to the wine country, long-term changes to office dynamics as a result of COVID-19, evolving changes to the retail landscape, and other factors.

The memo includes a shortlist of employment land uses that could realistically be supported in Sherwood West, with projections for development over time.

Constraints and Challenges

Based on key takeaways from feedback received during the stakeholder interviews, most of the opportunities for long-term job creation in Sherwood West will likely require a mixed employment approach—namely industrial, flex, and office. This approach is consistent with both recent development in the Tonquin Employment Area and other examples of peripheral employment development clusters in the region. Of these mixed employment uses, industrial development, which typically includes warehousing, logistics, distribution, and manufacturing, has the narrowest framework of site selection criteria. While demand-related factors are generally expected to largely overcome potential challenges related to site conditions, it is important to highlight these selection criteria as the industrial market may not remain as strong as it currently is over the next 20 years.

Site selection criteria for industrial development typically includes:

- **Access to major transportation routes.** Industrial users typically need access to major transportation routes so that products can be quickly and easily delivered and shipped, and to maximize the employment catchment area. The closest industrial development in the past 20 years has been in Tualatin and Sherwood along I-5 and Highway 99W—both major freight and transportation routes.
- **Separation from residential uses.** Due to the propensity of industrial users to generate noise, pollution, and vehicular traffic, development is not typically located next to residential uses. This sometimes also applies to other uses that attract pedestrian activity, such as main street retail and hospitality.
- **Low-cost land.** Of all land use types, industrial fetches the lowest rents and sale prices. Comparatively, high-density residential and commercial uses fetch the highest rents and sale prices. Typically, the cost of land reflects these trends.
- **Large, uniform sites.** Industrial development is low-density (typically one or two stories) and requires plentiful space for circulation, storage, and parking, particularly for freight operators.

- **Flat sites.** Due to the cost of grading, combined with the low value of industrial development, industrial users require sites with less than 3.0 percent slopes.

With these selection criteria in mind, there are several major constraints or barriers to commercial and employment-focused development in Sherwood West and the immediate surrounding area. We have highlighted these below.

- **Location.** Sherwood West is located in the southwestern corner of the Portland Metro region and lacks easy access to the I-5 corridor. In the near term, this edge location creates a one-sided market area, limiting the employment catchment area. Further, the travel time to or from Portland International Airport[1] is double the average tract in the Portland metro. As we will discuss in the following pages, strong regional demand and a limited supply of employment lands mitigate these challenges in the near term, and long-term residential and job growth is expected to soften these impacts as time goes on.
- **Regional Competition.** As noted in the previous Development Trends and Implications memo, the southwest Portland metro region will see significant growth over the next 20 years, primarily because of the development of Sherwood West and several other nearby UGB expansion areas—including Tigard River Terrace, King City West, and Beaverton Cooper Mountain—as well as local annexation areas like Brookman and Tonquin. Most of these future growth areas are expected to include some level of commercial (and to a leser extent, employment) space that will compete with new development in Sherwood West. Closer cities within the Portland metropolitan region also have existing industry and business clusters that will continue to grow in the coming years. However, these central-area opportunities are expected to be fully built out or have limited land availability (particularly for larger sites), pushing the focus of substantial new developments to outer locations like Sherwood West.
- **Local Competition.** More locally, there are existing and emerging clusters of development within Sherwood that may be seen by developers and businesses as more attractive for new development. Locally serving retailers, such as restaurateurs, may prefer the established location and charm of Old Town. A hotel developer may have similar sentiments. For larger-scale retail, which is facing an uncertain future due to shifting consumer behaviors and the rise of ecommerce, Sherwood West's southeastern boundary fronting Highway 99W may be a favorable location because of access and visibility, as might the Roy Rogers corridor after its planned expansion. The Tonquin Employment Area (TEA) and the surrounding areas in Tualatin are currently seen as better locations for industrial and office development but vacant land is quickly being developed, which is likely to push the focus further west to places like Sherwood West.
- **Multiple Property Owners.** With 126 properties and 110 property owners, there are few locations that would not require land aggregation and assemblage for a larger (20+ acre) development. Developers tend to prefer large sites with single ownership in order to avoid the significant delays and hurdles associated with assembling enough land from multiple parcels. Further, property owners are rarely on the same page regarding long-term plans and it is difficult to predict if, when, and why private property owners will sell or develop their land. The City may implement a strategic program for property acquisition to meet economic objectives, either in partnership with other public agencies, by soliciting a qualified broker, or by other means.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site. Infrastructure needs often include enhanced water delivery systems (particularly for tech), enhanced electricity (e.g., green energy), and high speed internet.

[1] Access to other closer municipal airports, such as Hillsboro, also play a role in economic opportunities for Sherwood West, albeit to a lesser extent that Portland Airport. Corporate executives and prospectors often utilize these other airports with private or corporate planes.

- **Topography.** Substantial employment-oriented development, such as a business park, campus, or large-scale industrial or office space, typically requires relatively flat land with slopes under five percent (under three is preferable for industrial). Locations with these topographical conditions are limited in Sherwood West. Sloped sites require grading, which can be prohibitively expensive for developers, particularly if the soil conditions are challenging.[2]
- **Lack of existing rooftops.** While new residential growth is expected over the next 10+ years, the lower density of households and jobs within a five-mile radius of Sherwood West currently limits demand for new retail space and also limits the employment catchment area for new businesses. The density of rooftops in a given location is a critical site selection criterion for new developments. During the recent round of interviews, one stakeholder shared an example where a developer chose to develop in Salem rather than Woodburn due to this issue. With this being said, the lead time for new development to occur will likely align with this growth, which necessitaes proactive planning for new development. Further, Sherwood benefits from its proximity to the Portland metro and is the heart of the triangle formed by Hillsboro, Beaverton, and Wilsonville, with existing undeveloped "gaps" in this area expected to fill in over the next 20 years, increasing the total number of jobs and people.
- **Uncertain/softened Office Market.** The COVID-19 pandemic created much uncertainty regarding the future of office uses. The suburban office market has fared relatively better than the Portland Central Business District (CBD), likely because of the suburb's propensity for "essential" or neighborhood-serving offices like medical, banks, finance and insurance, etc. rather than industries that typically cluster in downtown settings (e.g., professional services).
- **Land Use Application and Permitting.** Some stakeholders interviewed considered Sherwood's application process to be arduous relative to other cities, particularly for industrial development. Suggestions to improve and streamline this process include pushing elements of the initial application to later in the process and being clear about timeframes for various types of permits.

Opportunities

Industrial

The industrial market is considered the hottest of all land use sectors. Ecommerce has surged during the course of the pandemic, with online shopping now considered a norm and capturing more than one-quarter of the total retail market. Further, for every one percent of new retail sales, ecommerce creates demand for 38 million square feet of new warehouse space, and is expected to continue to increase. Other trends benefitting industrial prospects in Sherwood West include the increasing popularity of satellite facilities, which appears to be aligned with residents' desire to work close to their homes. Several other key opportunities related to industrial development in Sherwood West are highlighted below.

Strong Demand. Stakeholders consistently pointed out the increasing difficulties in finding sites in the Portland area, especially large, contiguous, developable sites. As high-quality industrial sites become increasingly scarce in the Portland region, rental rates for industrial space have surged.

Land Needs. In terms of the rate of development, the Tonquin Employment Area (TEA) is considered a relatively accurate depiction of what could be seen in Sherwood West. While Sherwood West is less likely to see as many users that are highly dependent on major transportation routes, the pace of development in the TEA is indicative of the

[2] Basalt is common in soils throughout the Portland area; Sherwood may experience similar challenges, although that bedrock around Sherwood West is understand to be relatively deep, making grading less of a challenge than in some other parts of the region.

strength of the market, and this is unlikely to subside for at least 10 years. In fact, some developers would not consider a 100-acre designation "long-term planning" and several stakeholders suggested that the 108-acre area in the north of Sherwood West is considered a "drop in the bucket" that would be accounted for within two weeks if it were development-ready today. Additionally, institutional developers are generally purchasing 40- to 50-acre sites in order to phase development over time, with the main focus on five to six-acre developments with around 50,000 square feet of multitenant, mixed employment space. There is also new investment nearby in the Tonquin Employment Area (TEA) for larger buildings (upwards of 200,000 square feet), albeit to a lesser extent than the aforementioned product type, that can be either single user or multitenant. The larger the development, however, the greater the need for flat, unencumbered sites that become increasingly challenging to find.

The City of Sherwood could, therefore, plan for substantial industrial-focused employment growth over the next 20 years. Development types include mixed-use employment with a focus on tech, manufacturing, and warehousing. Despite the regional need for large lot industrial, the City should avoid mandating large lot industrial and instead maintain as much contiguous developable land as possible in order to accommodate phasing. While providing an estimate for the total amount that could be designated for employment lands or the specific product types that should be planned for is challenging, we recommend a flexible approach that can accommodate a range of development programs and types. Larger sites may be developed in full or subdivided by a developer.

Residential Growth. Nearby residential growth will benefit industrial prospects—mainly for smaller multitenant spaces—as people continue to value shorter commutes and quality spaces.

Competition. One of Sherwood's primary competitors for new industrial-focused employment land development is Wilsonville. The Coffee Creek area is considered a comparable location to Sherwood West. However, Wilsonville's sites are also considered challenging to develop because there are few sites in excess of 10 acres and there is limited city-provided infrastructure (water, sewer, roads); stakeholders agree that larger sites are needed to achieve an adequate return on investment, especially if infrastructure investments are expected from the developer. Wilsonville is also seen as challenging to work with due to overly restrictive zoning and a challenging permitting process. Of note, the City of Wilsonville has formed an urban renewal district as part of its strategy to support development in the Coffee Creek area.

Low Vacancies. Of the almost 10 million square feet of speculative construction in the metro region that have been delivered over the past 5 years, less than 10 percent is available and the market should be able to absorb most of the 2.1 million speculative square feet being delivered in 2020-2021. Vacancy is expected to increase to 6-8 percent within the next five years as a result of the development pipeline, bringing about more stability to the market. There are roughly four million square feet still in the pipeline, over half of which is planned to be owner-user or build-to-suit properties.

Wine-related Impacts. Outside investment is increasing in Oregon's wine industry and the Willamette Valley is quickly becoming a hotbed of new activity as investors see profit-making opportunities associated with the lower cost of land (relative to France and California) and grape production, as well as recognizing the need to diversify locations in the face of climate change. The recent acquisition of Ponzi (a Sherwood area business) by the French company Bollinger is one of the first foreign acquisitions in Oregon, but it is expected as the start of an emerging trend rather than an exception. Impacts of the wine industry on hospitality and commercial prospects are explored in later pages.

Developers see opportunities in storage, distribution (including bottling), production, and warehousing. While the former is a low-density employment type, the others pay higher wages and employ a significant number of people. Wine-focused manufacturing also aligns with existing trends in the southwest metro region which has seen food processing become a major employment sector. While industrial stakeholders see opportunities in production, wine industry experts consider it a nonstarter, with the majority of production facilities likely to remain in the immediate vicinity of the growth area. Storage and distribution may benefit from proximity to Highway 99W, but, again, developers

see areas that are more centrally located in wine country—such as McMinnville along Highway 18—as better potential locations in the short-term.

T-S Corporate Park. Cities are increasingly using zoning codes to influence development. For the T-S Corporate Park, the developers knew the zoning before it was annexed, and the plans were reactive to that zoning. The developers looked at the Koch Corporate Park to the east as a comparable example for what they could expect. Despite topographical, soil, and wetland constraints, the project is rapidly proceeding with multitenant space geared to manufacturing, food, and tech (such as bioscience).

Target Industries

During the stakeholder interviews, participants (including those throughout all stages of the development process, from high-level prospecting to tenant recruitment) generally agreed with Sherwood's target industries. These industries include:

- High Technology/Computers & Electronics
- Light Manufacturing/Advanced Manufacturing[3]
- Cleantech
- Life Sciences/Biosciences
- Research and Development (R&D)
- Software/Media Design
- Professional/Business Services
- Food Products
- Outdoor/Athletic Wear Design
- Healthcare

Other industries mentioned during the interviews included logistics and engineering. Many of the target industries above are highly water-intensive. One major competitive advantage in Oregon's favor is the availability of water. Some of Oregon's competition, including New Mexico and Arizona, are facing significant challenges due to current and expected future droughts.

These industries are primarily traded sector and provide, on average, higher-paying jobs and may be part of a campus-style development or as individual site developments (most likely multitenant mixed employment buildings). It is understood that these development types are seeing increasing levels of interest from various stakeholders. A larger campus or business/tech park will require larger tract of land in excess of 20 acres and perhaps as much as 100 or more acres.

Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road. Other locations may be appropriate as long as land is free of development impediments, such as steep slopes and wetlands. A high-level topographical analysis of the area shows potential locations for other employment areas along Highway 99W and perhaps centrally around Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.

Locational Considerations

Highway Access. Approximately 0.8 miles of Sherwood West's southeastern boundary fronts onto Highway 99W (between Kruger Road and Chapman Road). This access is considered critical for industrial users that require quick and easy access to the transportation network. This location is considered the only place that warehousing and distribution users may locate. The middle section of this stretch of Sherwood West contains topography that is likely prohibitive for new development that requires flat land (especially industrial), and the northern section is made up of multiple property owners and several irregularly-shaped and smaller parcels, creating challenges for land assembly and development. Generally, high-density employment is not considered likely due to the impacts on the transportation network and

[3] One stakeholder specifically mentioned interest in aerospace components manufacturing.

probable congestion, although this could be somewhat mitigated with robust residential growth that reduces commute times.

Tech Clusters. Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but the market is now believed to be softening, with developers looking for opportunities elsewhere in the Portland metro where there is access to new talent clusters, new homes (especially for executives), and large tracts of land available to develop (particularly lower-cost land). LCG's stakeholder interviews suggest that the Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses in the metro region.

Access to Talent. Talent is critical to location decisions for employers and is the single most important factor driving urban economic success is the educational attainment of a city's population.[4] Economic development partners and employers talk about "Talent" in terms of (1) the size of the skilled labor force in the market area, (2) the size or percentage of the population with a college degree, and (3) industry composition.

Approximately 17,000 new households are planned between the three UGB expansion areas along the Roy Rogers corridor (Sherwood West, Tigard River Terrace, and King City West—all within a five-mile radius), potentially adding more than 50,000 people to the area in the next 10 to 20 years. This growth will increase the interest of developers of all land uses in and around the Sherwood area. The importance of Sherwood High School should not be understated here as a local driver of talent creation. The school district is considered a major draw to the area for residents and executives, and programs and partnerships with industry groups or businesses will likely continue to increase opportunities for localized economic development.

Infrastructure

Infrastructure is considered one of—if not the most—important elements for employment-focused development in Sherwood West. Developers desire certainty around roads and utilities, and now consider it a simple "build it and they will come" approach.

Funding Plan. Metro, the regional planning agency, also considers infrastructure essential and recommends that the City develop a clear infrastructure funding and phasing plan as part of the Sherwood West Concept Plan. If the City can prove a certain return on investment, this plan can help justify the additional investment, financing, and funding from an economic development perspective. This does not necessarily equal an expectation of the City to build all infrastructure, but developers are increasingly doing risk assessments relative to delivery, so a clear plan for getting the shovel in the ground is important—more important than being promised a quicker overall timeline.

Shovel-ready Sites. Having shovel-ready sites available is likely to offset any of the area's potential disadvantages, to a certain extent. However, we recognize that there is a risk involved in speculative infrastructure investment, especially if the requirements for new development differ from user to user. The tech industry, for example, is understood to be asking for enhanced water delivery systems, enhanced electricity (e.g., green energy), and high-speed internet. In this case, Sherwood's municipally-owned broadband is a major advantage. It is recommended that the City of Sherwood develop a defined implementation plan with readily available funding.

Office

Office prospects are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples, and the market is unproven.

[4] https://cityobservatory.org/talent-and-prosperity/

Based on LCG's experience and other sources, employers base their decisions on where to locate office space based on the following primary criteria:

- **Attracting and retaining talent.** This is the most often cited requirement for location decisions. Businesses want to be in locations where they can draw on a large pool of highly-educated, innovative, creative, and motivated individuals. While the population size and educational attainment near Sherwood West are reasonably strong, other competitive areas still have a talent advantage, as shown in the table in the Locational Considerations section.
- **Development Clusters.** Being located in proximity to customers, collaborators, suppliers, and even competitors is critical to the success of office developments. Hence the clustering of Athletic and Outdoor businesses in the Portland metro region, and in proximity to Nike.
- **Accessibility and visibility.** Employers' workforce, customers, suppliers, and others must be able to easily get to and from the office space. Visibility is important since an attractive office space can act as a marketing tool for the company's brand.
- **Quality of place.** Since talent is the most important consideration, and highly skilled people are attracted to places with a high quality of life, quality of place is important to employers.
- **Real estate costs.** After labor costs, real estate costs like rent and other fees increase the costs of operation. Higher costs often mean tighter budgets and slower growth trajectories.
- **Regulation and tax structure.**[5] Depending on a business' perspective, it may consider the regulatory or fiscal environment as supportive or contrary to its operations. Regulations can include environmental requirements, zoning, and other elements that may restrict certain uses, development types, or businesses. Taxes, such as property and income tax, can also impact a business' ability to attract workers, but taxes play a lesser role than others mentioned here.

Regional Overview

While office prospects remain murky, it is expected to return to full strength within the next five years as economic conditions improve. The Portland CBD accounts for the vast majority of the metro's office inventory, which is unlikely to change despite trends that support a greater dispersion of the office inventory.

Total vacancy in Downtown Portland has been increasing each quarter since 2019 to its current vacancy of 16 to 18 percent and is expected to continue to increase as pipeline development comes online and if leases expire and are not renewed. A vacancy rate near or upwards of 20 percent is considered a major problem from which it is challenging to recover. Almost one million square feet of new, mostly unleased, office product was delivered to the market in 2020, and another 500,000 square feet is still in the pipeline.

After many years of office space consolidation, office users may start to value more space (spurred on by health concerns brought on by the COVID-19 pandemic), although any impacts from space expansions are likely to be dampened by the increasing normalization of the work-from-home environment.

Suburban Office

The suburban office market has generally maintained a steadier course with a vacancy rate currently around 10 percent, albeit with a substantially smaller inventory. The suburbs can provide employment opportunities closer to people's homes and often levy fewer taxes that can be seen as attractive for residents.

[5] Based on LCG experience and *Seven reasons why location is important* https://www.us.jll.com/en/views/seven-reasons-location-important

Most office developments that are part of larger planned centers as single, isolated buildings typically struggle to penetrate the market. An example of this is the nearby Pacific Financial Center in Tualatin. Despite a location on Highway 99W, the building has struggled to attract tenants and is only recently achieving a vacancy of 75 percent since its construction in 2008, with asking rents of $28 full-service advertised for currently available space. Pacific Financial Center is an ode to an outdated development model and demonstrates the need to cohesively plan for a critical mass of employment and commercial activity.

For the purpose of long-term planning of Sherwood West, the City can assume that office space will be a relatively minor part of the development program, either as mixed-employment, campus, and/or mixed-use developments. The most likely development type is surface parked projects no more than 20,000 square feet, with some smaller office space as part of mixed-use developments. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office. With tech, it is most important for there to be a critical mass.

As with industrial, a flexible approach that accommodates these and other development types—as desired by council—is recommended. While office prospects remain dictated by the availability of flat land, it is typically a higher value development type that commands higher prices and rents than industrial, and it can therefore get built in areas with slightly more challenging site conditions (sometimes with slopes between five and 10 percent).

Office as Part of Mixed-Use Developments

Several trends in consumer behavior provide additional cause for optimism for commercial and employment uses in Sherwood West.

Remote Working Opportunities. One of the trends from the COVID-19 pandemic that is likely to continue is the rise of flexible employment and remote work. As many as 20 to 30 percent of office workers plan on not returning to the office full time. With the projected growth of anywhere from 20,000 to 30,000 new residents aged between 25 and 64 over the next 20 years within five miles of Sherwood West (above an existing baseline of 36,400), this growth may result in as many as 20,000 people working remotely. This may provide opportunities for smaller office suites (less than 1,000 square feet) and coworking spaces that could be part of a mixed-use environment.

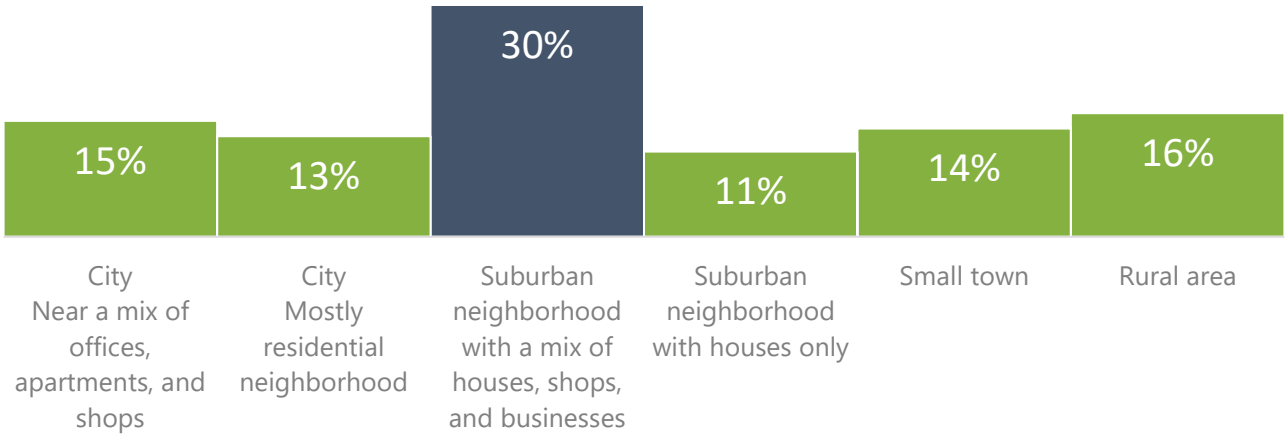
20-minute Neighborhood. One notable shift in consumer behavior is the growing demand for the **20-minute neighborhood—**the concept where one can take care of everything within a 20-minute walk. These areas have walkable access to a mix of employment and commercial services, including amenities, multimodal access, adequate sidewalks, and good street connectivity.

While it is challenging for most areas in suburban or edge locations to attract a critical mass of commercial amenities and services and employment opportunities to achieve the 20-minute neighborhood, there has long been a growing demand for suburban neighborhoods that include these elements, as shown below. Sherwood West can capitalize on these shifting preferences.

Orenco Station is a good example of this: the Hillsboro suburb is a grocery-anchored mixed-use center with retail and office uses surrounded by a variety of housing types, including single-family homes, townhouses, and apartments. Another good example is the City of Lake Oswego, which has succeeded in creating an amenity-rich environment for its office workers, resulting in an attractive, mixed-use location that drives rent premiums and supports higher density development.

These areas are attractive to younger knowledge workers who might be interested in some type of incubation space for new company creation. The new high school will help the potential growth of knowledge-related employment by anchoring and nurturing community bonds.

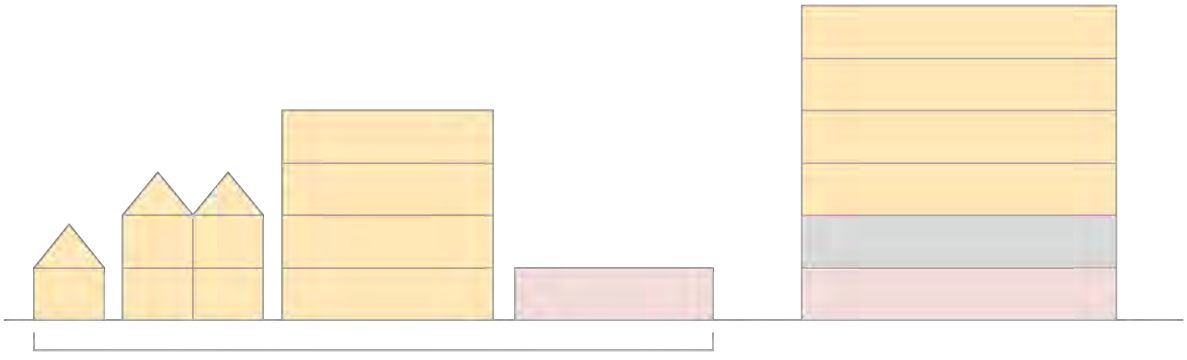
"Where Would You Most Like to Live" Survey Results



Mixed-use development has historically been limited to downtown environments, only occurring in some suburbs in hotter markets. However, it is now expected that mixed-use has a future in the suburbs, especially if it can be developed horizontally (versus vertically) and accommodated on larger sites to mitigate the higher cost of construction associated with typical vertical mixed-use development. Horizontal mixed-use typically occurs organically and, in turn, creates the market conditions to support more density.

Sherwood should pursue horizontal, rather than vertical, mixed-use development, at least in the near term. The major differences include parking (surface versus structured), construction type (wood versus concrete podium), the use of elevators, additional circulation and interior spaces, fire and safety elements, and the level of fees associated with the development.

Vertical mixed use also requires much higher rents, primarily because of the more expensive construction costs. These rents do not exist in the Sherwood area today. As such, pursuing the latter without allowing for the former may delay new development in Sherwood West.



Hospitality

New hotel development has been clustered in downtown Portland and Hillsboro, with a few isolated projects elsewhere along major arterials. There has been relatively limited hotel development in the southwest metro region, except for Sherwood's new Hampton Inn.

Some of the key inputs to hotel developers' site selection decisions are the amount of nearby employment (which drives business travel), convention center space, major tourist destinations/quality of place, and visibility from major highways/transportation corridors. There is also "background demand" that is linked to the size of the surrounding population. Hotel development, to an even greater degree than commercial development, tends to be a "following use." In other words, hospitality follows other types of development, particularly office space. Office space is a significant generator of hotel demand and makes it easier to justify the market and attract developers.

Sherwood West is likely to have competitive advantages in terms of major employment clusters, tourism draws, and transportation corridors compared to other locations. LCG considers the probability of attracting a new hotel in the area as high, particularly for a mid-range hotel. However, the City should not expect lodging development to be completed early in the lifespan of Sherwood West.

Challenges. Specific challenges related to the hotel industry for Sherwood West are listed below.

- Lack of major office employers and two of the major employers include healthcare and the school district, which doesn't reflect an adequately diversified employment base to drive hotel demand.
- Existing land availability in the heart of wine country for wine-oriented hotels in other cities such as Dundee means that Sherwood is unlikely to be competitive based on the wine industry alone.
- Hotels are generally "follow-on" investments because they are expensive to build; developers, therefore, need a proven demand before committing to development.
- Hotels require adequate "activation energy"; there is currently a lack of restaurants and other amenities in and around Sherwood West.
- Lack of local comparable examples; hotel developers need to prove that hotels can get to 70 percent occupancy in order to confidently develop. However, if the Hampton Inn negatively performs, it is not necessarily an indication of prospects as branded hotels can be a negative for certain audiences.

Opportunities. Most of these challenges can be addressed by focusing on employment growth and a greater array of commercial amenities and services. The pandemic has also increased consumer's desires for "drive-to" areas, so cities like Sherwood that are less isolated may become more resilient to future market disruptions.

Feedback from the stakeholder interviews indicated a range of hotel options for Sherwood, including mid-range and upper-range or boutique hotels. The Allison Inn and Spa in Newberg was discussed as a luxury option ($500+ a night) but is not expected to be currently feasible in Sherwood until a critical mass of high-wage employment occurs to complement Sherwood's presence as a gateway to Wine Country. An upper range or boutique option ($300-400 a night) such as McMinnville's Atticus Hotel faces similar challenges in the near term and may be best suited to Old Town Sherwood over the longer term. The recently completed 73-room Hampton Inn in Sherwood is considered a budget-friendly option (less than $150 a night).

Primary demand is for at least one mid-range hotel in the $150 to $250 a night range that fills an existing gap in the market.

Location. The most likely location for a hotel would be near a mix of uses or town center feature, or near open spaces. It is possible that lodging could be located along one of the arterials and look to build on travel to and from the wine country to the southwest, but there are most likely superior wine country lodging locations. In fact, a location on 99W would help with visibility, but the need for visible, highway-adjacent locations is declining as consumers increasingly use technology to seek lodging options and book ahead of time. A more physically attractive location will maximize Sherwood West's unique assets such as its views and open spaces. Proximity to future employment is also recommended to target business travelers and a broad spectrum of customers that may desire a different product from branded I-5 corridor hotels.

Wine tourism. While Sherwood is well positioned between the Portland metro and wine country, the City should not base its future on the wine industry. Other cities that are more centrally located in Wine Country are likely to continue expanding and experience the bulk of tourism activity, particularly for out-of-state visitors (even though Sherwood's location as a gateway to wine country is a major advantage). Local support is also strong, and new residential growth coupled with an increase in inter and intra-state tourism (particularly from TX, NY, FL, etc.) will drive demand for new facilities (e.g., satellite tasting rooms).

An Oregon Winery Visitor Profile Study Report for 2019 by Travel Oregon profiles visitors to the State's wine regions. In the Sherwood region, the average visitor is a 51-year-old woman earning $113,000 per year. These visitors average $600 in spending over the course of two days and stay an average of 1.5 nights. Compared to the Napa region, the lack of available lodging and other services and amenities is apparent, with Napa visitors staying an average of two nights with greater expenditures.

This data is consistent with information garnered during stakeholder interviews, which indicated potential opportunities for high-end and boutique hotels and white tablecloth restaurants in Sherwood. These uses would help elevate Sherwood's position as a high-end tourism destination for domestic and international visitors.

Retail/Commercial

As described previously, the retail real estate sector continues to struggle as a result of the ongoing pandemic and the growth of ecommerce. There is now significantly less new retail development being built per new resident than ever before. Big box retail prospects are also the lowest they have ever been among the development community. With that said, Sherwood's retail market is considered vibrant and healthy.

Sherwood's retail inventory is largely traditional brick-and-mortar, i.e., surface parked commercial centers or standalone buildings along transportation routes. The three types of centers include:

- **Community centers.** Often referred to as a strip mall, community centers range from 125,000 square feet to 400,000 square feet. These properties usually have a grocery store and can also have a discounter and large specialty shops mixed with convenience retailers, such as drugstores.
- **Neighborhood Centers.** A smaller version of community centers. These are typically referred to as grocery-anchored properties, along with other convenience retailers. They run up to 125,000 square feet.
- **Convenience Centers.** These are very small properties that are less than 30,000 square feet and filled with, well, convenience-based retailers, such as dry cleaners, nail salons, drug stores, and other types of shops where customers are looking for a quick purchase or service.

Spending Gap Analysis. A retail gap or leakage analysis helps identify strengths and opportunities in the retail market. Supply is determined by estimating the sales by retail establishments in the region to all consumers, regardless of where they live; sales to businesses are excluded. Demand is determined by estimating the expected amount spent by consumers that live in the region at all retail establishments, regardless of their location. The difference between supply (retail potential) and demand (retail sales) represents the retail gap. If the demand is greater than supply, a leakage occurs. Retail leakage refers to the amount of money that residents are spending on retail goods and services at stores located outside the community. If supply is greater than demand, a surplus occurs and indicates that retailers are selling more than is demanded within the region. This information is critical to economic developers and regional planners because it can be used to recruit appropriate retailers to the community. It is also useful to retailers already located in a community because it can guide on tapping new markets with expanded or improved product offerings.

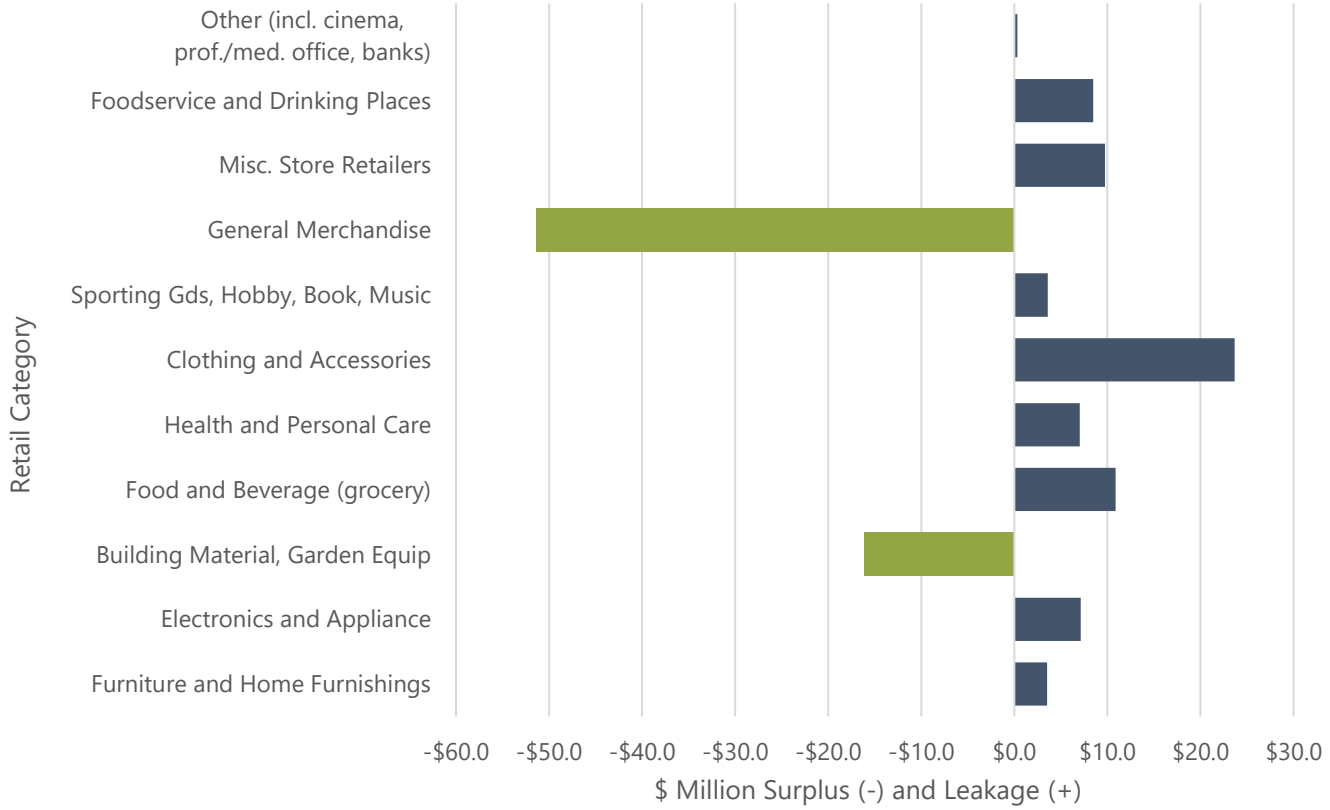
As the following chart shows, there is leakage in most retail categories. However, total retail demand is estimated at $402 million and total retail sales at $395 million, meaning there is little difference in total. Further, a huge surplus for General Merchandise (such as Target, Walmart, etc.) may account for much of the leakage in specific retail categories

like Clothing and Accessories and Miscellaneous Store Retailers. Also likely is that the Sherwood area, as the gateway to the Portland metro, is capturing spending from smaller cities in the Willamette Valley that do not have as many retail offerings. As Sherwood increases its retail offerings and the commercial landscape becomes increasingly vibrant and diverse, the retail gravity will likely draw from an increasingly large trade area to the south. If planned properly, a cluster of unique, destination-style retail offerings would likely capitalize on these opportunities.

Looking ahead, residential and employment growth will certainly drive demand for additional retail space, but the growth of ecommerce and declining retail footprints may dampen the impact. Traditional "big box" retail is also unlikely as the market is relatively saturated with this product type. Instead, Sherwood should expect to focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places. These categories are also less prone to market disrupters. Enough leakage exists in these categories to immediately support at least one moderately-sized cluster of stores.

There is a growing desire for placemaking, entertainment, and culinary experiences. According to stakeholders, Sherwood is missing specialty markets and independent, farm to fork, and white tablecloth restaurants. Restaurants are important placemaking elements that support business retention and expansion and other economic objectives. There is a belief that opportunities exist to market Sherwood West to certain restauranteurs that may want to relocate from the central city. Similarly, individual wine-related tasting rooms or a regional wine bar may be able to capitalize on the burgeoning wine industry. While Old Town is the more likely environment for these uses, existing available spaces are limited; a nodal development cluster or main street development in Sherwood West may attract developers and tenants that recognize the market opportunity for these uses.

Current Spending Surplus (-) and Leakage(+) by Retail Category, Primary Trade Area (10-minute drive time)



Source: ESRI, LCG

Healthcare

Today's healthcare facilities are dispersed throughout the region and have spread out to serve the needs of the metro's growing population. Key healthcare demand drivers are the size of the population in the market area and the size of key populations such as seniors. Small- and medium-size healthcare facilities (particularly clinics, primary care offices, and dental offices) can easily fit into smaller commercial centers. Major healthcare facilities (e.g., hospitals and large medical office buildings) tend to locate along highways and major transportation corridors. Healthcare is an industry that has the potential to drive demand for other commercial uses and amenities, including retail, office, lodging, and, to a lesser extent, light industrial and manufacturing.

One of the hottest trends shaping healthcare real estate is the shift to delivering medical care in outpatient settings. Ultimately, this trend is being driven by three factors: an emphasis on driving down costs, the rise of the healthcare consumer, and an aging population.

This is consistent with the findings from LCG's interview with a major healthcare provider. Key findings are as follow.

- Site criteria for new healthcare facilities include drive times, ease of access, visibility, proximity to other services, and distance from competitors. A location along 99W appears the only adequate location that fits this criteria.
- With the shift to outpatient facilities, healthcare providers are unlikely to build additional in-patient facilities in Sherwood.
- Providers consider a 10-minute drive time the market area for primary care and 20-minute drive time the market area for specialty services. Existing facilities in Newberg and Beaverton are within a 20-minute drive time of Sherwood and may not compete for additional specialty services in the near future. Demand for primary care services, however, is likely to increase as the population and number of jobs increases in the immediate Sherwood area.
- Providers are increasingly partnering with developers to build facilities as part of larger mixed-use and wellness-oriented projects.
- Smaller clinics sized around 1,500 square feet may be part of mixed-use developments or in retail settings.

Sherwood West may benefit in the future from several emerging trends, including a growing acceptance and use of telehealth (driven by the COVID-19 pandemic), technological advances, and a growing desire for more convenient and accessible outpatient services. These trends are more likely to lend themselves to smaller healthcare facilities.

LCG's assessment is that it is likely that some small- or medium-size healthcare facilities will locate within one or more of the Sherwood West commercial areas. Assisted living facilities can be located within residential parts of Sherwood West.

Because major healthcare facilities depend on large nearby population bases, higher visibility, and access to highways and major transportation corridors, as well as the shift away from inpatient facilities, such a facility is unlikely to develop in Sherwood West, at least in the next 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City.

Strategies for Employment Growth

LCG recommends the following approaches and strategies for employment attraction:

- *Be Flexible.* Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.
- *Plan for Mixed Employment.* Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.

- *Plan for Multitenant Space* that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- *Compile a Toolkit* of incentives and tools that can be packaged together to encourage desired development types.
- *Be both proactive and patient.* The City will need to be both *proactive*—in maintaining relationships with major employers, brokers, economic development professionals at different levels of government, and others in the employment development community and understanding their needs—and also *patient*. This means a recognition that the City will probably forgo the opportunity to see the land developed sooner with residential.
- *Ensure that buildable shovel-ready land is available for employment.* The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development.
- *Invest in talent and quality of place.* The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another. More broadly, the City should work to ensure that its workforce is well educated and trained to fill jobs within the City and regional industry clusters. It should also focus on supporting the development of a diverse array of suitable housing types, promoting placemaking as a core economic development strategy that prioritizes amenities, services, connection to Old Town, and open space. Doing so will likely draw a greater connection between Sherwood's existing high quality of life and well-skilled/educated workforce to encourage talent retention/tech business incubation and grow the community tech "ecosystem" etc. in Sherwood West.
- *Increase accessibility and visibility via the regional transportation network.* Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure. In the near term, most employees are most likely to commute to work in cars they own; over the long term, automated vehicles, ride-sharing, and non-auto modes may increase. In any case, this will require the City to work closely with other cities, Washington County, and Metro.
- *Consider land acquisitions.* Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.

Tools

The market is currently favorable for new employment-oriented development, yet tools and incentives may be necessary if the City desires a certain type of use the market doesn't support or it wishes to accelerate the timing of new development. The City may achieve this using an array of tools, including:

- Enterprise zones
- Zoning
- Incentive programs (tax abatements, development assistance)
- Fee waivers
- Marketing[6], developer outreach/solicitation

[6] An element of marketing may be necessary. The City's municipally-owned broadband service is a unique differentiator in the region and should be promoted.

- Public-private partnerships
- Strategic public partnerships (e.g., with GPI)
- Local improvement districts
- Urban renewal areas

Phasing

Developers are already interested in Sherwood West, particularly developers of industrial and mixed-employment uses. Despite the 20-year planning horizon of this Concept Plan, the timeline for bringing land into the UGB is potentially much quicker. The next legislative ask is 2024 and it is recommended the City move quickly to ensure development can occur within the next 10 years.

Industrial development has historically been about cost and infrastructure; now, it is about speed to market and feasibility. Most major industrial developers are likely operating within a five to 10-year timeline. It is also important to note that infrastructure provisions—or at least a clear implementation plan—available land to develop (without development encumbrances or multiple property owners), and adequate zoning are all critical elements for attracting employment-focused development.

Zoning

Zoning is one of the most critical pieces to get right. Flexibility is critical and the balance should be just prescriptive enough without dictating the uses in order to encourage desired development types while accommodating future growth and emerging trends like robotics and changing delivery systems. Restrictions should be limited to uses that have very low employment densities, such as storage. The zoning in the Tonquin Employment Area is considered a good example of employment-focused zoning.

Parking and environmental standards are two of the more challenging elements of the development code. It is important to keep these standards up to date with industry best practices and user needs and not have overly cumbersome standards.

APPENDIX H

Transportation Issues Memo

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION ISSUES MEMO

DATE: April 29, 2021

TO: Joe Dills and Kyra Haggart | Angelo Planning Group

FROM: Carl Springer | DKS Associates

SUBJECT: Sherwood West Concept Plan Re-Look, Transportation Issues Project #21057-000

PURPOSE

The Sherwood West Concept Plan Re-Look will update the land uses and community plan envisioned in the Sherwood West Preliminary Concept Plan, which will influence the transportation systems that serve it. This memorandum highlights key transportation considerations, including what has changed since Preliminary Concept Plan was completed in 2016 to inform strategic transportation system choices for Sherwood West.

The purpose of this memorandum is to summarize the key transportation issues and projects that will be addressed through this Concept Plan update. It is recognized that transportation system planning works best when it responds to the existing and future needs of its users, which are represented by how land use plans are organized. The transportation plan must also respect the environmental and topographical constraints that are present within Sherwood West.

LAND USE ISSUES

This update is expected to take a new approach in the land use plan which has a direct impact on transportation systems. Studies completed since 2015 indicate greater community needs for employment and mixed-use commercial areas to help Sherwood better balance the mix of jobs and housing that are accessible to the community. This kind of change will affect the travel patterns during commute hours and have some influence on the kinds of services and public amenities that are suitable to support this area. Also, recent state land use regulations have modified single-family zoning requirements to encourage a mix of housing types within each new neighborhood (HB 2001). This is expected to yield higher residential densities than was previously reflected in the preliminary concept plan.

In addition, the new Sherwood High School campus will be reflected in this plan, which was not a part of the prior work. The transportation demands of a high school campus represent a significant change, in terms of the intensity of travel in this area; the reliance on safe and comfortable

walking and bicycling systems in Sherwood West; and, the ability to provide north-south connectivity on the west side of SW Elwert Road. Several major new street improvement projects have already been constructed to support the new school. However, in developing the rest of the concept plan's transportation system, these unique school-related travel needs will be considered to ensure a consistent and connected service to all neighborhoods that are expected to utilize this campus.

Outside of the City of Sherwood, new growth along the Roy Rogers Road corridor now has better plans or updated information that was not available five years ago. Growth in these areas will influence regional travel conditions, which could include local routes within Sherwood West like SW Elwert Road. These new external growth areas include Cooper Mountain in Beaverton, expansions to River Terrace in Tigard, and Kingston Terrace, the new western expansion of King City extending to Roy Rogers Road. Taken together, these nearby growth areas will add thousands of additional families that will rely on the same regional transportation system that serves the Sherwood West community, and they need to be considered in assessing the travel conditions for the Sherwood West Concept Plan.

TRANSPORTATION SYSTEM ISSUES AND PROJECTS

This section provides a review of pending regional transportation system improvement projects and also highlights several previous street elements within the plan boundary that will be revisited through this process.

ROY ROGERS ROAD

Washington County plans to expand SW Roy Rogers Road to a five-lane arterial (two travel lanes in either direction plus a center turn lane) south into Sherwood through to Highway 99W. The final southerly extent of this improvement will be from Chicken Creek to Borchers Drive. The estimated $14 million project is funded by the County's MSTIP program, and it is planned for completion by Spring 2024. This regional corridor connects SW Scholls Ferry Road to Highway 99W and connects between job centers in Hillsboro, Beaverton and housing areas in Sherwood, Wilsonville, and western Clackamas County. Horizon year (2040) travel forecasts are roughly 40,000 vehicles on an average weekday, which is similar to levels observed today on Highway 99W between Tigard and Tualatin. This high level of travel demands may influence the type and location of potential development along the SW Roy Rogers Road corridor, specifically making it more attractive for retail and mixed-use development.

BROOKMAN ROAD

The SW Brookman Road extension ultimately will define a new southern edge of Sherwood. When properties in the Brookman Addition area annex to the City, SW Brookman Road will be upgraded to a full urban arterial facility and its current intersection with Highway 99W will be upgraded to comply with Washington County and ODOT standards for driving, bicycling, and walking. The recent update to the Brookman Addition Concept Plan recommended an interim 3-lane arterial cross-section on Brookman Road until such a time as a 5-lane section is required. The scope and character of the 99W crossing is still under discussion, and the City has stated a desire to explore

an overcrossing roadway rather than at-grade intersection to provide a more convenient and safer route east-west. The SW Brookman Road extension west of Highway 99W (via SW Chapman Road) will also serve as the southern edge of the greater Sherwood West planning area and provides important connections to planned north-south routes that lead up to SW Krueger Road. Ultimately, the timing of the Brookman Road upgrade is tied to land use actions to bring this area into the City of Sherwood. At this time, the County has not programmed funding for these improvements.

HIGHWAY 99W

This state facility is a primary north-south regional highway serving Sherwood. The high speeds, crossing width, and limited crossing opportunities make it a significant barrier for intra-city travel within Sherwood, especially for walking and bicycling travelers. At the time the new high school campus was considered by the City in 2017, a potential solution was identified that would provide a new highway overcrossing for walking and bicycling near the southern end of the campus. Initial feasibility studies have been done to provide a non-motor vehicle crossing just north of SW Sunset Boulevard that extends over Highway 99W to the far side of SW Elwert Road. This connection should be considered as part of the Sherwood West planning process.

ELWERT ROAD

SW Elwert Road is a direct north-south route between SW Scholls-Sherwood Road and SW Krueger Road. It spans a significant portion of the Sherwood West Planning area and is a common alternative route to Highway 99W for local and diverted regional travel. It will be important to strike a balance between local connectivity and regional travel needs when developing the ultimate design of this facility as it is upgraded to urban standards. Several aspects of this route that should be considered include:

- **Intersection with SW Scholls-Sherwood Road** – This intersection will likely need upgraded traffic controls and a more defined intersection area as the adjoining farmlands are developed.
- **Intersection with Elwert Road at Edy Road** – This intersection is adjacent to Chicken Creek and significant environmentally constrained lands. The prior plan recommended a double roundabout solution to minimize environmental impacts and to discourage attractiveness of regional through traffic.
- **Intersection with Elwert Road at Kruger Road** – This intersection was recently improved to a larger roundabout and road re-alignments as part of the high school campus project to address chronic congestion and safety concerns. As the remaining lands to the south are planned for development, the adequacy of this improvement will be re-evaluated.
- **Parallel routes to Elwert Road** – As the preliminary concept plan is revised, the consultant team will seek out opportunities for parallel routes further to the west that can provide local travelers with more north-south options, particularly for access to the high school campus area.

MULTIMODAL TRAVEL OPTIONS

A key component of the transportation network for Sherwood West will be to incorporate safe and convenient walking and bicycling facilities into the higher classification street facilities. All of the local arterial and collector

class streets will have these elements added to the cross-sections for planned improvements. In addition, the natural areas and varied terrain offer opportunities for a separate trail system to promote non-motorized travel away from the roadway network. Transit does not currently serve the immediate Sherwood West area. The closest TriMet service is Route 94 which connects to Portland along Highway 99W. The nearest stop is over a mile away. The concept plan should explore how to make the area "transit-ready" with transit-supportive land use and sufficient connectivity of the street system. In addition, consideration should be given to micromobility solutions like scooters and bike-sharing to help address first/last mile challenges.

APPENDIX I

Plan Concepts

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

These Plan Concepts were developed early in the development of the Sherwood West Concept Plan. Ideas from these Plan Concepts were refined and revised for the final Concept Plan.

DRAFT PLAN CONCEPTS

LIVABLE & CONNECTED STREETS

SHERWOOD WEST CONCEPT PLAN

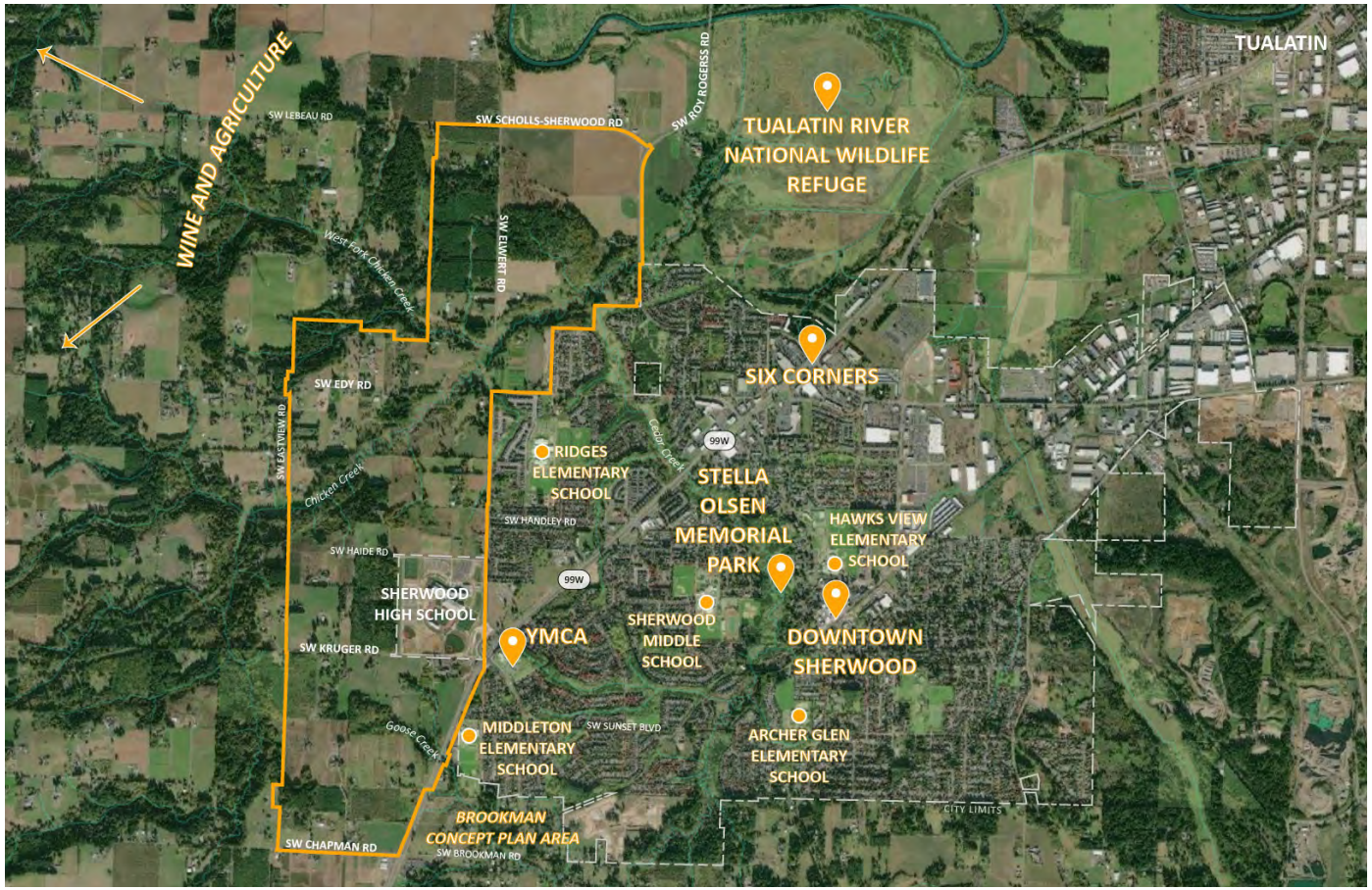
The Sherwood West area is adjacent to and a part of Sherwood's network of streets that carry both local and regional traffic. As the City of Sherwood grows, a well-designed and connected network of streets in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

PRINCIPLES

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

INTEGRATED STREET NETWORK

This map shows important local and regional destinations. It will be important to ensure that the future street network in Sherwood West is integrated with existing Sherwood, providing connections to these destinations.



A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 1

This diagram shows a draft framework of streets for Sherwood West. This option implements the realignment of SW Elwert Rd and SW Edy Rd that was studied in the Preliminary Concept Plan. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The Elwert-Edy Road intersection is realigned as described in the Preliminary Concept Plan.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.



DRAFT 9/27/2021

A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 2

This diagram shows a second option for the street framework in Sherwood West. In this option, the existing alignment of SW Elwert Rd and SW Edy Rd is retained, with the intersection rebuilt. Option 2 would require raising the intersection and road approaches approximately 10 to 20 feet in elevation in order to correct for topography, floodplain issues, and the existing unsafe sight-distance visibility. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

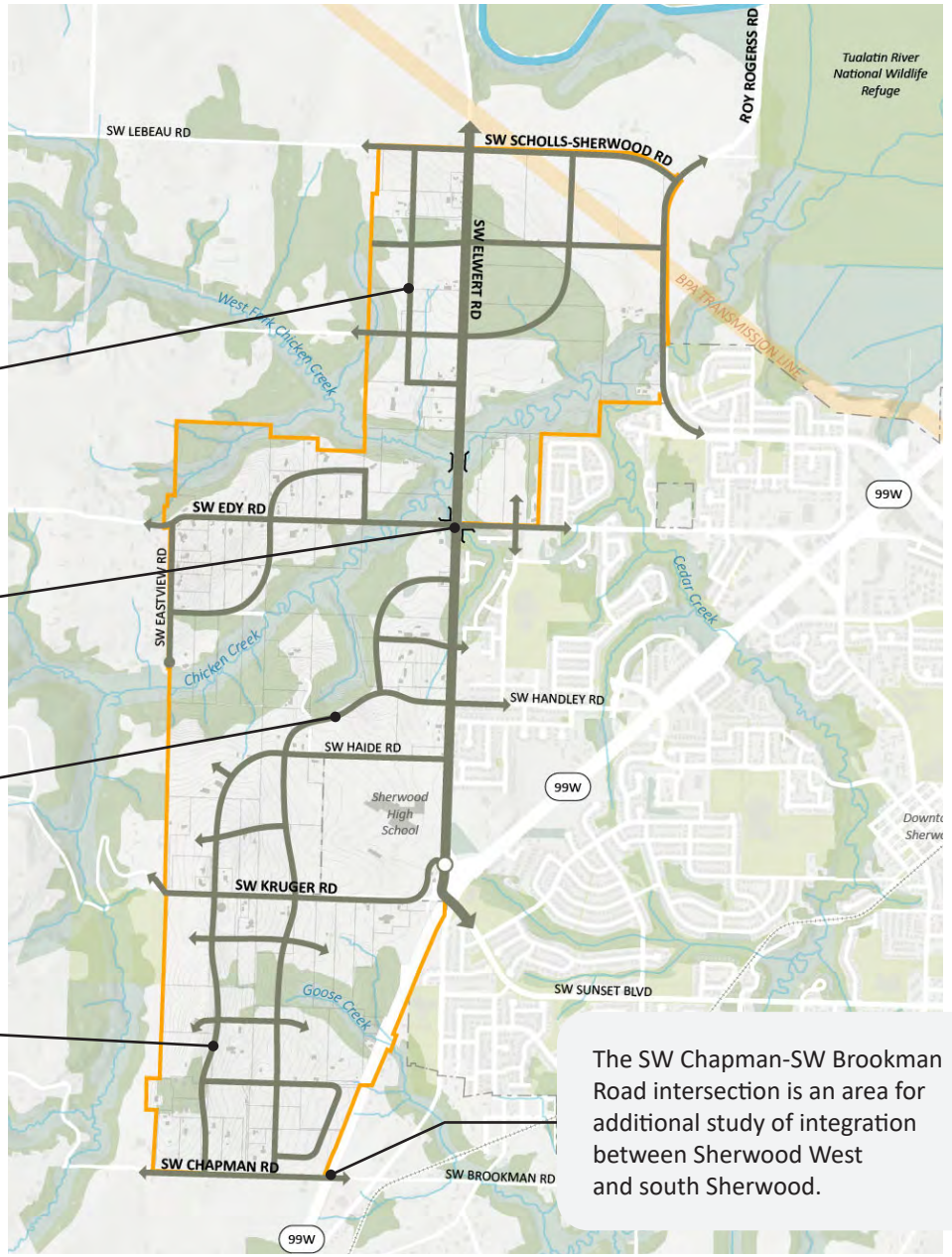
North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The existing Elwert-Edy Road intersection is retained and significantly rebuilt.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.



DRAFT 9/27/2021

SHERWOOD WEST
CONCEPT PLAN

DRAFT PLAN CONCEPTS

SW ELWERT ROAD DESIGN CONCEPT

SW Elwert Road is an important opportunity for Sherwood West. A County-designated arterial street (south of SW Edy Road), it carries about 9,000 average daily trips today and is forecast to carry 14,000 average daily trips in 2035. How can it be designed to be a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side? This document provides ideas to achieve that goal.

PRINCIPLES

- Connect west and east
- Tame the traffic
- Promote safe and comfortable walking and biking
- Create a green, landscaped corridor
- Provide for future transit
- Plan for safety

ELWERT ROAD TODAY



Distinctive landscape character



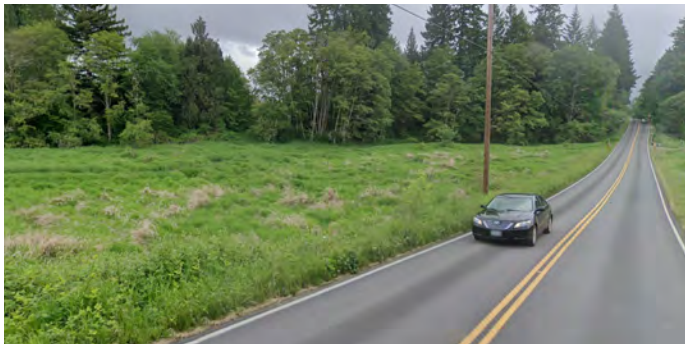
Opportunity to improve east-west integration, add sidewalks and bike lanes



SW Edy & SW Elwert intersection
(Significant improvements are needed)



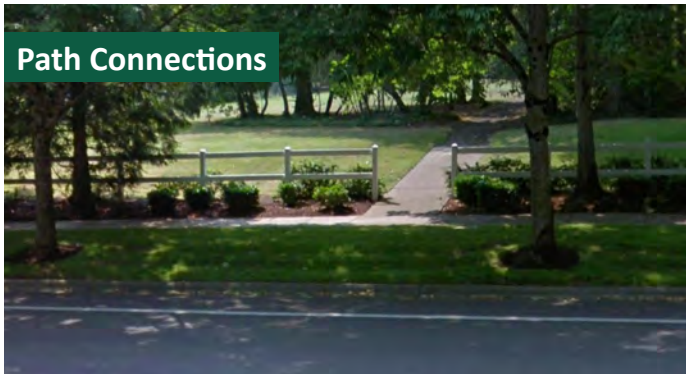
Southern Gateway to Sherwood West, High School provides likely destination for future transit

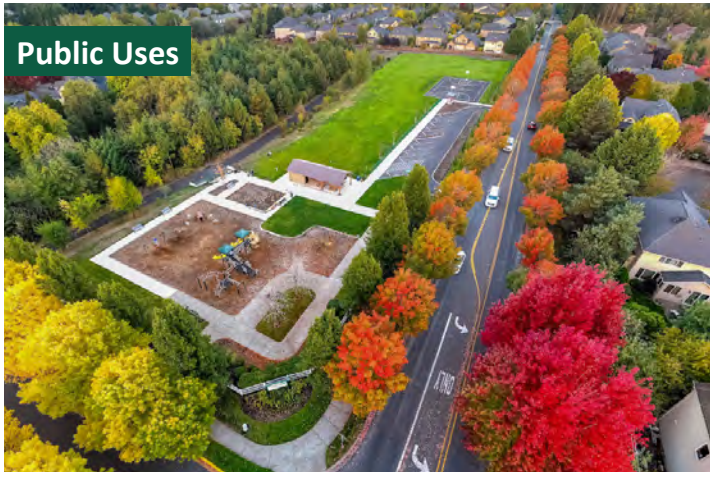


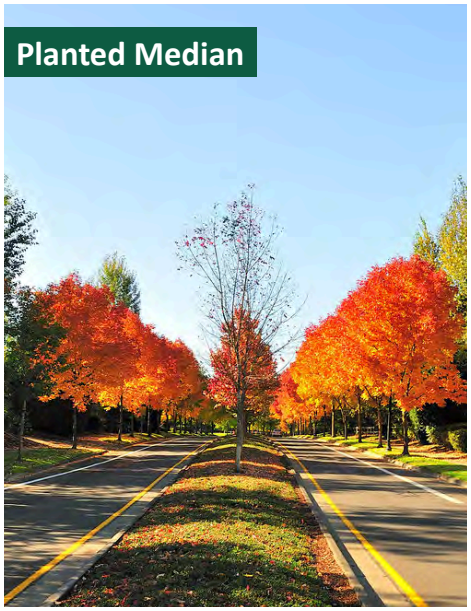
Potential Chicken Creek crossing viewed from SW Elwert

DESIGN IDEAS: LEARNING FROM SW SUNSET BOULEVARD













DESIGN IDEAS: A DISTINCTIVE, CONTEXT-SENSITIVE SW ELWERT ROAD











Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

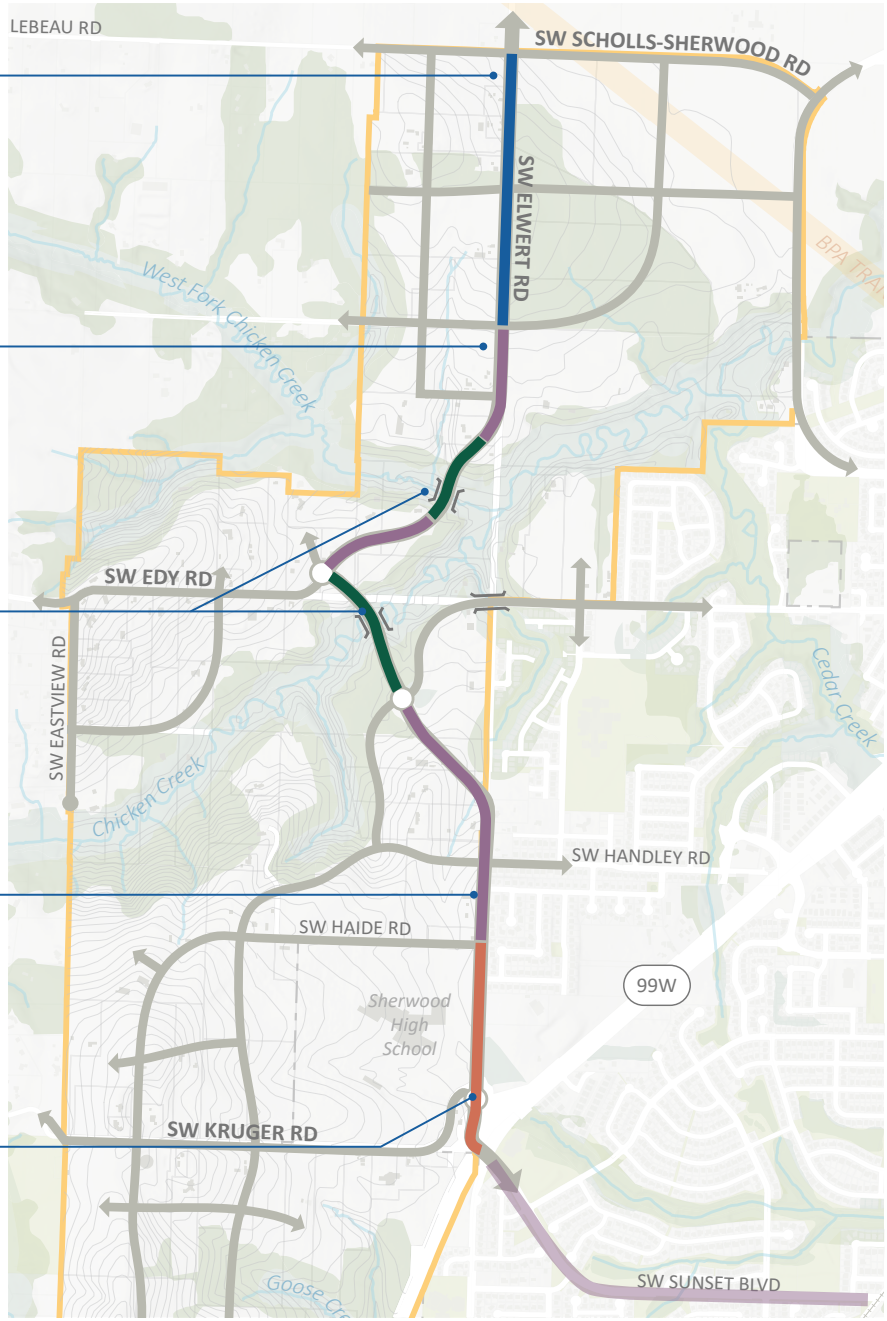
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north



SHERWOOD WEST
CONCEPT PLAN

DRAFT PLAN CONCEPTS

ACTIVE TRANSPORTATION

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

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

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

WHAT COULD ACTIVE TRANSPORTATION LOOK LIKE IN SHERWOOD WEST?

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

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







INTERCONNECTING FUTURE TRAILS - INITIAL CONCEPTS

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

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

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

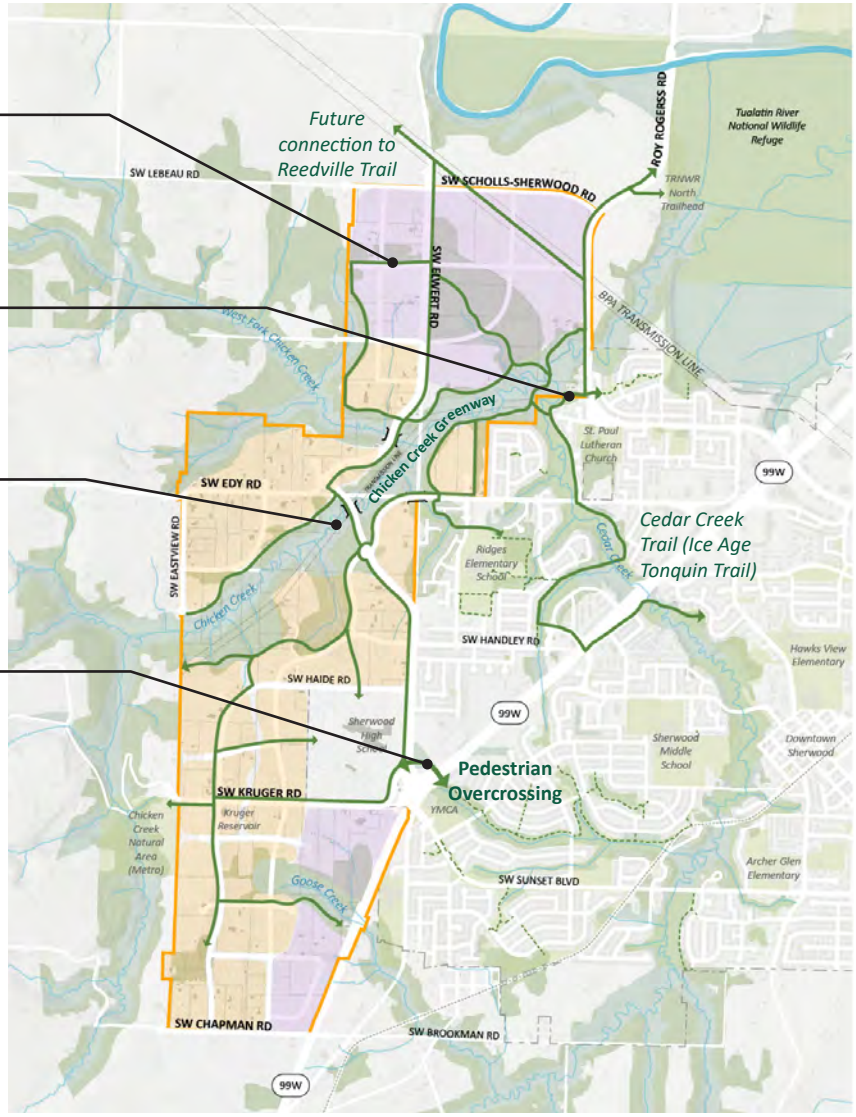
A new Chicken Creek Greenway could take advantage of the existing natural creek corridor to connect to the Cedar Creek Trail and other regional trail networks.

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





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



FUTURE TRANSIT, MICROMOBILITY, AND THE "FIRST AND LAST MILE"

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

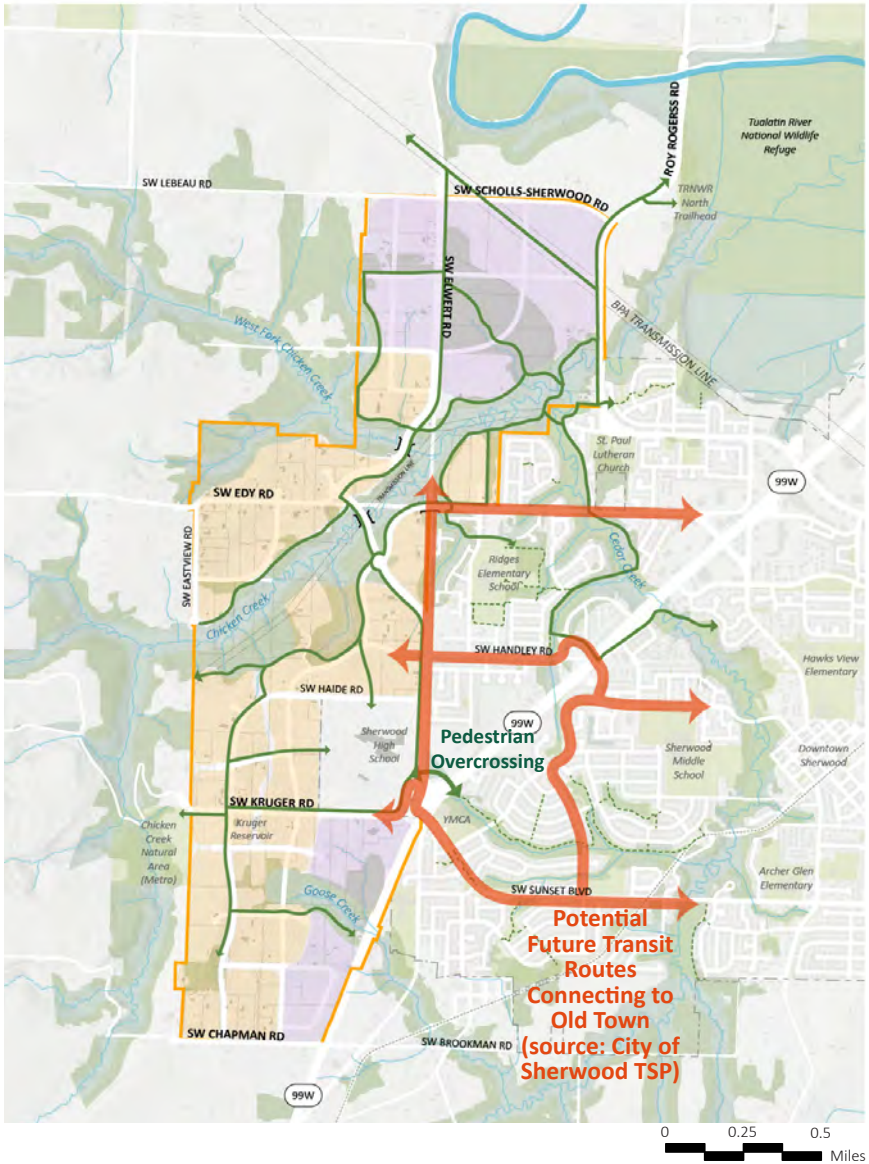
In addition, the inclusion of "micromobility" services, like bike-sharing and scooters, can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops to help fill gaps in transit access (the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











SHERWOOD WEST
CONCEPT PLAN

DRAFT PLAN CONCEPTS

GREAT NEIGHBORHOODS

What will make great neighborhoods in Sherwood West? The vision statement provides guidance in its citation of "families… well-connected streets… walkable… variety of well-designed housing… natural extension of Sherwood's neighborhoods… natural landscape… network of natural areas, parks, and trails." This document provides ideas for how those visions can be turned into reality. It focuses on neighborhood form and key issues for the Concept Plan. Using this guidance, the next step will be to identify land use alternatives.

PRINCIPLES

- Plan for walkability
- Provide a variety of housing opportunities
- Integrate new and existing neighborhoods
- Plan parks and schools as destinations
- Provide adequate parking
- Connect greenspaces into a network
- Integrate nature into neighborhoods











WALKABLE NEIGHBORHOODS: SHAPED BY THE LAND

This diagram is a study of "walkable" areas within Sherwood West. The colored areas show a combination of factors that influence walkability: ¼ to ½ mile of distance (a 5-10 minute walk); natural features such as Chicken Creek; slopes; and existing development. These subareas within are useful for identifying areas of cohesive character and where various land uses might be located and connected. The edges of some areas are clear and very intuitive. The edges of other areas are approximate.

West Elwert: Potential addition to the northern Mixed Employment area

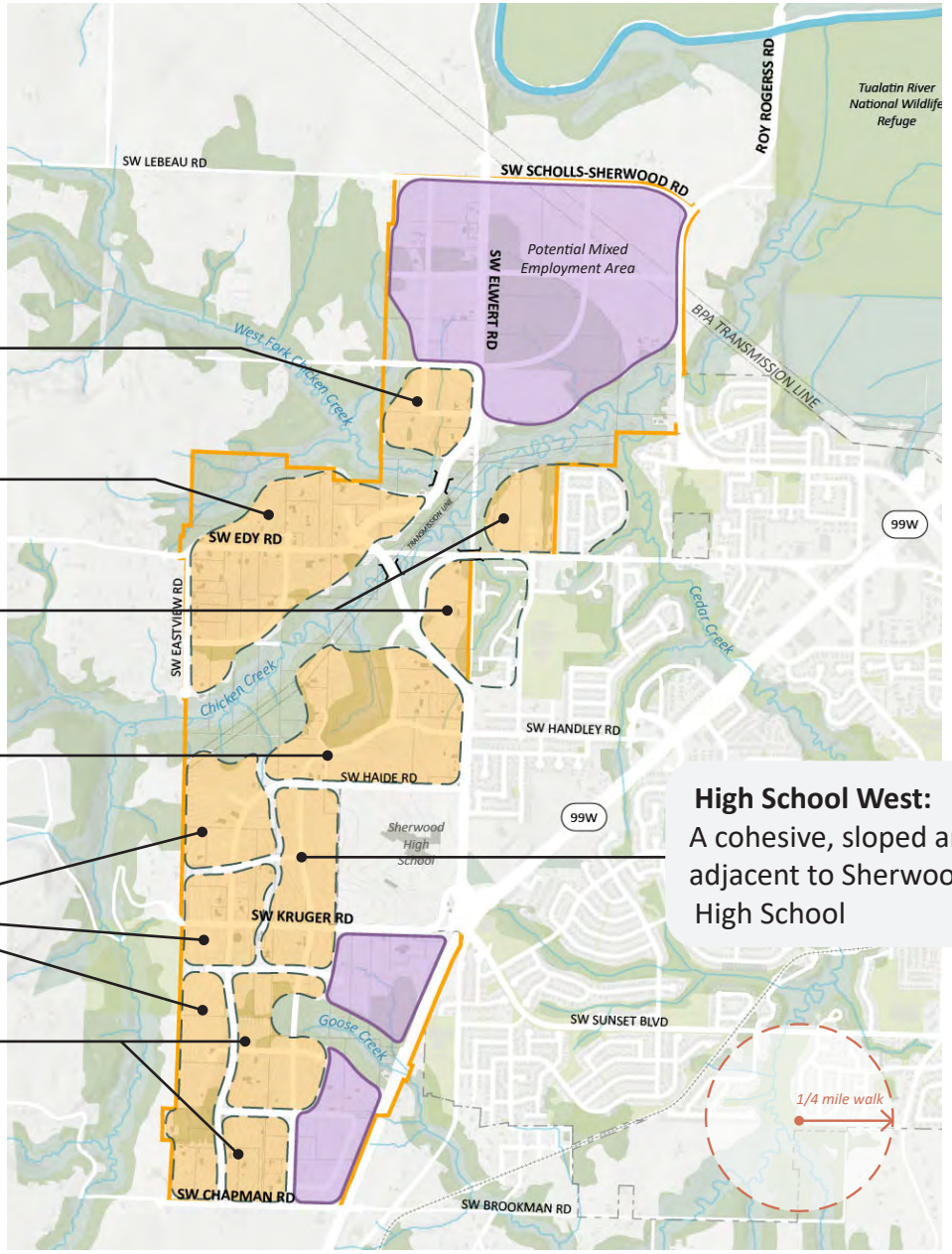
West Edy: A cohesive area from Chicken Creek to the Eastview Road ridgeline

Edy South and East: Close proximity to existing neighborhoods and Ridges Elementary School

Haide North: A fairly large "flat" area with an easy walk from center to edge and some slopes toward Chicken Creek

Hilltop and Ridgeline: Sherwood West's view properties; includes areas facing west

Goose Creek and East Slope: Hillside areas that face east and close to Mixed Employment areas



High School West: A cohesive, sloped area adjacent to Sherwood High School

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CONNECTED PARKS, SCHOOLS, AND GREENSPACES

This diagram is a study of how neighborhood and community parks might be part of a network of connected greenspaces and community connections. The number and locations of potential parks is preliminary and intended to show ideas, not recommendations.









Community Parks provide opportunities for active recreation and organized play in a location that can accommodate increased traffic and demand, while also serving as a neighborhood park for nearby residents.

Minimum size: 10 acres

Neighborhood Parks provide close-to-home recreation opportunities for nearby residents, who typically live within walking and bicycling distance (.5 miles) of the park in a residential setting.

Minimum size: 1.5 acres

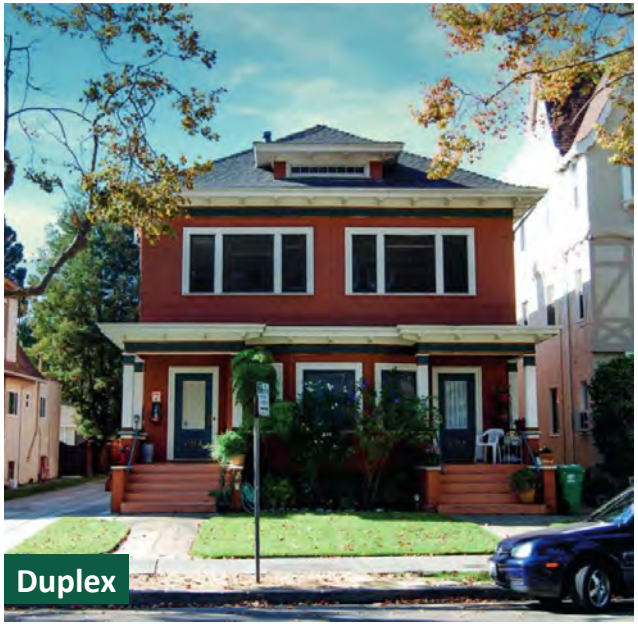


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HOUSING TYPES

Sherwood West's zoning will allow for a wide range of housing types, guided by Sherwood's design guidelines and standards. Here are some examples of the potential housing types.


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached

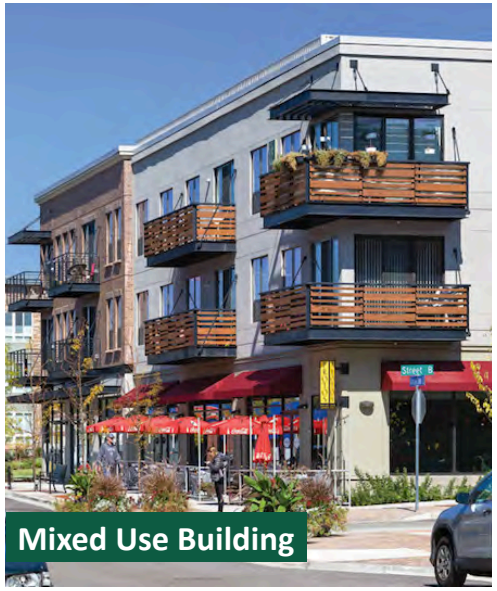

Triplex


Fourplex


Apartments



Live-Work Unit


Mixed Use Building


Courtyard Apartment

SHERWOOD WEST CONCEPT PLAN

DRAFT PLAN CONCEPTS

MIXED EMPLOYMENT AREAS

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

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

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

WHAT IS MIXED EMPLOYMENT?

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









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

MIXED EMPLOYMENT: A RECIPE FOR SUCCESS

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

A MIX OF EMPLOYMENT USES

Candidate industries and employment uses for Sherwood West include:

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

SITING REQUIREMENTS

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

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

TRANSPORTATION ACCESS

Transportation considerations for Sherwood West include:

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













MIXED EMPLOYMENT IN SHERWOOD WEST: AREAS FOR FUTURE STUDY

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

Approximate Acres: 285

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

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

Approximate Acres: 6

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

Opportunities: mixed-use node with retail

Approximate Acres: 55

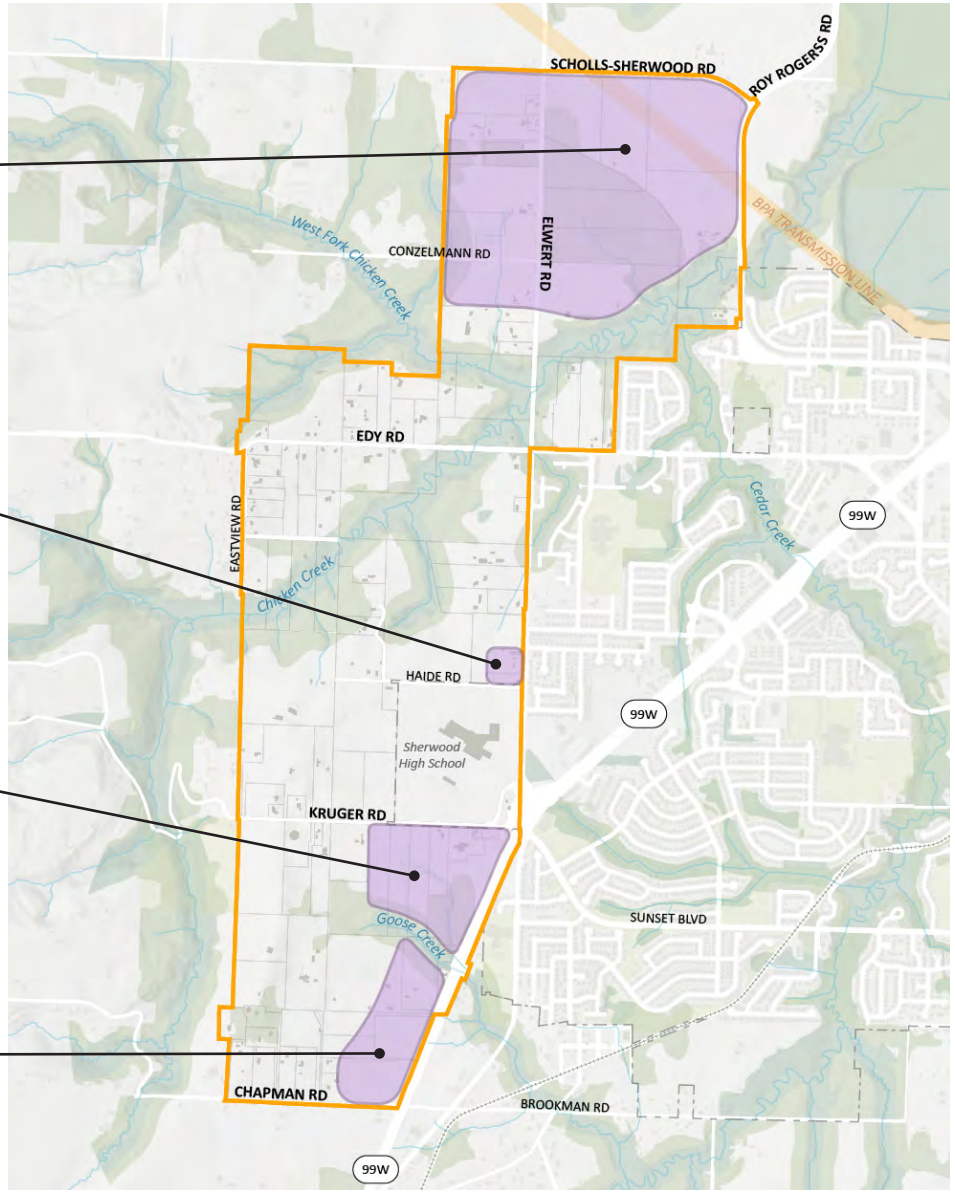
Characteristics: high visibility, good transportation access to Highway 99 at Kruger, some slopes and natural resource areas

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

Approximate Acres: 43

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

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



SHERWOOD WEST
CONCEPT PLAN

DRAFT PLAN CONCEPTS

CHICKEN CREEK GREENWAY

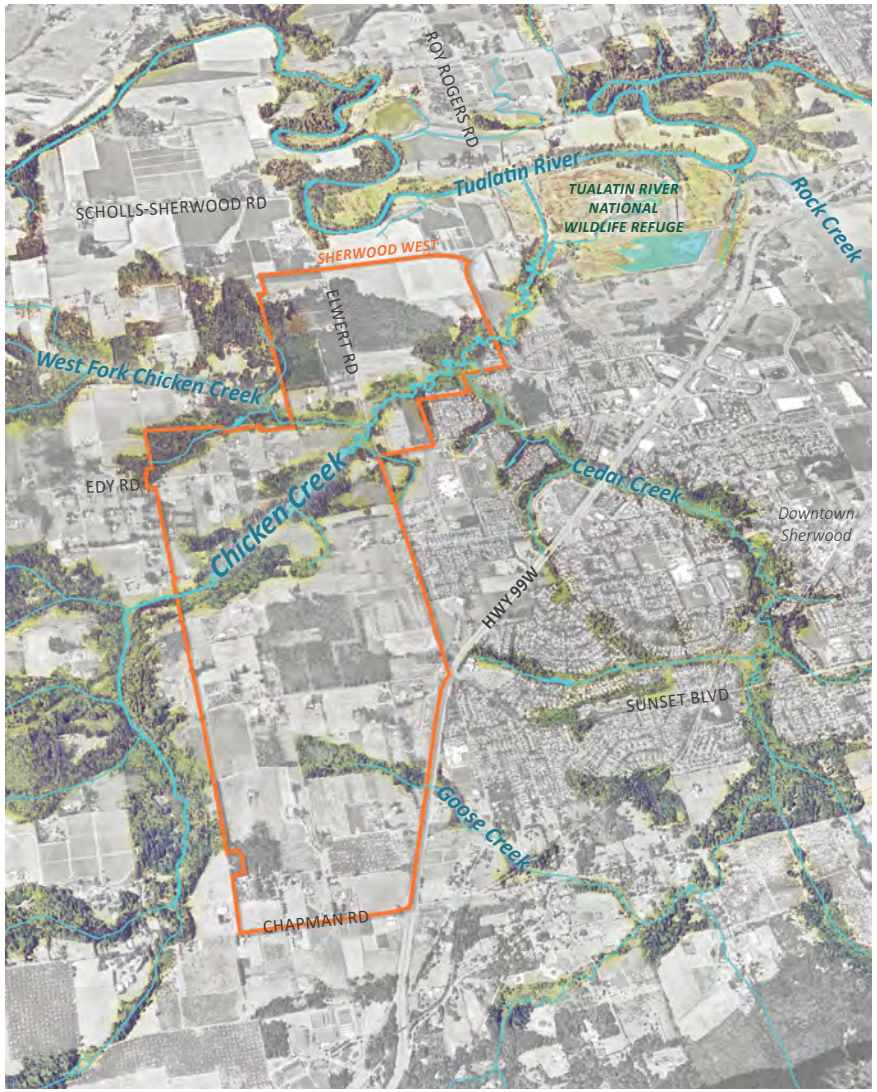
A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge.

In Sherwood West, Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. The Cedar Creek greenway, which passes through Sherwood just west of downtown, feeds into Chicken Creek in the northeast part of the study area. Several smaller channels—Goose Creek and West Fork Chicken Creek—also feed into Chicken Creek in the southeast and central portions of Sherwood West, respectively.

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

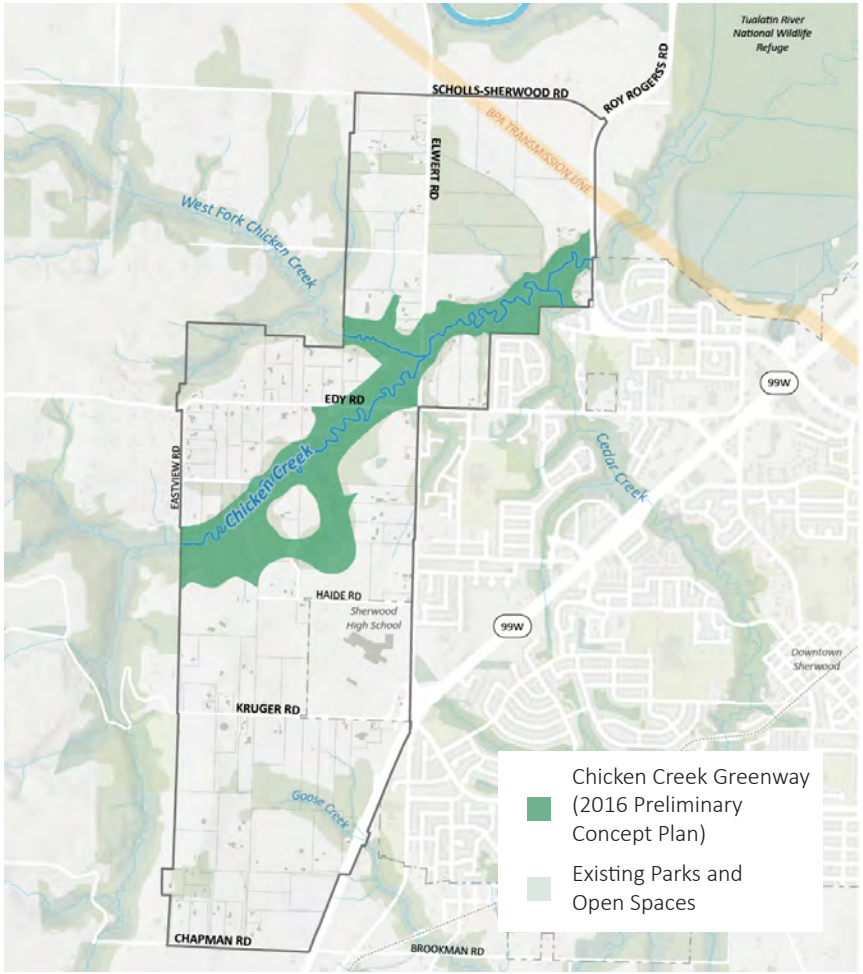


Fanno Creek / Photo Credit: Tree for All



CHICKEN CREEK GREENWAY

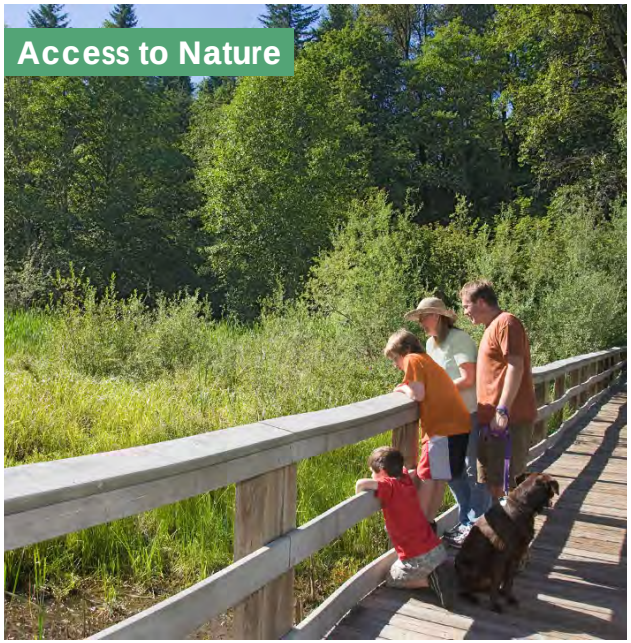
The 2016 Preliminary Concept Plan identified the Chicken Creek corridor as a key green space element of the plan. This concept planning process offers the opportunity to refine the 2016 vision for this area as the **Chicken Creek Greenway**. A greenway is a collection of natural areas, parks, and trails connected by a linear green corridor, often surrounding a creek. The Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas shown below. The Chicken Creek Greenway would be one part of Sherwood West's greenspaces. Other examples of greenspaces include: tree and tree canopy protected by Sherwood's code; West Fork Chicken Creek, Goose Creek, Cedar Creek, and their habitat areas; stormwater facilities; neighborhood parks, community parks, and school fields; and trail corridors. Neighborhood and community parks are addressed as part of the Great Neighborhoods plan concept.



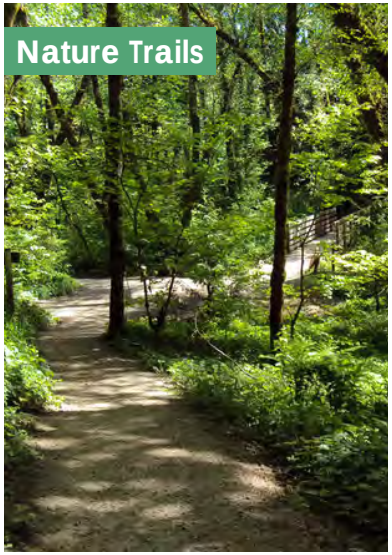


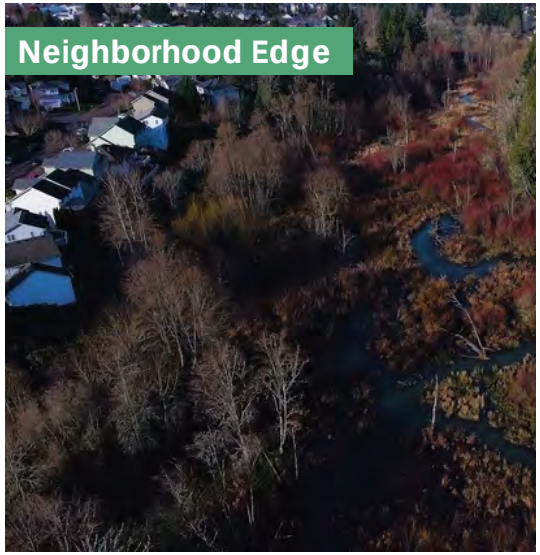
ELEMENTS OF A GREENWAY



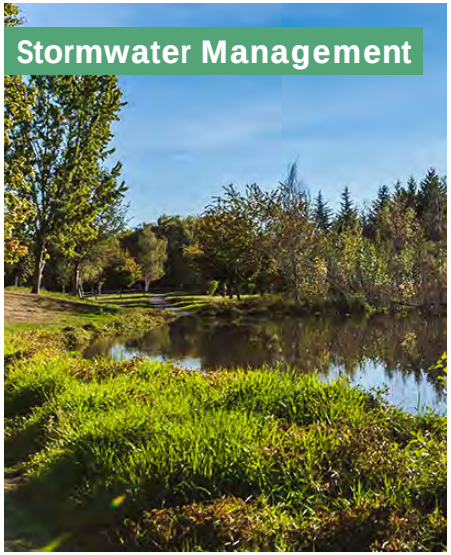












GREENWAY PRECEDENTS



Location: Beaverton, OR

Amenities: paved trails, creek boardwalk, habitat restoration site, Moshofsky Woods Natural Area, regional trail connections



Location: Bethany, Washington County, OR

Amenities: paved trail, creek boardwalk, regional trail connections, wildlife habitat and viewing opportunities





Location: Beaverton, OR

Amenities: paved trails, benches, parking, wetlands, wildlife habitat and viewing opportunities, regional trail connections

APPENDIX J

Alternatives Evaluation Memo

ALTERNATIVES EVALUATION

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

Introduction

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

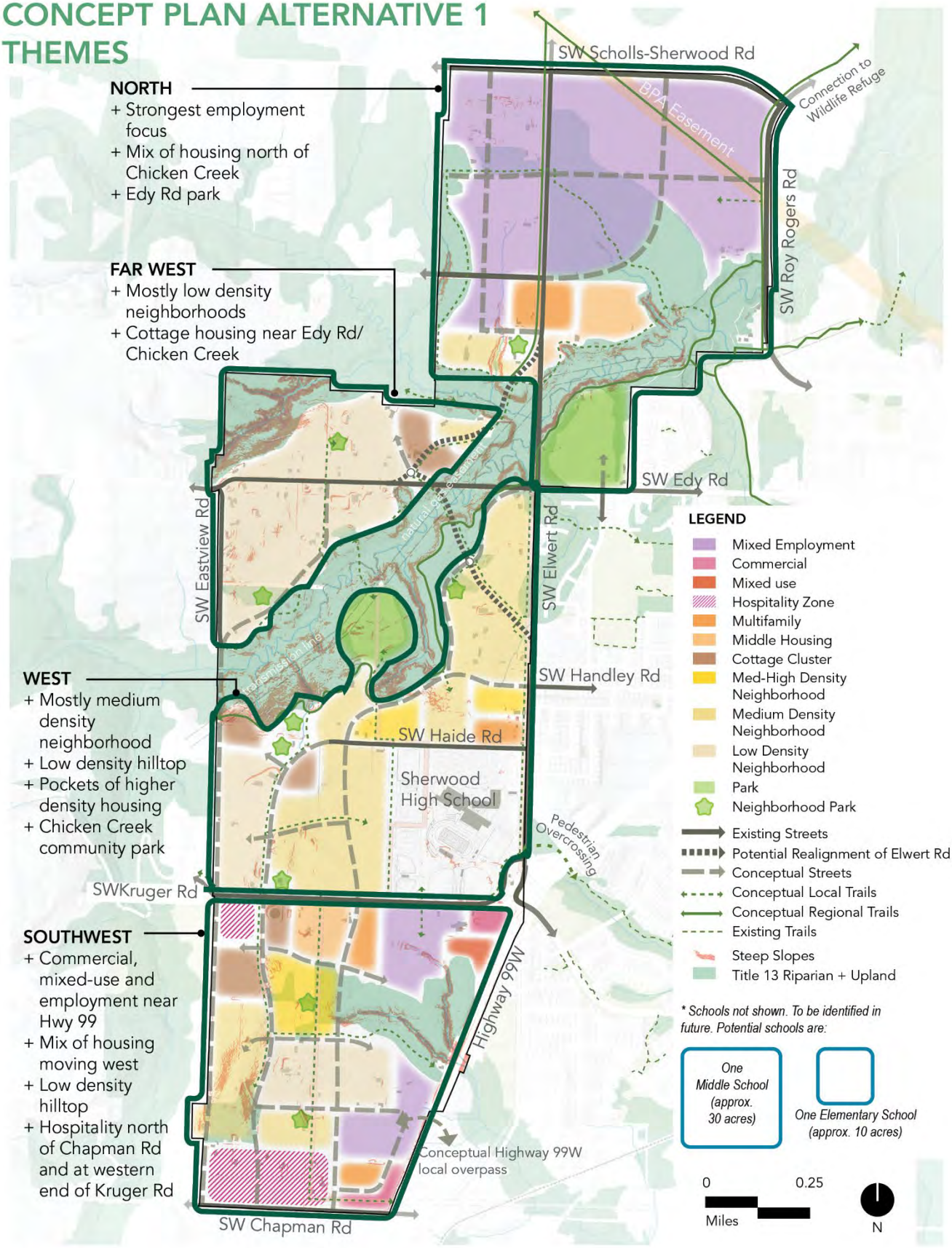
- Alternatives evaluation (this memo)
- Community feedback from Open House #2
- Community feedback from the online Open House #2
- Developer feedback from the Employment Opportunities tour and meeting
- Traffic impact analysis

Vision Statement

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

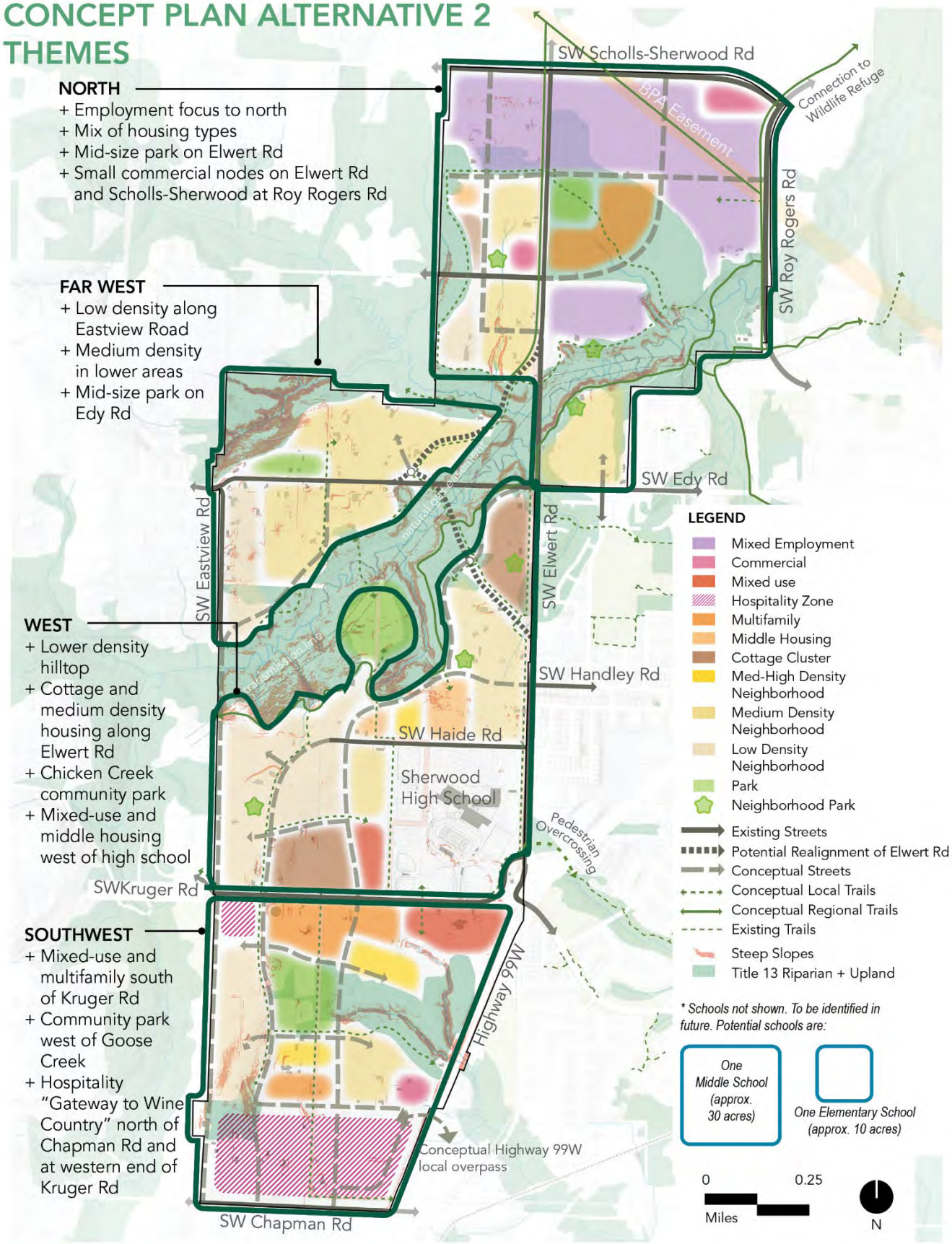
Concept Plan Alternatives (next pages)

CONCEPT PLAN ALTERNATIVE 1 THEMES



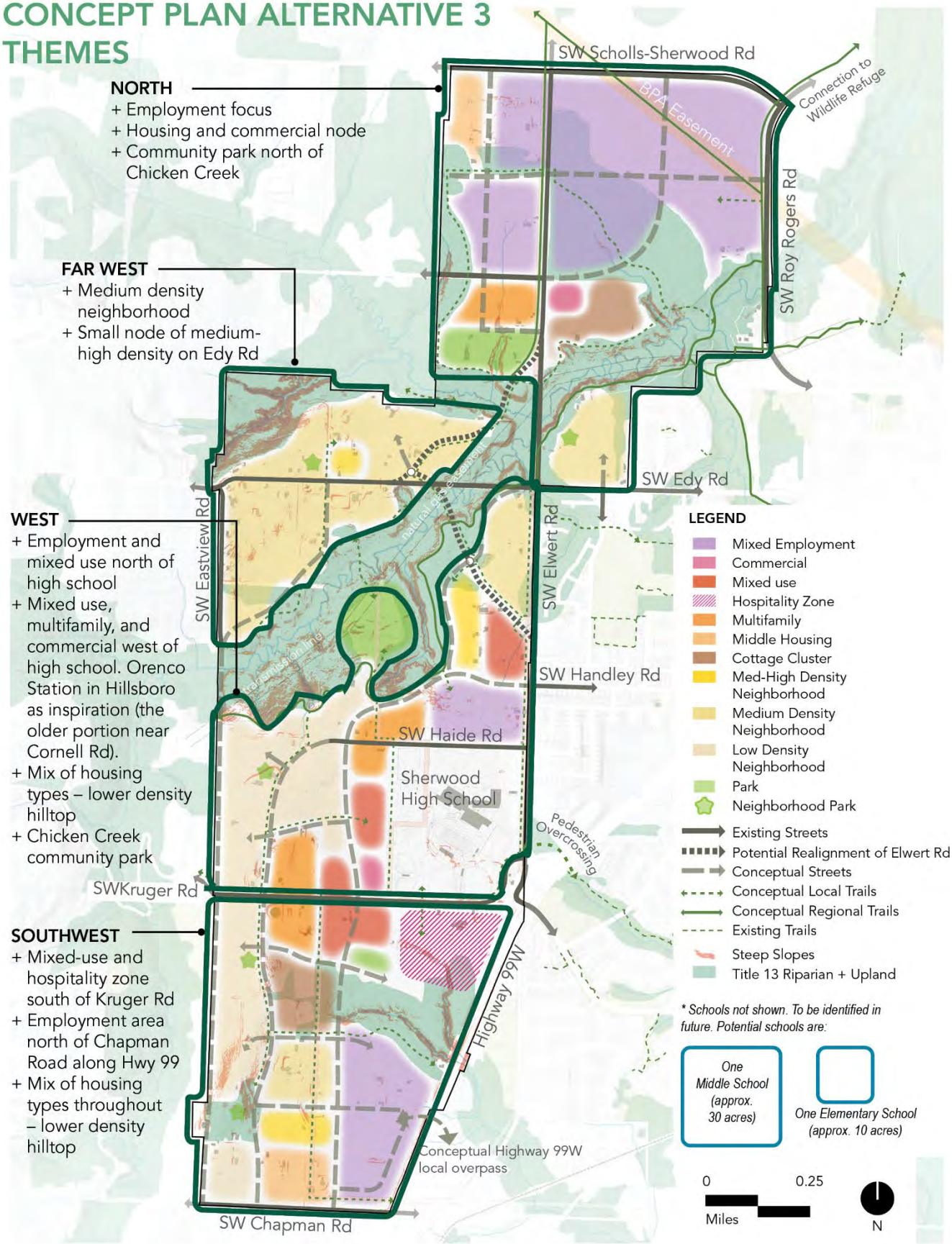
SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 2 THEMES



SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 3 THEMES



SHERWOOD WEST CONCEPT PLAN

Land Use Metrics

HOUSING ESTIMATES

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

Alternative 1

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

Alternative 2

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

Alternative 3

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

EMPLOYMENT ESTIMATES

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

Alternative 1

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

Alternative 1

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

Alternative 2

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

Alternative 2

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

Alternative 3

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

Alternative 3

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

Qualitative Evaluation

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

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

Goals, Criteria, and Evaluation

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

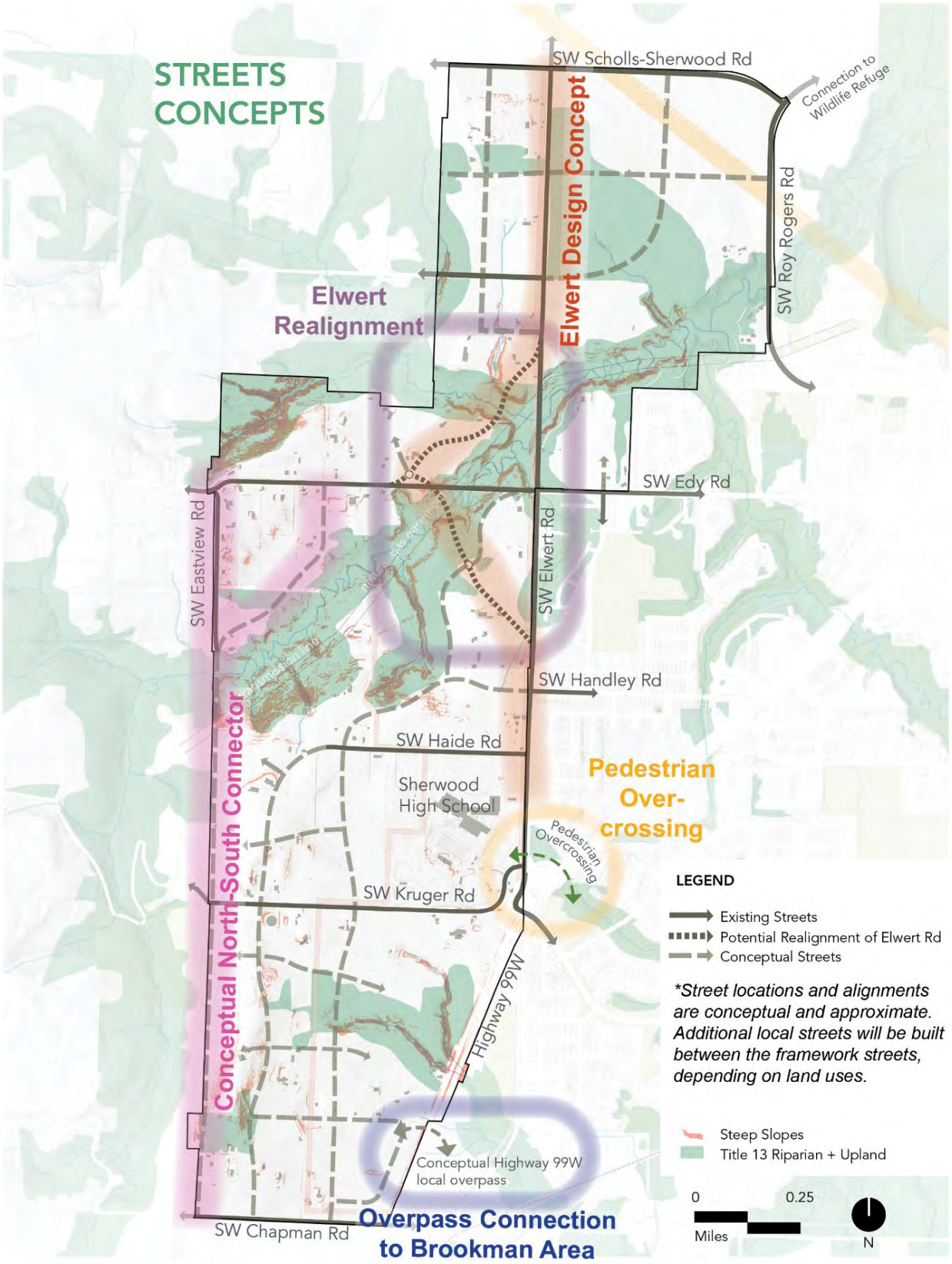
GOAL 1	EVALUATION CRITERIA
Alternative 2 Score ◒	• Mix of land uses – Alternative 2 has a greater mix of land uses is introduced into the North and West districts as compared to Alternative 1. • Alternative 2 has the highest number of Multi-family units at 1066. • Alternative 2 has the lowest number of Middle Housing Zone units at 113. • Alternative 2 has the highest number of Cottage Zone units at 524. • Three retail nodes: in the North, West, South districts. • Average density is 11.4 du/ac (9.7 with open space), assuming 10% middle housing in single dwelling zones.
Alternative 3 Score ◒	• Mix of land uses – Alternative 3 has a relatively high degree of mix, especially in the West district and Kruger Road area. • The mixed use and employment north of the High School is different from Alternatives 1 and 2, which have residential uses in that area. • Alternative 3 is in the middle of the range for Multi-family units at 776. • Alternative 3 has relatively high amount of Cottage Zone units at 505. • Three retail nodes: North, West (Handley Road), West/Southwest (Kruger Road). • Average density is 11.3 du/ac (9.4 with open space), assuming 10% middle housing in single dwelling zones.
Summary	The main difference for this criterion is the mix and variety of land use across the alternatives. Alternative 1 is the most similar to existing Sherwood due to prevalence of residential uses and slightly lower density. Alternative 2 can be seen as a plan for an evolving Sherwood, where residential land use is dominant, more housing choices are introduced over the next 10-40 years, and neighborhood character is guided by design regulations. Alternative 3 has the most marked differences from existing Sherwood. The percentage of Multi-family housing is also a key variable, ranging from 585 units (Alt 1) to 776 units (Alt 2) to 1066 units (Alt 3). The full circle score for Alternative 1 is based on it being most similar to existing Sherwood, per the goal. Alternatives 2 and 3 provide more housing types and choice.

GOAL 2	EVALUATION CRITERIA
The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.	• *Infrastructure is well-planned to make Sherwood West attractive to developers and large employers* • *There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs* • *There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses*
All Alternatives	• Infrastructure planning is similar for all three alternatives. • Per the City's initial analysis, the West subdistrict is the most readily served with infrastructure. However, the City could prioritize infrastructure funding to serve other land sooner. Further analysis is required. • All alternatives would add significant amounts of new employment lands to the City of Sherwood, including larger sites for technology parks in the North district. • All alternatives include land designated for a new Hospitality Zone, with the intent to leverage the area's unique location for destination retail, hospitality and visitor-related uses.
Alternative 1 Score ●	• Alternative 1 has the second highest amount of Mixed Employment land, 163 acres, focused in the North District. • Commercial, Mixed-Use, and Hospitality lands total 86 acres. • The Hospitality Zone lands are in upland properties with scenic views along Chapman Road and the west end of Kruger Road.
Alternative 2 Score ●	• Alternative 2 has significantly less Mixed Employment land, 111 acres, focused in the northern area of the North district. • Commercial, Mixed-Use, and Hospitality lands total 146 acres – highest of the alternatives. • The Hospitality Zone lands along Chapman Road have visibility from Hwy 99 and continue west to upper, scenic view properties.

GOAL 2	EVALUATION CRITERIA
Alternative 3 Score ●	• Alternative 3 has the largest amount of Mixed Employment land, 183 acres, focused in the North district and Southwest district along Hwy 99. • Commercial, Mixed-Use, and Hospitality lands total 98 acres – slightly higher than Alternative 1. Employment uses are located on the west and north side of the High School, which is unique to this alternative. • The Hospitality Zone is focused at the Kruger/Hwy 99 node and there are no Hospitality Zone lands at Chapman Road as there are with the other alternatives.
Summary	All three alternatives support the Goal 2 and would significantly increase the employment land supply in Sherwood. At 250-280 total acres, employment lands comprise about 40% of the net buildable land supply in Sherwood West. The alternatives have different locational emphasis for different employment sectors. Alternatives 1 and 3 emphasize use of the North district for Mixed Employment. All alternatives include mixed use and other commercial opportunities along Kruger Road, with Alternative 3 extending that concept around the High School. A focus on Hospitality land along Chapman Road is in Alternatives 1 and 2. The equal scoring above is based on excellent fulfillment of the goal by all alternatives - the alternatives simply achieve that outcome in different ways. The differences between the alternatives are related more to land use compatibility, how much Mixed-Use and Commercial lands could be supported, and preferences for the location of the Hospitality Zone.

GOAL 3	EVALUATION CRITERIA
Transportation facilities serve to connect, rather than divide, neighborhoods.	• *A network of streets provides north-south connections to and through the area* • *The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing* • *Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people*

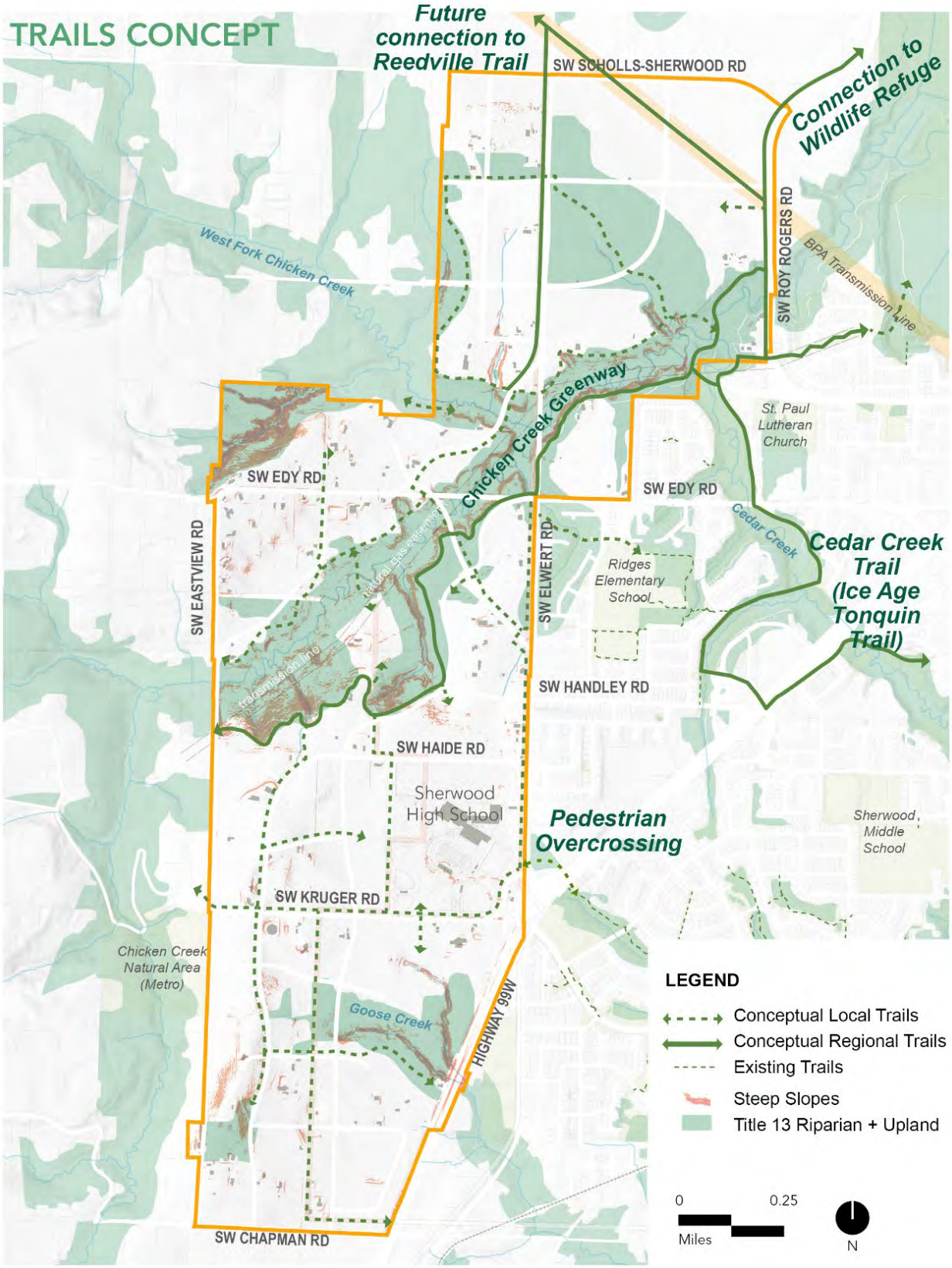
GOAL 3	EVALUATION CRITERIA
	• *Streets are designed with consideration for safety and emergency response vehicles* • *Sherwood is "transit-ready" for future transit service*
All Alternatives	*Note: A traffic impact analysis is being prepared and will provide information needed for assessment of this goal. Initial results from the analysis will be presented at the TAC and CAC meetings.* • The same street network is common to all alternatives (see map on next page). • All alternatives support the future opportunity for a Highway 99 pedestrian crossing. • The alternatives all emphasize the same priority for safety, managing traffic, and making streets places for people. • Transit routing is an unknown at this point. From a land use perspective, Alternative 3 may be the most transit supportive due to the land use patterns in the West district.
Summary	This evaluation is unscored because the transportation recommendations are the same for all alternatives and a traffic impact analysis is underway.


STREETS CONCEPTS
SW Scholls-Sherwood Rd
Connection to Wildlife Refuge
Elwert Design Concept
SW Roy Rogers Rd
Elwert Realignment
SW Edy Rd
SW Eastview Rd
SW Elwert Rd
SW Handley Rd
SW Haide Rd
Sherwood High School
Pedestrian Over-crossing
Pedestrian Overcrossing
SW Kruger Rd
Conceptual North-South Connector
Highway 99W
Conceptual Highway 99W local overpass
Overpass Connection to Brookman Area
SW Chapman Rd
LEGEND
Existing Streets
Potential Realignment of Elwert Rd
Conceptual Streets
*Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.
Steep Slopes
Title 13 Riparian + Upland
0
0.25
Miles
N

GOAL 4	EVALUATION CRITERIA
Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	• *The Chicken Creek corridor is protected* • *Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced* • *Residents have access to nature through a network of multi-use and soft-surface trails* • *Parks and natural areas serve as places where families and community members can gather together* • *Existing mature trees and areas of dense tree canopy are preserved where feasible*
All Alternatives	• Protection of the creek corridor and riparian/upland habitat areas is built into all three land use alternatives. The Chicken Creek Greenway is one of the key plan concepts for Sherwood West and will provide access to nature and trail connections for future residents and visitors. • The proposed realignment of Elwert and Edy Roads will reduce the impact of infrastructure improvements (road widening) on sensitive creek confluences. The realigned roadway will cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment also eliminates the excessive fills within the SW Elwert/SW Edy Road intersection and follows the existing terrain. This will require construction of structural bridging and acquisition of right-of-way. • The trails concept is the same for all three alternatives (see page 18). This includes a regional trail connection to the Tualatin River National Wildlife Refuge. It also includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. • All three alternatives include two community parks (10-20 acres each) as well as neighborhood parks (2-5 acres) integrated throughout Sherwood West neighborhoods. Future parks will be consistent with policies and guidelines in the recently-updated Sherwood Parks & Recreation Master Plan. Natural areas and open space dedicated through development will provide additional green space. • Existing mature trees and tree canopies will be preserved through Metro Title 13 habitat protections and through application of the Sherwood Development Code's tree preservation standards.

GOAL 4	EVALUATION CRITERIA
Alternative 1 Score ◒	• Alternative 1 has an estimated 43 total acres of parks (community and neighborhood parks).
Alternative 2 Score ●	• Alternative 2 has the most park acreage, with an estimated 55 total acres.
Alternative 3 Score ◒	• Alternative 3 has the least park acreage, with an estimated 37 total acres.
Summary	All three alternatives provide strong support for these evaluation criteria by emphasizing preservation of natural areas and access to parks and nature. The three alternatives each locate one community park in the area south of Chicken Creek, surrounded by resource land. The main distinguishing features between the alternatives are the locations of the second community park and total park acreage. Alternative 2 was given the highest score because it provides the most park acreage—thereby providing the greatest access to recreation, nature, and community gathering space for residents.

GOAL 5	EVALUATION CRITERIA
The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.	• *Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers* • *Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations* • *Students have safe options to walk or bike to school*
All Alternatives ●	• The trails concept is the same for all three alternatives (see next page). This includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. Trails connecting to local destinations will help to encourage walking, rolling, and biking. • The trails concept includes key connections between new growth in Sherwood West and existing areas of Sherwood—such as such as future connections to the Reedville Trail, the Tualatin River National Wildlife Refuge trails, Ice Age Tonquin Trail/Cedar Creek Trail, and the future Highway 99 pedestrian overcrossing. • School locations are not identified in the alternatives maps. However, safe routes to school will be an important consideration in the siting of future schools in Sherwood West, and in planning trail and sidewalk connections between neighborhoods and schools.
Alternative 1 Score	• N/A
Alternative 2 Score	• N/A
Alternative 3 Score	• N/A
Summary	All alternatives support these criteria equally, as described above.



SHERWOOD WEST CONCEPT PLAN

GOAL 6	EVALUATION CRITERIA
Growth and development are well-planned and implementation of the area is pragmatic.	• *The extension of public facilities and services are phased and coordinated with development* • *Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary*
All Alternatives	• Extension of public facilities is a critical issue for Sherwood West regardless of the land use alternative. • Infrastructure phasing and funding will be further explored after a preferred land use alternative is selected. • Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, areas north and south of the high school and close to SW Elwert Road, are the most logical areas for development to occur first. • The City may consider new annexation policies based on a phasing plan for development within Sherwood West. The annexation policies could consider priority areas to provide an orderly and efficient transition from rural to urban land uses to ensure public infrastructure needs are met to provide homes and jobs in Sherwood West. These ideas will be further fleshed out in the infrastructure phasing/funding task.
Alternative 1 Score ●	• Alternative 1's land uses generally serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • The Hospitality Zone concept is a new idea for Sherwood and would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses. Because it is untested, it is unknown how effective it will be in serving Sherwood's needs. Alternative 1 has a moderate amount of Hospitality zoning (roughly 31 acres) located on Chapman Rd and at the west end of Kruger Rd. • Land uses in the Southwest district closest to the Brookman expansion area include a mix of commercial, mixed employment, and multi-family zoning. This complements the planned commercial, office and light industrial zoning for the western portion of the Brookman area.

GOAL 6	EVALUATION CRITERIA
Alternative 2 Score ◒	• Alternative 2's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 2 has the greatest amount of Hospitality zoning (roughly 63 acres), occupying about a third of the Southwest district. • Land uses in the Southwest district closest to the Brookman area include commercial and hospitality uses. These uses are relatively compatible with the planned zoning for the western portion of the Brookman area.
Alternative 3 Score ●	• Alternative 3's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 3 has the most modest amount of Hospitality zoning (roughly 63 acres), located at the intersection of Highway 99 and Kruger Rd. • The eastern portion of the Southwest district closest to the Brookman area is exclusively designated as mixed employment. This use may be the most complementary to the planned zoning for the western portion of the Brookman area.
Summary	All three alternatives will extend public facilities as part of development and will be phased primarily based on different areas' proximity to existing facilities. All three alternatives include land uses that serve Sherwood's needs. However, the Hospitality Zone is the newest concept, and its practicality is not yet known. Therefore, alternatives that de-emphasize hospitality zoning (Alternatives 1 and 3) may be more pragmatic for implementation, consistent with the goal. The conclusion is very subjective – the City should continue to study the Hospitality Zone concept and include it in its economic development efforts.

APPENDIX K

Developer Tour Summary

Sherwood West Re-Look

Developer Tour Notes

Date October 26, 2022

To Erika Palmer, City of Sherwood

From Chris Zahas, Leland Consulting Group

CC Joe Dills, MIG

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

The tour included the following participants:

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

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

Zoning and Land Use

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

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

Infrastructure

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

Implementation and Funding

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

APPENDIX L

Transportation Impact Analysis

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION IMPACT ANALYSIS MEMO

DATE: January 5, 2023

TO: Joe Dills, Kate Rogers | MIG
Erika Palmer, Joy Chang | City of Sherwood

FROM: Carl Springer, Amanda Deering, Alex Haag | DKS Associates

SUBJECT: Sherwood West Concept Plan Traffic Impact Analysis Project #21057-000

INTRODUCTION

The Sherwood West Re-Look project will prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan, which was approved by the Sherwood City Council in 2016, was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. The purpose of the Sherwood West Re-Look project is to take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth.

This memorandum summarizes the preliminary findings regarding the transportation impacts of the Sherwood West Concept Plan (Concept Plan) project and transportation network upgrades contemplated for the Plan Area. This memorandum includes:

- Estimated trip generation of the three land use alternatives
- Discussion of potential transportation network changes being contemplated in the Concept Plan, including the realignment of Elwert Road and evaluation of a parallel north-south connector route from Chapman Road to Edy Road.

  Note: the north-south connector is not a site-specific proposal. It is a connectivity concept for further study. The memorandum is an initial evaluation of a conceptual connection between Chapman Road and Edy Road.
- Discussion of expected traffic growth in Plan Area
- Initial system performance review on major roadways and at two key study intersections

STUDY AREA AND LAND USE ALTERNATIVES

The Concept Plan Area, illustrated in **Figure 1**, is bounded by Scholls-Sherwood Road to the north, Roy Rogers Road and OR 99W to the east, Chapman Road to the south, and Eastview Road to the west.

Three land use alternatives for the Concept Plan Area are being developed as part of the Concept Plan Re-Look (**Appendix A**). Land use Alternative 1 has the highest proportion of medium/high-density neighborhood land use of the three alternatives and less cottage zoning and multifamily than the other alternatives. Alternative 2 has the highest proportion of multifamily land use and less middle housing zone than the other two alternatives. In terms of employment acres, Alternative 1 has fewer mixed-use acres than the other two alternatives. In comparison, Alternative 2 has fewer mixed-employment acres but more commercial and hospitality land-use acres than the other two alternatives.

A breakdown of the total jobs and housing units for the three alternatives is summarized in **Table 1**. While the alternatives vary regarding the proportion and location of housing types, all three offer a comparable number of total housing units. For total jobs, Alternative 3 provides the highest number of total jobs, and Alternative 2 provides the least.

TABLE 1: HOUSING METRICS AND JOBS SUMMARY

CATEGORY	CONCEPT PLAN ALTERNATIVES		
	ALT 1	ALT 2	ALT 3
TOTAL HOUSING UNITS	3,730	3,845	3,635
TOTAL JOBS	5,245	4,600	5,020

Note: values rounded to the nearest multiple of 5

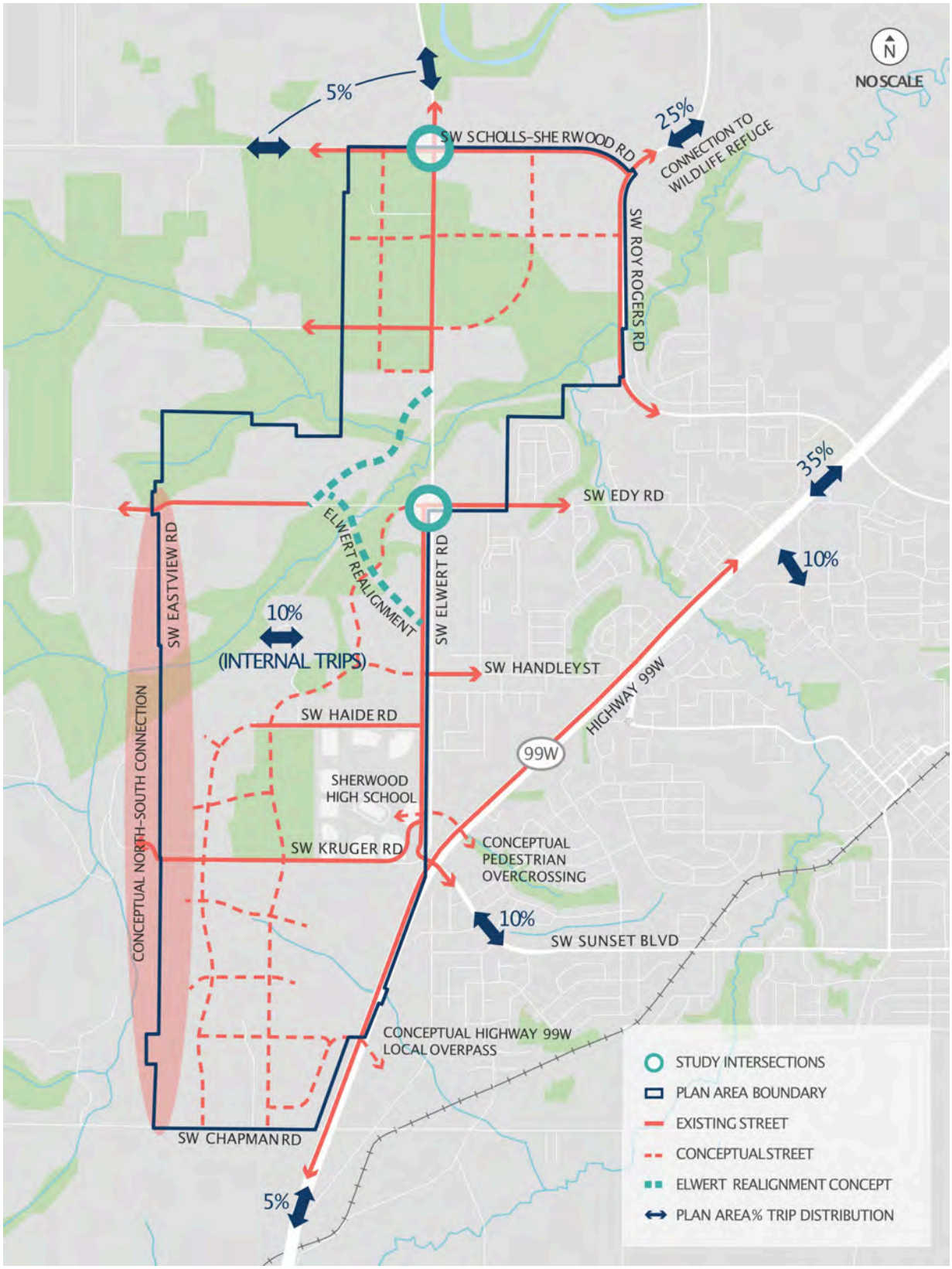


FIGURE 1: PLAN AREA AND TRIP DISTRIBUTION

PLAN AREA TRAVEL FORECAST

VEHICLE TRIP GROWTH ESTIMATE

Trip generation for the three land use alternatives is estimated based on the Westside Travel Demand Model and the number of the expected housing units and jobs provided by each alternative. Summarized in **Table 2**, all three land use alternatives are expected to generate a similar number of vehicle trips when the area is fully developed. The values reported in **Table 2** are total vehicle trips during the 2-hour PM peak period. The magnitude of vehicle trips is comparable to the number of anticipated trips estimated by the previously completed Urban Reserve Transportation Study (URTS) for this area. By way of comparison, the URTS assumed land uses included a higher level of households (6,495) and minimal jobs (545) within the planning area.

TABLE 2: VEHICLE TRIPS DURING 2-HOUR PM PEAK PERIOD

	ALT 1	ALT 2	ALT 3	URBAN RESERVE TRANSPORTATION STUDY
TOTAL VEHICLE TRIPS (2-HOUR PM PEAK)	6,040	6,725	6,780	6,470

Note: values rounded to the nearest multiple of 5

REGIONAL TRIP PATTERNS

Regional trip patterns for the Plan Area were estimated using the Westside Travel Demand Model to help understand the primary travel directions for trips that start or end in Sherwood West. As shown in **Figure 1**, most Plan Area travel demand is to/from the northeast of the Plan Area, either on Roy Rogers Road, OR 99W, and to/from the east on Tualatin-Sherwood Highway. Approximately 60% of vehicle traffic that begins or ends within the planning area will use these three routes. About 30% of travel demand crosses OR 99W to/from the rest of the City of Sherwood, while only 5% is to/from south of the Plan Area via OR 99W, and 5% is to/from northwest of the Plan Area on Lebeau Road and Scholls Sherwood Road. The analysis also showed that about 10% of traffic remains internal to the Plan Area, meaning that the trips start and end within the planning area.

STREET NETWORK AND CONCEPTUAL STREET ALTERNATIVES

Several transportation network improvements were considered as part of the Preliminary Sherwood West Concept Plan and others as part of this subsequent analysis, including:

- The realignment of Elwert Road west of Chicken Creek.
- A conceptual north-south connection between Chapman Road and Edy Road.
- A new pedestrian over crossing near OR 99W at Sunset.
- A new multimodal overcrossing at OR 99W north of Brookman Chapman Road; and

- Several new internal local and connector roadways.

The conceptual locations of these upgrades are illustrated in **Figure 1**. All future facilities would meet current City multimodal street and trail facility standards. Major roadways generally would have one travel lane in each direction with center turn lanes (Scholls-Sherwood Road, Elwert Road, Edy Road, and Kruger Road), while local streets would be one lane in each direction. As noted above, the north-south connector is not a site-specific alignment. For this analysis, a two-lane road is assumed.

ELWERT ROAD RE-ALIGNMENT CONCEPT

Elwert Road from OR 99W to Scholls-Sherwood Road is a two-lane rural arterial. Washington County and the City of Sherwood's Transportation System Plan identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. According to the County's Road Design Standards, this type of facility requires 90 feet of road right-of-way which includes 50 feet wide pavement, 2 travel lanes, a center turn lane and 2 bike lanes, plus landscape areas and sidewalks behind the curbs. The existing Elwert Road north of Edy Road has a paved area about 24 feet wide with ditches on both sides. As described in the Preliminary Concept Plan, the existing rural condition of Elwert Road would require significant expansion and upgrading to accommodate the city's adopted roadway design standards. This would include land acquisition for road right-of-way and could include re-grading the vertical alignment to improve driver sight distance. In addition, the portions of Elwert Road constrained by the Chicken Creek watershed would further require large cut-and-fill sections and significant environmental mitigation.

As a result, the Preliminary Concept Plan identified re-aligning Elwert Road west of the creek as being more cost-effective and preferred from a constructability standpoint rather than improving the existing alignment. Re-aligning Elwert Road is a transportation recommendation that has been carried forward as part of the current Sherwood West Concept Plan Re-Look project and is analyzed in this memorandum.

As shown in **Figure 1**, this future re-alignment is preliminary and subject to further study and design. Issues to be addressed in future work should include the following:

- Full or partial closure of existing creek crossings
- Cost and constructability
- Safety for all travel modes
- Local circulation for adjacent property and neighborhood connectivity
- Natural resource impacts and permitting
- The potential for a jurisdictional transfer of SW Elwert Road from the county to the city
- Implementation of an SW Elwert Road Design Concept

This initial study did not evaluate specific designs for the re-alignment – that is left to be addressed during future studies. However, this study did confirm that the existing alignment and traffic controls at Elwert/Edy need to be improved to safely serve the expected growth, as discussed in a later section of this memo. As discussed in the next section, this study also confirms that the re-aligned Elwert Road can function effectively as a two-lane cross-section, with appropriate pedestrian-bike facilities provided and center turn lanes/median where needed.

NORTH-SOUTH CONNECTOR

The core idea of the north-south connector is to connect SW Chapman Road to the north end of Sherwood West, enhancing regional connectivity and providing an option away from neighborhoods. The specific route is conceptual, and its alignment has yet to be identified, as reflected by the wide shaded area in **Figure 1**. The City is aware of challenges – topographic, environmental, and conflicts with existing development – but seeks to continue to study this long-range transportation corridor. This connector would require approximately 1.7 miles of new roadway plus a new bridge structure across Chicken Creek.

TRAFFIC PERFORMANCE ANALYSIS

Based on the initial travel forecast for 2040, the general travel conditions were reviewed to assess the planning street system overall based on expected daily traffic volumes and a more detailed review at two key study intersections during peak hours that have historically had operational issues. After the Sherwood West Concept Plan is approved, a further detailed operational analysis will be made to identify specific geometric and traffic control improvements that will be needed at other intersections as the area develops, which will be incorporated into the capital improvement program and the City's Transportation System Plan. A prior study of the OR 99W intersection at Brookman Road-Chapman Road recommended upgrading that intersection to traffic signal controls as development continues in the south end of Sherwood.

It is recognized that Sherwood West will not be fully built out by 2040, but a horizon year 20 years from the existing conditions was selected for analysis. The analysis includes the existing (2019) and future (2040) conditions. Both horizon year scenarios assume the existing lane configurations and controls of the study intersections. Analysis has been conducted using Highway Capacity Manual (HCM) 6th Edition methodology and Synchro 11 software suite.

As all three land use alternatives are expected to generate a comparable number of total vehicle trips, analysis has been conducted for Alternative 3 since it had the highest vehicle trip estimate. Plan Area generated traffic has been assigned to the study road network based on the regional travel patterns described in the previous section.

DAILY TRAFFIC VOLUMES

The daily traffic volumes on the major roadways within the Plan Area provide a general performance indicator for road segment capacity. Depending on access management and cross-

street spacing, a 3-lane arterial or collector roadway can carry 15,000 to 20,000 vehicles daily. 2040 daily traffic volume forecasts have been reviewed within the planning area, as summarized in **Table 3**. Each roadway was shown to carry below this maximum level and will therefore provide satisfactory service. Further studies will be required during the development review to determine appropriate geometric improvements and traffic control upgrades at significant intersections.

TABLE 3: DAILY TRAFFIC FORECASTS ON SELECTED ROADWAYS

ROAD SEGMENT	2040 DAILY TRAFFIC
SCHOLLS-SHERWOOD ROAD BETWEEN ELWERT ROAD AND ROY ROGERS ROAD	13,000
ELWERT ROAD NORTH OF CHICKEN CREEK	10,000
EDY ROAD EAST OF ELWERT ROAD	9,000
EDY ROAD WEST OF CHICKEN CREEK	1,500
NORTH-SOUTH CONNECTOR ROAD	4,000*
CHAPMAN ROAD WEST OF OR 99W	9,000

Note: *The volume estimate ranged from 1,500 to 4,000 ADT on this facility.

The notable finding from this review was the expected low vehicle traffic usage on the conceptual north-south connector roadway. As shown in **Table 3**, the volumes are expected to range from a low of 1,500 to 4,000 vehicles daily, which is consistent with local street or neighborhood routes. Further study is recommended as the planning advances.

INTERSECTION OPERATIONS

Summarized in **Table 4**, the results of the traffic operations analysis indicate that the study intersections are found to be operating acceptably under existing conditions. The Elwert Road & Lebeau/Scholls-Sherwood Road intersection, which is controlled by all-way stop signs, is operating at LOS D, with the highest delays experienced by the westbound shared movement. The Elwert Road at Edy Road intersection is currently controlled by a traffic signal and shared approach lanes on all legs. It operates at overall LOS A, and LOS B or better for all individual approaches.

Results of the traffic operation analysis indicate that by 2040, conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to LOS F if no capacity improvements are made, with significant delays experienced by the westbound and southbound movements. The Elwert Road at Edy Road signalized intersection would be expected to operate acceptably at LOS C through to 2040 with existing capacity (no geometric improvements). However, as noted previously, to comply with the city's urban street design standards, this intersection requires expansion to accommodate safe walking and bicycling, which is important given the proximity of two school campuses. Refer to **Appendix B** for more details on these intersection analyses.

TABLE 4: EXISTING AND FUTURE INTERSECTION OPERATIONAL ANALYSIS SUMMARY

INTERSECTION	WORST MOVEMENTS	2019 PM		2040 PM	
		DELAY	LOS	DELAY	LOS
ELWERT ROAD & LEBEAU / SCHOLLS-SHERWOOD ROAD	Westbound Scholls-Sherwood	41.0	E	165.7	F
	Southbound Scholls-Sherwood	23.5	C	46.0	E
	OVERALL	**28.8**	**D**	**98.1**	**F**
ELWERT ROAD & EDY ROAD	Eastbound Edy	9.0	A	35.3	D
	OVERALL	**12.2**	**B**	**27.9**	**C**

Note: Worst movements noted have the highest delay for a given roadway approach. In all cases, the approach shares a single lane for all left-turning, through, and right-turning traffic. Refer to Appendix B for calculation details.

CONCLUSIONS

This memorandum summarizes the preliminary findings of the transportation impacts of the three land use concepts developed for the Plan Area as part of the Sherwood West Concept Plan Re-Look.

All three land use concepts being contemplated as part of the Re-Look have a comparable number of total proposed housing units and total jobs. Despite each alternative varying in terms of housing typology and land use layout, all three would be expected to generate a similar number of overall vehicle trips to the number estimated by the previously completed URTS for this area.

Regional travel patterns identified using the Westside Travel Demand Model indicate that most Plan Area traffic travels to or from outside the Plan Area, with only 10% of travel demand remaining internal. Most travel demand (60%) is to/from the northeast of the Plan Area, and about 30% is traveling to/from the City of Sherwood east of OR 99W. Variations in land use and layout in the three Alternatives would be expected to have a minimal impact on overall travel patterns.

The Sherwood West Concept Plan describes two road network upgrades that are being examined as part of the Re-Look: the realignment of Elwert Road and a new conceptual north-south parallel route that would connect Chapman Road to Edy Road. The realignment of Elwert Road was identified as a preferred option as part of the Preliminary Concept Plan, and this current Re-Look project, due to the required cross-sectional upgrades and the existing alignment's confluence with Chicken Creek.

Results of the intersection operational analysis indicate that conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to excessive congestion (LOS F) during peak travel hours if no capacity improvements were made. In contrast,

the intersection of Elwert Road at Edy Road would be expected to operate acceptably with its existing signalized configuration through to the 2040 horizon year. However, both locations will need to be improved to accommodate multimodal facilities as required by the county and city's urban street standards.

The Concept Plan includes urban upgrades to significant roadways within the Plan Area, such as Elwert Road, Kruger Road, Chapman Road, and Edy Road. The planned upgrades include two to three-lane cross-sections and upgrading several existing intersections to either roundabouts or traffic signals. Our initial finding is that Sherwood West Growth will be served adequately with the planned street network as described in the Concept Plan. Further study is recommended to develop a more comprehensive list of improvements and associated cost estimates as this area is made ready for urban development.

RECOMMENDATIONS

Based on the high-level findings of this memorandum, the following are recommended:

- The Elwert Road re-alignment concept be advanced with the Sherwood West Concept Plan, and further studies be conducted to determine the best alignment and intersection configurations.
- The Elwert Road corridor should adopt design themes consistent with the city's vision, as represented by the Sunset Road corridor.
- Upgrade Elwert Road to three lane cross-section with bike lanes and sidewalks take place as development occurs.
- Upgrades to the Elwert/Lebeau Road at Scholls-Sherwood Road intersection be made to provide additional capacity to adequately support traffic growth through to the 2040 horizon year. The intersection with Elwert Road will require additional study, reconfiguration, and eventual signalization or roundabout improvement as development occurs.
- Multimodal safety improvements be made to the Elwert Road and Edy Road intersection consistent with the cross-sectional upgrades to these roadways outlined in the Concept Plan. Other intersections should also be reviewed for possible multimodal safety upgrades as development occurs nearby, including the Elwert Road at Handley Road intersection, and the Elwert Road at Haide Road intersection.
- Edy Road between Elwert Road and Borchers Drive is as a 3-lane collector with bike lanes and sidewalks in the city's Transportation System Plan. This project should be included for the portion within the concept planning area.
- Edy Road west of Chicken Creek should be a two-lane collector road without on-street parking within the concept planning area.
- The north-south connector concept should be further studied to better address the cost/benefit trade-offs for this new route. Sufficient north-south connectivity should be incorporated into the growth area to provide direct north-south multimodal service parallel to SW Elwert Road.

APPENDIX M

Housing Memo

Background on Housing Needs and Consistency with State/Metro Requirements

HOUSING MEMO

Supplemental to Housing Policy Implications Memo

TO:	Community Advisory Committee
FROM:	Erika Palmer, Planning Manager
CC:	MIG|APG
DATE:	April 2023

Introduction

This memorandum provides supplemental information to the Housing Implications Memo that summarizes the future of housing in Sherwood to help inform discussions on this topic. This memorandum provides background on housing needs in Sherwood and how the Sherwood West Concept Plan is consistent with state and regional requirements.

STATE LAND USE GOAL 10, HOUSING

The purpose of Goal 10 is to provide for the housing needs of Oregonians. Goal 10 requires Sherwood to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth, providing flexibility in housing location, type, and density to ensure the availability and prices of housing units are commensurate with the needs and financial capabilities of households. The City is required to meet the Metropolitan Housing Rule (OAR 660-007) that is designed to "assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) Urban Growth Boundary (UGB)." Needed housing means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. The rule also specifies the mix and density of new residential construction for cities within the Metro UGB. Sherwood is required to provide the opportunity for at least 50 percent of new residential units to be attached single-family housing or multi-family housing. In addition, the rule sets specific density targets for cities in the Metro UGB. Sherwood's average density target is six dwelling units per net buildable acre.

Sherwood's housing stock is predominantly single-family detached at roughly 75% (2021 American Community Survey, US Census). Sherwood's population growth and shifting demographics affect future housing growth and shape the changes in the City's housing market. While Sherwood's population has been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more ethnically diverse. If these trends continue, there will be changes in the types of housing demanded in the community's future.

The aging population is likely to result in increased demand for smaller single-family housing detached and attached, multi-family housing, and senior living facilities. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multi-family housing choices. Smaller housing units such as cottage clusters can be an attractive option for a wide variety of community members including seniors, empty-nesters looking to downsize, and young adults. Cottage housing is smaller and may be more accessible than a typical single-family home. The smaller size makes it a more attainable option for first-time home buyers than a larger home due to less expensive insurance, energy, property taxes, and mortgages. The number of people living in multigenerational family households is growing due to many reasons including finances, caregiving, childcare, or a change in relationship status. Accessory Dwelling Units, plexes, cottage clusters can help provide housing types where families can live close together.

Housing prices are higher in Sherwood than regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes. Sherwood households have a relatively high income, which affects the type of housing that is affordable, particularly for young people and new families. Future housing affordability will depend on the relationship between income and housing price and whether housing prices will continue to outpace income growth.

2019-2039 Housing Needs Analysis

Sherwood's 2019-2039 Housing Needs Analysis (HNA), adopted by reference in the City's Comprehensive Plan, provides technical and factual background relating to current and future housing needs. The Oregon Department of Land Conservation and Development acknowledged the HNA and no one appealed the document to the Land Use Board of Appeals. As state law requires, the HNA examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the City expects to annex for residential uses (Brookman area). ***The HNA identifies an additional 1,728 new households between 2019 and 2039*****. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West.**

Sherwood's HNA includes information about the factors that could affect housing development, including historical and recent development trends; projections of new housing units needed in the next 20 years; demographic and socioeconomic factors affecting housing choice, and regional and local trends in housing cost and affordability.

The forecasted growth rate in the HNA 2019-2039 is 1.1% based on Metro's forecast. The HNA provides a forecast of housing by type and density of housing. The HNA includes a Buildable Lands Inventory (BLI) for housing within the Urban Growth Boundary. The BLI demonstrates that the current land use designations provide an adequate short- and long-term land supply for housing development, meeting existing needs and 65%, and projected growth over the next 20 years. However, Sherwood has a deficit of land for 608 dwelling units, and annexations will need to continue in Brookman to provide an adequate land supply.

The HNA analyzes existing development patterns and intensity, existing land use designations and zoning, and building constraints to determine where vacant land and/or land that is likely to be redeveloped and then compares the existing supply of land to emerging development trends and projection of needed housing units.

The HNA 2019-2039 makes the following conclusions regarding compliance with Goal 10:

- Sherwood will need to plan for enough residential land to accommodate forecasted housing needs for the next 20-years:
- Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these 700 new households are inside existing city limits; 1,029 new households are outside current city limits.
- Sherwood's land base can accommodate most of the forecast for growth. Vacant and partially vacant land in the Sherwood Planning Area has the capacity to accommodate about 65% of the forecast for new housing on areas within the city limits and the Sherwood Planning Area.
- Sherwood has a deficit of land for housing. The deficit of land is for 608 dwelling units. The largest deficits are in Medium Density Residential-Low (154 dwelling units); Medium Density Residential-High (252); and High-Density Residential (145 dwelling units).
- To provide adequate land supply, Sherwood will need to continue annexing the Brookman Area, the primary designated residential area in the Sherwood Planning Area. Without the Brookman area developing, the City has a projected deficit of 1,155 dwelling units
- Sherwood will need Sherwood West to accommodate future growth beyond the existing city limits and the UGB (Brookman area). There is a deficit of 608 dwelling units over the next 20-years in Sherwood city limits and Brookman Area. The growth rate of Metro's forecast for household growth (1.1% average annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). At the historic growth rate, Sherwood will be out of buildable lands for residential development within 4-10 years.
- Sherwood has a relatively limited supply of land for moderate and higher density housing. The limited supply of land in these zones is a barrier to development of townhouses and multi-family housing, which is needed to meet the housing demand for growth of people over 65, young families, and moderate-income households. Sherwood will need to plan for a greater variety of housing types.
- Sherwood will have an ongoing need for providing affordable housing to lower-income households. About 31% of households in Sherwood have incomes below 80% of the MFI. These household will need a range of housing types, such as lower-cost single family housing, townhouses, or multi-family housing. Sherwood currently has a limited supply of land available in its planning area for moderate and high-density housing.

To comply with Goal 10, the City will need to either change its policies to allow for more development on the inventory of vacant land within the City boundary (greater densities, greater building heights), request a UGB expansion from Metro, or both. An urban growth boundary expansion proposal to Metro will allow the community to accommodate needed housing and provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.

The Sherwood West Concept Plan includes land use designations that provide for a variety of housing types: single-family residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwelling units, and multi-family units. The Concept Plan supports homeownership and lower-income housing opportunities with access to jobs, transportation choices, parks and open spaces, and other supportive amenities of a complete community.

Metropolitan Housing Rule: OAR 660, Division 007

The planning process for the Sherwood West Concept Plan applied the Metropolitan Housing Rule. As identified in Table 1 below, the Concept Plan provides for a variety of residential land use districts that allow for multiple housing types at a range of prices and rent levels. Table 1 presents estimated housing units and densities based on the proposed Concept Plan map. The assumptions regarding residential densities were developed in collaboration with the Community Advisory Committee and are based on existing zone densities in the Sherwood Development Code. The metrics assume that Sherwood West will build out based on recent density trends in each residential designation. Recent density trends in Sherwood show that developments are utilizing the maximum densities per acre allowed in each zone.

In each of the "Neighborhood" designations, middle housing will be permitted along with single-family detached housing. Table 1 includes a range of total housing units depending on how much middle housing is built in these areas, showing 0, 10, 20, or 50 percent middle housing scenarios. The range shows 3,117 units on the low end to a high of 5,582 units if 50 percent of middle housing was constructed in the neighborhood designations. The density ranges from 9.2 units per net buildable acre with 0 percent middle housing to 16.4 units per net buildable acre if 50 percent of middle housing was constructed in the neighborhood designations.

Table 1. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

The Sherwood West Concept Plan has provided the opportunity for at least 50 percent of new housing types to be single-family detached and 50 percent a mix of single-family attached and multifamily. The Low and Medium neighborhood designations provide the opportunity for a range of single-family

detached and by law allow the full range of middle housing types (attached housing) with design standards. The Middle Housing, Cottage Cluster, and Medium/High designations allow the opportunity for attached single-family units (cottages, plexes, townhomes). The Multi-Family designation allows for multi-family units. As described below in Table 2, even if zero percent middle housing is produced in the Low and Medium Density Neighborhoods, there is an opportunity for 50 percent attached housing. Table 2 identifies the estimated allocation of housing units to residential designations in Sherwood West.

Table 2. An estimated allocation of housing units to residential designations in Sherwood West

	Estimated Dwelling Units	% of Units	Housing Units by Mix	
Multi-Family	798	26%	Multifamily	25%
Middle Housing	173	6%	Attached	25%
Cottage Cluster	362	12%	SFD	50%
Med/High Density	248	8%		
Medium Density	816	26%		
Low Density	720	23%		
Total	3,117			

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 11 – PLANNING FOR NEW URBAN AREAS

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB.

UGMFP 3.07.110(b)(1)(C)

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure, and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

The City of Sherwood is experiencing a housing shortage, as with other cities within Washington County, the Portland Metro region, and the state of Oregon. It is estimated that between 2020-2040 the Portland

Metro region will need almost 295,000 housing units. [1] The ongoing undersupply of housing is one factor in the rapidly rising home prices and rent increases throughout the metro area and other cities and counties throughout the state.

According to the Case-Schiller price index, home prices in the Portland MSA have more than doubled in the past 15 years.[2] The strong housing market during the pandemic resulted in higher rents and home prices. Seasonally adjusted home prices are down about 4% for the Portland metro region this past year (2022), but only 19% of the Portland area households are estimated to afford the monthly payment on the median home sold. This is a decline of 131,000 households since the start of 2022.[3] Housing affordability has two components: housing costs and household income. Affordability is the ratio of the two. As such, a growing economy with more-plentiful and better-paying job opportunities does help housing affordability, at least insofar as incomes rise faster than housing costs do.[4] Housing cost burdens create impacts. Households that spend a higher proportion of their income on housing will have fewer resources for other basic needs. In addition, high rents lead to a lower rate of savings which can lead to economic instability if there is a loss of employment, an emergency, or an unexpected expense.

Sherwood's population growth and shifting demographics affect future housing growth and shape city housing market changes. While Sherwood's populations have been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more diverse. If all these trends continue, there will likely be changes in the types of housing demanded in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and senior living. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multifamily units.

Currently, Sherwood's housing stock is predominantly single-family detached. Housing prices in Sherwood are higher than the regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes and households have a relatively high income, which affects the affordable housing type, particularly for young people and new families.

The City's most recent Housing Needs Analysis (HNA) for the 2019-2039 period provides Sherwood with a factual basis to support future planning efforts related to housing. It is used to help develop

[1] Oregon Department of Land Conservation and Development Regional Housing Needs Analysis Presentation, Washington County Coordinating Committee, December 14, 2020.
[2] https://fred.stlouisfed.org/series/POXRSA
[3] https://oregoneconomicanalysis.com/2022/12/09/oregon-homeownership-affordability-november-2022/
[4]https://oregoneconomicanalysis.com/2022/02/15/construction-housing-supply-and-affordability/

Comprehensive Plan goals and policies that are consistent with the HNA while reflecting City priorities and strategies.

As required by state law, Sherwood's Housing Needs Analysis examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the city expects to annex for residential uses. The HNA identifies an additional 1,728 new households between 2019 and 2039. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West. Sherwood can accommodate about 65% of the forecast for new housing within city limits and the Brookman area. Sherwood has a deficit of 608 dwelling units in all residential zones (low, medium, and high). Without the Brookman area developing, the City has a greater projected deficit of 1,155 dwelling units.

The City of Sherwood has implemented a number of policies over the last couple of years to meet the Comprehensive Plan goal to "Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents."

Some of the policies include:

- Allowing for middle housing types in all residential zones
- Implementing clear and objective standards for all housing types
- Eliminating off-street parking requirements for accessory dwelling units (per Oregon House Bill 2001) and reducing parking requirements for multi-family housing per Oregon Climate-Friendly and Equitable Communities (CFEC) rules adopted by the Oregon Land Conservation and Development Commission in July 2022.

In addition, the City's Comprehensive Plan sets out policies relating to attractive and attainable housing within the community including:

> Policy 3.2 Identify opportunities to support the city's housing mix, to ensure the housing supply includes a variety of housing types and unit sizes that support a range of housing prices
>
> Policy 3.3 Support a variety of housing types such as but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single-story units, and extended family and multi-generational housing.
>
> Policy 3.4 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.
>
> Policy 3.5 Support homeownership opportunities for all housing types by encouraging condominiums, cooperative housing, and other types of ownership methods
>
> Policy 3.6 Collaborate with organizations to provide opportunities for the development of lower-cost housing and housing development incentives In areas with access to jobs, transportation, open spaces, schools, and supportive services and amenities.

The Sherwood West Concept Plan proposes a mix of housing types, leading to different tenures and price points. The Sherwood West Concept Plan provides a variety of housing types: single-family

residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwellings, and multi-family units. A proposed middle housing designation comprised of apartments, condominiums, townhomes, and plexes, and a cottage cluster designation provides more options for homeownership as compared to single-family detached housing on large lots.

As discussed above, the Concept Plan also ensures that the density and mix of housing types for new residential units are planned for the opportunity of at least 50 percent single-family detached and 50% attached and multi-family housing units.

There are six residential designations, which will allow multiple housing types and varying lot sizes within Sherwood West. As described above, the Concept Plan includes a range of housing estimates for the "Neighborhood" (single-family) designations – depending on how much middle housing could potentially be built (including scenarios from 0-50%). Based on current development trends and consultation with developers in the region and housing economists, the City believes that a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing.

Two residential designations (Middle Housing and Cottage Cluster) will solely allow for middle housing types and are responsive to many voices in the Concept Plan process who have advocated for housing for young families and people in Sherwood who would like to age in place. The Concept Plan provides housing types that are needed for the community while allowing for a transition to lower urban densities adjacent to the rural reserve in the hillier areas of Sherwood West.

There is a need for both housing and employment opportunities in Sherwood. The most recent Economic Opportunities Analysis indicates Sherwood has a deficit of roughly 277 buildable acres of employment land. The Sherwood West Concept Plan proposes 265 net buildable acres of employment land. The mixed employment areas are anticipated to provide a mix of office, light industrial, and flex space uses for target industries such as clean tech and advanced manufacturing identified in the city's Economic Opportunities Analysis. It is estimated that 4,524 jobs can be accommodated and the employment-to-housing ratio for the plan area is estimated at 1.3 (but would depend on the middle housing scenarios described above). The Concept Plan is anticipated to meet the projected community housing needs and employment needs to create a walkable community with a balance of employment, residential, commercial, and greenspace land uses – to be place where families can safely live, work, shop and play.

APPENDIX N

Infrastructure and Phasing Analysis

INFRASTRUCTURE & PHASING ANALYSIS

TO:	Sherwood West Technical & Community Advisory Committees
FROM:	Erika Palmer, Planning Manager; Jason Waters, City Engineer
CC:	Kate Rogers and Darci Rudzinski, MIG|APG
DATE:	February 7, 2023

Purpose

This memorandum outlines the following:

1. Existing infrastructure conditions in Sherwood West (including water, sanitary sewer, stormwater, and transportation); and
2. The opportunities and constraints in Sherwood West for the provision of extending public facilities and services, and potential future phasing.

Attachments:

- Figure 1: Existing Water System Map
- Figure 2: Existing Sanitary Sewer Map
- Figure 3: Existing Stormwater Facility Map
- Figure 4: Washington County Functional Street Classification Map
- Figure 5: City of Sherwood Street Classification Map

WATER SYSTEM

Existing Conditions

The current Water System Master Plan was adopted in May 2015. The Master Plan considers all areas within city limits, the urban growth boundary, and the West Urban Reserve (Sherwood West study area). The City's primary water supply is from the Wilsonville Water Treatment Plant, supplemented by groundwater wells. The City maintains an emergency connection and transmission piping to the Tualatin-Portland supply main. The City's distribution system includes three service zones supplied by three storage reservoirs and two pumping stations. The majority of Sherwood customers are served from the 380 Pressure Zone, which is supplied by gravity from the City's Sunset Reservoirs. The 535 Pressure Zone serves the area around the Sunset Reservoirs, supplied with constant pressure by the Sunset Pump Station, and the 455 Pressure Zone serves higher elevation customers on the City's western edge by gravity from the Kruger Reservoir.

Opportunities and Constraints in Sherwood West

Existing water facilities in or near the study area include a water reservoir, a supply line, and distribution lines. The Kruger Reservoir is a 3.0 MG reservoir located inside the study area, south of SW Kruger Road and approximately one-half mile west of Hwy 99W. The Kruger Reservoir serves the 455 pressure zone. An 18-inch transmission line is located in SW Kruger Road between the reservoir and Hwy 99W.

The area south of SW Handley Street is split between the Future 455 West and Future 630 West zones. The area north of SW Handley Street falls primarily within the Future 380 West pressure zone.

An 18-inch water main from the Kruger Reservoir extends north in SW Elwert Road for approximately 800 feet. The line then reduces to a 12-inch line and continues north to SW Handley Street. In addition, a short segment of a 12-inch waterline has been constructed in Elwert Road in the vicinity of Derby Terrace. A 16-inch water main located in SW Copper Terrace terminates at SW Edy Rd, approximately 840 feet east of the study area.

Initial anticipated growth in Sherwood West will be served by extending the existing 380 and 455 Zone distribution mains. Future customers along the ridge north and south of the existing Kruger Reservoir will be served by constant pressure from the proposed Kruger Pump Station at the existing reservoir site. This proposed closed zone is referred to as the 630 West Zone. Some future customers in the West Urban Reserve at the interface between the 630 West and 455 Zones may need to be served through a PRV-controlled sub-zone or through individual PRVs on each service in order to maintain required service pressures. This area is referred to as the 630 West PRV Zone.

A small area on the western edge of the West Urban Reserve along Edy Road near Eastview Road is too high in elevation to receive adequate service pressure from the adjacent 380 Zone. This area will be served as part of the closed 475 West Zone by constant pressure from the proposed Edy Road Pump Station. An additional pump station would potentially be needed to serve the 630 West PRV Zone. Extensive large diameter mains will be needed to expand the City's water service area to supply Sherwood West as development occurs.

Implications for Water Facilities on Phasing

The West and Southwest districts in Sherwood West have the opportunity to be served with water infrastructure in the near future. Water infrastructure will need to be extended east to west to serve the hillsides. The Far West district can be served after water infrastructure improvements, such as an additional pump station, are constructed. The Northern District will need further study and significant water infrastructure improvements to be served.

See Figure 1. Existing Water System Map

SANITARY SEWER SYSTEM

Existing Conditions

The current Sanitary Sewer Master Plan was completed in 2016. The Master Plan considers all areas within the city limits and the urban growth boundary. The West Sherwood Concept Plan study area is outside the urban growth boundary and was not included in the Master Plan. Two sanitary sewer trunk lines serve the City of Sherwood, the Sherwood Trunk Sewer (24-inch), which conveys sewage from the Cedar Creek sewage

collection basin, and the Rock Creek Trunk (18-inch), which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by Clean Water Services (CWS).

Opportunities and Constraints in Sherwood West

Existing sanitary sewer facilities adjacent to or near this site are limited. A pump station is needed in the West subarea and a new trunk line extended to the Sherwood High School from the Brookman area.

Pump station

A 15" diameter Sanitary Serwer (SS) mainline was constructed in Copper Terrace as part of the Sherwood School District Area 59 elementary/middle school development. This mainline runs up Edy Road, down Copper Terrace, and ends at the north end of the school perimeter.

To use this line, a new pump station is needed from the south to the crest of Handley Street. The line would need to cross private property or run to and down Edy Road to connect in.

The two main drawbacks are:

1. It requires the use of a 55 pump station for conveyance operations. This creates a situation of long-term maintenance costs.
2. The Sherwood Trunk pump station requires upgrading to handle future flows.

The three main positive aspects are:

1. That it utilizes an already existing truck line (Sherwood Trunk)
2. The Sherwood Trunk has the capacity for the future development of this area (existing flow= 6.4 cfs, build-out capacity flow= 11.5 cfs).
3. That it does not require constructing a sanitary line across Hwy 99W and has limited crossings of stream corridors and buffers.

Trunk line extension

The Brookman sanitary trunk line will gravity flow across Hwy 99W at the future Brookman Road intersection to a future gravity system serving the Brookman Area (Area 54/55) expansion. The Sherwood Trunk line serves this area.

The two main drawbacks are:

1. That the Sherwood Trunk line is undersized for the combined future flows. The downstream system would need to be upsized to accommodate future flows.
2. That the alignment of the conveyance system needs to cross Hwy 99W and run down a stream corridor to be able to serve the overall area.

The main advantage is that it appears that the entire UGB area addition could be served by gravity using this line. The trunk line has the capacity to serve the future expansion (existing flow= 1.4 cfs, build-out capacity flow= 5.8 cfs). A current CWS project is upgrading a portion of the system from 15" to 18" and

extending the sewer trunk line to the boundary of the Brookman Addition (Area 54/55) and then north of Highway 99W to serve the new Sherwood High School. It is anticipated that this project will be completed in 2025. Recently approved subdivisions in the Brookman area have extended the sewer line to serve these developments.

Implications for Sanitary Sewer Facilities on Phasing

The West and Southwest districts in Sherwood West have the opportunity to be served with sanitary sewer infrastructure in the near future through either option described above. Sanitary sewer infrastructure would need to be extended into the hillside area of the West and Southwest districts and Far West District as those areas develop. The North District needs further study on how to serve the area and if any significant infrastructure is necessary to serve sanitary sewers in this area.

See Figure 2: Existing Sanitary System *Map*

STORMWATER SYSTEM

Existing Conditions

The current Stormwater System Master Plan was updated in 2017. The Master Plan considers all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Master Plan.

The Sherwood West Concept Plan area lies primarily within the Chicken Creek Drainage Basin. The basin flows north and northeast along Chicken Creek, which bisects the plan area. Cedar Creek flows into Chicken Creek at the northeast corner of the plan area, west of SW Roy Rogers Road. The West Fork of Chicken Creek enters the plan area near the northwest boundary and flows east into Chicken Creek.

A small portion of the plan area in the southeastern area is part of the Cedar Creek Drainage Basin. On-site runoff enters Goose Creek, which flows from west to east, crossing Highway 99W and reaching Cedar Creek. The Stormwater Master Plan notes that Chicken and Cedar Creeks have been identified by the Environmental Protection Agency (EPA) as providing habitat for anadromous fish listed as threatened under the Federal Endangered Species Act.

According to the Storm Water Master Plan, on-site soils fall primarily in Hydrologic Soils Group C, with small areas of Groups B and D. The areas near Chicken and Cedar Creeks and their tributaries have been designated by Metro as riparian corridors, upland wildlife habitat, and aquatic impact areas. Some areas within the riparian corridors are also shown on the National Wetland Inventory.

Opportunities and Constraints in Sherwood West

Sherwood West is undeveloped, and as such, there is no existing stormwater infrastructure. As development occurs in the future, stormwater would likely be discharged onto the floodplain of the adjacent creeks and tributaries. The City of Sherwood requires that all stormwater facilities meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, and water quantity treatment. Regional stormwater facilities within Sherwood West are the City's preferred method for handling stormwater.

Implications for Stormwater Facilities on Phasing

All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs. The West and Southwest Districts in Sherwood West may be the easiest to serve.

See Figure 3: Existing Stormwater Facilities Map

TRANSPORTATION SYSTEM

Existing Conditions

The current Transportation Systems Plan (TSP) was updated in 2014. The TSP considered all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Plan.

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

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

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

The City's TSP and Washington County's TSPs identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. Both Edy and Chapman roads are classified as collectors within Washington County TSP. Edy Road, within the current City boundary, is also designated a collector street within the City's TSP.

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within the study area.

Opportunities and Constraints in Sherwood West

Elwert Road

Two options for the design of Elwert were included in the 2016 Preliminary Concept Plan. The City Engineer provided a Transportation Options Alternative Analysis Report that is included in the appendices of the 2016 Preliminary Concept Plan and is described below.

SW Elwert Road is classified as an arterial road with a future 3-lane configuration with; two 12-foot travel lanes, a 14-foot center turn lane, two 6-foot bike lanes, two 5-foot wide planter strips, two 8-foot wide sidewalks, and two 1-foot clear areas behind the sidewalks to the right of way line in both the City's and Washington County's Transportation System Plans (TSPs). The overall right-of-way width required with this cross section is 78 feet.

Transportation Alternative Analysis Report – Defining Options for SW Elwert Road

The major limiting condition for the transportation options analysis is the phasing break between three areas. These areas include:

- Elwert between Highway 99W and SW Handley (West District)
- Elwert between SE Handley and SW Conzelman Rd (West and North Districts); and
- Elwert between SW Conzelman Rd and the SW Lebeau/Scholls-Sherwood Intersection (North District)

Two options were analyzed with respect to constructability, construction costs, and environmental impacts.

Option 1

Option 1 consists of realigning SW Elwert Road and SW Edy Road. The realignment would cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment follows the existing terrain, eliminates the need for excessive fills, and minimizes impacts to the wetlands within the SW Elwert Road and SW Edy Road intersection. Option 1 will require the construction of structural bridging and the acquisition of right-of-way to accommodate the realignment of SW Elwert Road.

The realignment of SW Elwert Road will include the construction of roundabouts at major intersections, such as with SW Edy Road. The combination of roundabouts and curved alignments would likely discourage freight traffic usage of the road and reduce speeds of commuter traffic while still allowing significant local residential and commuter traffic flow.

Construction of this option will also allow the existing SW Elwert Road and SW Edy Road alignments and intersection to remain in use until construction of the realigned roadway is nearly complete. The 2016 Preliminary Concept Plan estimated this option to be the least costly and have less impacts to the environment however, additional analysis is needed to review the two options.

Option 2

Option 2 consists of correcting the vertical alignment of the SW Edy Road and SW Elwert Road intersection to meet ASSHTO design standards. Specifically, raising the road elevation to reduce the adverse vertical curves and meeting stopping sight distances at intersections. This means raising the road approximately 10 to 20 feet (15 foot average) in elevation. The impacts from the intersection along SW Elwert Road from this action extend for approximately 2,050 feet, and approximately 790 feet along SW Edy Road.

By raising the road along this length, impacts to the existing right-of-way and adjacent wetlands occur due to the need for fill with a 2:1 slope ratio. It is estimated that an additional 20 to 40 feet (30-foot average) of right-of-way would be required to account for fill slope. The standard wetland/vegetated corridor mitigation requirement is approximately 2:1 (Clean Water Service, R&O 07-20, Table 3-2).

Additionally, the existing culvert crossing would most likely need to be updated to meet future Clean Water Services (CWS), Environmental Protection Agency (EPA), United States Army Corps of Engineers (USACE), and Oregon Department of Fish and Wildlife (ODFW) requirements. Reconstruction of SW Elwert Road would require the closure of the roadway to through traffic until roadway construction completion. This would have a definite negative impact on local and commuter traffic during the expected 1 to 2-year construction cycle.

The 2016 Preliminary Concept Plan estimated this option as the most expensive financially due to mitigating environmental impacts to the Chicken Creek corridor environment and impact on local and commuter traffic during construction. However, as stated above a more detailed analysis is needed on review the two options.

Highway 99W

Highway 99W is a state-designated freight corridor and limited-access highway and is identified as a principal arterial in Washington County and the City of Sherwood TSPs. Access to Highway 99W would be coordinated with the Oregon Department of Transportation. The intersection of Highway 99W with SW Chapman and SW Brookman roads is planned as a future signalized intersection with pedestrian and bicycle enhancements.

A Grade Separated Crossing over Highway 99W

An alternative crossing study between the Brookman Area and Sherwood West was recently completed and will require additional study. The preferred crossing approach is a grade-separated crossing to serve local access (no interchanges from Highway 99W) between the Brookman and Sherwood West areas. The proposed location would be north of Highway 99W and the SW Chapman and SW Brookman intersection. Access to an overcrossing over Highway 99W would be from a local street connection from Old Highway 99W in Brookman to a new street in Sherwood West crossing over Highway 99W.

The Kruger/Elwert/Sunset Boulevard/Highway 99W intersection

This intersection was recently reconstructed with a roundabout. This is intended to alleviate a current condition of inadequate stacking distance and restricted traffic by-pass flow off Highway 99W towards Scholls-Sherwood Road.

Scholls-Sherwood Road

Scholls-Sherwood is designated as an arterial within the Washington County TSP. According to Washington County, rural arterials serve a mix of rural-to-urban and farm-to-market traffic. In some cases rural arterials, especially in rural/urban fringe areas, accommodate significant amounts of urban-to-urban through-traffic during peak commuting time periods. This is not the intended function of the rural arterial designation and is often the result of congestion on urban arterials. Rather, arterials are intended to provide freight movement in support of principal arterials. Arterials have strong access control for cross streets and driveways. Scholls-Sherwood Road will need to be improved to urban standards on the south side and along Roy Rogers Road. There are two intersections along Scholls-Sherwood Road within the study area. The intersection with Elwert Road will require additional study, reconfiguration, and possible signalization as Sherwood West is developed. The intersection of Roy Rogers Road was recently reconfigured and signalized as a Washington County transportation improvement. Per the City's current TSP standards for arterial roads, new access should be spaced between 600 to 1,000 feet apart.

Remaining Streets within Sherwood West

The remaining transportation network will be local neighborhood streets. While local streets are not intended to serve through traffic, the aggregate effect of local street design can impact the effectiveness of the arterial and collector system when local trips are forced onto the arterial street network due to a lack of adequate local street connectivity.

Implications for Transportation Facilities Phasing

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within Sherwood West. The finance of urban services is a significant conversation in all urban boundary expansion areas. The City may want to develop specific policies focusing on infrastructure financing and the feasibility and timing of the extension of public facilities, including implementing financing strategies for transportation systems in Sherwood West.

We have heard from Sherwood stakeholders that new development should pay for its own infrastructure. Development-derived tools include system development charges and Washington County's transportation development tax (TDT). Other tools may need to be considered to support transportation improvements, such as new taxing districts, Local Improvement Districts (LIDs), county funding sources, and supplemental system development charges.

See Figure 4: Washington County Street Classification Map

See Figure 5: City of Sherwood Street Classification Map

PHASING AND NEXT STEPS

Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, the West and Southwest Districts are the most logical for development to occur first. However, diversifying the tax base by creating a better employment-to-population ratio is a critical goal of the City. The North District is best suited for employment land needs, but serving this area with the appropriate infrastructure will be challenging. This district will need additional infrastructure analysis. With this economic development goal in mind, the City should initiate infrastructure planning in this area as soon as possible.

The City may want to consider new annexation policies based on a phasing plan for development within Sherwood West. The annexation policies could consider priority areas to provide an orderly and efficient transition from rural to urban land uses to ensure public infrastructure needs are met to provide homes and jobs in Sherwood West.

Figure 1: City of Sherwood Existing Water System Map

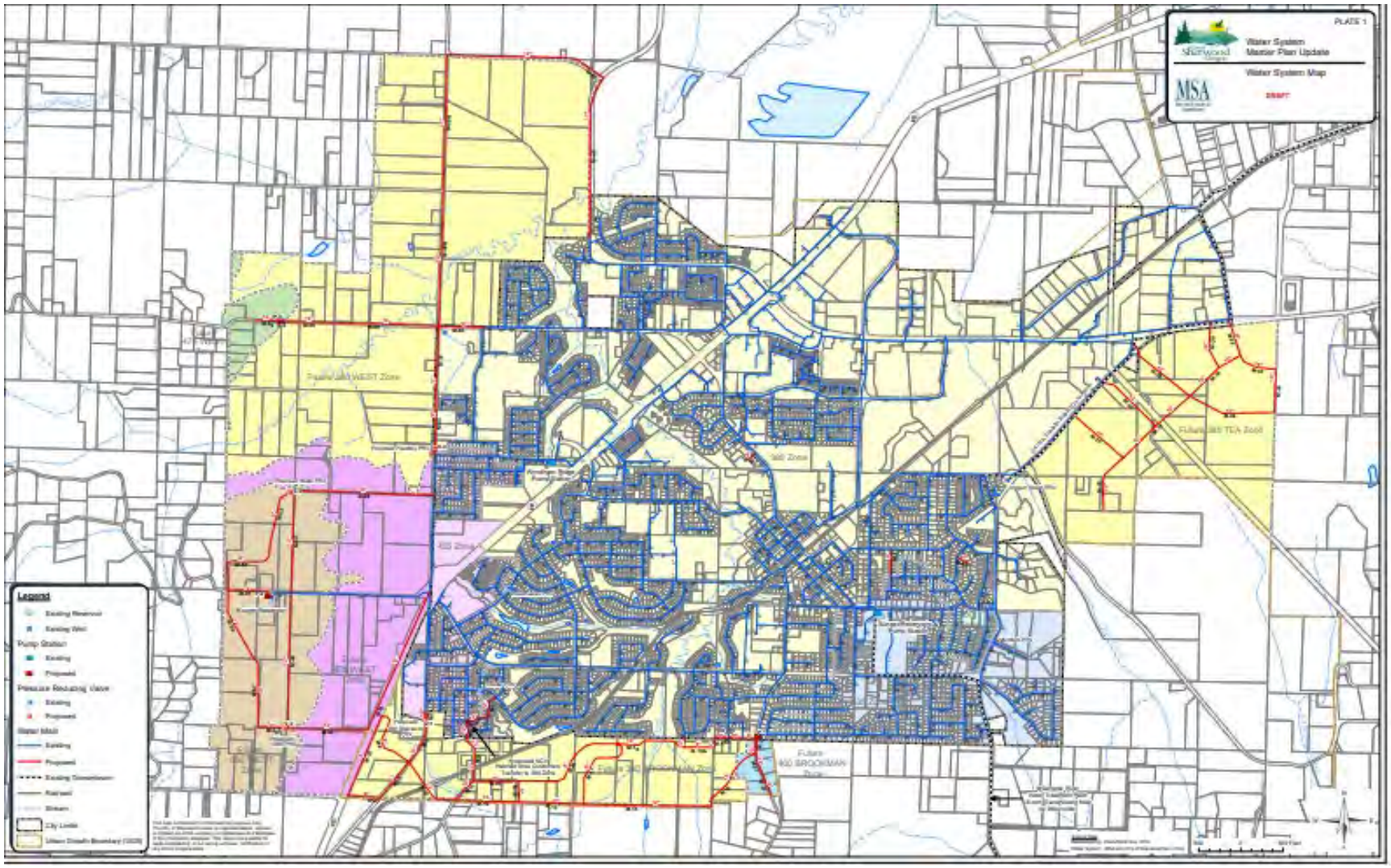


Figure 2: City of Sherwood Existing



Figure 3: City of Sherwood Existing Storm Water System Map

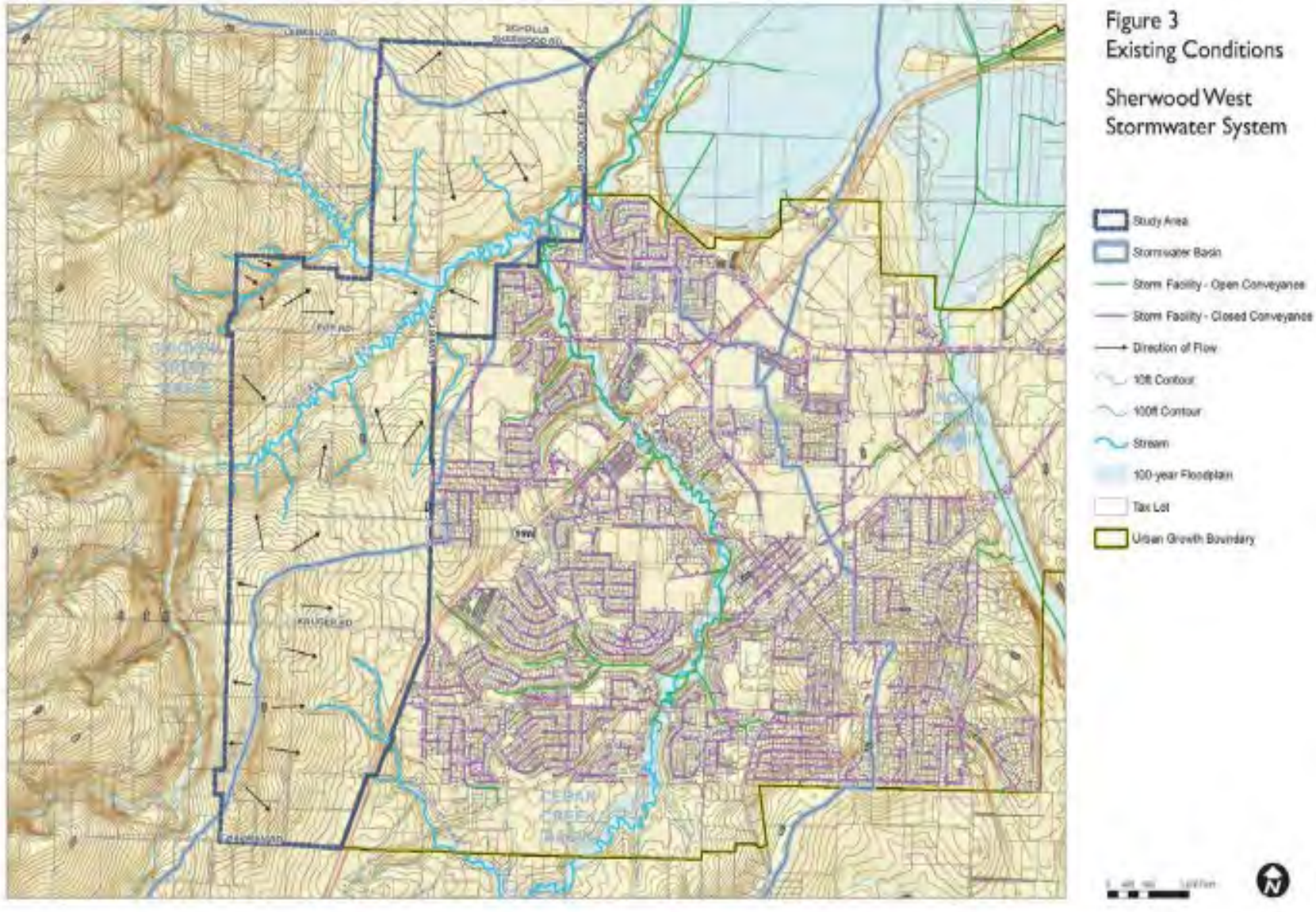
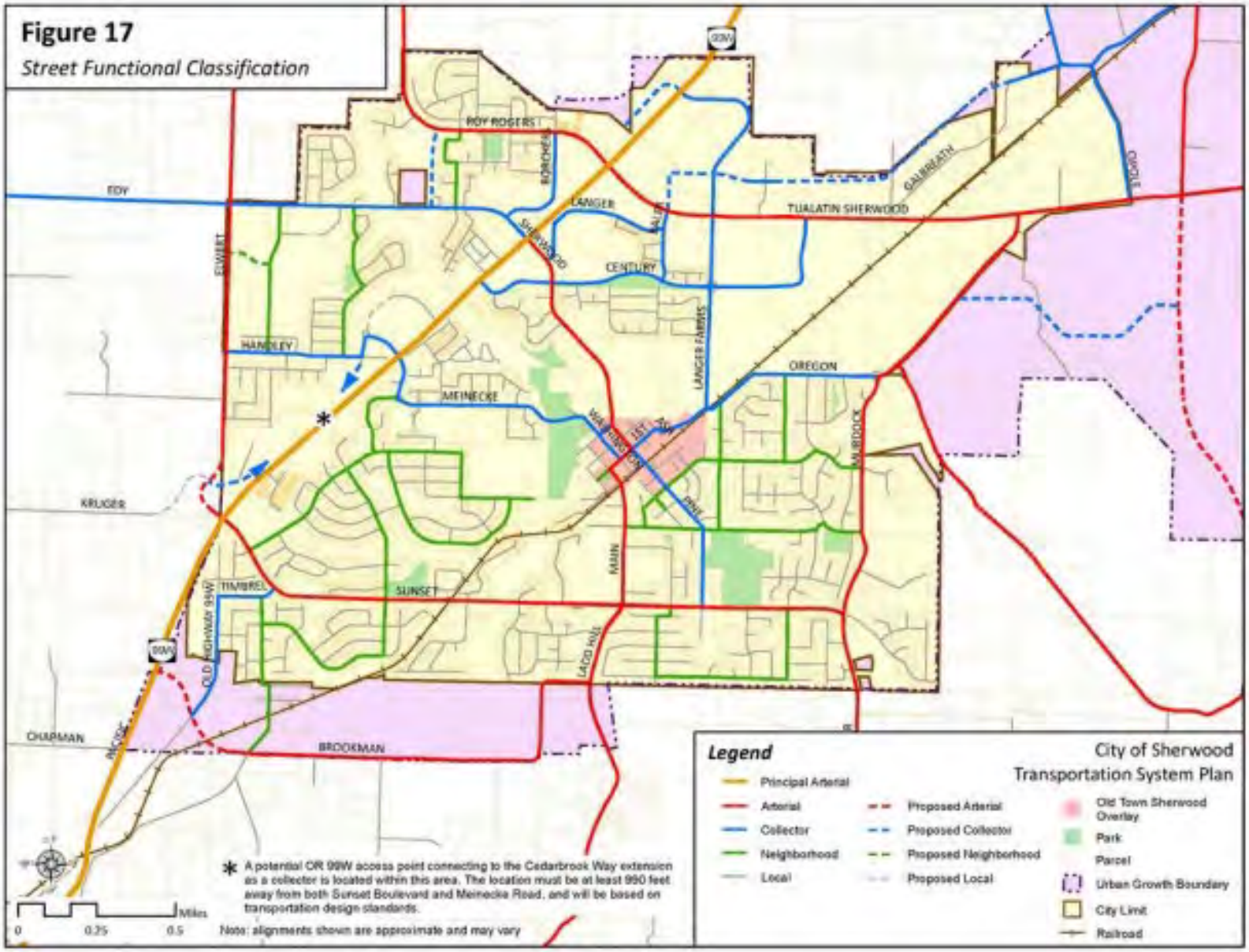


Figure 4. Washington County Street Classification Map



Figure 5. City of Sherwood Street Classification Map



APPENDIX O

Preliminary Infrastructure Funding Strategy

Sherwood West Concept Plan

Preliminary Infrastructure Funding Strategy

Date March 10, 2023

To Kate Rogers and Darci Rudzinski, MIG|APG

From Ellen Bini, Leland Consulting Group
Chris Zahas, AICP, Leland Consulting Group

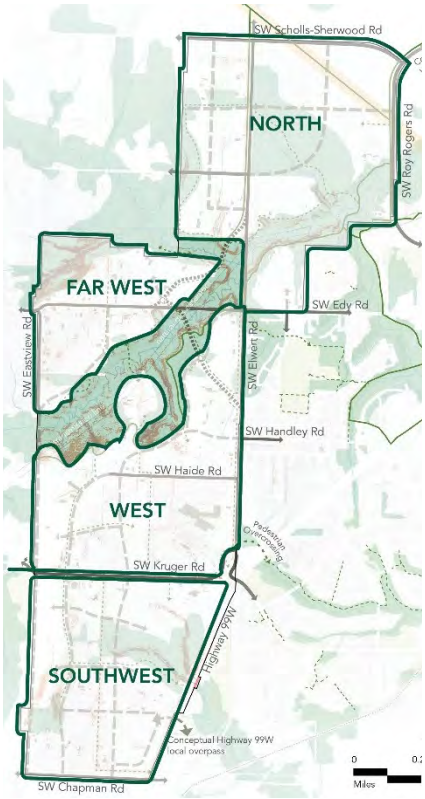
CC Erika Palmer, City of Sherwood

Introduction

This Infrastructure Funding Strategy memorandum accompanies the Sherwood West Preliminary Concept Plan Re-Look by providing a high-level estimate of infrastructure costs and potential tools for funding the development of priority districts in the Sherwood West area. It builds upon a preliminary exploration of infrastructure costs and funding tools that were developed during the 2016 Sherwood West Preliminary Concept Plan.

This memorandum is organized as follows:

- **Infrastructure Funding Gap Analysis.** We present a high-level summary of likely infrastructure costs required to make the various subdistricts of Sherwood West developable and compare them to the system development charges (SDCs) and other development impact fees that would be generated by development in Sherwood West to help pay for such infrastructure. This calculation identifies funding gaps that will need to be addressed for Sherwood West to build out. The types of infrastructure evaluated in this memorandum include water, sanitary sewer, storm water, and transportation.
- **Funding Toolkit and Strategy.** To address the anticipated funding gaps, the memo identifies potential funding tools and strategies that could supplement the baseline SDC revenues to make development feasible. This memo builds upon the tools discussed in the 2016 Sherwood West Preliminary Concept Plan and recommends those that have the most promise for filling any funding shortfalls.



In all steps of this analysis and throughout this memorandum, the focus is on regional infrastructure necessary to provide access or utility service to development parcels. For the most part, this means major arterials, collectors and trunk utility lines that will serve multiple parcels within Sherwood West. Roads and infrastructure internal to development sites is not considered here and is assumed to be a developer cost.

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that two of the four districts in the current concept planning process—North and West—will develop first. Because infrastructure costs were provided by the City for sectors ("A" through "F," aligned with the 2016 Preliminary Concept Plan Phasing boundaries), the following analysis aggregates costs for sectors "C" and

"D" as the North district, and "A," "B," and "E" for the West/Southwest districts (Southwest included with West because sector "E" spans both West and Southwest). Appendix B includes the map that engineering used to put together the estimates for the Sectors "A" through "F." Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. The analysis, therefore, takes a close look at the infrastructure that will help these two areas serve as catalysts for subsequent development elsewhere in Sherwood West.

- **North District.** The North District is best suited for employment uses that support the City's economic development goals, and the concept plan accordingly shows a future focus on mixed employment uses in this area. Serving this area with appropriate infrastructure will be a challenge—requiring additional infrastructure analysis. Below is a list of projects that collectively account for over 70% of associated "hard" costs (or those not including design, construction, and land acquisition) for infrastructure serving this area. Transportation and water projects have the highest projected costs for this district, with the Elwert Road and Scholls-Sherwood improvements collectively accounting for 30% of costs, followed by 22% of costs attributed to water improvements along Elwert, Roy Rogers, and Scholls-Sherwood roads. Storm water improvements along Elwert Road account for 16% of costs, and a sewer trunk line extension accounts for an estimated 5%. It is expected that a large proportion of transportation project costs will be paid by developers on a project-by-project basis, though the City will need to plan for capital projects serving the area (e.g., the Elwert and Scholls-Sherwood intersection).

  Table 1. North District Catalyst Project Cost Estimates

Project	Type	Cost	% of North District Costs
Elwert Road	Street	$7,432,500	24%
Elwert Road	Storm	$4,955,000	16%
Elwert Road	Water	$2,973,000	10%
Roy Rogers	Water	$1,836,000	6%
Scholls-Sherwood	Street	$1,830,000	6%
Scholls-Sherwood	Water	$1,830,000	6%
Trunk Line	Sewer	$1,650,000	5%
Total		**$22,506,500**	**73%**

- **West/Southwest Districts.** Development of the West District has already begun with the new high school, finished in 2021. In the current concept plan, this district is expected to be developed with a mixture of housing types and employment uses adjacent to Highway 99W. According to an infrastructure and phasing analysis prepared by City staff, this area can more readily accommodate most needed infrastructure improvements with existing water and sewer infrastructure currently being planned and constructed by Clean Water Services—but road construction and financing will pose significant costs and challenges throughout Sherwood West given the terrain, the presence of significant natural areas, and the current parcelization of the area. This finding is reflected in the list of major projects below, 39% of which are transportation-related, followed by 23% for water and 10% for storm water improvements.

Table 2. West/Southwest District Catalyst Project Cost Estimates

Project	Type	Cost	% of West/Southwest District Costs
New Collector (2-lane) in "A"	Street	$5,910,000	11%
New Collector (2-lane) in "B"	Street	$4,692,000	9%
Elwert in "A"	Street	$4,500,000	8%
Pump facility in "A"	Water	$4,500,000	8%
Finish Loop in "E"	Water	$3,440,000	6%
Highway 99 in "B"	Water	$2,520,000	5%
Elwert/Edy Intersection in "A"	Street	$2,400,000	4%
New Collector (2-lane) in "A"	Storm	$1,970,000	4%
New Collector in "A"	Water	$1,970,000	4%
Chapman Road in "E"	Street	$1,950,000	4%
Elwert in "A"	Storm	$1,800,000	3%
Chapman Road in "B"	Street	$1,695,000	3%
Total		**$37,347,000**	**69%**

Infrastructure Funding Gap Analysis

Methodology

The table below compares infrastructure costs and revenue scenarios to calculate the funding surplus (positive amounts) or gap (negative amounts) that would be generated through development fees. Some notes on the methodology used are included below, with a detailed account of the methodology found in Appendix A:

- **Revenues.** The primary revenues that will be generated by development in Sherwood West and used to fund infrastructure are system development charges (SDCs) and Washington County's Transportation Development Tax. Some additional funds may be available from other public agencies and other local funding tools, described briefly at the end of this memorandum. All revenues shown are based on a full build out of the area, and the land use programs developed during the current Sherwood West concept planning effort—with low and high scenarios for the housing estimates. The low housing scenario signifies 0% middle housing (2-4 plexes, townhomes, and cottage clusters) built in areas designated for single-family homes, and the high scenario signifies 20% middle housing built in those areas. This analysis does not take into account the timing of infrastructure costs or revenues. Additionally, low and high scenarios for sewer revenue generation for Mixed Employment and Commercial development were included given the uncertainty over the scale of development.
- **Costs.** Not included are costs internal to development projects, such as site preparation and construction, that will be paid by private developers. The City will likely also have additional costs not covered here in the development of public spaces such as parks design and development. Infrastructure costs for water, sanitary sewer, storm water, and transportation facilities were provided by the City engineering team. Low and high sewer flow count estimates for Mixed Employment and Commercial uses were also provided by the City engineering team.

Table 3. Sherwood West Infrastructure Funding Gap Analysis

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$435,991	$3,292,666	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,019,462	$15,355,574	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$2,930,405**	**$22,152,865**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$13,071,171		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$498,839	$3,756,416	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,557,263	$19,323,949	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$3,815,666**	**$28,685,115**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$20,488,681		-$45,736,555	$57,047,495	$91,224,338	

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$517,882	$4,614,499	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,360,274	$15,914,799	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$3,353,108**	**$24,033,922**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$15,374,930		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$580,730	$5,078,249	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,898,074	$19,883,174	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$4,238,368**	**$30,566,172**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$22,792,441		-$45,736,555	$57,047,495	$91,224,338	

Findings

Across all four scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sewer, parks, and transportation, but not water and storm infrastructure. Parks show a surplus across all scenarios because the cost of parks were not included in this analysis. Sewer and transportation show a surplus due to the inclusion of funding mechanisms in addition to City SDCs:

- **Clean Water Services (CWS) Regional Connection Charge (RCC).** Clean Water Services is a "water resources management utility" providing sewer and surface water management in Washington County.[1] This analysis assumes RCC revenue will be available for funding infrastructure expansion in Sherwood West.
- **County Transportation Development Tax (TDT).** The TDT, passed by Washington County voters in 2008, is a one-time charge on development (like an SDC) that funds transportation capital improvements designed to accommodate growth. A list of eligible projects is maintained by the County and are "generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects."[2]

It is unusual to have a surplus on transportation infrastructure but that is the case here due to the sizeable TDT revenues and the fact that cost estimates assume no Chicken Creek bridge—which would represent a significant expense and cut into the transportation surplus found by this analysis. The calculation of storm water revenues assumed no CWS Regional Storm Drainage Improvement Charges were collected due to credits given for water detention and water quality projects, per City guidance. With an additional 45% reduction in assumed City storm water SDC collection (due to participation in water quality projects), the largest shortfall across all infrastructure categories—$46,529,398—is found for stormwater under both low housing scenarios.

This is a preliminary analysis and should be revisited as the City conducts additional infrastructure planning, as development is implemented, and as other aspects of development in Sherwood West change—including significant changes to costs and timing of development.

Funding Toolkit and Strategy

Recommended Funding Strategies

LCG recommendations for supplementing existing baseline funding are informed by recent development experience in the region and review of existing resources, including the Phasing and Funding Strategy prepared by ECONorthwest for the Preliminary Concept Plan in 2016 and the 2020 Washington County Infrastructure Funding Plan Toolkit (which provides guidance on funding transportation infrastructure in urban reserve areas specifically).

Supplemental SDC. Based on recent development experience in the region, especially Frog Pont West in Wilsonville, LCG recommends focusing first on Supplemental SDCs to meet any funding gaps. Supplemental SDCs are essentially additional SDCs for a sub-area of the City, paid by developers. By using the SDC tool, costs can be shared across multiple developers over time. As with standard SDCs, developers can be credited and/or reimbursed for oversized infrastructure that they construct that benefits other developers and/or the city as a whole. As with any development cost, the costs of supplemental SDCs will ultimately get passed on to homebuyers and commercial and residential tenants in the form of higher housing costs and rents. The next steps to implementing a

[1] Clean Water Services "About Us", https://cleanwaterservices.org/about/who-where/.
[2] Washington County Department of Land Use and Transportation, Transportation Development Tax Annual Reports 2009–Present.

supplemental SDC would involve the following, which should be managed by City staff with the support of a municipal finance consultant:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Engagement of the Sherwood City Council and Planning Commission;
- Development of a final proposal for adoption.

Regional Sources. In addition to a supplemental SDC and other tools mentioned above, securing "outside" funding sources for needed infrastructure can help reduce costs on a dollar-for-dollar basis. Therefore, the City should seek to leverage additional existing funding through other government sources, including:

- **Major Streets Transportation Improvement Program (MSTIP).** MSTIP is a county-wide road improvement program funded by countywide property taxes. The 2023-2028 System of Countywide Interest Map identifies Elwert Road as an "eligible arterial/principal," and may receive funding through MSTIP as a major road. There is MSTIP funding for SW Roy Rogers Road, but not currently for the portion adjacent to Sherwood West.
- **Metropolitan Transportation Improvement Program (MTIP).** MTIP, overseen by Oregon Metro, "records how all federal transportation money is spent in the Portland metropolitan area" and monitors significant state and locally funded projects with an impact on air quality. MTIP follows a four-year construction schedule and is updated every two to three years. Sherwood West projects may be eligible for the next round of MTIP funds.
- **Regional Flexible Funding**. Regional flexible funding for transportation projects, administered by Oregon Metro, provides "federal funding for investments in sidewalks, trails, and roadways in communities across the region." Regional funds not already allocated for ongoing commitments may be applied for by regional jurisdictions through a project selection process. Projects for the 2025-2027 cycle were selected in October 2022, but the City can plan to submit a project proposal for the next funding cycle—which to be successful, will need to demonstrate alignment with regional investment priorities.

State Funding Sources. Business Oregon operates industrial and employment land readiness programs that may have the potential to fund infrastructure development in Sherwood West, particularly in the North District.

- **Regionally Significant Industrial Sites Program (RSIS).** RSIS is "a profit sharing economic development tool that offers state income tax reimbursements for approved industrial site readiness activities," and can cover activities such as transportation and infrastructure improvements. Local governments can apply if they own or act as a sponsor for privately-owned industrially zoned sites.
- **Emerging Opportunities.** Finally, the City should watch the state legislature, as state resources may become available to support industrial site readiness and best position the state for federal funding via new legislation, such as the CHIPS Act and Inflation Reduction Act.

Additional funding strategies

Additionally, the four funding tools identified as preferred in the Preliminary Concept Plan could also be considered, but would be a lower priority than supplemental SDCs, regional, and state sources:

- **Local Improvement District (LID).** "An LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open

space."[3] With LIDs, landowners within the district are assessed a fee based on the proportional benefits they receive from the district, established at inception. LIDs typically require the approval of 60 percent of the affected property owners in the district. Owners benefit from paying costs over time and the City's access to a lower interest rate. LIDs would have much the same impact as a supplemental SDC, therefore we recommend focusing on a supplemental SDC as the primary tool before considering using LIDs.

- **Utility fees**: Utility fees for regional infrastructure are much less common in Oregon and, while allowed, would be relatively unique and less familiar to developers than a supplemental SDC. A utility fee also would be paid by end users (homeowners and tenants) and could therefore create a timing issue where revenues aren't realized until after the infrastructure is built.
- **Property Tax (GO) Bonds**: While citywide general obligation bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. Given the need for a public vote and the greater ease of implementing other tools, we do not recommend GO bonds as a funding tool for Sherwood West.

Urban Renewal was also considered in the previous Phasing and Funding Strategy, but not as a preferred tool. Nevertheless, it could potentially be used with some caveats as discussed here. Through tax increment financing, urban renewal can help pay for infrastructure through the increase in property taxes that occur in the urban renewal area over time. Urban renewal is typically implemented in existing areas of a city where revitalization is desired or there is a need to address specific infrastructure deficiencies that are barriers to new investment, and its use in new undeveloped areas of the city may face political challenges in implementation. There are also strict limits on how much of a city can be within an urban renewal district, both by taxable value and geographically. This would need to be considered since Sherwood already has two existing urban renewal areas.

Conclusion

Key findings of this preliminary infrastructure funding strategy analysis include:

- Development envisioned for the focus areas of this analysis include employment uses in the North and a mix of housing (including middle housing intermixed with low and medium-density single family development) and employment uses along Highway 99W in the West/Southwest.
- Several infrastructure projects are catalytic to making development possible in these areas. For both the North and West/Southwest districts, transportation projects are projected as the highest-cost, including the extension of Elwert Road for both areas, Scholls-Sherwood Road in the North, and a new 2-lane collector in the West/Southwest. Additional catalytic projects include extending water and storm improvements along Elwert Road in the North and expanding water service in the West/Southwest.
- Preliminary analysis shows a shortfall for water and storm and surplus for transportation, sewer, and parks when regional connection charge revenues to Clean Water Services and the Washington County TDT are included.
- Of all the potential funding strategies, a supplemental SDC would be easiest to implement to cover the gap, though the City should also aggressively seek outside funding from regional, state and federal programs to reduce the overall cost.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

[3] ECONorthwest, Preliminary Concept Plan Phasing and Funding Strategy.

Appendix A: Methodology

The following assumptions were made for the Sherwood West Infrastructure Funding Strategy and Action Plan revenue gap analysis:

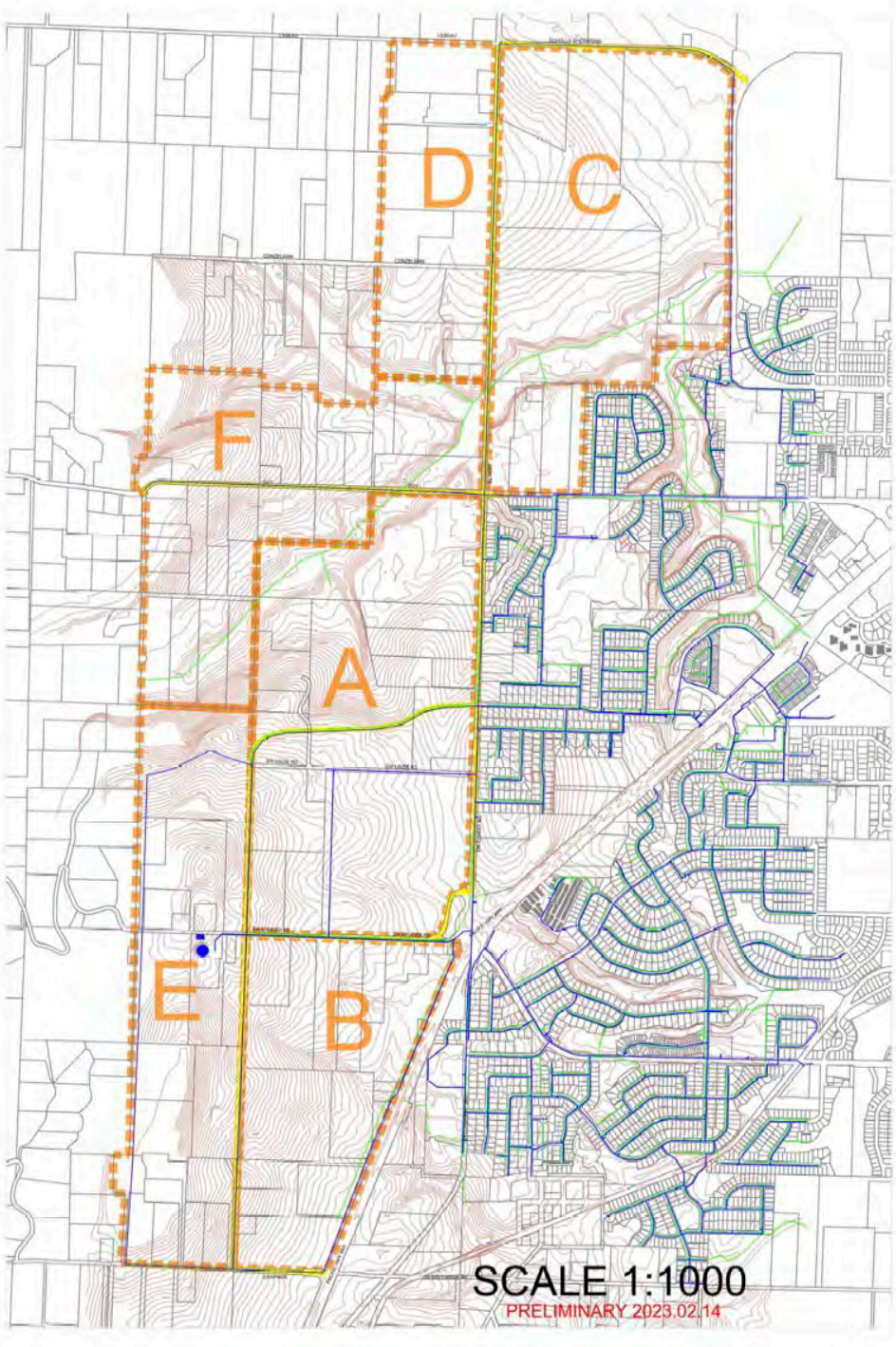
Development Programming

- To match development programming by Concept Plan "district," costs were summed as follows:
    - North ("C" & "D")
    - West/Southwest ("A," "B," "E")
    - Far West ("F")
- Mixed Use treated as Commercial, with no additional estimates for housing.

Revenue Calculation

- FAR of 0.35 was applied to programming acreage for non-residential land uses, and multifamily for water SDC revenue calculation when calculating connection charges for water, sewer, and park revenues.
- For sewer SDCs:
    - For City SDC calculation, an EDU is equivalent to 150 gallons per day. Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
    - For CWS SDC calculation, an EDU is equivalent to 16 "fixture units." Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
- For stormwater SDCs:
    - The CWS Regional Storm Drainage Improvement Charge was not tracked because most users have these charges waived because their projects provide water quality and water detention services.
    - As with the CWS Regional Storm Drainage Improvement Charge, it is expected that many users will receive a 45% discount for designs that support water quality (a discount for water detention is not available for the City's SDC). For this reason, in the calculation of the City of Sherwood's stormwater SDC, only 55% of the charge was included. For this SDC, one equivalent service unit (ESU) of 2,640 feet is equivalent to one single-family residence. For other uses, calculations were area based, after removing 10% of land area as estimated non-pervious surface (for Multifamily, Mixed Employment, and Commercial/Mixed Use/Hospitality uses).
- For City of Sherwood transportation SDCs, fees associated with the following non-residential "Type" were used:
    - Mixed Employment: "General Light Commercial"
    - Commercial, Mixed Use, Hospitality: "Specialty Retail"

Appendix B: Sherwood West Preliminary Concept Plan Phasing



Materials following this page were distributed at the meeting.

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FAX (503) 228-4529
EMAIL KleinmanJL@aol.com

Sources, data and facts in support of
Oral Testimony by Jeffrey L. Kleinman, Attorney for West of Sherwood Farm Alliance
Presented to the Metro Policy Advisory Committee
May 22, 20223

The proposed West Sherwood UGB Expansion calls for a 41% expansion of the city's land area to accommodate a 3% increase in population over the next 20 years.

According to Metro's 2021 population forecast for Sherwood, it will have only 632 new residents by 2045. That means it will need, *at most*, land for less than 250 new homes.

Sherwood is proposing a *41% increase* in its land area in order to accommodate a 3% increase in population over the next 20 years.

Sources and calculation:

Sherwood land area: 4.89 square miles = 3,130 acres
Source: Wikipedia, includes recently annexed areas
West Sherwood Concept Area 1,291 acres 1,291/3,130 = 41%
US Census estimate for Sherwood population July 1, 2022: 20,030

Metro's 2021 forecast for Sherwood population in 2045:
20,662
Exhibit A to Ordinance No. 21-1457 2045 Distributed Forecast of Population, Households, and Employment

Forecasted increase in population 2022 – 2045:
632
% population increase (=632/20,030) 3%
Number of new households at current household size: 213
US Census Sherwood persons per household 2018-2022 2.96 person

In 2017 Metro approved a UGB expansion for Sherwood's new High School based on forecasts of growing student enrollment, but last year's enrollment was 20% below the forecast. The same firm that made that forecast is predicting that enrollment in 2032 will be lower than enrollment in 2015.

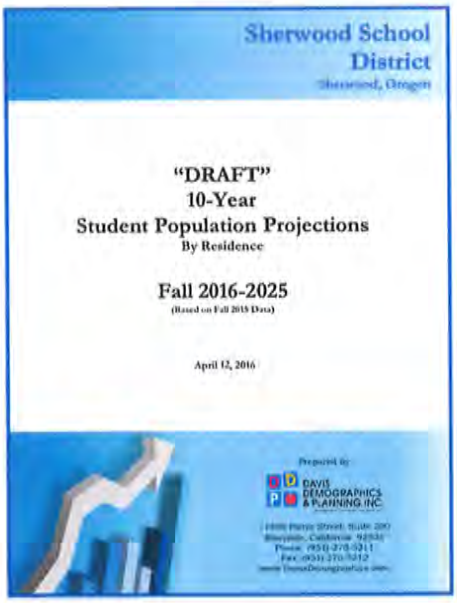
In 2017 Metro adopted Ordinance 17-1406 "FOR THE PURPOSE OF AMENDING THE URBAN GROWTH BOUNDARY IN THE VICINITY OF THE CITY OF SHERWOOD UPON APPLICATION BY THE SHERWOOD SCHOOL DISTRICT" which approved an 82 acre special UGB expansion for Sherwood's new high school based on a forecast that student enrollment would reach 2,141 by 2024, but in fact enrollment in 2022-23 was 15% below the forecast,

Sherwood's new High School was sold to the voters based on a forecasted enrollment of 2,141 by 2024 by Davis Demographics and Planning. But current enrollment is only 1,740, 20% below the forecast.

In April 2023 a new enrollment forecast by the same firm was published. It predicted enrollment would peak at 1,758 students in 2027 and then decline to 1,530 by 2032, less than the 2015 enrollment of 1,537.

These forecasts were also used to help persuade the voters to approve a $247 billion school facilities bond measure.

October 7, 2015 Sherwood High School Enrollment Projection



High School Attendance Area 10-Year Projections

Attendance Area Sherwood HS Projection Date 10/7/2015

	ACTUAL	PROJECTED RESIDENT STUDENTS									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
K	337.0	311.2	342.4	331.0	311.5	335.1	333.7	337.2	346.0	347.1	347.9
1	344.0	387.4	360.7	399.3	386.4	363.6	392.5	393.5	397.5	404.9	402.6
2	371.0	364.2	410.2	384.9	425.2	411.0	388.5	420.9	421.8	423.5	428.1
3	386.0	393.4	389.2	440.2	413.6	455.7	442.3	420.8	455.0	453.4	451.9
4	391.0	396.7	406.2	405.3	458.2	430.4	475.3	463.9	442.0	474.8	470.2
5	367.0	404.1	413.1	424.9	423.8	478.0	451.0	499.4	487.7	462.7	493.3
6	380.0	391.9	435.0	447.2	459.4	459.9	517.5	490.9	542.5	527.3	497.4
7	411.0	389.2	403.5	451.1	463.0	475.0	478.2	540.0	512.9	563.3	544.7
8	408.0	422.2	402.6	419.6	469.0	480.5	494.3	500.4	563.6	533.3	581.9
9	428.0	427.6	444.1	424.9	442.8	495.7	507.5	525.4	531.0	594.7	560.5
10	399.0	422.8	423.9	441.7	423.3	440.3	493.3	507.2	523.7	528.8	589.2
11	375.0	394.0	419.6	422.2	439.4	421.3	439.4	492.6	506.8	520.9	524.0
12	335.0	364.6	385.0	411.4	414.1	429.8	414.2	433.1	484.5	496.8	508.2
9-12	1537.0	1609.0	1672.6	1700.2	1719.6	1787.1	1854.4	1958.3	2046.0	2141.2	2181.9

April 25, 2023 High School Enrollment Projection



Sherwood School District **Fall 2022 Student Forecast**

High School Attendance Area Forecasts (by "Residence")

Sherwood High School Forecast Date
Attendance Area 11/1/2022

	HISTORICAL			CURRENT	FORECASTED RESIDENT STUDENTS									
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
K	301	232	297	256	252.0	299.0	244.4	296.5	296.6	294.5	300.8	298.8	307.3	304.0
1	342	270	269	302	264.4	269.5	322.0	264.4	311.7	312.7	299.6	303.9	310.9	308.3
2	350	297	278	274	297.3	269.7	279.7	327.2	267.0	313.1	303.7	289.3	302.0	298.2
3	336	316	318	284	278.8	311.3	289.0	296.1	338.2	279.5	314.4	303.1	297.2	298.7
4	373	326	346	333	302.0	306.6	346.5	321.4	323.5	367.7	295.5	329.3	326.5	308.9
5	396	341	342	356	339.0	316.3	326.8	363.4	333.2	336.2	369.1	295.4	337.1	323.4
6	429	389	365	349	369.6	362.4	344.8	352.7	384.8	354.7	346.7	378.1	311.7	342.9
7	408	406	383	371	349.0	379.5	379.6	358.4	360.1	392.4	350.0	339.7	380.7	302.9
8	425	398	396	384	373.9	363.5	399.8	396.3	369.9	372.8	392.4	347.8	349.0	375.9
9	396	443	419	429	416.3	416.5	412.2	447.5	437.7	410.5	400.5	418.4	381.6	369.4
10	389	374	447	402	424.1	422.7	428.6	421.7	450.1	441.9	403.3	391.5	418.1	370.1
11	391	380	362	427	398.6	429.0	433.1	437.0	423.7	453.1	432.1	393.2	391.1	404.4
12	416	379	385	350	429.7	410.9	448.2	449.4	446.8	435.4	451.0	429.2	400.0	385.8
9-12	1,592	1,576	1,613	1,608	1,668.7	1,679.1	1,722.1	1,755.6	1,758.3	1,740.9	1,686.9	1,632.3	1,590.8	1,529.7

Sherwood's own 2018 *Housing Needs Analysis* concluded that "Vacant and partially vacant land in the Sherwood Planning Area has capacity to accommodate 1,156 new dwelling units" which would be about five times as many houses as would be required under Metro's 2021 forecast of new households by 2045.

Sources:

2018 Sherwood Housing Need Analysis page v.

2020 US Census 7,132 Housing units

Metro's 2021 forecast for Sherwood households in 2045: 7,372
Exhibit A to Ordinance No. 21-1457 2045 Distributed Forecast of Population, Households, and Employment

Difference between 2020 Census and Metro 2045 forecast = 240

Sherwood's projected employment growth in West Sherwood is wildly exaggerated compared to Metro's forecast..

The West Sherwood Concept Plan for the UGB expansion area states that the additional employment lands would accommodate 4,524 *additional* jobs. (West Sherwood Concept Plan Table 5, page 48.)

But in 2021 Metro projected that between 2020 and 2045 Sherwood would add 1,367 jobs.

Path to a regional housing recommendation

Metro

The Portland region is facing a persistent housing and homelessness crisis. We have made progress, but there is more to do. We know there are solutions if we work together to identify what's possible and pursue what works.

In spring 2024, Metro convened a conversation with stakeholders, partners and communities across the region to explore how to keep making progress on housing and homelessness services, together.

MARCH

APRIL

MAY

SUMMER



Stakeholder Advisory Table

Discussions with leaders from different communities, perspectives and experiences on options to advance housing needs for our region.



Listening to community and partners

Community engagement in partnership with Coalition of Communities of Color; Conversations with regional housing partners and stakeholders; Public opinion research



Regional committee input

Committee on Racial Equity; SHS Oversight Committee; Affordable Housing Bond Oversight Committee; Metro Policy Advisory Committee



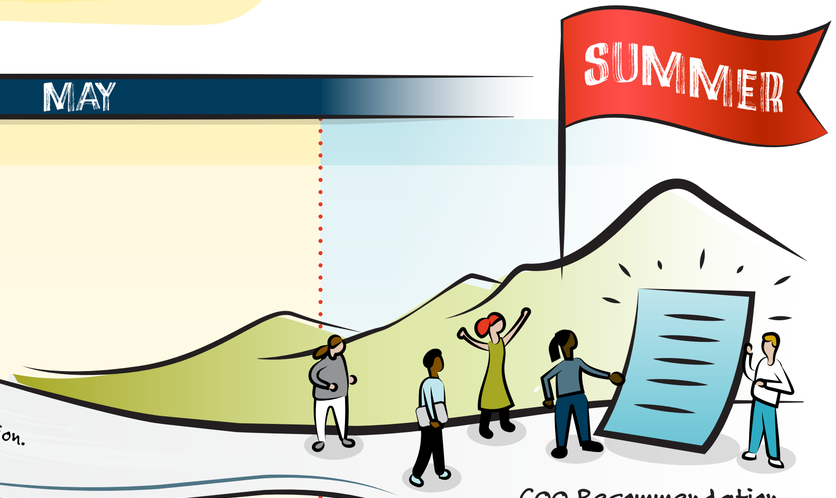
Public partner engagement

Ongoing dialogue with county, city and state partners on key questions and issues



Investments and revenue analysis

Scanning best practices, interviewing practitioners, reviewing outcomes

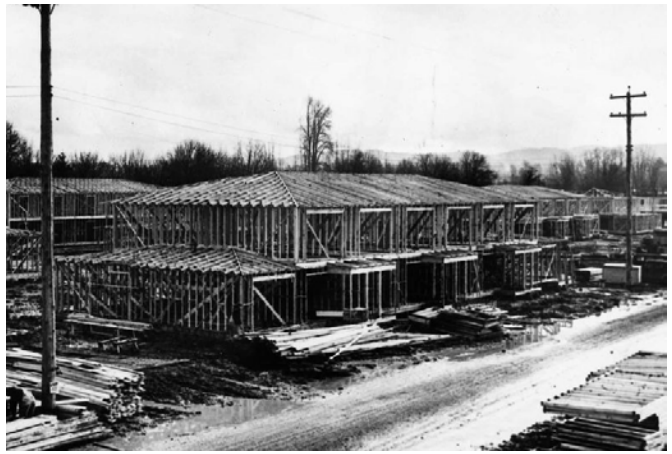


COO Recommendation to Metro Council

Project values

- URGENCY
- PRAGMATISM
- RACIAL EQUITY
- STABILITY OF EXISTING PROGRAMS
- TRANSPARENCY AND ACCOUNTABILITY

Version date: 5/21/24







OREGON

Department of Land Conservation & Development



Oregon Housing Needs Analysis (HB 2001)

Metro Policy Advisory Committee

Sean Edging, Senior Housing Planner

007020

Methodology Process

What's the process for determining the OHNA methodology?

House Bill 2001/2889 (2023 Session)

Department of Administrative Services

- OHNA - Estimate* and allocate need
- Production targets

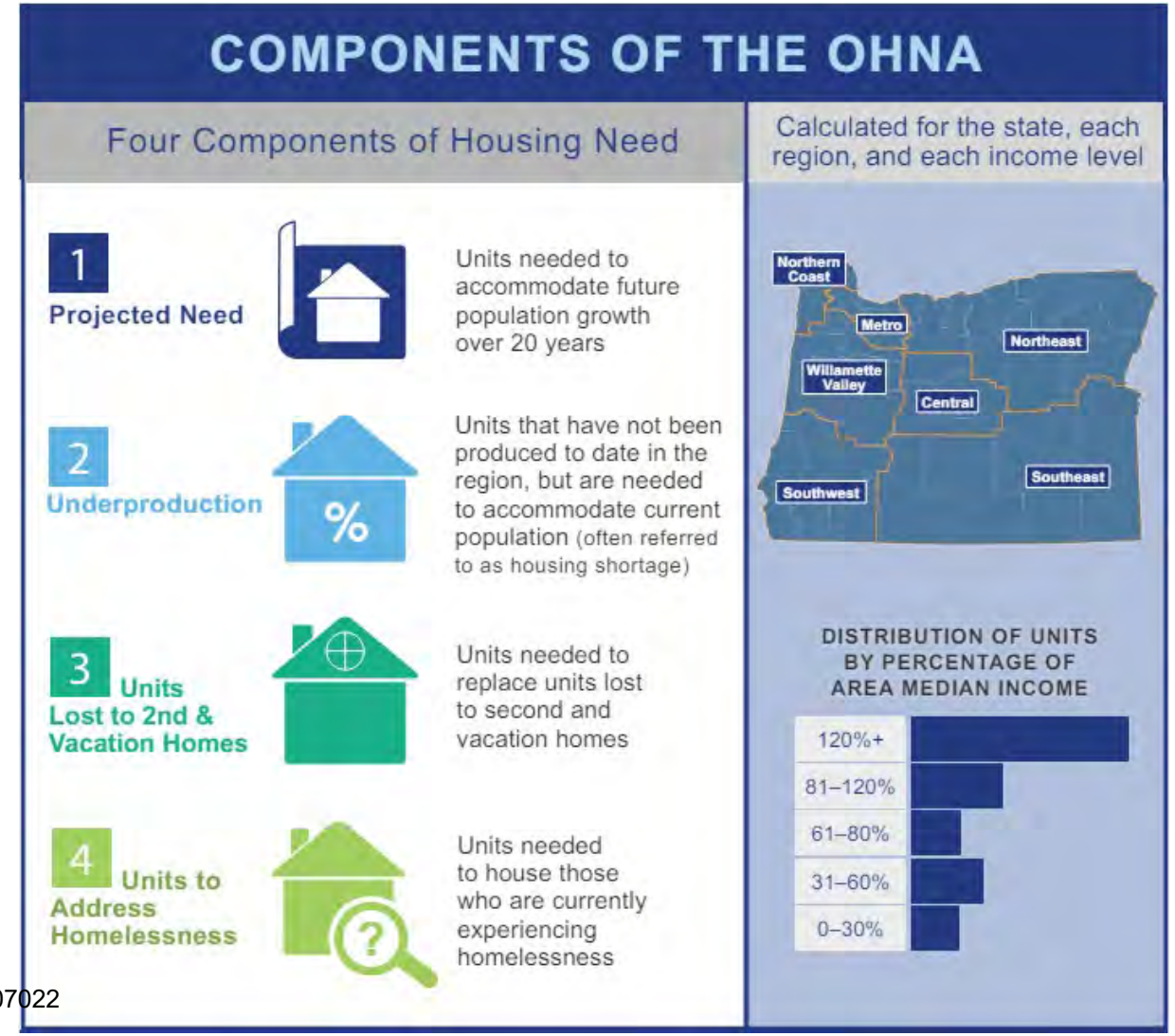
Oregon Housing and Community Services

- Housing Production Dashboard
- Housing Equity Indicators
- Methodology recommendations to DAS

Department of Land Conservation and Development

- Goal 10 Implementation
- Housing Acceleration Program
- Methodology recommendations to DAS

*OHNA functions differently in the Metro



007022

*Metro has a different approach in state law

Statewide Methodology

Includes cities outside of Metro

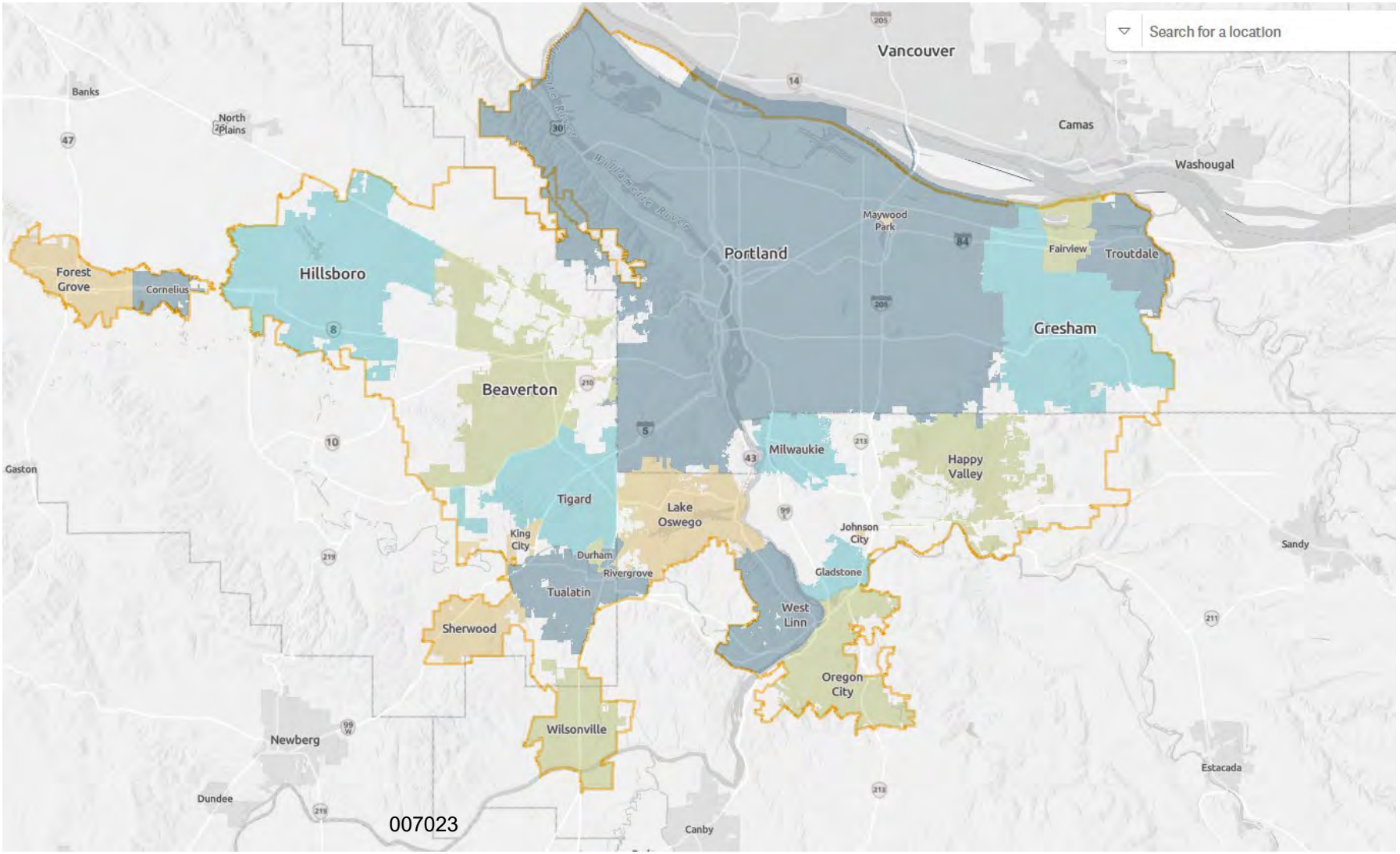
DAS Estimate → Allocation → Production Targets

Metro Methodology

Metro Estimate → DAS Allocation → Production Targets

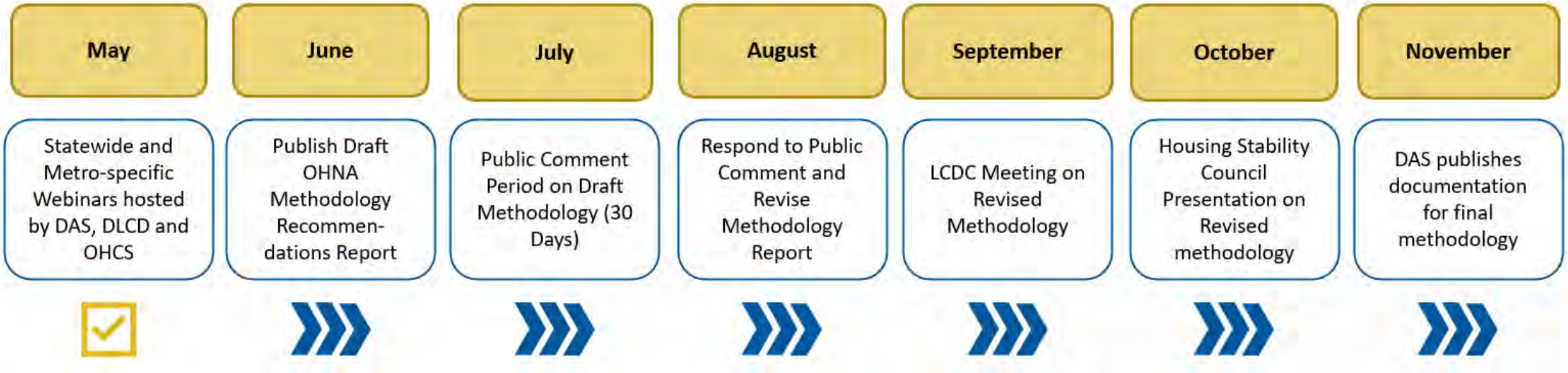
DAS must consider:

- Population Growth
- Regional Job Distribution
- Equitable Distribution



House Bill 2001/2889 (2023 Session)

May 3 – Statewide Methodology Webinar (recording)
May 20 – Metro Methodology Webinar (recording will be published to OHCS OHNA webpage)



*survey link for feedback on methods will be sent post-webinar

HCS.OHNA@hcs.oregon.gov to provide public comment

OHNA Policy Implications

How will the methodology be used? How will this affect local planning?

State coordination, investment, and partnership

Local decision-making, implementation, and solutions

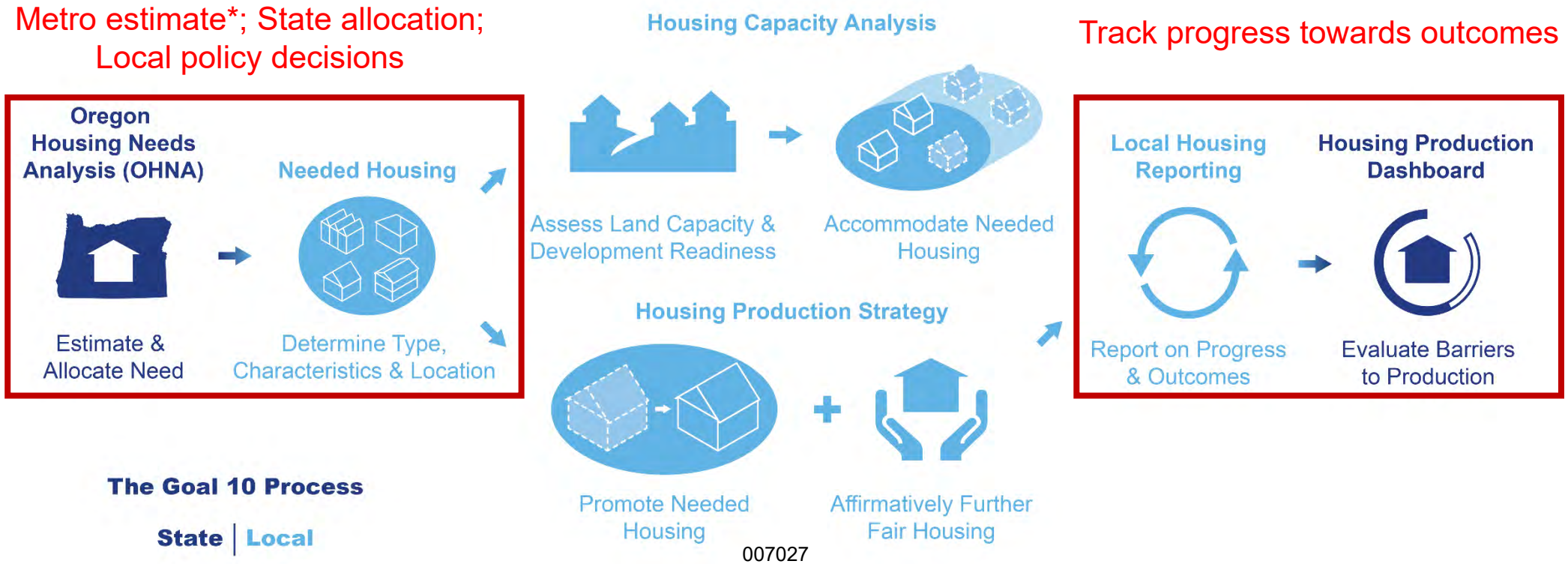
Goal 10 – Housing

*"**To provide for the housing needs of citizens of the state.** Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."*



Goal 10 – Housing

*"**To provide for the housing needs of citizens of the state.** Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."*

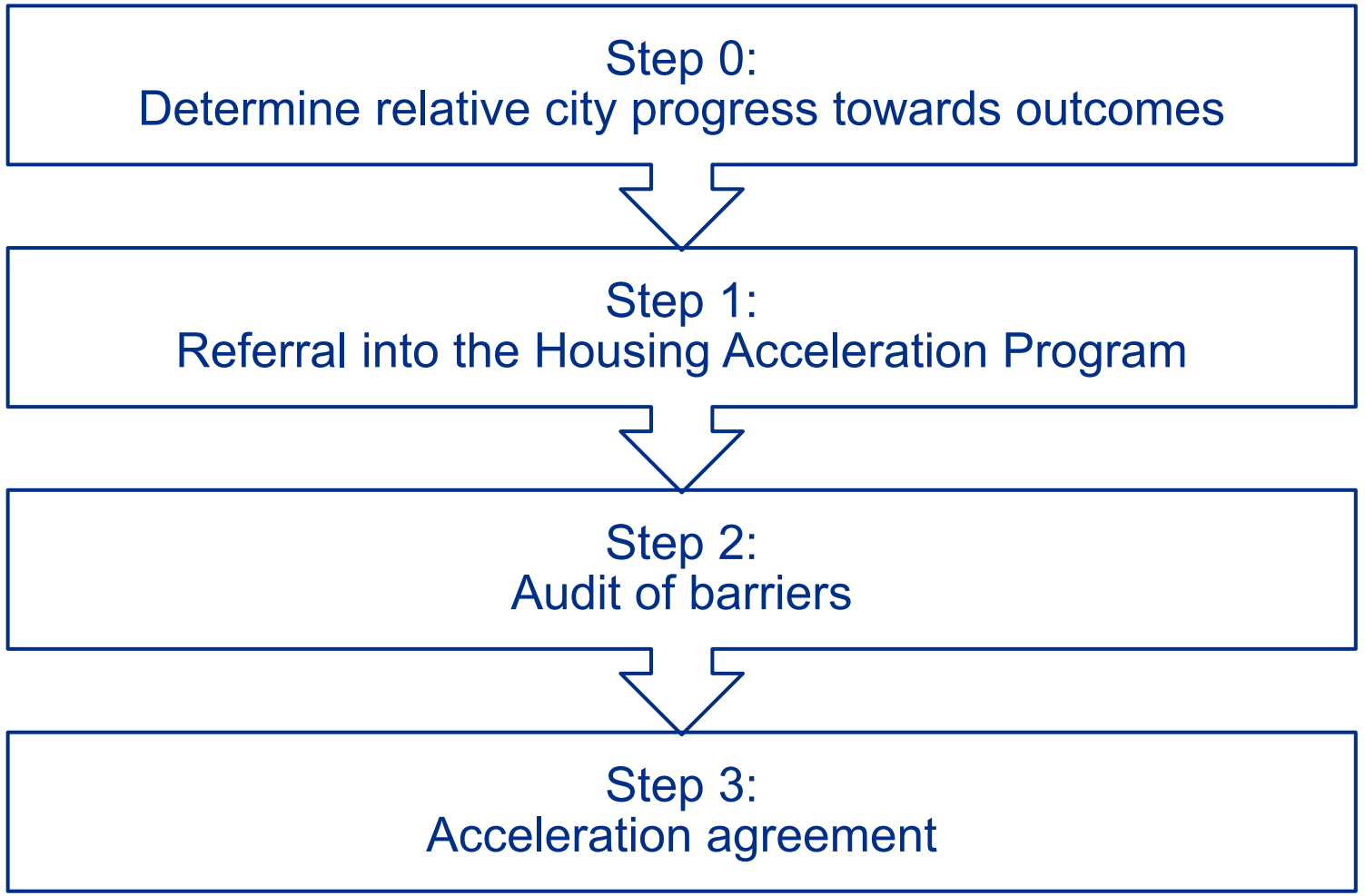


Housing Acceleration Program

What if a city/county falls behind on progress towards outcomes?

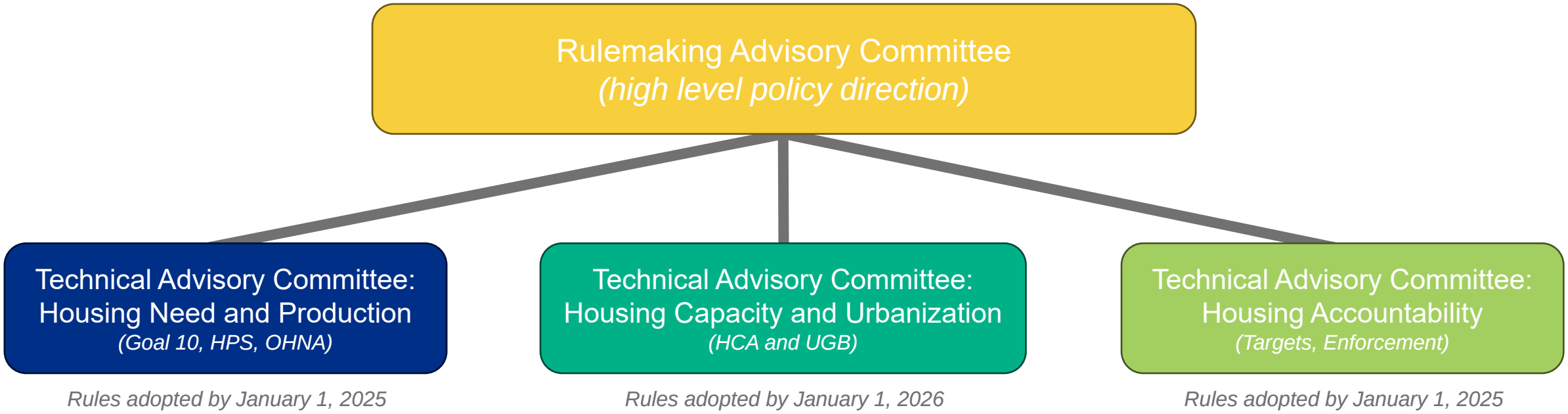
DLCD will periodically audit some cities above 10,000 population to evaluate **local and state barriers** to production, affordability, and choice.

Legislative Intent: State and local governments take **actions within their control** to address need



007028

OHNA Rulemaking (DLCD)



Learn more & get involved:
https://www.oregon.gov/lcd/housing/pages/rulemaking.aspx

007029





OREGON HOUSING and COMMUNITY SERVICES

DLCD

Metro Policy Advisory Committee

Sean Edging, Senior Housing Planner

007030

Questions

SHERWOOD WEST CONCEPT PLAN



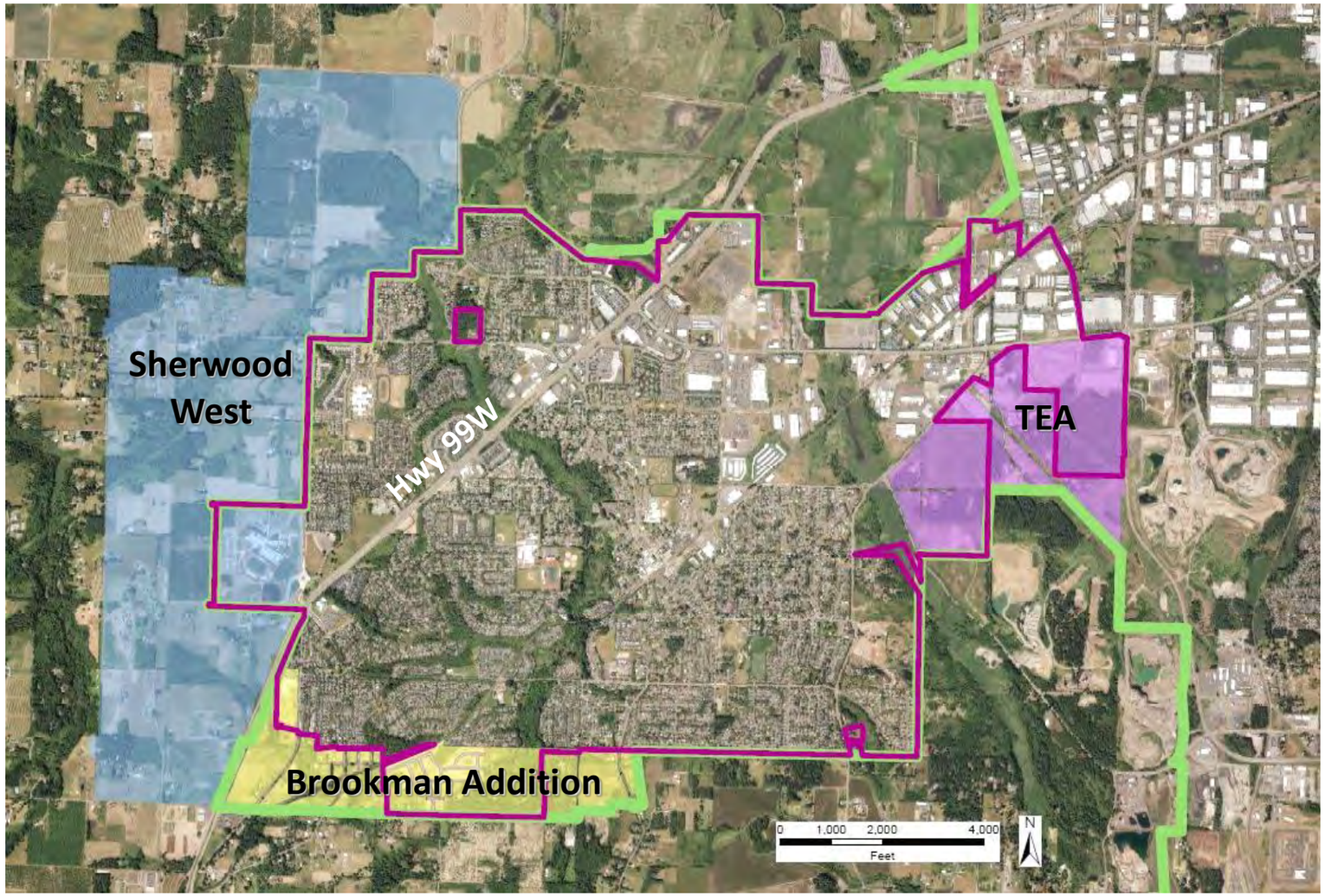
Metro Policy Advisory Committee

May 22, 2024

Sherwood West

Metro Urban Reserve Area 5B

- 1,291 acres
- 126 properties
- 110 properties owners
- 9.8 acres (avg property size)



Sherwood's Housing Land Needs





Sherwood's Employment Land Needs



Regional Large Industrial Site Need

- 8,600 net buildable acres of industrial employment land inside UGB
- No available and unencumbered Tier 1 industrial sites in region greater than 50-acres
- Challenge of moving Tier 2 and 3 sites of this size to market (brownfield, gravel pits, etc.)

2018 Urban Growth Report Appendix 8: Regional Industrial Site Readiness Inventory



Community Engagement

- ✓ Community Advisory Committee
- ✓ Technical Advisory Committee
- ✓ Community Open Houses
- ✓ Community Pop-Up Events
- ✓ Virtual Open Houses
- ✓ Interested Parties Email Subscription
- ✓ Project Website
- ✓ Social Media, Sherwood Utility Billing
- ✓ Sherwood Archer Newsletter
- ✓ Project Video
- ✓ Property Owner Mailings
- ✓ Online Surveys
- ✓ Coffee Klatches with HOA's



Unanimous approval by Sherwood Planning Commission and City Council

Sherwood West Goals





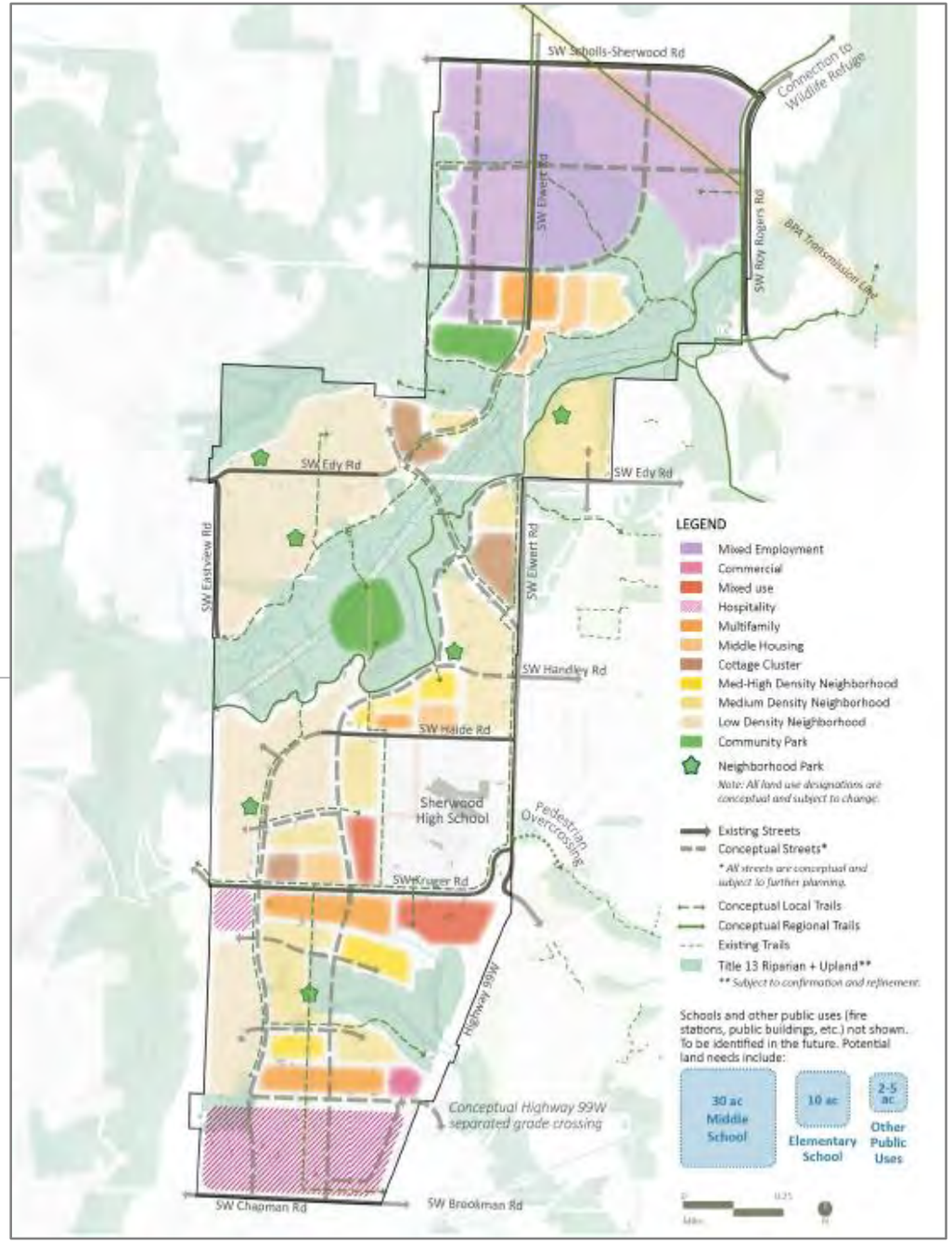






Recommended and Accepted Concept Plan

- Diverse land uses
- Connected transportation system
- Ample parks, trails, open space

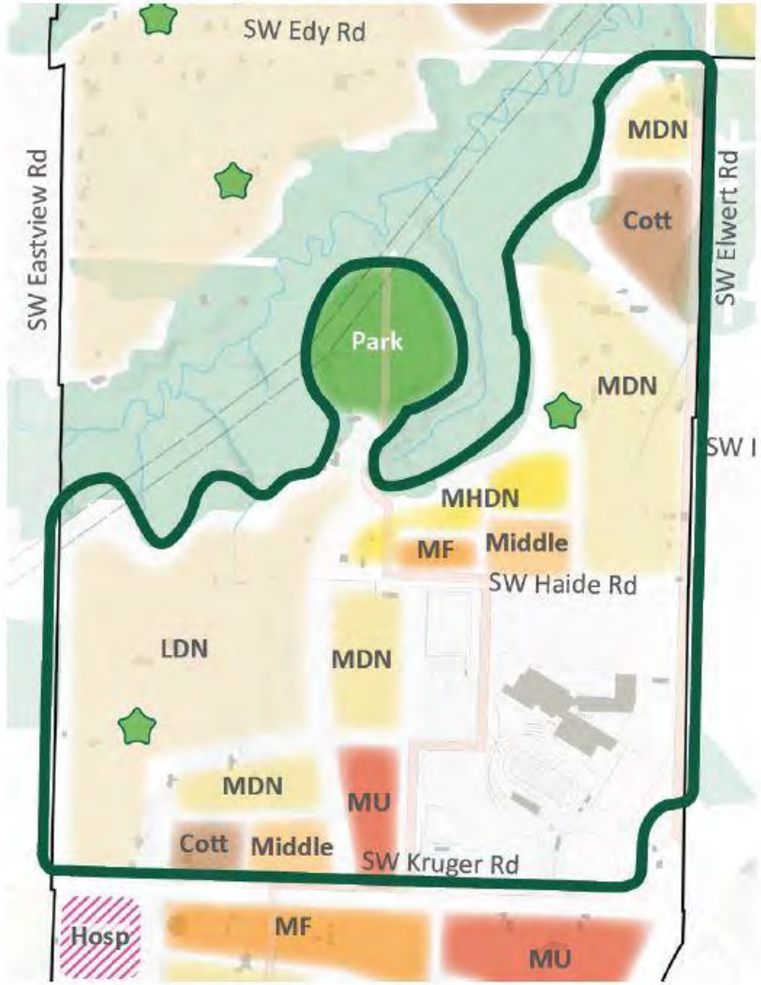


Residential Land Uses

- Residential low
- Residential medium
- Residential medium-high
- Middle housing
- Cottage cluster
- Multi-family



Figure 11. West District

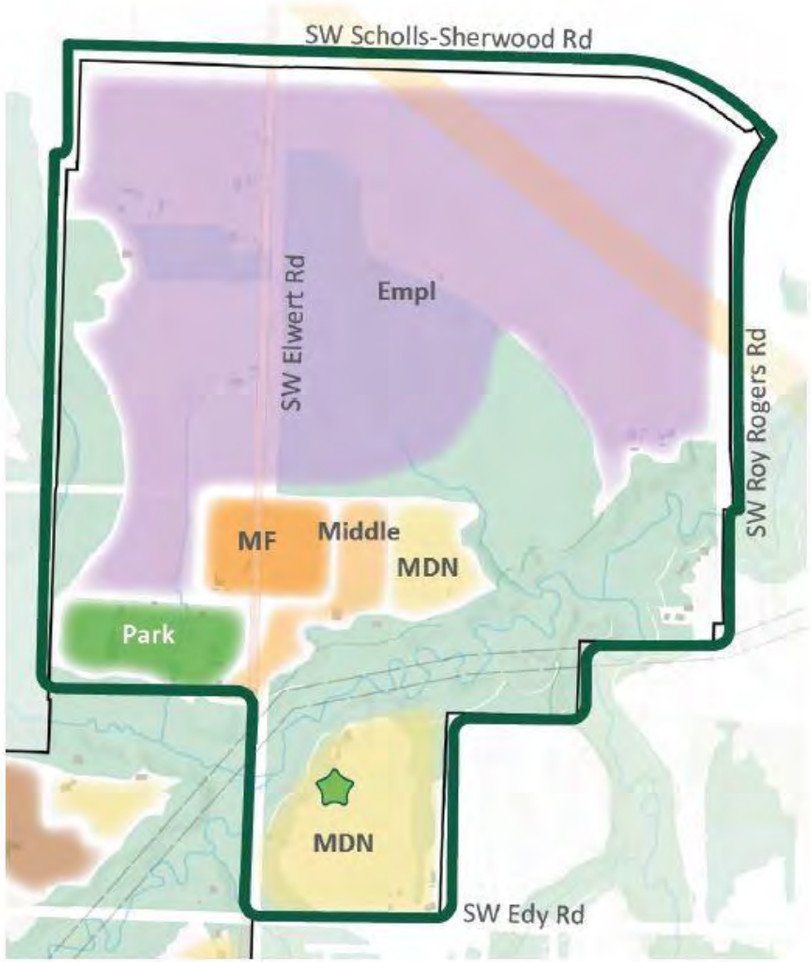


Housing Estimates

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Mixed Employment Zone



North District









Employment Estimates

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Transportation Network



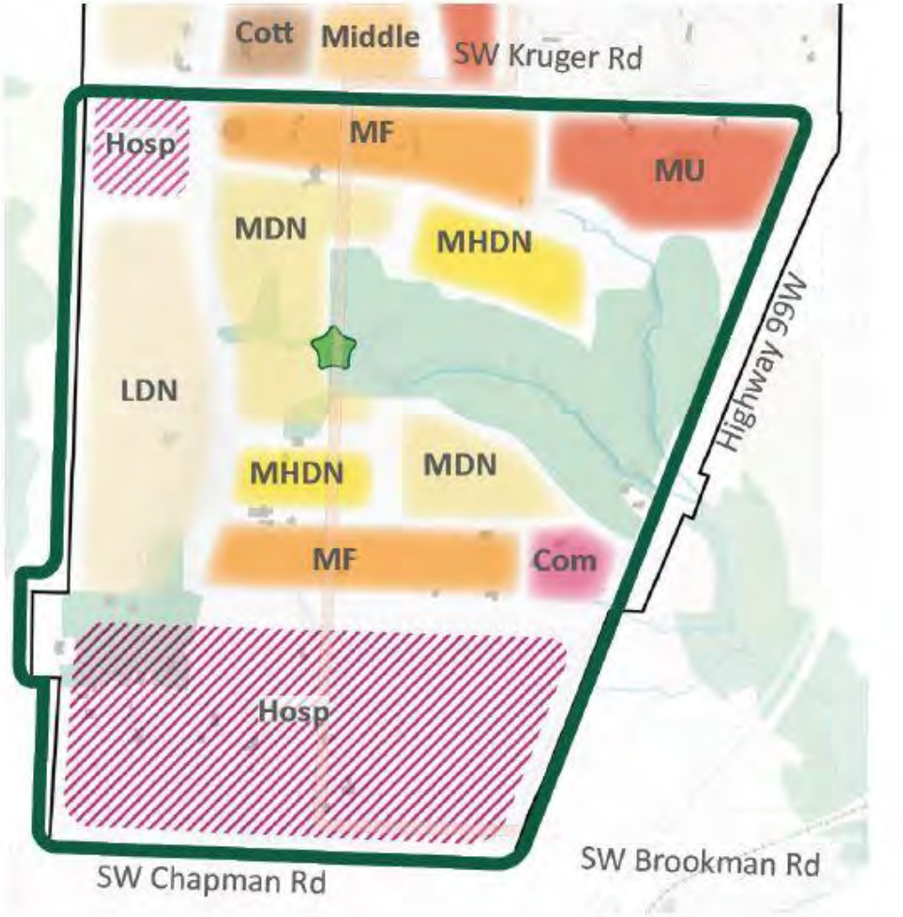


SW Sunset Blvd

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

Hospitality Zone





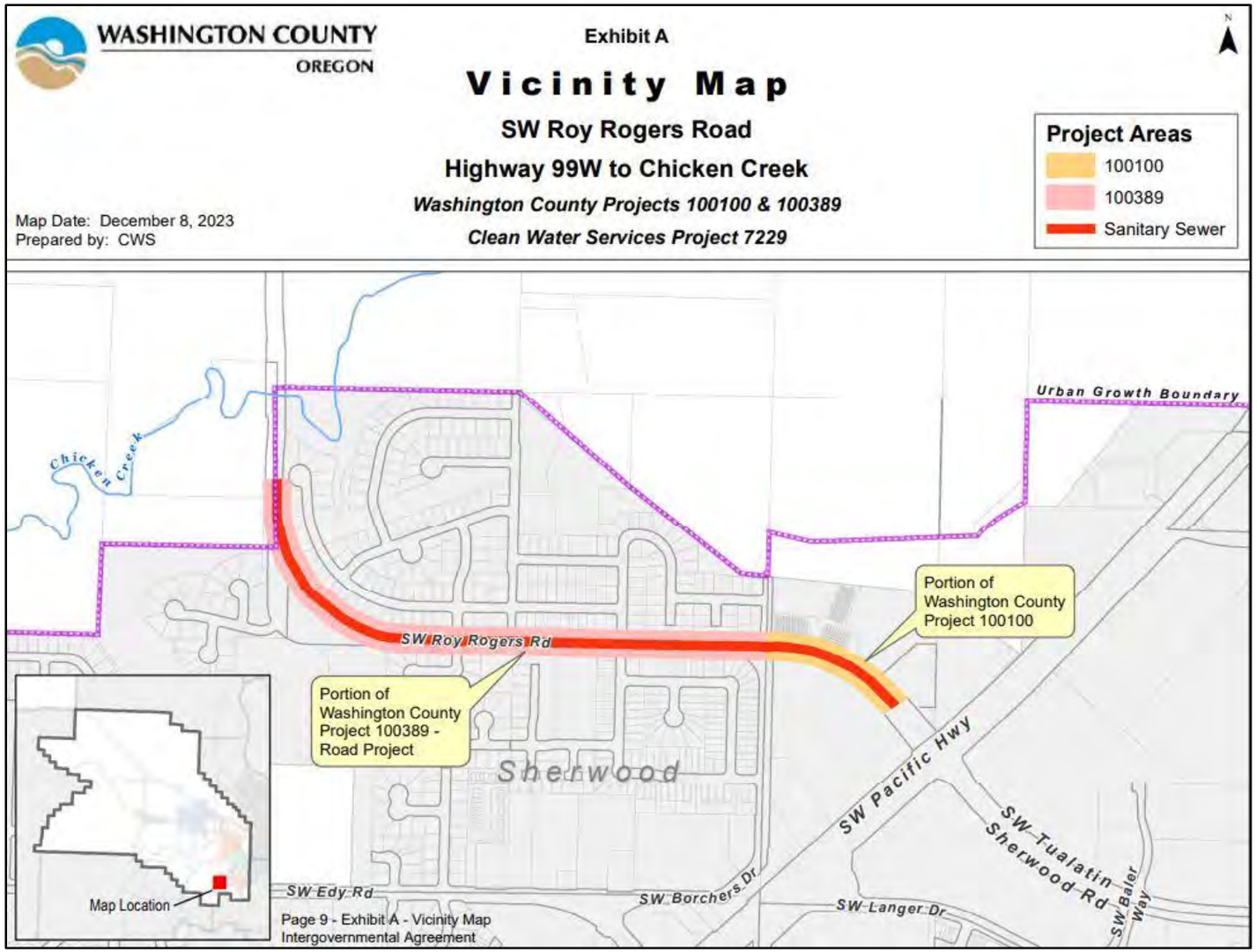
South District

Park, Trails, and Habitat



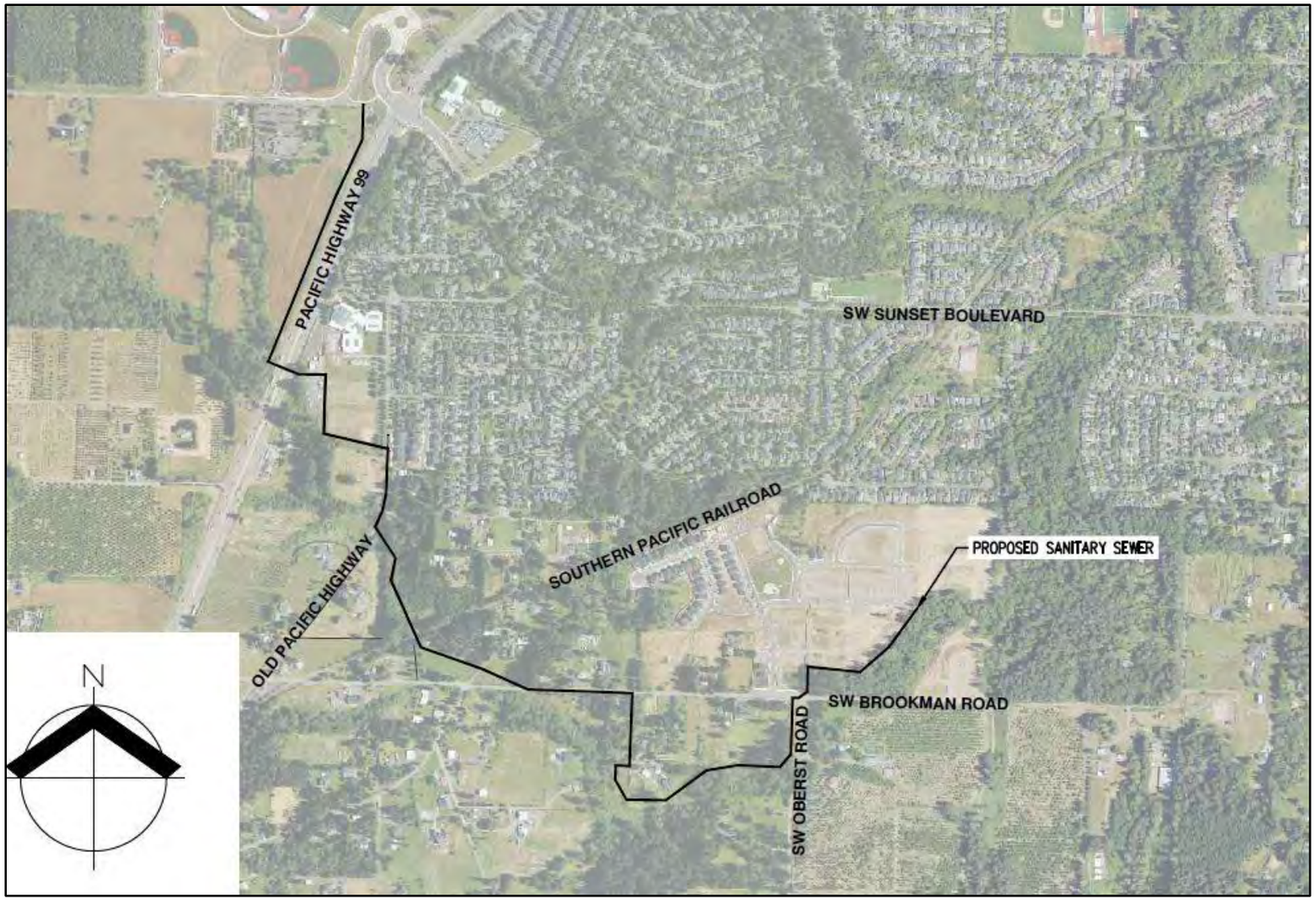
- Centered around Chicken Creek Greenway
- Connection to regional Ice Age Tonquin Trail
- Connection to Tualatin River National Wildlife Refuge
- Two Community Parks

Development Readiness



Chicken Creek Pump Station and Force Main

Development Readiness



Brookman Trunk Line

Development Readiness



Hwy 99W
Pedestrian Bridge

Partner Agency and Public Support

Urban Service Providers

Washington County Oregon

Clean Water Services

TRIMET

Sherwood School District

TVF&R Tualatin Valley Fire & Rescue

Letters of Support

GREATER PORTLAND

Port of Portland

WASHINGTON COUNTY CHAMBER of COMMERCE

WEA WESTSIDE ECONOMIC ALLIANCE

SHERWOOD CHAMBER OF COMMERCE

OREGON BUSINESS & INDUSTRY OBI

TECHNOLOGY ASSOCIATION OF OREGON

PGE

SHERWOOD WEST CONCEPT PLAN



Metro Policy Advisory Committee

May 22, 2024

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Committee on Racial Equity (CORE)
Date: May 16, 2024
Time: 5:30-7:30pm (Zoom room opens at 5pm)
Place: Virtual meeting via Zoom

5:30 PM **Welcome and Introductions**

5:35 PM **Public Comment**

5:40 PM **Metro Council Update**

5:45 PM **Committee Business**

5:55 PM **Urban Growth Boundary next steps**
- CORE co-chairs

6:05 PM **Housing Investments Strategy**
- *Marissa Madrigal, Metro Chief Operating Officer*
- *Daisy Quinonez, Metro Housing*
- *Craig Beebe, Metro Government Affairs and Policy Development*

7:15PM **Community Updates**
Updates from Committee members

7:20 PM **CORE Debrief Time**

7:30 PM **Adjourn**

CORE STAFF REPORT:
FUTURE REGIONAL HOUSING FUNDING AND INVESTMENT

Meeting Date: May 16, 2024
Departments: Chief Operating Officer, Housing, Government Affairs & Policy Development (GAPD)

Presenter: Marissa Madrigal (she/her/ella), Chief Operating Officer
Length: 60-75 minutes

ISSUE STATEMENT
Following several months of conversation with stakeholders, community and partners about the future of regional affordable housing investments, Metro COO Madrigal seeks CORE's input on equity values and implications to incorporate in her recommendation to the Metro Council.

COUNCIL AND KEY COMMITTEE ENGAGEMENT & KEY DATES

- January 16, 2024: Metro Council discusses and approves purpose, proposed stakeholder committee process, key values
- March 1, 2024: First Stakeholder Advisory Table meeting
    - Additional meetings: March 20, April 3, April 17 and May 10:
- March 7, 2024: CORE meeting
- April/May: CBO partner engagement activities
- May 16, 2024: CORE meeting
- Mid-June: Chief Operating Officer submits recommendation to Metro Council

Why are you coming to CORE?

We seek to:

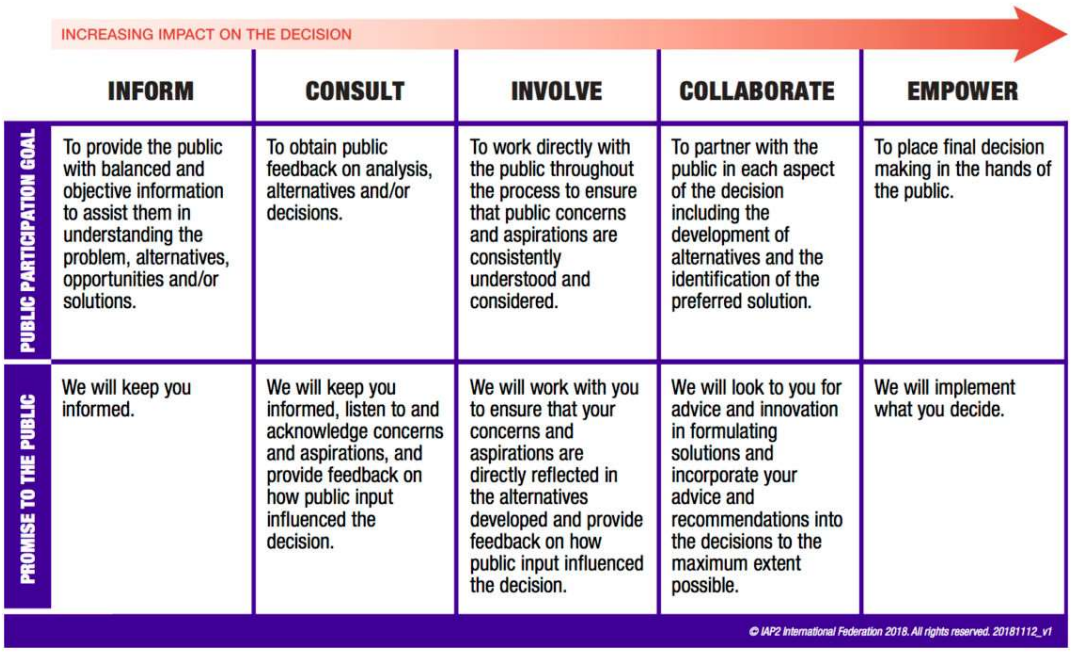
- Update CORE members on developments since the March 7 CORE meeting and presentation, including Stakeholder Advisory Table feedback and community input
- Hear CORE's input and advice, directly to COO Madrigal, on advancing racial equity outcomes as she develops her recommendations to the Metro Council

How will CORE feedback be used?
CORE feedback from the March 7 meeting was important to the project's community and stakeholder engagement efforts and technical analysis work. We have attached an updated summary of key CORE feedback/questions and follow-ups or current status.

CORE feedback on May 16 will be applied and reflected in the final development of Chief Operating Officer Madrigal's recommendation to the Metro Council, which is expected to be complete in mid-June.

IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.



	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Using the Public Participation spectrum, where is CORE's impact at this particular meeting?

- Inform: We seek to ensure CORE members are aware of the process of the stakeholder conversation and its potential outcomes for community needs in housing and homelessness.
- Consult: We seek CORE's feedback on how equity can be advanced in the impending COO recommendation

STRATEGIC CONTEXT & FRAMING CORE DISCUSSION

Which Strategic Plan to Advance Racial Equity, Diversity and Inclusion goal(s) or department racial equity plan goals does this project advance and how?

- **Goal A:** Similar to previous funding/investment conversations, staff have convened a diverse and inclusive Stakeholder Advisory Table to inform the development of the COO recommendation, including community voices alongside local government leadership, business leaders and housing/services providers.
- **Goal B:** With acknowledgment of an extremely limited timeline, the process has included committing financial resources to partnership with the Coalition of

Communities of Color, to conduct direct engagement with impacted communities of color. Staff have also carried forward lessons learned during engagement for the development and implementation of the 2018 Metro Affordable Housing Bond, and themes from solicitation and project-specific engagement that has occurred during the implementation of the 2018 bond, as was discussed at the March 7 CORE meeting.

- **Goal E:** Ultimately, the Metro Council and staff's intent is that any future housing funding prioritize racial equity in investment allocation, distribution and accountability. Therefore, racial equity has been central to analysis and development of the COO's recommendation.

Where has this project moved racial justice forward for the agency?

The Regional Housing Funding conversation has brought together the lessons and potential of two key funding measures approved by the region's voters: the 2018 Affordable Housing Bond and the 2020 Supportive Housing Services measure. Each of these measures was built on a foundation of values that centered racial equity, recognizing both the disproportionate impact of housing instability and homelessness on people of color and the potential opportunities that public investment could make to serve these communities' needs.

The 2018 bond, funded through a property tax, included goals and investment framework developed through the input of a diverse Stakeholder Advisory Table and public engagement in spring 2018. These included a commitment to creating affordable housing in communities where it has not historically been available, as well as to using such investment to help reduce displacement of communities of color. The bond framework also included a commitment that half of bond-funded homes be family-sized, and 40 percent of bond-funded homes be affordable to households with very low incomes. These were intentional strategies for ensuring access to communities of color, as were extensive expectations for community involvement and partnership for bond investments. To date, the bond is overdelivering on its goals in all of these categories.

The Supportive Housing Services (SHS) measure funds services like outreach, housing placement, rent assistance and temporary housing through a 1% marginal income tax on high-earning households and larger businesses operating the region. Developed through a diverse coalition and community input, SHS also prioritized communities of color through its focus on people experiencing chronic homelessness and/or at extreme risk of homelessness.

SHS cannot currently be used for permanent housing creation, while bond funding cannot be used for services. However, SHS and bond funding work closely together to serve deeply-impacted households – providing both a physical home, and the services and rent assistance that create stability for households in great need.

As discussed with CORE on March 7, the Metro housing bond is nearing the expected exhaustion of its funding, and a new bond measure is not viable at this time. Metro and regional stakeholders are considering a proposal to voters that would expand SHS funding

to include permanent housing funding, while also maintaining commitments to fund key services. Through the stakeholder process, Metro has heard clear, consistent calls that funding created for housing continue to be focused on the most-vulnerable populations experiencing or at risk of prolonged homelessness. Reflecting and exacerbating systemic and ongoing racism in the region, these groups disproportionately include people of color, especially Black and Indigenous people.

What did community and stakeholder engagement look like? How did you engage with Black, Indigenous and communities of color, immigrant communities and/or members of the disability community? What did they say? How is their input impacting decision making?

We acknowledge that this project is on a timeline that limits the ability of staff to plan and implement an engagement process that fully meets Metro's values, goals and practices. However, as previewed in the March 7 CORE meeting, we have sought to work within that timeline to incorporate as much community and stakeholder engagement as possible. All engagement will directly inform and be discussed in the Chief Operating Officer's recommendation to the Metro Council.

Elements of engagement have included:

- Carrying forward engagement themes of 2018 bond development and implementation: Staff compiled these themes to inform engagement planning for this process as well as the development of the COO recommendation. These were shared with CORE following the March 7 meeting.
- Stakeholder Advisory Table: Chaired and appointed by COO Madrigal, the Stakeholder Table included representatives of communities of color and other historically marginalized communities side by side with historically powerful interests, including elected officials and business leaders. The Stakeholder Table has been facilitated in a way that sought to ensure representatives of community are heard and their input incorporated into the COO recommendation. We are grateful to CORE member Keisha Brewster for her service at the Stakeholder Table.
- Community partner-led engagement: Metro contracted with the Coalition of Communities of Color to conduct discussion groups with impacted communities in Clackamas, Multnomah, and Washington counties. As of May 7, this work is nearing completion and key themes being summarized for sharing with the Stakeholder Advisory Table at its last meeting on May 10 and CORE on May 16, as well as incorporation into the development of the COO recommendation.
- While not a replacement for intentional community engagement, Metro has also conducted public opinion surveys with a representative sample of regional voters. These surveys help illustrate the feasibility of a potential housing funding measure, should the COO recommend and the Metro Council refer it to voters.

Internal input on the project has included:

- An internal steering and project committee building on leadership and expertise from across the agency, including Office of the COO; Housing; DEI; Council Office; Planning, Development and Research; Finance; and Office of the Metro Attorney.
- As discussed at the March 7 CORE meeting, the Housing Department has also led a technical analysis process, including best practices research, interviews with technical stakeholders and modeling, that is explicitly incorporating racial equity as an analytical outcome.

What are the anticipated racial equity impacts?

- Addressing disproportionate impacts of rising housing costs: People of color are more likely to be renters, have lower average incomes, and face a higher number of compounding factors that increase housing instability. As with Metro's previous housing measures described above, any future regional housing investment will prioritize investments that directly serve the needs of communities of color.
- Advancing workforce and contractor equity: Any future regional housing investment will incorporate Metro's workforce and contractor equity goals, which were not in place at the time of the 2018 housing bond.

BACKGROUND

Voters have supported Metro's role as a regional housing and services funder through the passage of the 2018 housing bond and the 2020 Supportive Housing Services measure.

The 2018 Metro housing bond has been successful in delivering on its stated goals, and is on track to create as many as 4,700 affordable homes across the region. The bond is projected to be fully allocated within the next couple of years, with the last bond-funded units completed by 2028.

As expected, however, housing need at nearly all incomes levels has continued in the region and statewide – as reflected in ambitious housing production goals set by Governor Kotek and the legislature in 2023. Without further action, there will be a significant gap in funding for affordable housing in the Portland region once the 2018 bond completes its spending.

Potential revenue options that will be discussed by the Stakeholder Advisory Table and considered for the COO recommendation include, but are not limited to:

- asking voters to consider a new property tax bond measure to fund the creation of affordable housing, which would increase taxes on property owners in the region
- asking voters to approve the reallocation of unanticipated revenues from the Supportive Housing Services high-earner income tax, which raised $86 million more in its first fiscal year than was projected when the measure passed
- Taking no action on additional funding in 2024, which could lead to a gap in regional affordable housing funding as the 2018 bond completes its investments.

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, May 15, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending	Affiliate
Eryn Kehe, Chair	Metro
Joseph Edge	Clackamas County Community Member
Carol Chesarek	Multnomah County Community Member
Victor Saldanha	Washington County Community Member
Tom Armstrong	Largest City in the Region: Portland
Dan Dias	Largest City in Washington County: Hillsboro
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Anna Slatinsky	Second Largest City in Washington County: Beaverton
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Steve Koper	Washington County: Other Cities, City of Tualatin
Adam Barber	Multnomah County
Gery Keck	Tualatin Hills Park & Recreation District
Bret Marchant	Greater Portland, Inc.
Mary Kyle McCurdy	1000 Friends of Oregon
Preston Korst	Home Builders Association of Metropolitan Portland
Erik Cole	Schnitzer Properties, Inc./ Revitalize Portland Coalition
Mike O'Brien	Mayer/Reed, Inc.

Alternate Members Attending	Affiliate
Kamran Mesbah	Clackamas County Community Member
Vee Paykar	Multnomah County Community Member
Faun Hosey	Washington County Community Member
Mary Phillips	Largest City in Multnomah County: Gresham
Ashley Miller	Largest City in Multnomah County: Gresham
Dan Rutzick	Largest City in Washington County: City of Hillsboro
Dakota Meyer	City of Troutdale
Miranda Bateschell	City of Wilsonville
Martha Fritzie	Clackamas County
Theresa Cherniak	Washington County
Glen Bolen	Oregon Department of Transportation
Kelly Reid	Oregon Department of Land Conservation & Dev.
Chris Faulkner	Clean Water Services
Fiona Lyon	TriMet
Jerry Johnson	Johnson Economics, LLC
Jeff Hampton	Business Oregon
Aaron Golub	Portland State University
Kerry Steinmetz	Fidelity National Title Greater Metropolitan Portland
Craig Sheahan	David Evans & Associations, Inc.
Ryan Ames	Public Health & Urban Forum, Washington County

Leah Fisher	Public Health & Urban Forum, Clackamas County

Guests Attending	**Affiliate**
Brandon Schrader	OHCS (OR Housing & Community Services)
Eric Rutledge	City of Sherwood
Jan Frutiger Tysoe	City of King City
Jeff Kleinman	Attorney
Jena Hughes	OR Department of Land Conservation & Development
Josh Lehner	OR Office of Economic Analysis
Justin Sherrill	ECONorthwest
Kevin Young	OR Department of Land Conservation & Development
Marc Farrar	Metropolitan Land Group, LLC
Megan Bolton	OHCS
Michael Veale	
Mike Wilkerson	ECONorthwest
Paul Delsman	Howard S. Wright
Sean Edging	OR Department of Land Conservation & Development

Metro Staff Attending
Ally Holmqvist, Chris Pence, Clint Chiavarini, Eryn Kehe, Jake Lovell, Lakeeyscia Griffin, Laura Combs, Marie Miller, Matthew Hampton, Ted Reid

Call to Order, Quorum Declaration and Introductions
Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members
Chair Kehe announced that hybrid committee meetings were being planned to start at the MTAC September meeting. Metro is continuing to upgrade technology in the Metro Council Chambers. It is expected to be ready with staff trained by September when MTAC is scheduled to discuss and make a recommendation to MPAC on the Urban Growth Boundary decision. Online attendance will be available as well.

Adam Barber announced that Multnomah County is looking for their next Planning Director. He would be happy to answer questions and provide further information.

Glen Bolen noted some road closures.
1. 4 miles of I-5 will close In SW Portland for a weekend June 28 to July 1 to replace a bridge over SW 26th Ave.
2. OR 217 will see overnight directional closures for the Hall Blvd bridge construction.
3. US 26 will also see overnight directional closures between Corn Pass and Brookwood for paving

Public Communications on Agenda Items – none given.

Consideration of MTAC minutes April 17, 2024 meeting
The minutes were not available in time for the packet mailing. They will be presented at the June 26, 2024 meeting.

Urban Growth Boundary Decision: City UGB expansion proposal (Ted Reid, Metro & Eric Rutledge, City of Sherwood) Ted Reid noted over the last several months we've been bringing topics related to our analysis of whether there's a need to expand the urban growth boundary. We've brought forward the capacity side and demand side. The other piece of this is city readiness. We have a process in our growth management decisions intended to be responsive to city proposals for expansions into urban reserves. We received a proposal in this decision cycle from the City of Sherwood. This is for the Sherwood West Urban Reserve area.

Eric Rutledge presented the Sherwood West Concept plan. The presentation included housing and employment needs, the planning and engagement process that went into the plan, and land use alternatives. Planning with the METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN elements was reviewed. The recommended and accepted concept plan included diverse land uses, connected transportation systems and ample parks, trains and open space. Housing estimates and employment land uses were discussed. Planned transportation and park and trail networks were reviewed. Infrastructure and development readiness was discussed.

Comments from the committee:
Joseph Edge asked about middle housing in specific districts. Our definition of middle housing includes town houses, which tend to be a traditional type we're already seeing, but perhaps not as extensive as the plexes that we might hope to see coming out of HB2001. How are you handling town homes in those middle housing zones? I know the cottage cluster zone is exclusive to that type, but for the other middle housing zones how are you planning to handle town homes to make sure that we're getting the intensity that you're hoping to see there.

Mr. Rutledge noted town homes would be permitted with the middle housing zone. It's going to come down to how we approach the master planning. A lot of details are yet to be worked out. Town homes was one of the preferred middle housing types for Sherwood. We will be working with developers and other planners in the private sector what will work here when we get into that more detail. We're going to look at both urban design and feasibility and try to locate middle housing types at appropriate locations within those zones. We are looking at SDC incentives and other incentives to try to make sure that our middle housing zone can be implemented.

Faun Hosey asked how did you go about involving the owners of properties in and beyond the expansion area? Do you have rural CPOs or farming groups weighing in? Mr. Rutledge noted we engaged the property owners within Sherwood West proper and then also the even larger property owners with the rural reserve. We held an open house and did a survey. We asked property owners with Sherwood West if they were supportive of the plan and 70-80% of respondents in the survey agreed. We got into detail with them on land uses and discussed alternatives. There was a lot of input. I wouldn't say that some opposition from rural landowners may occur. But we fully engaged with property owners within Sherwood West. It was noted a lot of informal engagement after the plan was developed to start developing of the vision in the hospitality district area. This includes small and large vineyards that could serve rural land uses and business owners outside of the boundary.

Joseph Edge asked if there was an example of anybody that you're planning to model about the hospitality district after in terms of the allowed uses. Mr. Rutledge noted it's still very early stage. We are going to go to Woodinville, WA where it seems they've been successful in crafting that urban wine destination place that also leans into the local wineries. There are also good examples within the Willamette Valley itself, which includes event spaces, wine tasting rooms and lodging. We have a lot of

ideas, but the key is how do we blend the urbanization of this area and provide a destination that leans into the wine space.

Joseph Edge asked if you have contemplated things like minimum lot sizes that you might shoot for in that area. You mentioned boutique hotels so it sounds like you might be looking for smaller, more diversified development than just one big resort, for example. Mr. Rutledge agreed. We are looking more in the smaller scale size. The property parcelization there right now is conducive to being flexible to development. They are relatively large lots; 15 acres average in the area. It's likely we will master plan this area as well. It's not too parceled and it's not owned by just one person. Generally speaking, smaller scale as opposed to larger format.

Mr. Edge asked would production space need to be accessory to some other tourism kind of use. Would that maybe be able to stand alone as a primary use. Mr. Rutledge noted I think we'll have to get into it with the Metro code and our own comprehensive plan. It could be either at this point. The only concern would be is this a commercial district. Is this industrial. If there's some production going on, how do we craft a code that is flexible but also complies with all of our regional code requirements.

Chair Kehe noted concept planning is a very early form of planning that occurs before an area is brought into the growth boundary or before specific zones are identified for it. The next step, if an area is brought into the growth boundary, Metro provides funding for comprehensive planning. The next big stage is a more detailed level of planning. And then zoning code is usually produced out of that effort.

Jerry Johnson shared comments in the chat. I am glad you mentioned that employment uses are typically more compatible with agriculture than residential. We are working on a similar concept (in hospitality) for a private developer in Southern Oregon. It would include a custom crush facility as well as tasting rooms and restaurants.

Dan Dias had a question on the urban growth report work. As we're giving input and working with Metro, responding to the employment and residential capacity numbers, looking at the forecast information, Metro has really looked for the next 20 years by leaning on others amongst others from an expert panel that was convened last January. It was mentioned there are specific state requirements of who can be included in that expert panel, that it involves demographers and economists. It's fairly limited who can participate on that panel. Can you elaborate on that a little bit?

Ted Reid noted it's not so much specific direction for who can be on our expert panel review for our forecast. The laws don't tell us to convene that kind of group. It's more about the sorts of practices that we're required to use as we're conducting our forecasts, relying on practices that are commonly accepted by economists and demographers, and objective verifiable data. That's the guidance that we have. We could send you a copy of that part of the statute if that's helpful.

Mr. Reid added we convened an expert panel to review our regional forecast with state employment offices, and regional economists and demographers. The group looked at our forecast results and found them to be reasonable, consistent with the forecast that PSU is coming out with for population, consistent with employment forecast that the Oregon Office of Economic Analysis is coming out with. That's what we're looking for, is not be an outlier in this work.

15-minute meeting break taken

Oregon Housing Needs Analysis (OHNA) methodology in the Metro area (Josh Lehner, OR Office of Economic Analysis, Sean Edging, DLCD, Mike Wilkerson, ECONorthwest) Sean Edging, Senior Housing Planner with DLCD began the presentation. Policy background was provided. The OHNA represents the most significant revision to the state's housing planning system since its inception 50 years ago. The entire state is experiencing a housing crisis. Prior to the OHNA, Oregon's housing planning system planned for and invested in too little housing resulting in undersupply, rising home prices, segregation and displacement in some communities, and deepening inequities across all communities.

The OHNA has been under development for several years. In 2019, House Bill 2003 directed OHCS to study a pilot methodology, which was completed in 2020. Under subsequent direction from the legislature, OHCS and DLCD refined the methodology in 2022 to better account for specific functions and components. The Office of Economic Analysis at DAS will be finalizing the OHNA methodology throughout 2024 so it can be run on January 1, 2025.

Goal 10 – Housing under OHNA was described. OHNA replaces localized projections with state estimate/allocation; local gov'ts make policy choices. The components of housing need began with a pilot program of three: population growth, underproduction, and housing for the homeless. The current methodology added two more components: second and vacation homes, and demographic change. Statewide and regional targets were explained.

- Policy objective is to prioritize and front load the current need as a 10-year target
- 78k units statewide of current need = 7,800 units per year
- Remaining future need of 503k is distributed over 20 years, for a target of 25k a year

In order to help produce regional and local allocation estimates that do not jump around from year to year, the regional totals are expected to be smoothed using the past few years of data. This is challenging currently due to the change in PUMA regions in 2022 as well as 2020 data not being available due to unreliability. Options will be explored and refined once the first statewide official total is produced using 2023 data.

Allocating Regional Need to Urban Growth Boundaries and Cities inside Metro:
Step 1. Regional Need Inside vs. Outside UGBs
1. Future population growth outside of UGBs is determined for each of the regions over 20 years
2. Units are removed for population growth, demographic change, and 2nd and vacation homes from the regional total
3. The remaining units are then allocated to UGBs inside the region

Step 2. Distributing Regional Need to UGBs
Each component of need is allocated from the regional total (after excluding areas outside of UGBs) to each of the UGBs in the region using a set of policy variables and weights.
Allocating from Metro UGB to Cities: Metro will have its own methodology to distribute units from the UGB to cities and unincorporated areas.

Step 3- Unincorporated areas within Metro UGB
The total UGB units (by income) are then allocated to the unincorporated areas of each county based on their current share of housing units (18% of UGB), the remaining units are allocated to cities within the Metro UGB.

Comments from the committee:
Martha Fritzie noted that several of us just went through this long process and work group to specifically define urban unincorporated county areas. My understanding is that was for the purpose of this allocation, and that housing would be allocated based on urban unincorporated areas, not simply unincorporated land within the urban growth boundary, or the percentage of housing on unincorporated lands generally within the UGB. Is that not true or is that what's happening here and you just didn't want to get into that nuance. Mr. Lehner noted I think it's both, where I believe this specific calculation, the full 18% is total housing units on all unincorporated land within the UGB. But the issue of the urban piece is something that we've been discussing. The way this is currently working is the allocation total just goes to the county, not to a specific area of the county.

Ms. Fritzie noted her concern that if the allocation total is based on this assumption that there's a whole bunch more land available. Because it's based on lands that haven't annexed into cities. Then it could potentially create a problem for us. Because there are areas that may look like they're available and have capacity, but there are areas that the county will not be urbanizing that the cities are urbanizing. The concern is we don't want to be given an allocation that we clearly can't meet and then somehow get ourselves into trouble on the back end and be put into programs for bad players. Mr. Lehner noted the expansion areas are inside the UGB. But yes, I think that's a key point. And again, as to the extent that they are unincorporated lands that are fully expected to be annexed into jurisdictions in the years to come, this number will shrink, and the city numbers will grow. The total need would be the same, in theory, but the exact allocations would be adjusted based upon what's happening with land use and development patterns.

The presentation resumed discussing Metro's uniqueness with Step 4: Allocate Units to Cities.
Areas of concern using statewide allocation methodology:
• Metro forecast is development capacity constrained
• Are jobs in a city the best measure for prioritizing housing location at the city scale?
• Do cities get "credit" for historically producing above average amounts of housing?
• Is there some measure of "corrective action" for cities that have not produced sufficient amounts of affordable housing in the past

Allocating Current Need (11% of total)
50% Weight – Housing Production- "Credit for previous production"
• Production is the average share of permits issued over last 5 years (2018 to 2022) as a percentage of the current stock for all of the cities in the UGB
• Each city below the Metro average share of productions receives its weight of the "deficit of units" compared to the UGB
50% Weight – Housing Affordability – "Corrective action"
• Affordability measures the number of rental units affordable to households earning 50% or less of AMI (CHAS) as a share of the total stock (ACS)
• Each city below the Metro average share of affordable units receives its weight of the "deficit of units" compared to the UGB
Examples of this method of allocation for affordability or production for current need was given.

Allocating Future Need to Cities was discussed. Measuring access to jobs via walk/transit in 60 minutes was described with graphics and examples. City Allocations within Metro covered a range of outcomes based on component parts. The impact of achieving target over 20 years on the distribution of affordability was shown. The committee was reminded of the timeline for the methodology with

webinars, public comment period and meetings and Public Testimony on Draft Methodology before DAS publishes documentation for Final Methodology at the end of the year.

Comments from the committee:
Kevin Young asked for confirmation that Metro's work as discussed here, will not pertain to cities outside the Metro UGB, but within Washington and Clackamas Counties. Sean Edging noted cities outside of the Metro would be subject to the statewide process and not the Metro process.

Theresa Cherniak asked so will those cities outside that area (e.g., Banks, North Plains, Gaston) get their own goals? Justin Sherrill noted they receive their own targets using the standard statewide methodology. Sean Edging added all cities will receive an allocation of 20-year need. While cities within the Metro will receive an allocation based on the total estimated by Metro, cities outside of the Metro UGB will receive an allocation based on the tri-county need (similar to how other regions in the state function). Cities above 10,000 and Metro UUAs will also receive a housing production target (i.e. a 'goal') based on that 20-year allocation.

Jerry Johnson asked is there a more detailed methodological write up available yet. It is quite interesting, but it will take time and more information to evaluate. Sean Edging noted a detailed Interim Methodology will be published in June and public comment will open for 30 days. You can sign up for updates on OHCS webpage - https://www.oregon.gov/ohcs/about-us/pages/housing-needs.aspx Megan Bolton noted the original technical report on the pilot methodology is here: https://www.oregon.gov/ohcs/about-us/Documents/RHNA%20and%20OHNA/2020-RHNA-Technical-Report-Final.pdf

Kevin Young asked to confirm no allocation of housing to Clark County or other areas on the Washington side? Mike Wilkerson confirmed this.

Miranda Bateschell asked are you considering only TriMet? Or did you also include SMART? Glen Bolen noted it seems there is a bit of chicken/egg relationship there - if you lower the target for locations without good transit, won't it be less likely those areas will build transit supportive densities? Jerry Johnson noted the access approach appears to heavily favor transit over other options. I believe transit trips represent about 6.5% of commuting in the Portland metro area. Clint Chiavarini asked does the transit access measure take into account non-TriMet providers? I'm surprised that Wilsonville is so low considering SMART. Justin Sherrill noted the model includes SMART and TriMet. Fiona Lyon noted TriMet's pedestrian plan looked at and gathered all of the sidewalk gaps in the region. It's a few years old at this point but might be good data to pull into this methodology if it's truly employment access by transit + walking.

Miranda Bateschell noted questions related to Ms. Fritzie's questions to the work that was done on the urban unincorporated areas. During that conversation there were two different areas that were defined. The urban unincorporated areas as well as the urban useable unincorporated areas. The urban useable being essentially those areas brought into the UGB by Metro, per a city's request because the city has already done concept planning for them and is prepared to do the planning and development of those areas. They are in the UGB, but they are not annexed to a city yet. So having the methodology be based on city annexation could be problematic because then we'd be allocating essentially housing to counties who aren't prepared to plan for those number of units. Whereas cities already have a plan and probably a target for those areas when they're brought into the UGB.

For example, in 2018 the UGB amendment that brought in Frog Pond, that area is being planned by the city. That area will annex, as development occurs, not as one giant annexation. You wouldn't say that's annexed as soon as it comes to the UGB. All 1800 of those units are attributed to the city, based on the way I heard that methodology, it would actually be looking at allocating those units to the county, because they aren't annexed to a city. So I think that the methodology should account for that, that if the area is brought into the UGB, it's planned for by a city. We're not attributing that to the county.

Mr. Lehner noted when thinking of this, if it's just land and it hasn't been developed yet and we're using PSU forecast for areas outside of UGB, as one of it, then that has not impact, unless PSU's forecast explicitly says this land that's undeveloped today is going to be brought into the UGB, we're going to account for that in the UGB population forecast. That's the key linkage there. We have to double check on that. The other one is to the extent that it's getting allocated to the county and it ultimately becomes city's production. There might be some timing mismatch. We're updating this every single year. When it comes to the other stages of the housing needs analysis program, more broadly with OHCS and DLCD, when we talk about progress toward the target it's like we got allocated these thousand acres that's actually city land, not county land. That's another key point here from the upfront methodology perspective.

Ms. Bateschell noted she didn't think PSU is projecting population forecast for the UGB areas. And if it is it would probably be underestimating production because it would be annexed as, or it would be looking as if it's county land. I'm concerned about it because typically when we're going through the urban growth report and the forecast, we're looking at what the zoning is. For things like Frog Pond, we're not looking at the existing county zoning to make a determination on what the projected growth is in the areas. We're looking at what will the city zoning be that's being put on that land, and what is essentially the population we can forecast for that area. Because if you looked at Frog Pond based on Clackamas County zoning, we would have very few housing units. When we're working with Metro, looking at the UGR and looking at numbers and sharing with them what we're going to be zoning, which is going to be 1800 units. There's a vast difference in terms of the land capacity if you're attributing it to county vs attributing it as urban growth boundary amendment area that's being planned for by a city.

Mr. Lehner noted here we're talking about allocating the total reginal need to the individual jurisdictions. You're talking about the actual development capacity of a given piece of land, which is going to fall under the zoning and the housing production strategies and other pieces of the overall process. They're very important but that's not part of this allocation of the regional need, what is this specific parcel of lands production capabilities going from regional to local need. Ms. Bateschell thought it's relevant on both ends because if that's land that we're planning for and units that would be in the overall capacity, that should also be a part of our allocation and not part of the county's allocation.

Joseph Edge noted questions around the unincorporated county allocations but with respect to the legacy of unincorporated areas that were urbanized before 1980. If you're leaving it to the county to decide where they're going to allocate growth, what's to stop the county from targeting growth in pockets outside Lake Oswego or Happy Valley or whatever, instead of targeting along McLoughlin corridor where there are growth opportunities, an existing infrastructure to support it. It seems that would be a logical place to target and that there should be access to jobs via transit. This seems like the intuitive place to focus some of the growth. But then you say you're just leaving it to the county. Just trying to reconcile that information with that slide. It's the same at the city level. The city gets an

allocation but they city can reach that target or that allocation however they choose. Within their jurisdiction. Same thing at the county level when you get the total and then it's up to the local planning decisions and processes to determine where and how and what production strategies you have.

Vee Paykar noted as a non-planner I had a question on how much Metro incorporates repurposing existing buildings for housing stock into the calculation or thinking of what Metro does. Is Metro allowing for more dense building through ADUs or other kinds of alternative methods instead of new construction. Chair Kehe noted what the main topic that's talked about here is about demand for housing and the number of people and where they'll go. The second part is how do we accommodate those people. What land do we need. What density of housing and how is that addressed in cities that are all required by the same legislation to produce housing production strategies, and Metro will produce a housing coordination strategy. All of those plans are the place to talk about once you have that need and you know what the number of people you need to accommodate for number of households to accommodate. Planning those processes are specific to having conversations about how to accommodate those numbers.

Glen Bolen asked who's the enforcement arm of this and which state agencies have coordinating agreements. For ODOT, we have an agreement that we'd specify what is and is not land use action with the idea we are supposed to be supporting local cities' comprehensive plans. What if a city with their comprehensive plans creates more density in places so that they can get transit service, create a mix of uses. But if their target doesn't reflect that, that might lead support to their opponents of growth. Perhaps even the state doesn't want us to grow there. General services say they don't have land use actions or effect land use. To make this solid in the long run I think that's a bridge might be due to cross.

Mr. Lehner noted on the second piece there we'll be doing these allocations; these estimates every year. Cities will get locked into the six- or eight-year cycle, but to the extent that transit access does change, then all these numbers will be updated, too. It's dynamic in that sense so that it's based upon current patterns. If TriMet puts in a new light rail line, it's going to change those numbers accordingly. There is that feedback effect to it.

Mr. Edging added there's multiple layers to the piece that is raised here. First off, I think it's important to recognize that the overall policy for the Oregon Housing Needs Analysis fundamentally requires us to change from planning for a status quo that led us here. A lot of the rulemaking process that we're underway with right now is about how do we orient Goal 10 around this idea that not only are we planning just for capacity, or accommodating capacity, but we're trying to specifically proactively and affirmatively adopt policies that facilitate housing production, affordability and choice. And a lot of parts of this relate back to pieces on allowing a greater diversity of housing choices in our neighborhoods. And there's an intersection with the methodology, but I think it's important to recognize every community is going to be planning for more housing, especially affordable housing, which we have historically not built enough of.

You mentioned accountability. I think part of the policy does recognize specifically what that looks like, and that's part of the rulemaking discussion around the housing acceleration program. Specifically how DLCD interacts with local governments in response to tracking progress towards outcomes and how we set up that process. Mr. Bolen noted I was addressing who was responsible for administration for the implementation of Goal 10 with collaboration with partners and local governments. Mr. Edging confirmed DLCD is the responsible administrator and where policy implications are part of the dynamic.

Theresa Cherniak noted you were talking about assigning future growth to areas outside of the UGB and allocating future needs there. Areas outside of the UGB for us is the rural area. Are you saying that you are assigning housing need for a rural area and are we going to need to step up production of housing in the rural area, which is not where it's about housing. It's supposed to be about protection of resources and farm and forest and all that. Housing happens, but it's not like we're not really pushing it to happen there.

Mr. Lehner noted that is based on the PSU population forecast. They do have population forecast for areas outside of UGB for all other counties. But it's not really robust growth in most cases. So that would be the piece that is assigned the future need based upon the population forecast. The underproduction and housing for homelessness is assigned specifically to the UGBs. Mr. Edging noted from a policy perspective you can think of it as neutral, essentially acknowledging that some growth does happen outside of PSU's forecast. When we have this total need we can essentially reduce some of that, acknowledging that there's this expectation for some degree of population growth but it's generally limited. Because state policy does not facilitate significant housing production outside of urban growth boundaries.

Fiona Lyon asked where the 60-minute metric comes from, related to the transit in the methodology. Mr. Lehner noted that is a number that could change in the methodology. That would be something you could provide, comment on if you want, but it's trying to get at that nexus of infrastructure and accessibility and where people live. That's probably for planning purposes for the further fair housing. That is what we're going for. How do you get there based on currently available data. We looked at reasonableness, thresholds of transit access and job accessibility as a good data way to get to what we care about. Setting those thresholds so it's not too restrictive and reasonable. It's trying to thread that needle on what we care about, what the legislative intent is and data availability.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:36 a.m.
Respectfully submitted,

Marie Miller

Marie Miller, MTAC Recorder

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	5/15/2024	5/15/2024 MTAC Meeting Agenda	051524M-01
2	MTAC Work Program	5/8/2024	MTAC Work Program as of 5/8/2024	051524M-02
3	Concept Plan	4/3/2024	Sherwood West Concept Plan	051524M-03
4	Proposal	4/3/2024	Sherwood West Urban Growth Boundary Expansion Proposal 2024	051524M-04
5	Attachment A	4/3/2024	Attachment A: Cover Letter	051524M-05
6	Attachment B	4/3/2024	Attachment B: Title 14 Findings	051524M-06
7	Attachment C	4/3/2024	Attachment C: Concept Plan	051524M-07
8	Attachment C1	4/3/2024	Attachment C1: Concept Plan Appendices	051524M-08
9	Attachment D	4/3/2024	Attachment D: City Council Resolutions	051524M-09
10	Attachment E	4/3/2024	Attachment E: IGA Agreements	051524M-10
11	Attachment F1	4/3/2024	Attachment F1: Service Provider Letters	051524M-11
12	Attachment F2	4/3/2024	Attachment F2: Employment and Housing Stakeholder Letters of Support	051524M-12
13	Attachment F3	4/3/2024	Attachment F3: Property Owner and Public Letters of Support	051524M-13
14	Attachment G	4/3/2024	Attachment G: Housing Needs Analysis Confirmation	051524M-14
15	Attachment H	4/3/2024	Attachment H: Map of Expansion Area	051524M-15
16	Presentation	5/15/2024	Sherwood West Concept Plan	051524M-16
17	Fact Sheet	N/A	WHAT IS THE Oregon Housing Needs Analysis (OHNA)?	051524M-17

Item	Document Type	Document Date	Document Description	Document No.
18	Presentation	5/15/2024	OHNA: Metro Methodology and Initial Findings	051524M-18

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	Metro Technical Advisory Committee (MTAC)
Date:	Wednesday, May 15, 2024
Time:	9:00 a.m. to 12:00 p.m.
Place:	Virtual meeting held via Zoom
	video recording is available online within a week of meeting
	Connect with Zoom Passcode: 982966 Phone: 888-475-4499 (Toll Free)

9:00 a.m.	**Call meeting to order, Declaration of Quorum and Introductions**	Chair Kehe
9:10 a.m.	**Comments from the Chair and Committee Members** • MTAC September 18, 2024 meeting – possible in-person meeting at Metro Regional Center (MRC) in Council Chambers with optional online attendance. Confirmation will be sent with meeting notice. (Chair Kehe) • Updates from committee members around the Region (all)	
	Public communications on agenda items	
	Consideration of MTAC minutes, April 17, 2024 *Postponed - will be considered at the June 26 meeting*	Chair Kehe
9:20 a.m.	**Urban Growth Boundary Decision: City UGB expansion proposal** Purpose: Provide MTAC with another opportunity to hear about and discuss the City of Sherwood's proposal for an urban growth boundary expansion, which will be considered in the Metro Council's 2024 Urban Growth Management decision.	Ted Reid, Metro Eric Rutledge, City of Sherwood
10:20 a.m.	*10-minute break*	
10:30 a.m.	**Oregon Housing Needs Analysis (OHNA) methodology in the Metro area** Purpose: Provide MTAC with an opportunity to become familiar with the Oregon Housing Needs Analysis (OHNA) policy context, process, and how to participate.	Josh Lehner, OR Office of Economic Analysis Sean Edging, DLCD Mike Wilkerson, ECONorthwest
11:30 a.m.	**Adjournment**	Chair Kehe

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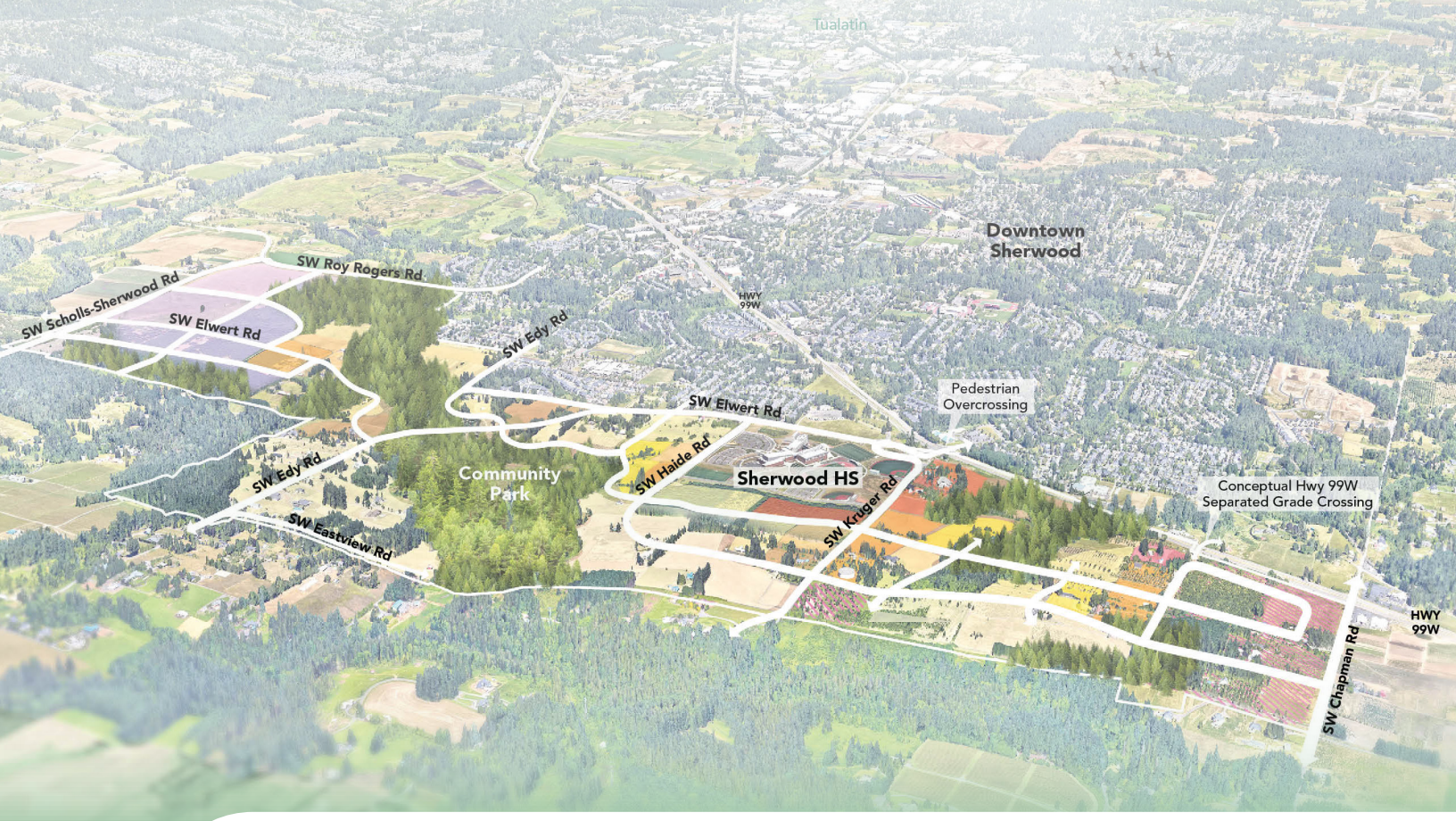
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January 2021

SHERWOOD WEST CONCEPT PLAN



15-page summary

Full submittal to Metro available at:
https://www.sherwoodoregon.gov/sites/default/files/fileattachments/Planning/page/47694/sherwood_west_full_application_4-3-24.pdf

City of Sherwood Oregon



EXECUTIVE SUMMARY

Overview

The Sherwood West Concept Plan is a long-range planning document intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Sherwood West is a large Urban Reserve area located just to the west of Sherwood city limits, which the City of Sherwood has identified as an area for future growth. Future development in Sherwood West will require expansion of the Metro urban growth boundary (UGB).

This Concept Plan is an update to the Sherwood West Preliminary Concept Plan accepted by Sherwood Council on February 16, 2016 (Resolution 2016-009). Since that time, the city and surrounding areas have seen significant changes including:

- Shifting of City Council priorities focusing on employment and job growth to diversify the city's tax base,
- Construction of a new high school within the Sherwood West study area,
- Adoption of the Sherwood 2040 Comprehensive Plan, and
- Recent changes to statewide and local housing regulations to plan for "missing middle housing" in residential areas.

This updated plan better reflects these changing conditions, while carrying forward ideas from the Preliminary Plan that are still valid and supported by the Sherwood community.

The Concept Plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. Once the area is brought into the UGB, the City will conduct additional analysis and undertake a comprehensive planning effort to refine the general concepts that are laid out in the Concept Plan – a necessary next step prior to land being eligible for future annexation and development.

VISION, GOALS & EVALUATION CRITERIA

Vision Statement

The vision statement was developed early in the Concept Plan Re-Look process, updating the vision from the 2016 Preliminary Concept Plan. The vision describes the community's desired future for the Sherwood West area. The vision and its associated goals were developed and revised through a visioning exercise and subsequent discussions with the Community Advisory Committee and reflect current community priorities for Sherwood West.

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







Study Area

Sherwood West is a 1,291-acre area just west of the existing Sherwood city limits—see Figure 2. The area is bounded on the east by Highway 99W, SW Elwert Road, and SW Roy Rogers Road. The area's southern boundary is SW Chapman Road; its northern extent is SW Lebeau Road and SW Scholls-Sherwood Road. The western boundary is the outer edge of Metro's Urban Reserves, with Rural Reserve land lying further to the west). Site topography generally slopes from west to east, with an elevation difference of approximately 150 to 200 feet.

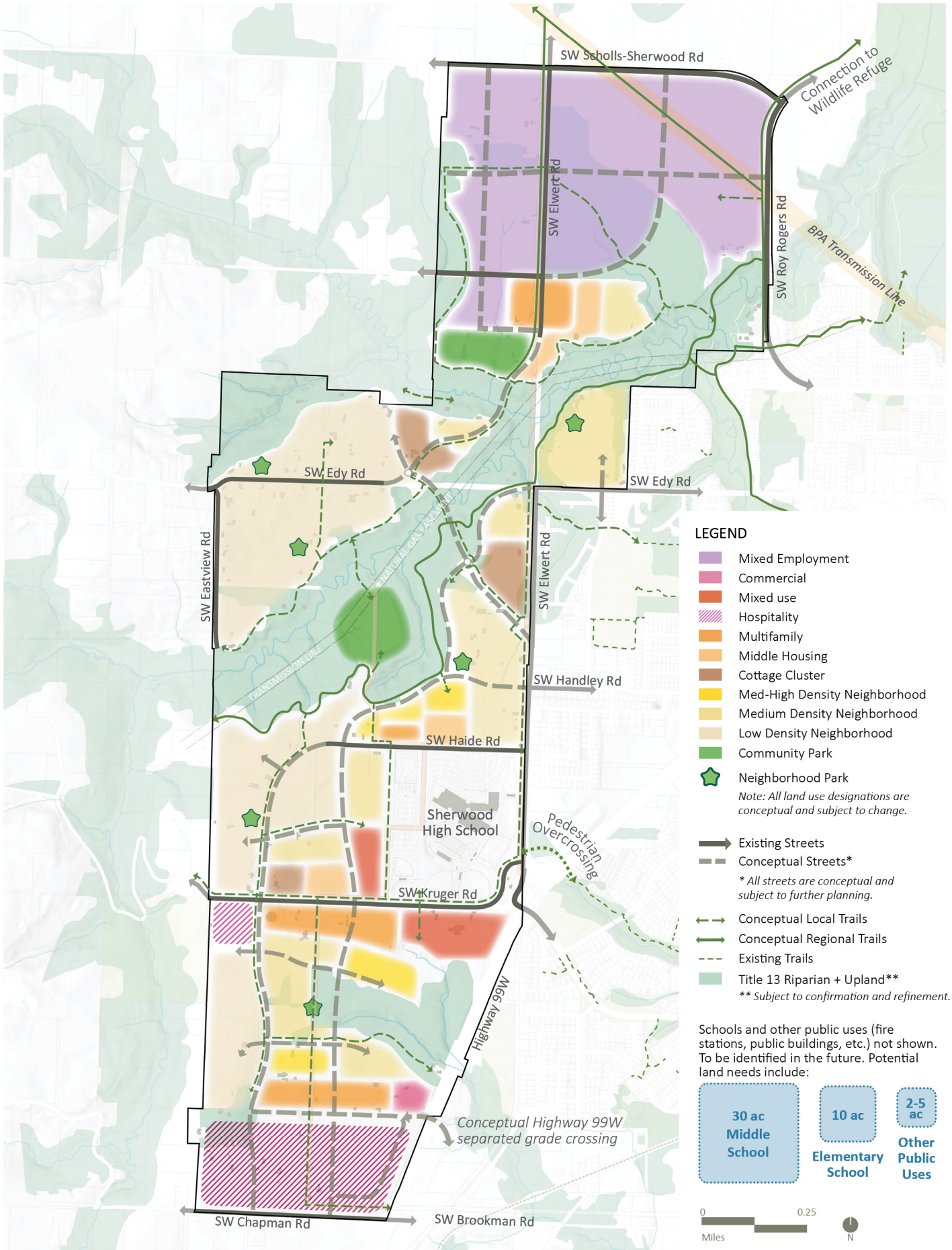
Figure 2. Sherwood West Study Area



CONCEPT PLAN



Figure 8. Composite Concept Plan Map



Overview

The map in Figure 8 illustrates the recommended land uses, street network, parks, and trails for the Sherwood West area. The map shows how all these components come together to form complete and connected neighborhoods in Sherwood West. The accompanying descriptions related to land use, transportation, green space, and utilities further explain how these elements are integrated into the Concept Plan.

Land Use Plan

Figure 13 depicts the preferred land use designations for Sherwood West, as well as key themes within each district – North, Far West, West, and Southwest. In Sherwood West, each of the four distinct subdistricts has unique qualities, shaped by the area's creeks, hills, valleys, and major roads. The land use plan for each district is described below.

North District

The North district is the employment center for Sherwood West. Located south of Scholls-Sherwood Road and north of Chicken Creek, this area features mostly flat terrain to the northeast, many large parcels, and good transportation access to SW Roy Rogers Road—all favorable qualities for Mixed Employment uses.

The plan for this area also features a mix of housing types clustered near Elwert Road, just north of Chicken Creek. A community park of roughly 13 acres (net) takes advantage of access from Elwert and adjacency to a Chicken Creek tributary.

Far West District

Located northwest of Chicken Creek with access to Sherwood via Edy Road, this area features mostly sloping terrain and has many existing parcels and rural residential homes. The plan for the Far West district includes low-density housing with a pocket of cottage cluster and medium-density residential near Edy Road and Chicken Creek.

Figure 9. North District

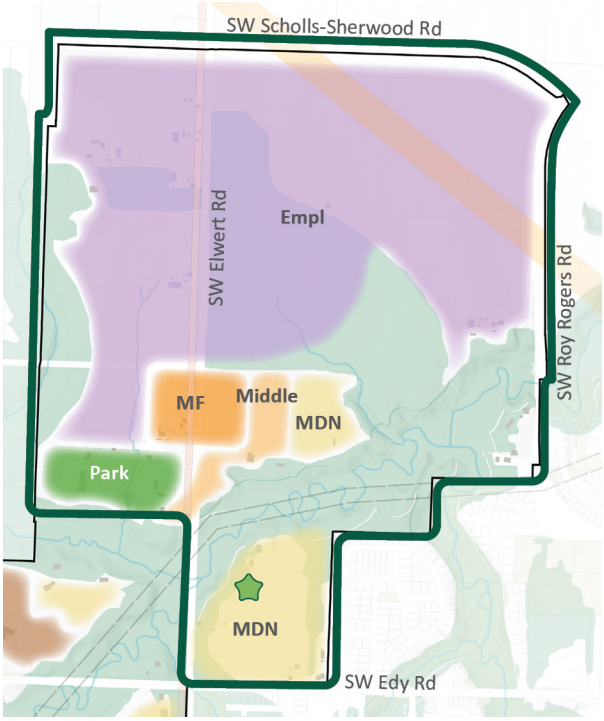
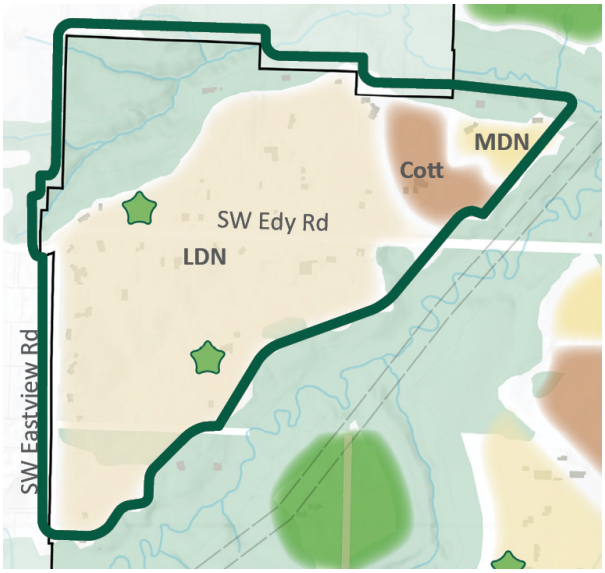


Figure 10. Far West District



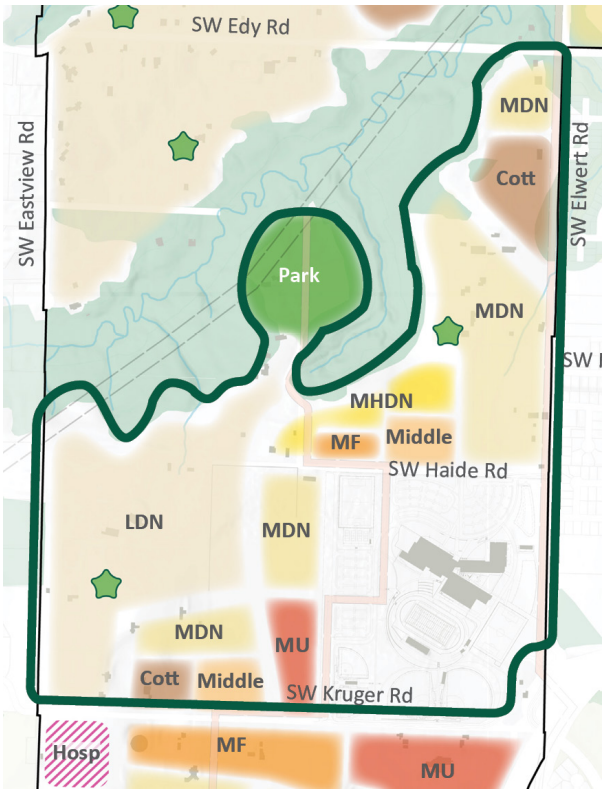
West District

Located in the middle of the planning area, directly west of Elwert Road, north of Kruger Road, and south of Chicken Creek, this area surrounds the new Sherwood High School and has relatively good access to existing infrastructure as compared to the other districts. The terrain features steeper slopes and higher elevations to the west.

The plan for the West district includes a mix of housing types west of the high school. Mixed use residential, cottage cluster, and middle housing are focused along Kruger Road. Medium-density and cottage cluster housing provide frontage along Elwert Road. The hilltop area to the west is designated for low-density residential.

A second, approximately 8-acre (net) community park is nestled into the Chicken Creek greenway. This area is relatively flat, with access to the future greenway trails, natural areas, and street access from the south.

Figure 11. West District



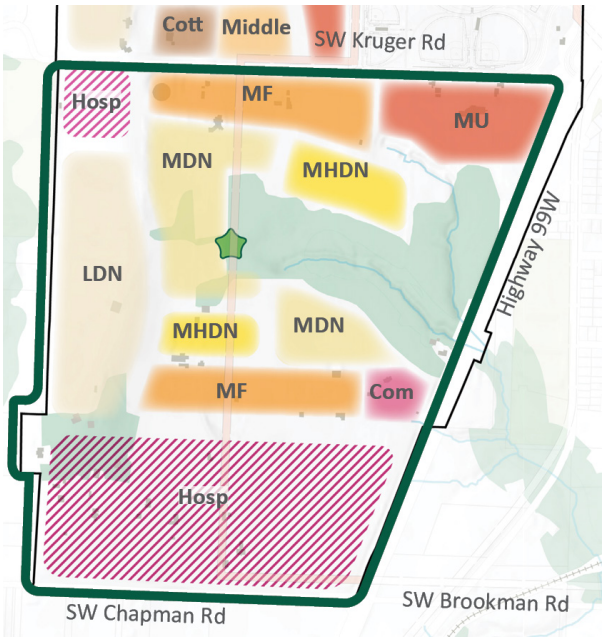
Southwest District

The Southwest district is located west of Highway 99W, between Kruger Road and Chapman Road. The terrain features steeper slopes and higher elevations to the west, but mostly flat land along Kruger Road.

The plan focuses mixed use development at the Kruger-99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops. Another hospitality node is also located at the west end of Kruger Road, where the current property owner has plans for a wine-related business.

A small commercial node along Highway 99W, a variety of housing, and a low-density area on the hilltop round out the remainder of the Southwest district.

Figure 12. North District



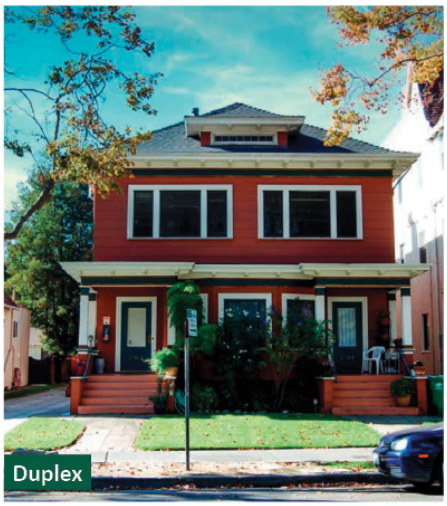
Housing

Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood. Examples of housing types that have designated places in Sherwood West include: single detached homes on smaller lots, cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

Residential Design Standards

Design standards will shape the look and feel of housing in Sherwood West. The City adopted new Residential Design Standards in 2021 to ensure middle housing (plexes, townhomes, etc.) and single-family housing fits into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garages and off-street parking areas, window coverage, minimum landscaping required in all residential zones, and other specific design details. These new standards will apply in Sherwood West to ensure that all new housing maintains design features that are within the context, scale, and compatibility with the Sherwood community. Additional design standards could also be customized for the Sherwood West area (see Section VII. Implementation for further discussion).


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached


Triplex

Custom Zoning

As described in Section V. Land Use Alternatives, custom land use designations were developed to plan for the middle housing types that are most favored for future development in Sherwood West: duplexes, townhomes, and cottage clusters. Sherwood West's custom designations for Cottage Cluster housing and Middle Housing would not allow single-family detached development. This will not only help ensure middle housing is built in Sherwood West, but it will also give the City more flexibility to customize the design and development standards that apply in these zones.

Housing Metrics

Based on the Land Use Map depicted in Figure 13, the total estimated amount of future housing in Sherwood West could range from roughly 3,120 units up to 5,580 units, depending on how much middle housing is developed in the Neighborhood zones (see Table 4). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood zones; the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

While middle housing will be permitted in the Neighborhood zones (if a Master Planned Community is not implemented), it is unknown how much will actually be developed. Currently there is still a strong market for single-family detached housing in the region. Based on current development trends and consultation with developers in the region and housing economists, a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing. Because of the number of variables that can impact the actual percentage built, it was important to test a range of potential outcomes. Table 4 calculates total units based on a range of middle housing scenarios in the Neighborhood zones: 0%, 10%, 20%, and 50%.

This results in an estimated overall residential density of 9.2 to 10.6 units per acre (or up to 16.4 in the less likely 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

See Appendix M, Housing Memo for additional information about the Concept Plan's consistency with state and regional requirements for housing.

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

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

Key employment concepts for Sherwood West are described below.

Mixed Employment

Mixed Employment, which involves a mix of office, light industrial, and flex space uses within the same development or area of the city, emerged as an important theme of the Concept Plan. The economic opportunities study (Appendix G) identified mixed employment as a key economic development and job creation opportunity for Sherwood West. The land use plan locates Mixed Employment areas in the North district based on favorable characteristics for siting this type of use: large sites (at least 40-50 acres), flat topography (less than 3-5% slopes), larger ownerships, and easy access to major freight routes. The City completed an additional study on the mixed-employment zone (Appendix R) that identifies opportunities to attract target industries and provides a detailed list of infrastructure improvements and costs needed to develop the area with employment uses.

Hospitality

The proposed hospitality-focused land use designation is intended to accommodate uses such as lodging, wine tasting rooms, restaurants, and small retail shops—which typically rely on strong visibility to the public, e.g., from Highway 99W. This informed the placement of the hospitality designation at Highway 99W and Kruger Road—visible from the highway and closest to the vineyard areas to the southwest of Sherwood.

Section VII, Implementation includes potential approaches to implementing a hospitality designation, including a new base zone and an overlay zone.

Precedent Example: The Allison Inn & Spa

A luxury hotel in Oregon's wine country, The Allison Inn & Spa in Newberg, Oregon is an example of a type of destination resort that could distinguish Sherwood's own "Gateway to Wine Country."



Image Source: The Allison

Employment Metrics

Table 5 presents estimated employment potential for Sherwood West, based on the Land Use Map depicted in Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs.

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

Sherwood's current jobs-to-housing ratio is 0.9, meaning that for every 10 households in the city, there are 9 jobs. The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates (see Table 6). The estimated ratio ranges from 0.8 to 1.5, depending on how much additional housing results from middle housing being built in the Neighborhood zones. A reasonable "most likely" scenario is 1.3 jobs for each unit of housing.

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

According to 2019 Census data, approximately 92% of local Sherwood residents work outside of the community. This suggests that some residents are seeking employment outside Sherwood because the jobs available within the city do not match their needs. Adding more employment land in Sherwood West is intended to help balance the jobs-housing ratio in the city, help balance the types of jobs in the community, and allow more residents to live and work in Sherwood.

Transportation Plan

Streets

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Figure 14 shows a conceptual framework of livable and connected streets for Sherwood West. Locations and alignments of proposed new streets (dashed gray lines) are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

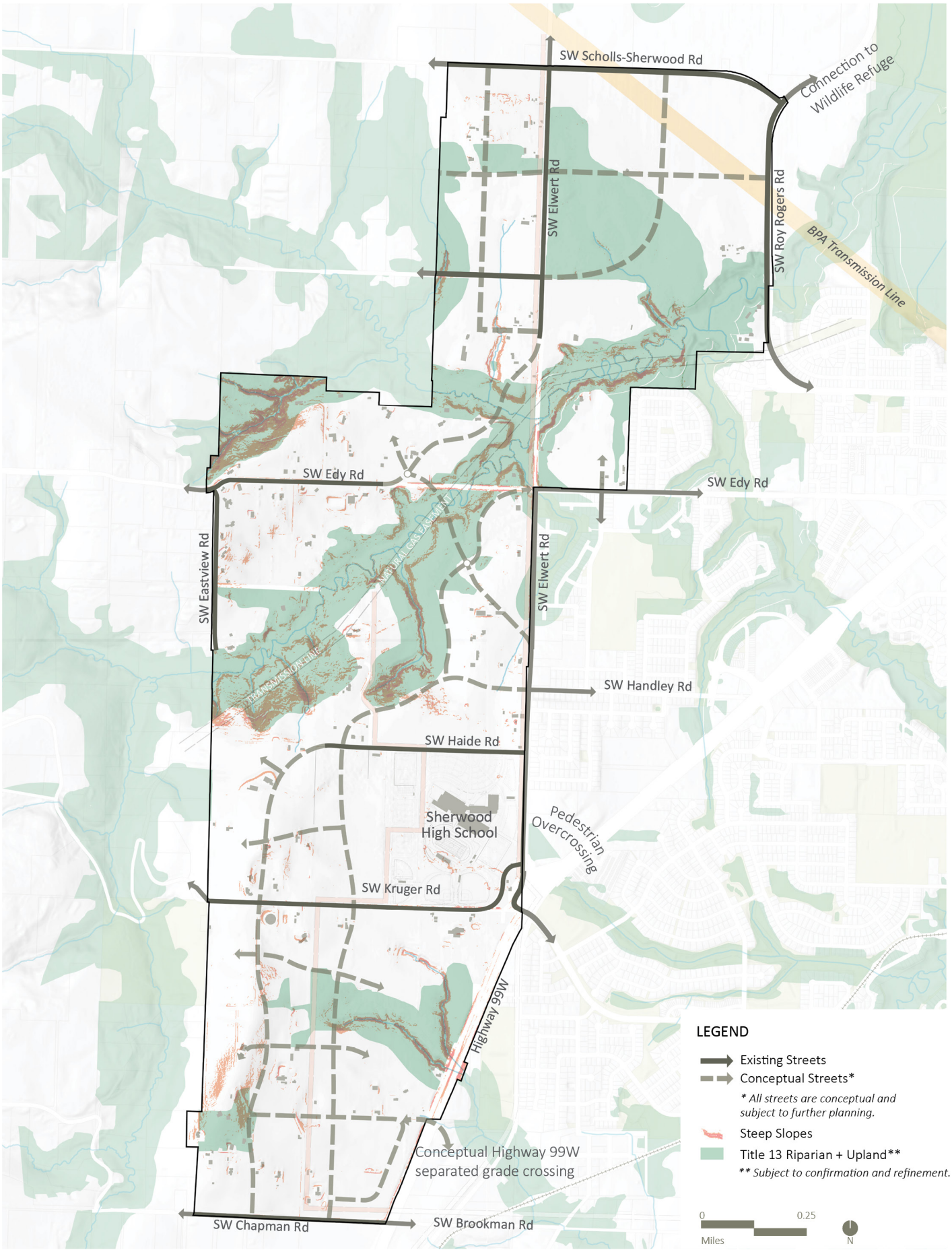
Key features of the streets framework include:

- North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements Elwert are minimized.
- The Elwert-Edy Road intersection is realigned as described below (and in the Preliminary Concept Plan).
- A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.
- A north-south hilltop route provides additional north-south access and a second continuous north-south route for emergency access and other services.



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



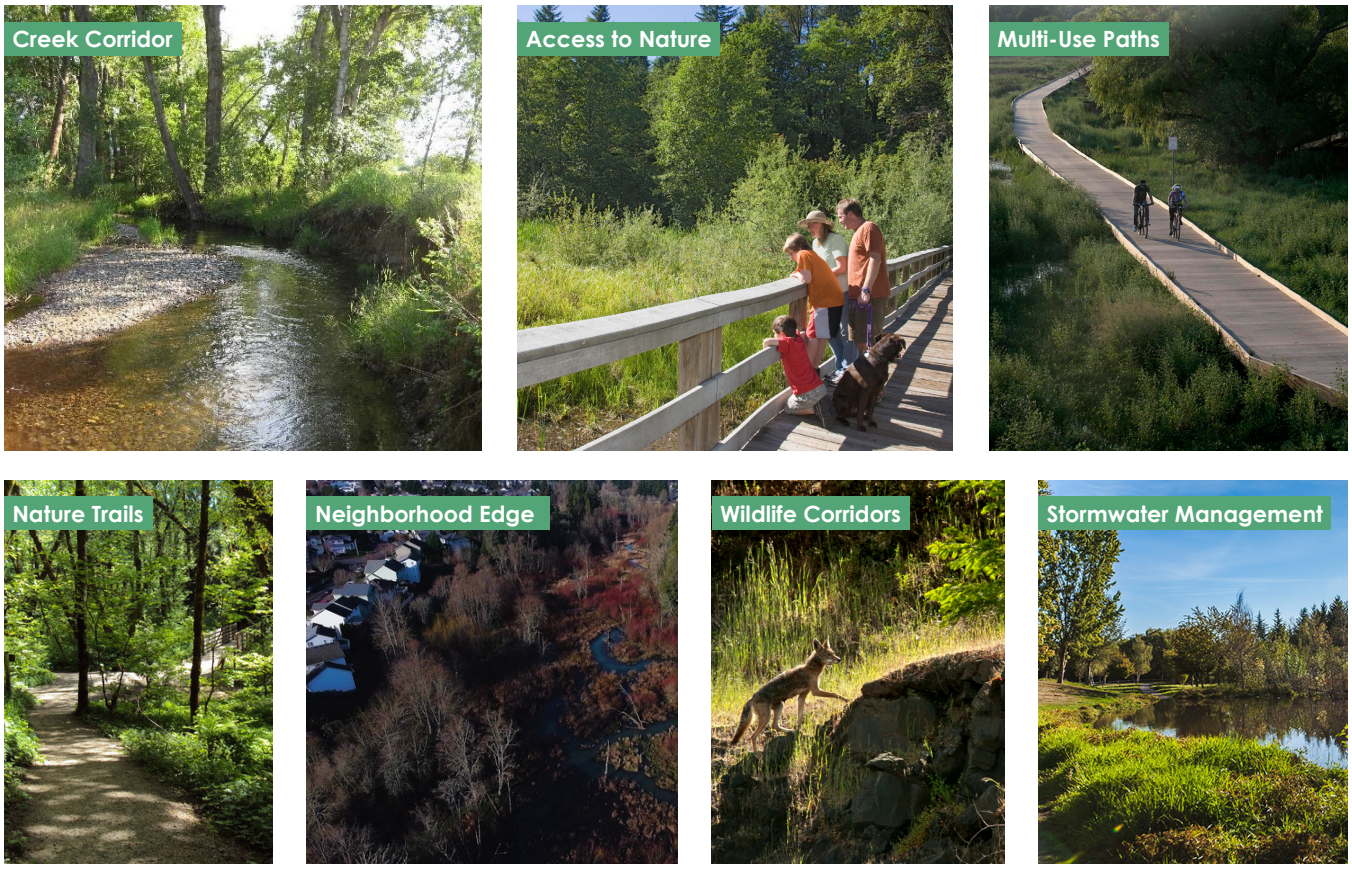
Green Space Network

A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge. Parks and open space illustrated in the Concept Plan take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network includes creek corridors and their habitat areas; trails and greenways; tree and tree canopy, as protected by Sherwood's code; stormwater facilities; and neighborhood parks, community parks, and school fields.

Chicken Creek Greenway

Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways: Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas (as shown in Figure 23).

Figure 23. Elements of a Greenway



Sherwood West Urban Growth Boundary Expansion Proposal 2024

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City of Sherwood Oregon

SHERWOOD WEST CONCEPT PLAN

Attachment A

Cover Letter



City of Sherwood
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Mayor
Tim Rosener

Council President
Kim Young

Councilors
Renee Brouse
Taylor Giles
Keith Mays
Doug Scott
Dan Standke

City Manager Pro Tem
Craig Sheldon

Assistant City Manager
Kristen Switzer

April 3, 2024

Ms. Marissa Madigral
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Ms. Madigral,

The City of Sherwood respectfully submits the Sherwood West urban growth boundary (UGB) expansion proposal for consideration during our region's 2024 growth management decision. The Sherwood West Concept Plan is the result of a 2-year planning process about growth alternatives for our community that included extensive input from community members, property owners, business owners, and public service providers. The resulting Concept Plan proposes a complete community with a range of housing and employment types connected by system of parks, trails, and open space. The Sherwood West Concept Plan demonstrates how Metro's Urban Reserve Area 5B can be incorporated into the fabric of the city and region in a manner that reflects the strong sense of community and livable neighborhoods our region is known for.

Sherwood is proposing an approximately 1,200 acre expansion (605 net developable acres) to the west of current city limits. The request will allow Sherwood to meet its deficit of residential and employment land over the next 20 years and while contributing to the regional and statewide need for development ready land. Highlights of the proposal include:

Housing Supply

The Portland region is experiencing a housing shortage crisis. The severe shortage of housing has increased prices and reduced affordability for all metro residents. Between 2017 and 2022, our region experienced a 50.4% increase in homelessness[1]. The Sherwood West Concept Plan will help address this shortage by providing a minimum of 3,117 new residential units including mid-rise apartments, missing middle housing, and single-family detached residences. The Concept Plan leans into the production of missing middle housing and goes beyond the requirements of Oregon House Bill 2001. By requiring a minimum amount of middle housing in the planning area, Sherwood West will provide housing opportunities meeting a wide range of family sizes and incomes in the coming decades.

[1] Oregon Executive Order 2023-02

Employment Land Supply

The expansion application includes over 20 Letters of Support from key employment stakeholders in our region who recognize the importance of industrial land to economic competitiveness and shared prosperity. This understanding of industrial land need is shared by the 2022 Semiconductor Competitiveness Task Force who's report "Seizing Opportunity" found that the limited supply of industrial land in the state has become a barrier to achieving shared prosperity in the state. While recognizing the important of the Portland region as the heart of the semiconductor industry, the report says, "Oregon faces a severe shortage of development ready large industrial sites and if left unaddressed, presents a threat to Oregon's semiconductor industry competitiveness." To provide the opportunity for manufacturing jobs, including those in the semiconductor industry, the Sherwood West includes a 130-acre employment zone with the opportunity to assemble an approximately 95-acre site. Sherwood is prepared to build on it's location in the heart of the Silicon Forst to attract semiconductor and related industrial jobs to our region.

Development Readiness

Since 2018, significant investments have been made towards future growth in Sherwood West. If an expansion is granted, Sherwood will continue to place an emphasis on development readiness to build on the following investments:

- Sherwood High School - During the 2018 urban growth decision, Metro approved a boundary expansion for a new 71-acre high school in Sherwood West. The high school opened in 2020 and with it, street and infrastructure improvements at a key development node. The high school is expected to serve as an anchor for new housing and mixed-use development in the "West District" of the planning area just off Highway 99W.

- Key Infrastructure Investments - The City broke ground on a new pedestrian bridge that will connect Sherwood West and the Sherwood High School with the Woodhaven neighborhood across Highway 99W. The pedestrian bridge will allow safe and convenient crossing of the highway and will further support housing and mixed-use development around the high school. In addition, Clean Water Services (CWS) is expected to start construction in 2024 on two regional sewer projects to serve Sherwood West - the Brookman Trunk Line and the Chicken Creek Force Main.

- Property Owner and Stakeholder Support - Many property owners in Sherwood West are supportive of the plan and of the expansion. Prior to deciding on an expansion application, the City held an open house and surveyed attendees on their preferences for Sherwood West. 64% of respondents supported a full expansion proposal, 25% supported a partial expansion, and 11% supported no expansion. Over 50% of respondents owned or had property under contract in Sherwood West.

  In addition to property owner support, the following organizations have provided a Service Provider Letter or Letter of Support for the Sherwood West UGB expansion:

  - Washington County
  - Clean Water Services
  - TriMet
  - Tualatin Valley Fire and Rescue

- Sherwood School District
- Port of Portland
- Portland General Electric
- Greater Portland Inc.
- Westside Economic Alliance
- Sherwood Chamber of Commerce
- Washington County Chamber of Commerce
- Commercial Real Estate Development Association (NAIOP)
- Oregon Business and Industry
- Technology Association of Oregon
- Society of Industrial and Office Realtors
- Oregon Manufacturing Extension Partnership
- Grella Strategies
- Home Builders Association of Greater Portland
- Others in the housing and economic development industry

The Sherwood West proposal builds on our region's strong history planning and is poised to deliver needed residential and employment land. We look forward to an opportunity to discuss the merits of this proposal with you. Thank you for your consideration.

Eric Rutledge

ER

Community Development Director

SHERWOOD WEST CONCEPT PLAN

Attachment B

Title 14 Findings



Urban Growth Management Functional Plan Title 14 Response for Residential Uses

This narrative addresses Metro's Urban Growth Management Functional Plan Title 14 for Urban Growth Boundary (UGB) expansions that include a residential component. The Sherwood West Concept Plan (Concept Plan) proposes a mixture of residential and employment land to meet local and regional land needs over the 20-year planning period.

Applicable Metro UGFP Title 14 Factors in **bold** with the City's response is in plain font.

1. **Whether the area adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.**

   The Portland region and state of Oregon are experiencing a housing shortage crisis. The severe shortage of housing has increased costs and reduced affordability for residents of Sherwood, the Portland region, and the state. As discussed below, Sherwood has a deficit of land for 608 housing units within its current UGB. The Sherwood West Concept Plan proposes a minimum of 3,120 new housing units to address the City's current deficit of residential land and additional demand that is expected while the region and state continues to face a severe shortage of housing.

   On December 1, 2020, the Sherwood City Council adopted the 2019-2039 Housing Needs Analysis (HNA) as an element of the *Sherwood 2040 Comprehensive Plan.*[1] The comprehensive plan amendment incorporating the HNA was processed as a Post Acknowledgement Plan Amendment (PAPA) with the Department of Land Conservation and Development (DLCD). The 21-day appeal period for the PAPA was completed on December 22, 2020. No appeals were filed and Sherwood's 2019-2039 HNA is considered to be 'acknowledged' by DLCD.

   The adopted HNA complies with Statewide Planning Goal 10 and its implementing Metropolitan Housing Rule (OAR 660-007), as well as Metro's 2040 Functional Growth Management Plan. Goal 10 requires the City to plan for residential development to meet the identified housing needs within an urban growth boundary at particular price ranges and rent levels. Forecasts used in the HNA were coordinated with Metro's regional growth forecast and population distribution (Metro 2040 TAZ Forecast by Households, January 2016).

   Consistent with Statewide Planning Goal 10, the HNA evaluates whether Sherwood can provide a variety of housing types that to address the needs of diverse household sizes and incomes within its existing urban growth boundary. The HNA also evaluates whether Sherwood is planning for at 50%

[1] 2019-2039 Housing Needs Analysis available at: https://www.sherwoodoregon.gov/sites/default/files/fileattachments/ordinance/46561/ordinance_2020-010_adopt_housing_needs_analysis_lu_2020-018.pdf

multifamily or attached single-family housing and if enough land is provided to accommodate forecasted housing needs through 2039.

The HNA concluded that Sherwood's Comprehensive Plan and Development Code complies with state requirements regarding housing mix and alignment with incomes, but the City does not have enough land capacity to accommodate forecasted growth. Sherwood can accommodate about 65% of the forecasted housing demand in areas within the existing city limits and UGB. Sherwood has a deficit of land for 608 residential dwelling units for the twenty-year planning period even at full build out of the city's existing urban growth boundary areas including the Brookman Addition. The City is proposing to address this deficit by providing housing opportunities in Sherwood West.

Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1% per year. In comparison, Sherwood's population grew at 3.4% per year between 2000 and 2013 and 8% per year between 1990 and 2013. The growth rate of Metro's forecast for household growth (1.1% avenge annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth, which would significantly impact Sherwood's ability to provide a range of housing at a variety of price points for existing and future Sherwood residents. The HNA recommends adding Sherwood West to the UGB to meet the identified need of housing under the regional forecast, which could be much greater than 608 units based on historical trends and the current housing crisis. Sherwood West area is necessary to accommodate a range of housing options at a variety of price points to address the current shortage of housing options for residents the city and region.

In addition to the regional housing crisis, housing development in Sherwood West is expected to be successful because of the strong planning incorporated into the Concept Plan and early investments into implementation. In 2017, Metro approved an 82-acre UGB expansion to accommodate an urgent need for additional school land. This expansion area is now occupied by Sherwood High School. The high school is located within the larger Sherwood West boundary and is a significant investment that will act as a catalyst to housing development when the surrounded urban reserve land is brought into the UGB. Road, sewer, storm, and water infrastructure has been installed around the high school which new mixed-use and high-density housing can take advantage of, as envisioned in the Concept Plan.

Other early investments and strong planning will also allow additional housing beyond the need stated in the 2019 HNA to be realized. Sherwood is currently constructing a new pedestrian bridge over Highway 99W to connect Sherwood High School to the Sherwood Family YMCA. Highway 99W represents a clear physical barrier to between Sherwood West and current city limits, and the pedestrian bridge will provide a safe and convenient pedestrian crossing of the highway to serve new residents in Sherwood West. The City is also partnering with Clean Water Services to plan and construct needed sewer improvements to serve the area. Current projects intended to serve Sherwood West include the Brookman Trunk Line extension, Sherwood Trunk line upgrades, and the Chicken Creek Pump Station and Force Main. See Appendix N of the Concept Plan for additional detail on infrastructure investments that are currently underway.

Housing Choices in Current City Limits

The Metropolitan Housing Rule (OAR 660-007) requires Sherwood to "provide the opportunity for at least 50% of new residential units to be single-family attached and multi-family" and to "provide for an average density target of six dwelling units per net buildable acre." Sherwood is meeting its obligation to plan for needed housing types for households at all income levels. However, the forecast in the HNA shows increased demand for lower-cost housing types, such as single-family attached and multifamily units, which meet the needs resulting in the changing demographics in Sherwood and the Portland region.

To help meet this demand, Sherwood allows middle housing in all zones that allow single-family detached residences. Sherwood has removed density maximums for most middle housing types in residential zones to encourage the production of smaller and more affordable units. The City has also removed parking requirements in for a majority of the Town Center which will "right-size" the amount of parking being provided in middle housing, multi-family and mixed-use developments and reduce the cost of housing on a per unit basis. Finally, the City has a fair and efficient process for variances related to housing projects. The City has not denied a variance for housing in over 10 years, and two recent high-density housing developments in the Town Center received land use approval with variances.

In addition to the policies and practices above, Sherwood is in compliance with Metro Title 7 Housing Choice, as indicated in the 2023 Compliance Report released on January 10, 2024.

Housing Choices in Sherwood West

Planning for a variety of housing options in Sherwood West that will meet the needs of a wide range of existing and current residents was a key objective of the concept planning process. Sherwood West has been planned to provide housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households. The plan calls for cottage cluster and middle housing only zones to ensure that smaller and more affordable units will be constructed. Market trends currently favor single-family detached housing in Sherwood, and the plan will address this by excluding single-family detached housing in certain areas. As part of the Comprehensive Planning and Development Code updates, the City will consider incentives to middle housing production to ensure private investment in these zones and housing types.

In addition to taking a bold approach to middle housing, the Sherwood West Concept Plan will provide for more traditional multi-family and mixed-use development. Over 90-acres of net developable land is planned for multi-family and mixed-use development. Taken together these zones can accommodate approximately 1,500 multi-family units (at 16 units / acre) that will be naturally more affordable than single-family detached housing. These zones are planned in or near commercial and employment centers to reduce dependency on vehicles to further reduce the cost of living by reducing dependency on cars and regional commutes.

2. Whether the areas has been concept planned consistent with section 3.07.1110 of this chapter.

The Sherwood West Concept Plan is compliant with Title 11 Concept Planning requirements for Metro's consideration of a UGB expansion. City staff and the project's consultant team engaged with Metro staff to understand Metro code requirements for Concept Plans throughout the planning process. Metro staff sat on the Citizens Advisory Committee and provided thoughtful and productive feedback throughout the planning process. City staff, the consultant team, as well as the

Citizens Advisory Committee and Technical Advisory Committee carefully considered the planning requirements in Title 11 and responded to the criteria through specific elements of the plan. Complete Title 11 findings are included as Appendix P to the Concept Plan.

A summary of compliance with Title 11 code requirements is provided below:

- The Concept Plan proposes a mixture of residential and employment uses to address existing land shortages while creating a complete community. Consistent with Metro Code 3.07.1110(b)(1)(A) – (B), the Concept Plan proposes a diverse set of land uses that will make efficient use of public systems and support pedestrian and bicycle travel to commercial and civic services.

- The Concept Plan plans for a range of housing options to meet a variety of incomes and housing needs. In a suburban housing market like Sherwood, the baseline requirements of HB 2001 may not result in a diverse housing stock. To ensure that middle housing is constructed in Sherwood West, the Concept Plan calls for middle housing and cottage cluster only zones. The City will consider incentives to encourage development in these zones during implementation of the plan.

- The Concept Plan plans for a variety of employment uses, including Sherwood's targeted industries within the City's adopted Economic Opportunities Analysis. Employment opportunities in Sherwood West will range from retail services to manufacturing and research and design. From the southern Hospitality District to the Northern Mixed-Employment zone, job opportunities close to home for existing and future residents a key priority Sherwood West.

- The Concept Plan provides a well-connected transportation framework linking streets, parks, trails for biking and walking and parks, that provide multi-modal transportation options within Sherwood West to housing, jobs, and commercial services. Sherwood West is envisioned as a community where the housing, jobs, and commercial services can be reached by foot or bike. The diverse set of future land uses near each other will be connected by transportation system that serves all users.

- The Concept Plan calls for protection of natural areas and ecological systems with a bold vision for the Chicken Creek Greenway. The Chicken Creek Greenway will connect to the Tualatin Valley National Wildlife Refuge and lean into Sherwood's history of protecting ecologically important sites. The greenway concept preserves and enhances the Chicken Creek corridor by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails.

- The Concept Plan is intended to be compatible with existing farm and forest practices surrounding the urban reserve. Sherwood's roots are as a farming community and Sherwood West land uses have been intentionally placed to respect the surrounding farm and forest uses. The Hospitality District at the south end of the planning area will serve as the "Gateway to Wine Country" and will spotlight the region's robust wine and small-scale agricultural industries.

<u>Governing Body, County and Special District Support</u>
The Sherwood West Concept Plan was accepted by the Sherwood City Council via Resolution 2023-060 and a refinement of the Concept Plan was accepted via Resolution 2024-013. Resolution 2024-013 also expressed support for the UGB expansion application and authorized the City Manager or designee to submit the application to Metro for the 2024 cycle.

The City of Sherwood will provide most urban services and governance in Sherwood West if the area is added to the UGB. City services include water, sanitary sewer, storm, streets, and parks, recreation, and open space. Letters of Support or formal Intergovernmental Agreements (IGA) have been obtained for other urban services including fire protection (Tualatin Valley Fire and Rescue), mass transit (TriMet), and regional sewer and storm sewer (Clean Water Services). An IGA has been executed with Washington County to further coordinate on roads and streets within the planning area. An existing Urban Planning Area Agreement with Washington County details annexation authority and comprehensive planning requirements for Sherwood West. Finally, the City has obtained numerous letters of support from property owners, developers, non-profit and quasi-governmental agencies. All agreements and Letters of Support are included as part of the application.

3. Whether the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 of this chapter in existing urban areas.

Sherwood is an edge community within the Metro region and as such contains a 'Town Center' that is intended to serve tends of thousands of people within a two- to three- mile radius. Sherwood's Town Center extends from "Old Town" to the "Langer Drive Commercial District", connecting the city's historic center with newer commercial development along Highway 99W. The Sherwood City Council adopted the Town Center Plan on September 17, 2013, as well as the amendments to the Comprehensive Plan to recognize the Town Center boundary and to establish policies and strategies for the development and re-development of property within the boundary.

It has been ten years since the adoption of the Sherwood Town Center Plan. The State of the Centers Atlas (updated 2017) provides a summary of the status of the Sherwood Town Center in meeting the desired outcomes of Centers. The summary shows that the Sherwood Town Center scores above average for park access, average for private amenities, bike route density, sidewalk density, and people per acre, and below average for transit access and block size compared to other Metro designed Centers. The Atlas provides a comparison between 2011 and 2017 of the desired outcomes. Of the seven categories, Sherwood had significant improvement in the bike route density score, minor improvements in the park access, average for private amenities, block size, sidewalk density, and people per acre scores, and no improvement in the transit access score. Transit access continues to be difficult to achieve in Sherwood due to the lack of regional nature of the transportation system. Despite a need and desire for additional transit service, many transit funding and investment decisions are outside the control of local governments like the City of Sherwood.

Since adoption of the Town Center Plan, Sherwood taken action and invested in a number of improvements with tangible results towards the objectives of Title 6. Most of the improvements were funded by tax increment dollars associated with the City's previous Urban Renewal Agency focused on Old Town. Below are some examples of the policy changes, land use decisions, and capital improvements within Old Town and the greater Town Center that implement the UGMFP and 2040 Growth Concept:

- Allowing high-density multi-family development as a permitted use in all commercial zones
- Providing a complete waiver of parking requirements for Old Town and most development within the Town Center in conformance with Climate Friendly and Equitable Communities standards for parking reform near frequent transit

- Approval of all housing-related variances for multi-family housing within the Town Center since adoption

- City-funded sidewalk and bicycle improvements the entire length of Larger Farms Parkway, which spans the Town Center from north to south along its eastern edge of the Town Center.

- City-funded construction/reconstruction of the sidewalks, pathways, and alleyways in Old Town to be multipurpose sidewalks.

- Reconfiguration of streets in Old Town to encourage greater walkability and interconnectedness with the Town Center

- Multiple wayfinding monuments to facilitate greater awareness of the unique characteristics of the Town Center as described in the Town Center Plan's policies.

- Construction of a performing arts center, library, city hall, parking, and Cannery Square

- Funding and construction of the Cedar Creek/Tonquin Trail identified in the Sherwood Town Center Plan's Bike/Pedestrian Improvement List.

- Bicycle improvements have been made at Highway 99W at the Meinecke and Sherwood Boulevard intersections in conjunction with private multifamily or mixed-use development. These improvements are also identified on the Bike/Pedestrian Improvement List of the Town Center Plan

The Sherwood West Concept Plan proposes a mixture of employment uses that will enhance strengthen the city's Town Center. Both of the primary employment areas in Sherwood West are within the 2-3 mile service radius envisioned by the regional plan. The mixed-employment and hospitality zones will offer complementary uses that will strengthen the Town Center by encouraging more housing and visitors. The mixed-employment zone will target advanced manufacturing, research, and design firms with employees that need a convenient place to eat, shop, and have other daily and weekly needs met. The Town Center includes service oriented commercial land uses that are not envisioned for the mixed-employment or hospitality districts. With the additional employees (and residents) in Sherwood West, the Town Center is expected to grow and become an even more important center for urban and activities.

The Hospitality District at the southern end of the Sherwood West boundary is envisioned as a destination for local, regional, and even international visitors. This area will serve as a gateway for visitors to the Willamette Valley wine country coming from Portland. The land uses in the hospitality zone are expected to bring new employees and visitors to Sherwood that will pass through the Town Center on their way to the district and greater Willamette Valley on Highway 99W. The Town Center will provide services that that the hospitality and mixed-employment zone do not, such as gas, grocery shopping, and other large-format retail that may be necessary or desirable to visitors on their trip.

Finally, the existing and planned transportation network will provide a safe and convenient route

between the Town Center and future employment uses in Sherwood West. Roy Rogers and Tualatin-Sherwood Rd. are being widened by Washington County with multi-modal transportation options that will connect the mixed-employment zone with the Town Center. SW Edy Rd. is identified as a Major Street Improvement Transportation Project by Washington County and will connect residential development in Sherwood West with the Town Center including Old Town via Sherwood Blvd. The new Highway 99W Pedestrian Bridge being completed by the City and ongoing development along Highway 99W that includes frontage improvements will continue to enhance the corridor and provide opportunities for multi-modal transportation options within and between employment uses in Sherwood.

4. **Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing units in its existing urban areas.**

Sherwood has had success in increasing the supply and diversity of housing types in its existing urban areas. Over the past few years, several multifamily developments have been constructed in the high-density residential zone in Sherwood's urban areas. The construction and permitting of multifamily development in Sherwood's Old Town has been especially successful. According to the HNA, between 2015 and 2017, 69% of building permits issued in Sherwood were for multifamily housing. Specifically, the permits issued were for market-rate apartments. This was a shift from the period 200-2014, where 69% of the building permits issued were for single-family detached housing, 9% for single-family attached housing, and 23% for multifamily housing. Within the last eight years Sherwood has approved the following multi-family projects in Old Town Sherwood and the Town Center:

- The Springs – A large senior living facility
- Oregon Street Townhomes – market rate condos
- Old Town Live/Work units – market rate live/work condos
- Old Town Apartments – market rate apartments
- Sherwood Blvd. Multifamily – market rate apartments
- Sherwood Plaza Zone Change – 3.3 acre zone change from commercial to high density residential

Sherwood has also realized the development of several retirement/assisted living communities within the existing urban center. Over 200 units of independent or assisted living units have been developed in the city since 2018 (The Ackerly; The Springs). These units provide housing to seniors who may not be able to afford or physically live in the larger housing types developed throughout the City. The independent/assisted living communities are located in the center of the City and provide the seniors with walkability and public transit to the services they need and desire.

<u>Policy Changes to Encourage Affordable Housing</u>
Sherwood is taking an important step in making a significant investment in preserving and increasing the supply and diversity of affordable housing units in its existing urban areas. Sherwood adopted a new Comprehensive Plan, *Sherwood 2040* in 2021 which includes the following policies:

- Plan new residential developments to integrate with existing Sherwood as complete neighborhoods where community members can live, learn, shop, and recreate

- Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.

Sherwood has completed a Housing Needs Analysis (HNA) for the 2019-2039 planning period that estimates housing needs by all income levels. The results of the HNA provides the city with the technical and factual background relating to current and future housing needs including the projected need for housing at 80% of the median family income of Washington County. The HNA provides policy considerations of how Sherwood can increase multifamily housing growth in its core areas. Through the Comprehensive Plan update and implementation of House Bill 2001, the City is taking an action and making an investment in planning for the supply and diversity of housing within the existing urban areas as well future urban areas that meets the projected needs and incomes of existing and future residents.

ADU's and Middle Housing

To incentivize housing at all income levels, Sherwood's Zoning and Development Code allows accessory dwelling units (ADU) outright in all residential zones. The allowance of ADUs in all residential zones without the barrier of the applicant having to go through a discretionary land use action makes the development of the ADUs more feasible and affordable to the homeowners. In 2022, 4% of the residential units permitted in Sherwood were ADUs.

The City has also implemented HB 2001 and now allows middle housing types (duplex, plexes, townhomes, cottage clusters) in all residential areas that also allow single-family detached housing. Middle housing allows for a greater variety housing types in single-family detached areas and creates more efficient use of residential lands inside the City's UGB. For example, the city's development code now permits a triplex on a traditional 5,000 SF lot which triples the base density of the zone. The middle housing policy is expected to result in smaller and more affordable units throughout the city in existing neighborhoods. Looking towards Sherwood West, the Concept Plan goes a step further and proposed Middle Housing only zones to ensure a minimum number of more affordable units is provided.

Reduced Parking Mandates

A specific action Sherwood has taken to incentivize the development of diversity of housing types in the City is to update it code to reduce parking requirements in Sherwood's Old Town. This action was taken prior to the Climate Friendly and Equitable Community rulemaking that reduces off-street parking requirements in areas of Sherwood. This action is listed as an example in the region's Equitable Housing Initiative to increase the diversity of market-rate housing. The action has aided in the development of several multifamily and mixed-use developments in Old Town since the reduced parking standards were adopted.

The City is now implementing Climate Friendly Equitable Community rulemaking which is expected to further reduce the cost of housing by "right-sizing" the required amount of parking for new development. Most of the Town Center will not require any parking associated with new housing development. Other multifamily projects will benefit from a reduced parking requirement per unit.

Housing in Commercial Zones

The Sherwood Zoning and Development Code also allows for multi-family housing development in commercial zones. The allowance of mixed-use development in the City's commercial zones provides for the opportunity for multi-family housing and contributes to the creation of vibrant, walkable

communities that serve the needs of residents.

5. Whether the city responsible for preparing the concept plan has taken action to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan

Metro seeks to make urban growth management decisions that advance the region's six desired outcomes. Below are Sherwood's responses addressing how Sherwood is taking action to achieve the outcomes in its existing urban areas, as well as how the proposed expansion may advance these outcomes. The responses below also outline Sherwood's opportunities and constraints in achieving positive results.

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.

Sherwood is a place known for its family-friendly small-town character. Residents of Sherwood state that the small town feel, walkable neighborhoods, great parks and trails, top-ranked schools, and a strong sense of community make up Sherwood's unique identity. Sherwood is continually recognized in nationally produced publications as one of "America's Best Small Town" (5th Place, Money Magazine 2013), "Top Ten Places for Families" (Family Circle Magazine, 2009), and "Best Places to Live" (18th Place, Money Magazine, 2007). Contributing to this success is Sherwood's historic downtown, miles of walking trails, annual Robin Hood Festival, a Center for the Arts, and its adjacency to the Tualatin River National Wildlife Refuge.

Existing Town Center

In 2013, Sherwood developed a Town Center Plan, which included three districts in Sherwood's existing urban area. The Sherwood Town Center Plan designates and lays out a plan for a walkable urban center that meets regional planning objectives and guides future growth and development in a unique way to Sherwood. The Town Center includes the Old Town Overlay District as well as centrally located large format retail centers. This mixture of small scale and large format retail provides opportunities for Sherwood residents to meet their everyday needs without driving far distances or driving at all. The Old Town District provides restaurants, wine tasting, hair and beauty services, tax and accounting services, among other commercial services. The large format retail centers provide grocery shopping and other commercial retail opportunities that are less compatible with historic buildings and small spaces.

Sherwood has been successful in reducing regulatory and other barriers to mixed-use, pedestrian-friendly, and transit-supportive development in its Town Center and Old Town in recent years. The City reduced parking requirements (prior to CFEC) to provide flexibility in the design of multi-family and mixed-use development within Old Town. At the same time the building height limits were increased to allow for mid-level multi-family and mixed-use development. The City encouraged the use of planned unit developments to transfer densities among multiple sites to allow for denser mid-rise residential construction. Most recently the City has further reduced parking requirements in accordance with CFEC regulations for almost all properties within the Town Center.

In addition to policy changes to encourage a walkable community, the invested in sidewalk and bicycle improvements the entire length of Larger Farms Parkway, which spans the Town Center north to south along its eastern edge. The City also reconfigured and redeveloped streets in the

Old Town core to encourage greater walkability and interconnectedness with other districts of the Town Center. Recent planning efforts have focused on extending the local and regional trail system into and out of the Town Center. A portion of the Cedar Creek / Ice Age Trail was completed in 2022 which will provide an off-street connection between Highway 99W in the north and Old Town in the south.

Sherwood West Proposal

The proposed expansion area plans for a place where people will live, work, and play in vibrant communities where their everyday needs are easily accessible. The Sherwood West Concept Plan was developed as a long-range planning tool and illustrates how Sherwood West could be incorporated into the fabric of the City over time in a manner that respects and reflects the strong sense of community and livable neighborhoods. The vision for Sherwood West was informed by the great community attributes that make Sherwood's existing neighborhoods special. These include:

Liveable and Connected Streets: The Sherwood West area is adjacent to and a part of Sherwood's network of streets that carry both local and regional traffic. As the City of Sherwood grows, a well-designed and connected network of streets in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Active Transportation: Within the Sherwood West area, trails that connect between local parks, green spaces, schools, neighborhoods and employment areas will help to encourage walking, rolling, and biking. There is an opportunity to pre-plan key connections between new growth in Sherwood West and existing areas of Sherwood. There is also an opportunity to ensure future transit can be as successful as possible. In addition, the inclusion of "micromobility" services, like bike-sharing and scooters, can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops to help fill gaps in transit access (the "first and last mile" of a trip) and to provide options for getting to and from school, work, and leisure activities.

Great Neighborhoods: The vision statement provides guidance in its citation of "families… well-connected streets… walkable… variety of well-designed housing… natural extension of Sherwood's neighborhoods… natural landscape… network of natural areas, parks, and trails." The quarter-mile radius that is typical of these existing neighborhoods contributes to Sherwood's "small-town feel." This scale of organization is reflected in the walkable, "ten-minute neighborhoods" design of Sherwood West. Sherwood West's zoning will allow for a wide range of housing types, guided by Sherwood's design guidelines and standards.

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

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

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

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

A thriving and diversified economy is one of the six core areas of the Sherwood 2040 Comprehensive Plan. In recent years Sherwood has placed its focus on attracting living wage jobs to the City that take advantage of the region's existing economic advantages. The City of Sherwood's UGB has significantly outperformed Washington County in terms of employment growth over the last decade. The average annual growth rate from 2010 through 2020 was 3.1% compared to a countywide average of 1.9% during the same period. The robust job growth in the last few years had demonstrated demand for land, significantly exceeding recent growth forecasts.

A key area of job growth is Sherwood's Tonquin Employment Area which sits along the city's eastern edge along SW Tualatin-Sherwood Rd. The Tonquin Employment Area has seen strong employment growth within the last six years, as 195 acres of land have been annexed into the City for development and 1.6 million square feet of Employment Industrial zoned land has received site plan approval for development. Recent developments include T-S Corporate Park and the Sherwood Commerce Center, which house all traded-sector employers, including LAM Research, DW Fritz, Rahi, NSI, and Olympus Controls. These trends not only contribute to the success of traded company sectors within the Portland region, but they also provide the opportunity for more Sherwood residents to live and work in the community.

<u>2023 EOA and Sherwood West</u>
In 2023, Sherwood completed an update to the City's Economic Opportunities Analysis (EOA), which is adopted as an element of the City's Comprehensive Plan. The 2023 EOA indicates that Sherwood has a deficit of 277 acres of employment land for the 20-year planning period. The proposed expansion area in the Concept Plan identifies land to be designed for mixed-employment, hospitality, mixed-use, and neighborhood serving commercial. The mixed-employment and hospitality zones are expected to build on the region's economic advantages and provide opportunity to current and future residents.

The mixed-employment zone will be the primary employment area for Sherwood West and will accommodate office, light industrial, and flex employment uses. The zone will create the opportunity for technology and traded sector businesses to grow in the region – providing a space for stable, high paying jobs. The mixed-employment zone has been planned with anticipation of new development occurring in the SW Roy Rogers Rd. and SW 175th Ave. corridor in Washington County.

The hospitality zone will capitalize on the economic competitiveness and prosperity of the region by capitalizing on Sherwood's location. Sherwood sits at the base of the Willamette Valley's Chehalem Mountains, home to some of Oregon's oldest and most celebrated wineries. The Concept Plan envisions locally driven lodging, restaurants, tasting rooms, small-scale retail, and other uses associated with wine and specialty agriculture that defines our region. As Willamette Valley is an important regional and statewide draw of leisure and tourism – there is a

strong opportunity to attract unique lodging, restaurants, tasting rooms, agri-tourism, and small retail shops to this area of Sherwood West. The hospitality area has the potential to provide jobs, business opportunities, and recreation to current and future Sherwood residents and others in the surrounding communities.

3. People have safe and reliable transportation choices that enhance their quality of life.

The Sherwood community sits on the southwest border of the Portland metropolitan region. Choices for transportation in and out of the City are primarily by private vehicles via Highway 99W, Tualatin-Sherwood Road, and Roy Rogers Road. Tualatin-Sherwood Road is developed as a multi-modal street with sidewalks and bike lanes its entire length from Tualatin to Sherwood, where it terminates at 99W. Today, Sherwood residents primarily travel in the northeast direction to Tigard, Tualatin, and Portland and to a lesser extent, to the north to Beaverton, Aloha, and Hillsboro for work trips. Each of these facilities operate with heavy congestion during many hours of the day. In general, these arterial roads provide safe and reliable transportation options to the people living and working in Sherwood as well as visitors coming to Sherwood or passing through to other destinations. Some travelers opt to use more rural roads to get to their destinations due to the congestion on the arterial roads. However, these facilities are not intended to be used by high vehicle traffic volumes, and any design constraints often result in safety concerns when heavily used.

TriMet operates transit service into Sherwood with two routes that provide people with transportation options to other areas in the Portland Metro Region. Sherwood lies on the southwestern boundary of the TriMet service district. Route 94 originates in Tigard and terminates in Sherwood's Old Town Transit Center, and Route 97 originates in Tualatin and terminates on Langer Drive and 99W in Sherwood. TriMet provides safe and reliable public transportation options for Sherwood residents, workers, and visitors. However, buses are subject to the same congestion and delays that are experienced by other regional travelers, which makes bus transportation a less attractive travel option. No additional transit services are planned on other regional routes through Sherwood. However, Sherwood continues to partner with and take part in regional transit studies, including the Washington County Transit Study (2023) and TriMet's Service Enhancement planning.

For transportation choices within Sherwood, Sherwood prides itself on its system of interconnected walking/biking trails and expansive system of sidewalks. In total, over 6.5 miles of paved multi-use trails are present in the City's existing open space system. These trails provide connections through Sherwood's open space and parks, providing important connections between neighborhoods, schools, parks, Sherwood's Historic Old Town, and other services.

The Cedar Creek Trail/Tonquin Trail is a planned off-street multi-modal hard surface trail that runs through Sherwood, paralleling Cedar Creek and connecting to the planned 15-mile Metro Regional Ice Age Tonquin Trail. The City received a federal Regional Flexible Fun grant for the design and construction of the portions of the trail. The Cedar Creek opened following a ribbon-cutting ceremony on September 24, 2022. Ultimately, the intention is to connect the Cedar Creek Trail to the Tualatin River National Wildlife Refuge just outside the city limits to the north. Once completed, the Cedar Creek Trail will provide additional non-motorized transportation options to people who want more off-road transportation choices.

Within the Title 11 report, the Sherwood West Refinement Plan shows associated transportation facilities expected within the bounds of the proposed expansion area. The most notable transportation improvement that will improve the safety of transportation choices in Sherwood is the proposed improvement of Elwert Road from a two-land rural road to a 3-lane urban road with bike lanes and sidewalks constant with Washington County's TSP. During the public outreach for the proposed UGB expansion, the community's number one concern was the unsafe existing condition of Elwert Road and the Elwert/Edy intersection. The Concept Plan also proposes an alternative re-route of Elwert that would help slow traffic in the area. The proposed improvements to Elwert are expected to be financed with the proposed expansion and would create a safer transportation choice for Sherwood's citizens, future Sherwood West residents, and students and families traveling to and from the new Sherwood High School.

4. The region is a leader in minimizing contribution to global warming.

In Sherwood's urban center, the City made several investments specifically aimed at reducing carbon emissions. As part of the Old Town redevelopment, the City installed solar panels on the Center for the Performing Arts, installed three electric car charging stations, and replaced all the street lights with energy-efficient LED lights. By making visible energy-saving investments in its downtown area, Sherwood is taking the first steps to address the reduction in carbon emissions. The energy-saving investments in Old Town served as examples to address carbon emissions as part of the city's Sherwood 2040 Comprehensive Plan Update[2].

The proposed UGB expansion area plans an estimated range of housing units between 3,117 - 5,582 based on how much middle housing is constructed in neighborhoods. The plan supports the opportunity of fifty percent (50%) or more of the new units to be constructed as multi-family construction. The addition of new housing construction with a range of housing types will provide a significant amount of new housing in Sherwood for a range of incomes in the community. The new units will provide housing opportunities for individuals and families that often locate to surrounding cities or unincorporated Washington County instead of Sherwood due to the limited supply of housing in Sherwood. The range of housing choices anticipated for the proposed expansion area will potentially reduce the spillover growth from Sherwood to the surrounding area.

In addition to new housing units, the proposed UGB expansion area estimates 4,524 new jobs to be created. According to 2019 Census data, approximately ninety-two percent (92%) of local Sherwood residents work outside of the community. This suggests that some residents are seeking employment outside Sherwood because the jobs available within the city do not match their needs. Adding more employment land in Sherwood West is intended to help balance the jobs-housing ratio in the city, help balance the types of jobs in the community, and allow more residents to live and work in Sherwood, thereby reducing carbon emissions.

The Sherwood Concept Plan designs the proposed growth area to be a complete community with a range of housing options and protected natural areas. It is designed to be easily walkable and bikeable, with opportunities for nearby recreation and neighborhood retail and services. The development of the proposed growth area will provide additional bike lanes, sidewalks, and trail

[2] Sherwood 2040 Comprehensive Plan: https://www.sherwoodoregon.gov/planning/page/sherwood-2040-comprehensive-plan

connections from the existing Sherwood community to the new high in the center of the proposed expansion area. Taken together, the design of the proposed expansion area invests in future growth that is designed to reduce housing and transportation-related carbon emissions.

5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.

According to the 2023 Compliance Report for Metro Urban Growth Management Functional Plan, Sherwood is in compliance with Title 3 (Water Quality and Flood Management) and Title 13 (Nature in the Neighborhoods). The City of Sherwood is a Tualatin Basin Fish & Wildlife Habitat Program partner. The Tualatin Basin Fish & Wildlife Habitat Program implements Title 3 and 13 for Sherwood and other Tualatin Basin jurisdictions. The Clean Water Services programs (Healthy Streams, Storm Water Management Plan, new Design and Construction Standards) implement Titles 3 and 13 in Sherwood along with regulations and requirements in the Sherwood Zoning and Development Code that require street trees and tree canopy standards for new development.

Sherwood's wetland, habitat, and natural resources section of the code requires protection of wetland resources in addition to Clean Water Services, Division of State Lands, and US Army Corps of Engineers protections. The standards for protection of upland wildlife habitat and/or riparian habitat beyond the boundaries of the floodplain or Clean Water Services buffer standards are also very extensive in Sherwood. The Sherwood Development Code provides protection for all trees and woodlands when associated with a development application by requiring that trees and woodlands be protected to the maximum extent feasible and that mitigation take place when trees must be removed. The city's development code also has comprehensive tree removal standards that apply to properties even when they are not subject to a land use application or action.

The City of Sherwood has a robust capital improvement program for natural resources protection, as well as park and trail acquisition and development. The City's park and natural areas acquisition program is implemented through the City's 5-year Capital Improvement Program. It includes actions such as the planning, funding, and development of the Cedar Creek Trail/Tonquin Ice Age Trail. The Cedar Creek/Tonquin Ice Age Trail is a planned off-street multi-modal hard surface trail that runs through Sherwood, paralleling the Cedar Creek natural area and connecting to the planned 15-mile Metro Regional Ice Age Tonquin Trail.

During the development of the Sherwood West Concept Plan, the community stated that Sherwood's livability is in part defined by its access to nature, open space, and regional attributes such as the Tualatin Nation Wildlife Refuge. Sherwood has been uniquely shaped by its relationship to the landscape and creeks in particular, and its neighborhoods are organized around nature. One of the goals and associated evaluation criteria of for the Sherwood West design was that it incorporated development that protects and provides access to nature. Of the 1,291 acres of the proposed expansion area, nearly 500 acres, approximately forty percent (40%) of the Sherwood West area would be designated creek corridor open space, general open space, and parks. In the proposed design, the stream corridor buffers are generous to reflect community priorities for natural feature protection, recreation, and connectivity. One of the design options realigns Elwert Road, an arterial road in the proposed expansion area, to cross two Chicken Creek tributary streams at the narrowest points to reduce the road expansion's impact on the creek corridor. The Sherwood West Concept plan was developed to provide current and future generations with clean air, clean water, and healthy ecosystems.

6. The benefits and burdens of growth and change are distributed equitably.

Sherwood as a Whole

With the adoption of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion in 2016 and the creation of the 2015 Equity Baseline Report, Metro has committed to addressing barriers experienced by people of color and improving equity outcomes for historically disadvantaged groups. According to the adopted 2019-2039 Housing Needs Analysis (HNA), Sherwood's population is becoming more ethnically diverse. About 6% of Sherwood's population is Latino, an increase from 4.7% in 2000. Growth in the Hispanic and Latino population will affect Sherwood's housing needs in a variety of ways. The HNA also indicates that Sherwood's population is growing older. The aging of the population will result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. During the recent Comprehensive Plan Update, the City actively partnered with the School District Share Center, CASA of Oregon, local area churches, and the Sherwood Senior Center to engage the City's senior and Spanish-speaking and Latino(a) populations in the planning efforts. In addition, Sherwood became a member of the WHO/AARP network of age-friendly communities in 2024. The Council's commitment to equity and inclusivity is expressed in Resolution No. 2022-07, Adopting a City of Sherwood Diversity, Equity, Inclusion, and Accessibility (DEIA) statement that reads, "The City of Sherwood expressly supports and endorses a culture of appreciation for the inherent value of all persons in the community." These efforts are examples of the way the City is providing more meaningful engagement and can help identify better ways to promote diversity, equity, inclusion, and accessibility within all city work programs.

Currently, The City uses a range of public of engagement activities in its planning processes designed to reach people not normally engaged in traditional public outreach events. Sherwood has found greater success in boosting community involvement from a wider segment of the community when it employs outreach tools outside of traditional methods. First, Sherwood has a system of implementing a dedicated ad hoc community advisory committee recruited due to their particular expertise, experience, or representation to a particular planning project. A selection committee appoints the committee members with the goal of obtaining a committee which is representative of the segments of the community affected by the project as well as the community as a whole. Second, Sherwood uses a range of online engagement and social media tools to reach those who usually don't attend in-person events and read printed publications. These web-based tools include interactive project websites, e-newsletters and subscriptions, project videos, online surveys, social media (Facebook, Twitter, NextDoor), and virtual town halls. Third, the city also uses a method of 'go where they are', where the City engages the community in planning related outreach at places and events they are attending for another purpose. These include community events (Movies in the Park and Music on the Green, Robin Hood Festival), organization meetings (Sherwood Rotary, Chamber of Commerce, community groups, neighborhood associations), and school programs (high school clubs, civil classes, charter school field trips). Lastly, the City will make appointments with community members as well as go door-to-door when a specific group of people is affected by a particular planning process. The use of a range of public engagement tools provides communities of color more options to participate in the planning processes they might not have engaged in through traditional methods.

Sherwood offers Citizens University to all community members. Citizens University is a series of classes for Sherwood citizens who are interested in learning more about how their city

government operates. Classes are taught by various City leaders and staff with the goal of engaging Sherwood residents and helping them to prepare to serve in a range of civic leadership capacities within our city. The graduates of Citizen's University have gone on to seek elected and appointed positions, advisory boards, and positions on community advisory committees. During the process of Sherwood development, a new Citizens Involvement Program, policies and strategies to recruit underrepresented groups to attend Citizens University and apply for positions on boards and committees. Citizens University is a good tool for providing civic education and instilling confidence in those who want to serve their community.

Sherwood West Concept Plan

As described above, the Sherwood West Concept Plan process included a range of public engagement activities. The range of public engagement activities is listed in the plan. Sherwood West's design features various housing options, new employment opportunities, parks, and active transportation choices. The additional opportunities for housing, parks, jobs, and transportation in Sherwood West will provide a platform for an equitable distribution of positive outcomes that could benefit communities of color in the greater area. Sherwood West will provide walkable and bikeable amenities and transportation safety improvements for residents on the City's east side as the Highway 99W Pedestrian overcrossing project ties Sherwood High School to the YMCA, community skatepark and trail system.

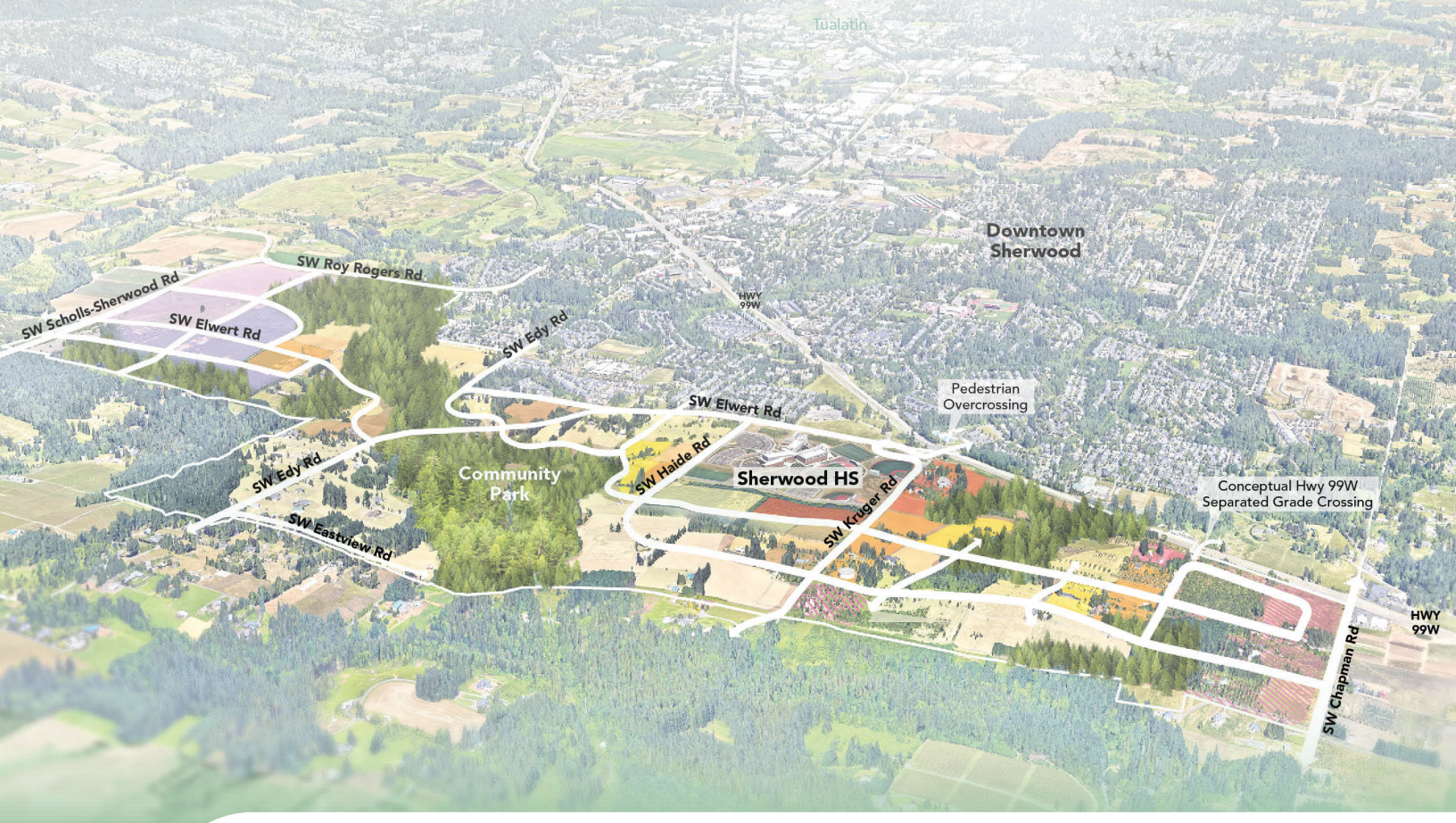
SHERWOOD WEST CONCEPT PLAN

Attachment C

Concept Plan



SHERWOOD WEST CONCEPT PLAN



FINAL CONCEPT PLAN

Re-Accepted by Sherwood City Council on March 5, 2024

City of Sherwood Oregon

007110

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Overview

The Sherwood West Concept Plan is a long-range planning document intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Sherwood West is a large Urban Reserve area located just to the west of Sherwood city limits, which the City of Sherwood has identified as an area for future growth. Future development in Sherwood West will require expansion of the Metro urban growth boundary (UGB).

This Concept Plan is an update to the Sherwood West Preliminary Concept Plan accepted by Sherwood Council on February 16, 2016 (Resolution 2016-009). Since that time, the city and surrounding areas have seen significant changes including:

- Shifting of City Council priorities focusing on employment and job growth to diversify the city's tax base,
- Construction of a new high school within the Sherwood West study area,
- Adoption of the Sherwood 2040 Comprehensive Plan, and
- Recent changes to statewide and local housing regulations to plan for "missing middle housing" in residential areas.

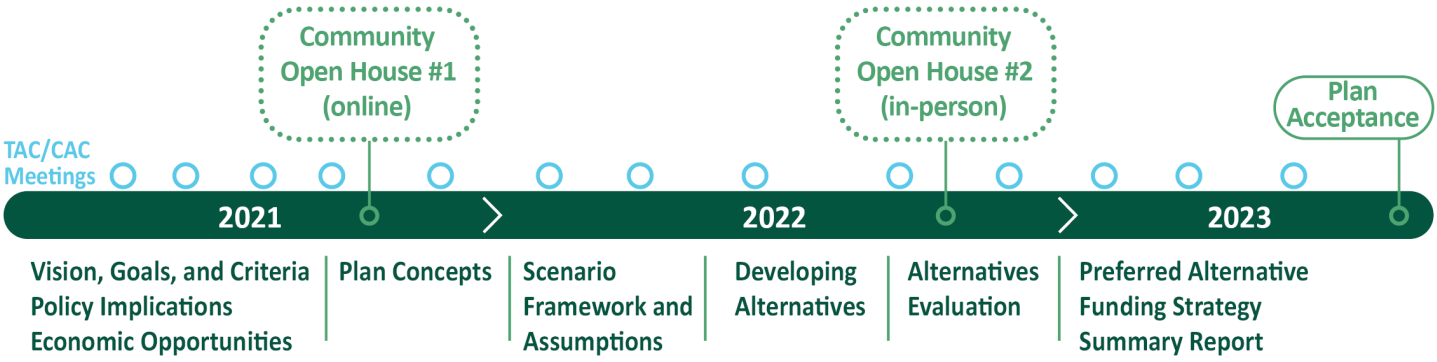
This updated plan better reflects these changing conditions, while carrying forward ideas from the Preliminary Plan that are still valid and supported by the Sherwood community.

The Concept Plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. Once the area is brought into the UGB, the City will conduct additional analysis and undertake a comprehensive planning effort to refine the general concepts that are laid out in the Concept Plan – a necessary next step prior to land being eligible for future annexation and development.

Planning and Engagement Process

The Sherwood West Concept Plan was developed between spring 2021 and spring 2023 through a collaborative planning process that engaged a multitude of Sherwood residents, business and property owners, local organizations, technical advisors, City staff, and consultants. The project timeline is depicted below.

Project Timeline



The City convened two stakeholder groups to help guide the project—the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC)—which represented a broad range of interests. Together, these committees represented a broad range of interests and expertise that helped shape the direction and result of this process.

In addition, the City provided a wide range of engagement opportunities, including community open houses, online surveys, targeted outreach to high school students, meetings with neighborhood associations, stakeholder interviews, a project webpage, and periodic emails to interested parties.

Every step of the way, Sherwood community members provided meaningful guidance and feedback. This guidance has been essential to the Sherwood West planning process and the design of the Concept Plan is a reflection of this work.

Project Goals

The project vision, goals, and evaluation criteria were developed early in the planning process to guide Concept Plan development. The following six goals helped to develop and evaluate the concepts, alternatives and recommendations:

1. The area is designed as a natural extension of Sherwood and is integrated into the existing pattern of growth in order to preserve the community's heritage and small-town feel.
2. The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.
3. Transportation facilities serve to connect, rather than divide, neighborhoods.

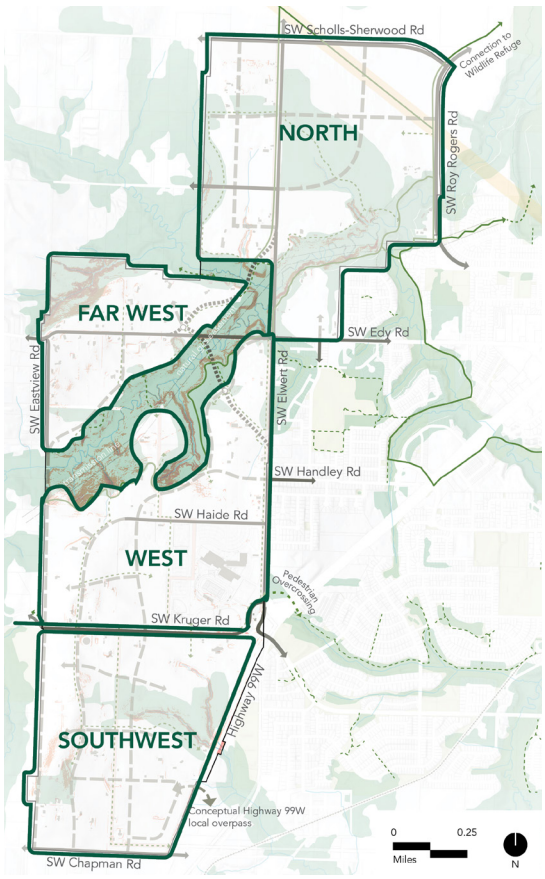
4. Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.
5. The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.
6. Growth and development are well-planned and implementation of the area is pragmatic.

Concept Plan

Land Use

The Concept Plan identifies conceptual locations for future residential, commercial, employment, and open space areas.

Study Area and Subdistricts



- Land Use Themes – Key land use themes are associated with four distinct subdistricts:
  - **North District** – Mixed Employment is the main focus of this area due to its flat topography and transportation access. The plan also locates a cluster of housing near SW Elwert Road and a community park near West Fork Chicken Creek.
  - **Far West District** – The plan designates this area for mostly low-density housing, due to existing rural homes and sloping terrain.
  - **West District** – This area surrounds the new Sherwood High School and has relatively good access to existing infrastructure. The plan includes a mix of medium and higher-density housing types near the high school and some mixed use land along Kruger Road. The plan also locates a community park nestled into the Chicken Creek Greenway.
  - **Southwest District** – The plan focuses mixed use development at the Kruger-Highway 99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops.

- **Housing** – Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood.

  Housing types that have designated places in Sherwood West include single detached homes on smaller lots; cottage clusters; townhomes; duplexes, triplexes, and fourplexes; garden apartments; and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

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

  A key theme of the Sherwood West Concept Plan is to designate land for Mixed Employment, which includes a mix of office, light industrial, and flex space uses in the same development or area of the city. The plan identifies potential areas for future Mixed Employment development, intended to accommodate the type of job growth desired for Sherwood West.

- **Schools and Civic Facilities** – Sherwood will eventually need new schools and other civic facilities, such as fire stations, library, and other public services to accommodate future households in Sherwood West. The Concept Plan anticipates an eventual need for two schools in the area—one middle school and one elementary school. Potential land needs have been factored into the plan for these facilities but, because they will not be needed until later stages of growth in the area, specific locations are not identified.

Transportation

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Key elements of the transportation plan for Sherwood West focus on north-south connectivity through the area and providing for active (non-vehicular) transportation.

- **SW Elwert Road** – This key north-south arterial street is an important opportunity for providing access and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side. The concept is to create a safe, connected, and attractive boulevard inspired by SW Sunset Boulevard, that includes: buffered sidewalks, safe crossings, bike lanes, a planted median with canopy trees, and path connections to key sites and destinations.

- **Potential Elwert-Edy Realignment** – The Concept Plan explores two options for future upgrades to SW Elwert Road and SW Edy Road: realigning the roads to reduce impacts to natural resources or maintaining the current intersection location. In either case, Elwert Road will need to be upgraded to current standards when development occurs in Sherwood West. The CAC and project team recommend the realignment option, although further analysis will be necessary before the decision about Elwert Road's alignment is finalized.
- **Active Transportation and Trails** – Trails, cycling routes, transit, "micromobility," and other ways of getting around without a car are designed into Sherwood West. These active transportation options will connect between local parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking. The Concept Plan trail framework identifies potential future trail connections between new growth in Sherwood West and existing areas of Sherwood; future safe routes to school; and opportunities to ensure future transit can be as successful as possible.

Green Space Network

The Concept Plan for parks and open space take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network will include creek corridors and their habitat areas, trails and greenways, tree and tree canopy protected by Sherwood's code, stormwater facilities, neighborhood parks, community parks, and school fields.

- **Chicken Creek Greenway** – The concept for a future Chicken Creek Greenway is an opportunity to preserve and enhance natural stream corridors, provide wildlife crossings, incorporate stormwater management practices, and provide access to nature through a network of connected walking trails.

Chicken Creek Natural Area



- **Neighborhood and Community Parks** – Park spaces are integrated into Sherwood West's overall trail and open space network. The Concept Plan identifies two possible locations for future community parks, which provide opportunities for active recreation and organized play where they can best accommodate anticipated increased demand. The plan also identifies conceptual locations for smaller, neighborhood parks to serve nearby residents.
- **Natural Resources** – Natural resource areas in Sherwood West will be preserved and integrated into the open space network. In addition to the Chicken Creek Greenway, regulations at the regional, state, and federal level will require protection of wetlands, habitat areas, and other natural resources as part of future development.

Utilities

In addition to transportation infrastructure, future development in Sherwood West will require provision of water, sanitary sewer, and stormwater utilities. Below is a summary of opportunities and potential phasing of future utility extension.

- **Water** – The area's West and Southwest districts can be served with water infrastructure in the near future. Water infrastructure will need to be extended east to west to serve the hillsides. The Far West district can be served after water infrastructure improvements, such as an additional pump station, are constructed. The North district will need further study and significant water infrastructure improvements to be served.
- **Sewer** – The West and Southwest districts also can be served with sanitary sewer infrastructure in the near future, through connection to existing and planned sewer lines. Sanitary sewer infrastructure would need to be extended into the hillside area of the West and Southwest districts and Far West district as those areas develop. An upgrade to the existing Sherwood Trunk Line is required prior to any substantial development in the West and Southwest districts. The North District will be served by the Chicken Creek Pump Station and Force Main which is partially under construction now. The remainder of the force main is required to be constructed within Highway 99W before development can occur in the North District.
- **Stormwater** – All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs. The West and Southwest districts in Sherwood West may be the easiest to serve.

Implementation

The Concept Plan will need to be formally accepted by the Sherwood City Council. City Council adoption will enable the Concept Plan to serve as a resource for future discussion about expanding the UGB and more detailed planning for growth and development in Sherwood West. There are a range of identified potential strategies and considerations for implementing the concepts laid out in the plan, including:

- **UGB Expansion Request** – The City of Sherwood will have the ability to request expansion of the UGB to include Sherwood West in 2024.
- **Infrastructure Funding Strategy** – The Preliminary Infrastructure Funding Strategy includes a high-level estimate of infrastructure costs, revenues, and potential tools for funding the development of priority districts in Sherwood West. Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on potential funding strategies.
- **Future Comprehensive Planning** – A detailed comprehensive planning process will assign land use designations and zoning, identify specific locations for major road connections, protect natural resources, and develop infrastructure plans.

- **Natural Resource Protection** – For resource areas subject Metro Title 13 / Statewide Goal 5, the City will need to further analyze specific resources, make significance determinations; conduct an ESEE analysis; and adopt plans for resource protection through the Comprehensive Plan and Development Code
- **Future Development Code Regulations**
  - *Custom Zoning* – The land use plan recommends two residential designations (Cottage Cluster and Middle Housing) and a Hospitality designation that would be implemented through custom zoning strategies.
  - *Master Planning or "Village Planning"* – Master planning for the entire area, or specifically focused on smaller "villages," can help prepare this future UGB expansion area for annexation and development. A master plan approach would allow for more certainty for coordinating multiple developments into cohesive neighborhoods; ability to coordinate unique plan elements; and coordination of infrastructure phasing and funding.
  - *Future Annexation* – The City could consider requiring or allowing Annexation Agreements (binding contracts between the property owner and City) to ensure that proposed annexations are beneficial to the City and that key elements of the Sherwood West Concept Plan are implemented.
- **Transportation and Infrastructure**
  - *Future Alternatives/Feasibility Studies* – The City will need to conduct several alternatives analyses and feasibility studies to determine the final location, alignment, and design of key transportation improvements.
  - *Public Facility Plans* – Updates to the Sherwood Transportation System Plan and Capital Improvement Plan will be necessary to incorporate street design standards and improvement projects for facilities within Sherwood West. The City's water and sewer master plans should also be updated to incorporate future utility extension in Sherwood West.
  - *Funding Tools* – To establish detailed infrastructure funding plans, more detailed cost estimates, revenue projections, and infrastructure planning is needed.
- **Continued Community Engagement** – The City should continue engaging with property owners and the Sherwood community about Sherwood West. This should include outreach via periodic email updates, the project website, and neighborhood engagement.

Next Steps

There is more work to be done to prepare Sherwood West for future growth and development. The comprehensive planning and zoning process offers an opportunity for the City to reach out to affected property owners and the larger community to refine higher-level concepts. Robust community engagement, in addition to further evaluation of the topics addressed in this plan, will be an essential component of the City's next steps in developing refined plans and future regulations for Sherwood West.

INTRODUCTION



Concept Plan Background and History

Sherwood West is a geographic area located west of the existing Sherwood city limits and adjacent to the Metro Urban Growth Boundary (UGB). Sherwood West is a designated Metro urban reserve (Urban Reserve Area 5b) and, at 1,291 total acres, is a large area for potential future growth.

Urban reserves are designated by Metro in coordination with partner cities and counties and identify land that will be considered for addition to the region's UGB for urbanization over a 50 year period. Given its size, and the location of existing infrastructure, Sherwood West is logically the best direction for the City to consider growth in the future.

Preliminary Concept Plan

Starting in 2015, the City of Sherwood undertook a community process to develop a long-range planning tool that would help guide future community discussions and decisions about the city's long-term growth. The result was the Sherwood West Preliminary Concept Plan, which was accepted by City Council in 2016.

Re-Look Project

Significant changes in Sherwood and the surrounding areas since the adoption of the Preliminary Concept Plan spurred the City to reconsider growth options for Sherwood West and embark on the Sherwood West Concept Plan Re-look project.

Shifting priorities…

- Sherwood City Council has prioritized adding employment land and job growth as a major goal to create a more diversified tax base. Sherwood West is an opportunity to help achieve that goal.
- The City adopted the Sherwood 2040 Comprehensive Plan in 2021, which updated the vision, goals, and policies for the city as a whole.
- The City updated plans for Brookman Road as a refinement of the Brookman Addition Concept Plan, the guiding planning document for the area just southeast of Sherwood West.

Changing conditions…

- The Sherwood School District constructed the new 350,000 square foot Sherwood High School on 73 acres inside the Sherwood West area.
- The city continues to see rapid growth and development. Since 1990, Sherwood has added hundreds of residents every year, with annual growth rates between 3-8%.
- Washington County completed its Urban Reserve Transportation Study (URTS), which provides updated transportation information to help with future planning in urban reserve areas.
- The State enacted new laws related to Climate Friendly and Equitable Communities, housing affordability, and other issues that will affect planning in Sherwood.

Changing housing regulations…

- The State of Oregon adopted House Bill 2001 in 2019, which directs cities to allow for "middle housing" (such as duplexes, townhomes, and cottage clusters) within areas zoned single-family residential. (Refer to Appendix B, Housing Policy Implications Memo for more information.) The City adopted new Residential Design Standards in 2021 to ensure middle housing and other housing types fit into the City's desired neighborhood character.

While many of the ideas and concepts in the Preliminary Concept Plan continue to be valid and are reflected in this update, the current plan better reflects existing and expected conditions. Specifically, the Sherwood West Concept Plan builds off the earlier accepted plan by addressing new land use and growth patterns, transportation plans, housing regulations, and opportunities for employment and economic growth.

The Role of the Concept Plan

The Concept Plan is a long-range planning tool intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. Specifically, creating and adopting a concept plan is a required step prior to amending the UGB, which is a necessary precursor to development in Sherwood West. There are specific requirements for the types of information that must be included and what issues must be considered in a concept plan in order to inform UGB amendment decisions. Metro and the State ultimately make those decisions.

Concept planning also provides a foundation for the more detailed comprehensive planning work that will follow UGB expansion. The concept plan provides a general framework for locating various land uses, transportation networks, open spaces, and public services. While vitally important as a policy document to provide planning direction, a concept plan is not a regulatory document, and the City must take additional actions to govern future urbanization. Once an area is brought into the UGB, a city will conduct additional analysis and undertake a comprehensive planning effort to assign land use designations and zoning, identify specific locations for major road connections, protect natural resources, and develop infrastructure plans within Sherwood West. For Sherwood, that later process will refine the general concepts that are laid out in this plan – a necessary next step prior to land being eligible for annexation and development.

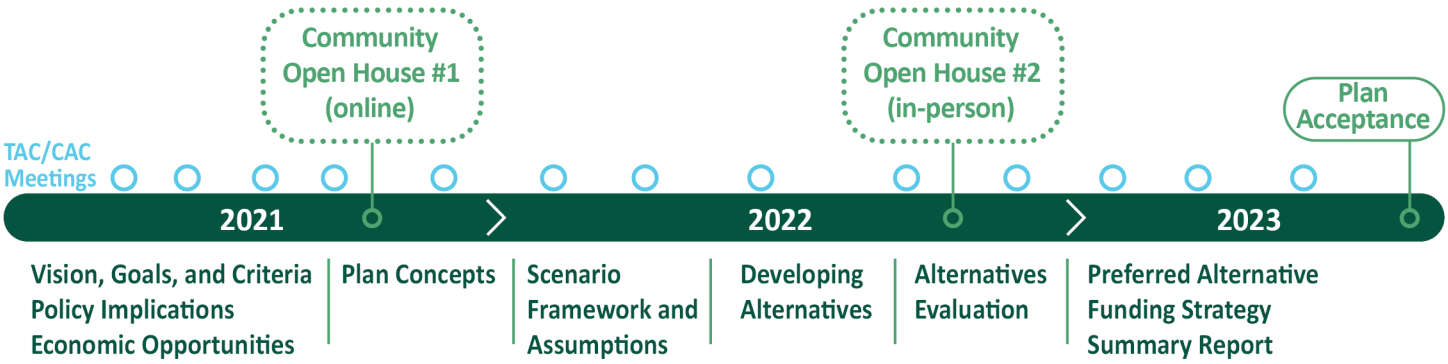
PLANNING & ENGAGEMENT PROCESS



PLANNING & ENGAGEMENT PROCESS

The Sherwood West Concept Plan was developed between spring 2021 and spring 2023 through a collaborative planning process that engaged a multitude of Sherwood residents, business and property owners, local organizations, technical advisors, City staff, and consultants. The diagram below provides an overview of the Concept Plan process.

Figure 1. Concept Plan Process



Community Engagement

Engaging with Sherwood residents and other stakeholders was considered essential for producing a plan that reflects community values with integrity and foresight. To help guide the project, two stakeholder committees were formed to include a broad range of interests: the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC). Together, these committees worked to help shape the direction and result of this process.

- **The CAC** was made up of 16 community members who live or own property within the city as well as those in the study area, and representatives from the City's Parks Board, Planning Commission, City Council, the Sherwood School District, and Sherwood Chamber of Commerce. They were charged with reviewing materials from the consultant team, providing broad perspectives to ensure the Sherwood West Concept Plan reflects diverse needs, participating in public outreach regarding the plan, and providing recommendations on plan alternatives. They were recruited and selected by the City Council through an open application process. Twenty-three individuals applied to be on the CAC and 16 were selected.
- **The TAC** was comprised of essential public service provider representatives: City Public Works, Engineering, Community Services, Police Department, Clean Water Services, Tualatin River National Wildlife Refuge, Tualatin Valley Fire and Rescue, the Oregon Department of Transportation (ODOT), Metro Oregon Home Builders, City of King City, Washington County Land Use & Transportation, and Metro. TAC members reviewed project deliverables for technical adequacy, policy, and regulatory compliance.

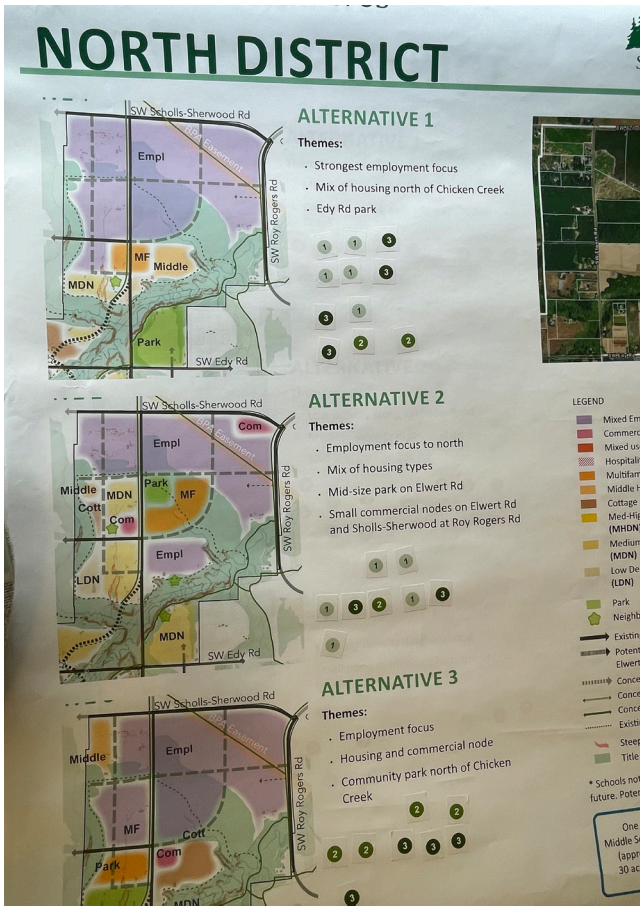
PLANNING & ENGAGEMENT PROCESS

Every step of the way, Sherwood community members provided meaningful guidance and feedback, gathered through interviews, public events, CAC public testimonies, online surveys and open houses. In addition, high school students' input was received through an online survey. This guidance has been essential to the Sherwood West planning process. The design of the Concept Plan is a reflection of this work. Together, we:

1. **Refreshed the vision, goals and evaluation criteria that guided the Concept Plan.** This work was informed by CAC and TAC input and background research into updated policies, regulations, transportation issues, and economic opportunities.
2. **Designed alternative concept plan scenarios**. Based on community core values, vision, existing conditions and discussions with the CAC and TAC, three draft alternative concept plan scenarios were developed to explore a variety of ideas for comparison.
3. **Considered the relative merits of each scenario and the key features that best represent the goals and objectives of Sherwood West.** Through a community open house and workshop and online surveys, the CAC, TAC, staff, and consultant team worked to identify preferences for individual and collective plan elements using the evaluation criteria they helped develop.
4. **Designed a Concept Plan that builds upon community feedback, technical guidance, and a landform analysis.** The Concept Plan is a hybrid of the three alternatives, combining the preferred elements into a recommended draft "hybrid" Concept Plan.







PLANNING & ENGAGEMENT PROCESS

Each step of the planning process incorporated a variety of community engagement activities, as listed below, designed to reach a broad spectrum of Sherwood residents.

Community Engagement Activities

- Community Advisory Committee (CAC) Meetings - total of 14 meetings
- Public Testimony at CAC Meetings
- CAC Interested Parties Email Subscription
- Project Website
- Social Media (Facebook, Twitter, Next Door)
- Sherwood Utility Billing Email Listings Notices
- Sherwood Archer Newsletter
- Project Video
- Property Owner Mailing - Introduction to project (June 2021)
- Online Survey – Informational and Initial Concepts (October 2021)
- Coffee Klatches with Neighbors and Homeowners Associations (Summer 2021)
- Movies in the Park (August 2022)
- Cedar Creek Trail Grand Opening (September 2022)
- Community Open House with Property Owner Mailing (October 2022)
- Virtual Open House (October 2022)
- Technical Advisory Committee (TAC) Meetings – total of 12 meeting
- Metro Home Builders Association Presentation (August 2021)
- Sherwood West Economic Development Stakeholder Interviews (June 2021)
- Metro Technical Advisory Committee (MTAC) Presentation (July 2022)

To learn more about engagement approaches and results, refer the appendices (Appendix C, Public Engagement Plan; Appendix D, Open House #1 (Online) Summary; and Appendix E, Open House #2 and Survey Summary).

Note: Due to the COVID-19 pandemic, prior to June 2022 all public engagement activities occurred virtually. Starting in June 2022, all CAC meetings and public events took place in person, with virtual participation options also made available.

VISION, GOALS & EVALUATION CRITERIA



Vision Statement

The vision statement was developed early in the Concept Plan Re-Look process, updating the vision from the 2016 Preliminary Concept Plan. The vision describes the community's desired future for the Sherwood West area. The vision and its associated goals were developed and revised through a visioning exercise and subsequent discussions with the Community Advisory Committee and reflect current community priorities for Sherwood West.

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







Goals and Evaluation Criteria

Following are specific goals for various aspects of Sherwood West's future and corresponding criteria for evaluating Concept Plan alternatives. Like the vision statement, the goals and criteria were updated from the 2016 Preliminary Concept Plan to reflect current community priorities and desires for Sherwood West.

Table 1. Goals and Evaluation Criteria

GOAL	EVALUATION CRITERIA
1. The area is designed as a natural extension of Sherwood and is integrated into the existing pattern of growth in order to preserve the community's heritage and small-town feel.	• There is a balanced mix of office, industrial, commercial, and residential land uses and open spaces • A variety of housing options accommodates a diverse range of family structures, income levels, and lifestyles • Neighborhood retail nodes provide residents with walkable access to goods and services • Housing density and implementation is pragmatic • View corridors and separation from other cities contribute to Sherwood's unique identity
2. The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.	• Infrastructure is well-planned to make Sherwood West attractive to developers and large employers • There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs • There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses
3. Transportation facilities serve to connect, rather than divide, neighborhoods.	• A network of streets provides north-south connections to and through the area • The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing • Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people • Streets are designed with consideration for safety and emergency response vehicles • Sherwood is "transit-ready" for future transit service

GOAL	EVALUATION CRITERIA
4. Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	• The Chicken Creek corridor is protected • Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced • Residents have access to nature through a network of multi-use and soft-surface trails • Parks and natural areas serve as places where families and community members can gather together • Existing mature trees and areas of dense tree canopy are preserved where feasible
5. The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.	• Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers • Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations • Students have safe options to walk or bike to school
6. Growth and development are well-planned and implementation of the area is pragmatic.	• The extension of public facilities and services are phased and coordinated with development • Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary



EXISTING CONDITIONS



Study Area

Sherwood West is a 1,291-acre area just west of the existing Sherwood city limits—see Figure 2. The area is bounded on the east by Highway 99W, SW Elwert Road, and SW Roy Rogers Road. The area's southern boundary is SW Chapman Road; its northern extent is SW Lebeau Road and SW Scholls-Sherwood Road. The western boundary is the outer edge of Metro's Urban Reserves, with Rural Reserve land lying further to the west). Site topography generally slopes from west to east, with an elevation difference of approximately 150 to 200 feet.

Figure 2. Sherwood West Study Area



Land Use and Zoning

Existing land use in Sherwood West includes a mix of farmland, orchards, rural homes, and natural areas. The new Sherwood High School and the adjacent Countryside Community Church represent the few non-rural uses in the study area. Sherwood West is considered highly "parcelized" because it is divided up into numerous individual properties—126 tax lots in total. A majority of those properties (75 percent) are under 10 acres in size.

The land inside Sherwood West is currently under Washington County's jurisdiction and is zoned for agricultural and forest uses (except for the high school, which is inside city limits and is zoned for institutional/public use).

Nearby landmarks and developed neighborhoods inside Sherwood include Ridges Elementary School, the Oregon Trail neighborhood, Mandel Farms, and Middleton.

Economic Opportunities

One of the main goals for updating the Sherwood West Concept Plan is to plan for additional employment land and to prioritize job growth and expansion of the City's tax base, as directed by the Sherwood City Council. A better future jobs-to-housing ratio will provide the opportunity for more Sherwood residents to work in the city, rather than having to commute elsewhere for work. This has benefits in terms of quality of life, traffic congestion, and lower emissions.

To understand opportunities for economic development and job creation in Sherwood West, the project team (staff and consultants) studied economic opportunities and development trends, evaluated the area's assets and constraints, and spoke with local developers, stakeholders, and leading economists. Key findings from these studies are summarized below. Full summaries can be found in Appendix F, Development Trends and Implications Memo, and Appendix G, Economic Opportunities Memo. While these appendices provide context for Sherwood prior to 2021, they do not incorporate development trends in Sherwood since then. Significant industrial growth occurred in the City between 2021 and 2023.

Economic Opportunities Analysis (EOA)

The City's 2023 EOA Update identifies a deficit of 277 acres of industrial and commercial lands to meet Sherwood's projected 20-year employment needs. Within the current city limits there is a shortage of appropriate sites for industrial development – particularly sites between 10 and 50 acres in size or larger. The lack of buildable sites over 10-acres is notable, especially since this size of industrial land supports high tech manufacturing and traded-sector jobs. Sherwood West provides an opportunity to address some of the identified employment land deficit, including proposed employment land designations with parcels between 10 – 50 acres in size.

Target Industries and Sectors

The following sectors represent likely employment and development opportunities in Sherwood West:

- **Employment/Industrial.** There is strong potential for mixed employment and industrial development, considering the increasing demand for, and limited supply of, high-quality buildable employment land in the region, particularly large sites.

- **Tech Clusters.** Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor, and developers are looking for opportunities elsewhere in the region. The Sherwood area is beginning to draw interest from existing tech companies in Hillsboro and elsewhere. Since 2021, Sherwood has attracted advanced manufacturing companies include Lam Research, NSI Manufacturing, and Olympus Controls.
- **Wine Businesses.** The wine industry is an important part of the local and regional economy which may dovetail with industrial, retail, and hospitality uses in Sherwood.
- **Hospitality.** Hotels are in demand in the region, and Sherwood is well positioned with its proximity to wine country and Highway 99W. However, other cities to the south are better located for an immersive wine country experience. New hotels in Sherwood will likely be feasible as a follow-on use once employment growth occurs, and the market is proven.
- **Retail.** Sherwood should focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as food service and drinking places.

Strategies and Recommendations

The top recommendations related to planning for employment uses and positioning Sherwood West for successful economic development include:

- **Plan for Mixed Employment.** Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.
- **Reserve large, flat parcels with transportation access for employment uses.** Land needs for mixed employment range from 40 to 50 acres per “center” or “park." The City should target areas of Sherwood West with the largest and flattest contiguous tracts of land for these developments, with slopes of less than 3.0 percent.
- **Target Highway 99W for transportation-dependent uses.** Considering the limited frontage, retain 99W for certain users that require access and visibility.
- **Be Flexible.** Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.





Transportation

The summary in this section describes key features of the Sherwood West transportation network, as illustrated in Figure 3, and current plans for future improvements. Appendix H, Transportation Issues Memo, contains more detailed information on the existing and planned transportation system.

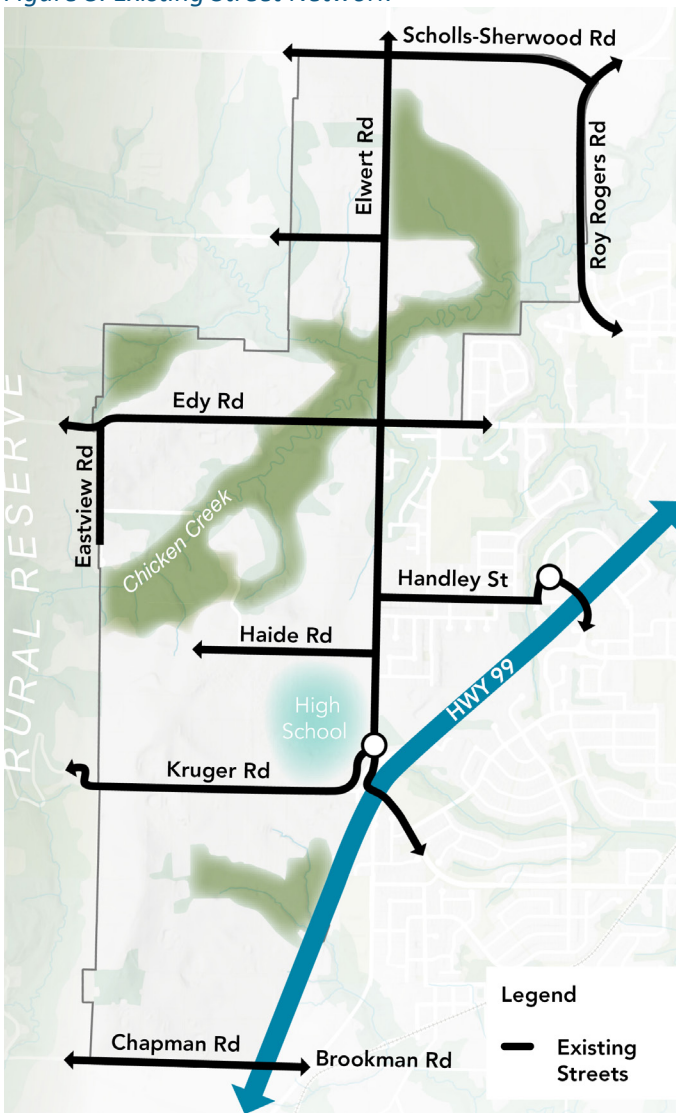
Elwert Corridor

Spanning the length of the Sherwood West area, from SW Scholls-Sherwood Road to SW Kruger Road, SW Elwert Road is a key north-south route. Designed as a two-lane rural arterial under Washington County jurisdiction, it is now commonly used as an alternative route to Highway 99W for both local and commuter (through) travel.

Travel along Elwert Road is characterized by rolling hills that include acute vertical sags and crests, which result in poor vertical sight distances and intersection sight distances. While sidewalks have been constructed along portions of Elwert Road adjacent to developed land (on the east side), Elwert Road will eventually need to be upgraded to urban standards as more land develops and vehicular trips increase.

Both the Washington County Transportation System Plan (TSP) and the City of Sherwood TSP identify the future build-out condition of Elwert Road as a 3-lane arterial which will include sidewalks and bike lanes on both sides of the road. It will be important to strike a balance between local connectivity and regional travel needs when developing the ultimate design of this facility.

Figure 3. Existing Street Network



Regional Transportation Improvements

Highway 99W

Highway 99W is a state-designated freight corridor and limited-access highway. It is identified as a principal arterial in both the County and City TSPs. New access onto Highway 99W must be coordinated with the Oregon Department of Transportation (ODOT). The intersections of SW Chapman, SW Brookman, and SW Elwert roads will all need to be studied and possibly reconfigured or signalized depending on the amount of traffic generated by future land uses within the area.



Intersection of Elwert and Edy.

Roy Rogers Road

The County plans to expand SW Roy Rogers Road to a five-lane roadway – two travel lanes in either direction plus a center turn lane – south into Sherwood and through to Highway 99W. The final southerly extent of this improvement will be from Chicken Creek to Borchers Drive. The estimated $14 million project is funded by the County's MSTIP program, and it is planned for completion by Spring 2024.

This regional corridor connects SW Scholls Ferry Road to Highway 99W and connects between job centers in Hillsboro, Beaverton and housing areas in Sherwood, Wilsonville, and western Clackamas County. Horizon year (2040) travel forecasts are roughly 40,000 vehicles on an average weekday, which is similar to levels observed today on Highway 99W between Tigard and Tualatin. This high level of travel demand may influence the type and location of potential development along the SW Roy Rogers Road corridor, specifically making it more attractive for retail and mixed use development.

Brookman Road

An extension of SW Brookman Road will ultimately define a new southern edge of Sherwood. When properties in the Brookman Addition area annex to the City, SW Brookman Road will be upgraded to a full urban arterial facility and its current intersection with Highway 99W will be upgraded to comply with Washington County and ODOT multi-modal standards to safely accommodate driving, bicycling, and walking. The recent update to the Brookman Addition Concept Plan recommends an interim 3-lane arterial cross-section on Brookman Road until such a time as a 5-lane section is required.

The SW Brookman Road extension west of Highway 99W, via SW Chapman Road, will also serve as the southern edge of the greater Sherwood West planning area. The scope and character of its intersection with Highway 99W, and additional connectivity between the Brookman Addition and Sherwood West areas are still being planned. See the transportation recommendations in Section VI for further discussion.

Multimodal Transportation

A key component of the Sherwood West transportation network is the incorporation of safe and convenient walking and bicycling facilities into the higher classification street facilities. Planned improvements to arterial and collector class streets will include these elements. In addition, the natural areas and varied terrain in Sherwood West offer opportunities for a separate trail system to promote non-motorized travel away from the roadway network.

Transit does not currently serve the immediate Sherwood West area. The closest TriMet service is Route 94 which connects to Portland along Highway 99W. The nearest stop is over a mile away. The Concept Plan explores how to make the area "transit-ready" with transit-supportive land use and sufficient connectivity of the street system.

Parks, Trails, and Open Spaces

There are no formal multi-use trails or parks in Sherwood West. Chicken Creek forms a natural greenway flowing southwest to northeast through the study area, eventually draining to the Tualatin River via Cedar Creek. The Cedar Creek greenway through the city connects at Chicken Creek. West Fork Chicken Creek and Goose Creek form smaller natural greenways in the central and southeast portions of the study area, respectively. Upper Chicken Creek, a 38-acre Metro-owned natural area, is located just outside the study area and abuts its western edge south of Kruger Road.

Sherwood's updated Parks and Recreation Master Plan (2021), discusses recommendations for park, trail, and facility development throughout the City and within planned growth areas such as Sherwood West. Recommendations for parks and facilities within Sherwood West include the following:

- Provide parks or park amenities in natural areas and along trail corridors to meet **the 10-minute walk goal**.
- Provide a **connected trail network** throughout the concept plan area. Explore the potential of a trail in the powerline corridor and an off-street shared use path along the Elwert Road corridor.
- Site a community park south of Edy Road, potentially adjacent to a natural area.
- **Consider a sports complex within Sherwood West** to include rectangular fields with lighting and potentially a new fieldhouse. At least 10 acres of relatively level, developable land is needed to accommodate a complex of this type. Specific considerations for the use and siting of this type of facility are detailed in Chapter 4 of the Parks and Recreation Master Plan (PRMP).

The PRMP also establishes minimum standards for parks and open space—including minimum sizes and levels of service for neighborhood parks, community parks, and other types of facilities (see PRMP Chapter 3).

Environment and Natural Resources

Floodplains

There is a defined 100-year floodplain for a portion of Chicken Creek and West Fork Chicken Creek within Sherwood West (Figure 4). The floodplain for Cedar Creek at its intersection with Chicken Creek is also defined. The upper reaches of Chicken Creek and Goose Creek do not have available flood study data.

Wetlands

Wetlands that are mapped by the National Wetland Inventory and Metro's inventory comprise just over 31 acres within the study area. Most prominently, these are found along the riparian corridor of Chicken Creek, but also near the headwaters of Goose Creek. Additional wetland areas are also expected to exist within the study area, most likely along smaller tributaries of Chicken Creek, Cedar Creek, and Goose Creek. An inventory will be necessary to determine the likely extent of these wetlands.



Metro Title 13 Habitat

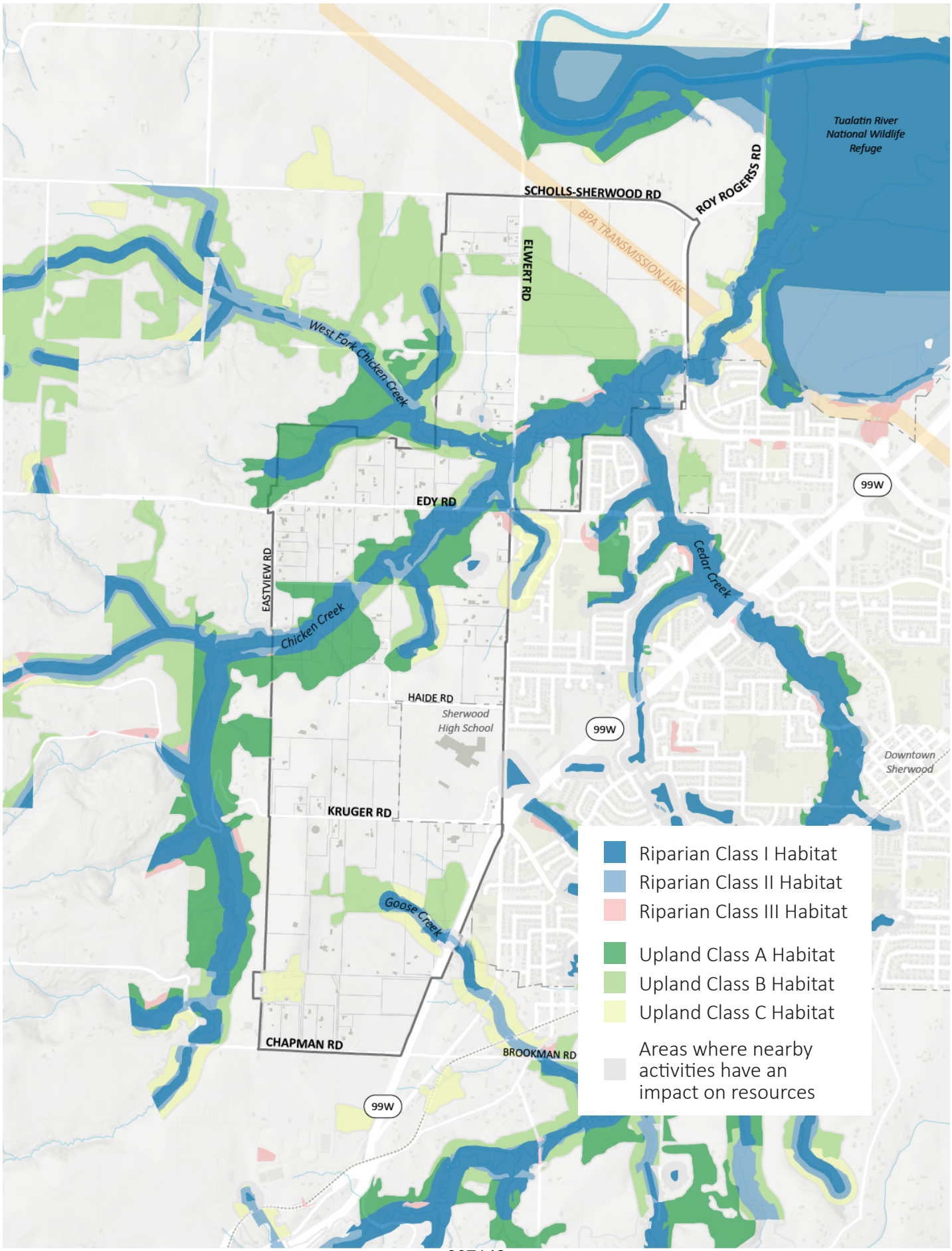
Metro Title 13 habitat areas are also depicted in Figure 4. Title 13 establishes baseline requirements to protect, conserve, and restore the region's significant riparian corridors and wildlife habitat resources, collectively referred to as Habitat Conservation Areas. Habitat Conservation Areas include rivers, streams, wetlands, and adjacent resource areas, as well as upland wildlife habitat patches and habitats of concern. Riparian Habitat areas are classified as either Class I, II, or III and Upland Habitat areas are classified as Class A, B, or C. The mapping of Title 13 habitat areas will be further refined and protections will be established as part of the comprehensive planning for Sherwood West once it is brought into the UGB.

Steep Slopes

The Sherwood West area mostly consists of gently sloped terrain, but there are also areas of steep slopes (25% or greater). Such steep slopes are found along drainage corridors for Chicken Creek, West Fork Chicken Creek, Goose Creek, and their tributaries, as well as at a higher point in the southwest portion of the study area (Figure 5). These areas are generally considered unbuildable.

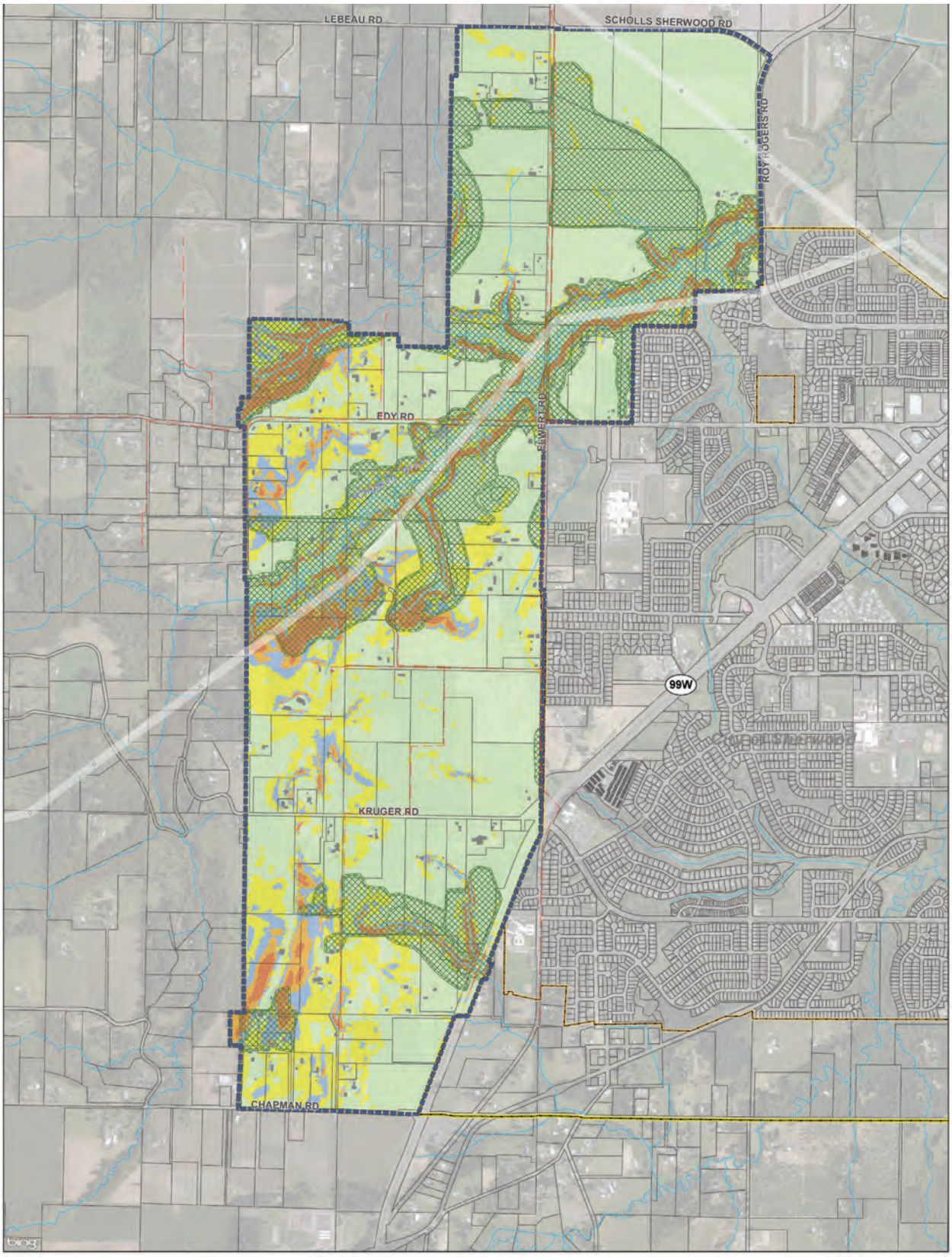
Figure 5 depicts the range of slope conditions found in Sherwood West. Note that this map is from the Preliminary Concept Plan and predates the construction of Sherwood High School.

Figure 4. Natural Resources Existing Conditions



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Figure 5. Slope Analysis (from Preliminary Concept Plan)



Public Facilities

As properties in Sherwood West annex into the city boundary for future development opportunities, public facilities will need to be extended to support intended uses.

Water

Existing Conditions

The current Water System Master Plan was adopted in May 2015 and considers all areas within the city limits, the UGB, and the Sherwood West area. The City's primary water supply is from the Wilsonville Water Treatment Plant, supplemented by groundwater wells. The City maintains an emergency connection and transmission piping to the Tualatin-Portland supply main. The City's distribution system includes three service zones supplied by three storage reservoirs and two pumping stations. The majority of Sherwood customers are served from the 380 Pressure Zone which is supplied by gravity from the City's Sunset Reservoirs. The 535 Pressure Zone, serving the area around the Sunset Reservoirs, is supplied with constant pressure by the Sunset Pump Station, and the 455 Pressure Zone serves higher elevation customers on the western edge of the City by gravity from the Kruger Reservoir.

Opportunities and Constraints

Initial anticipated growth in Sherwood West will be served by extending the existing 380 and 455-Zone distribution mains. Future customers along the ridge north and south of the existing Kruger Reservoir will be served by constant pressure from the proposed Kruger Pump Station at the existing reservoir site. Some future customers in Sherwood West may need to be served through a Pressure Relief Valve (PRV)-controlled sub-zone or through individual PRVs on each service in order to maintain required service pressures. A small area on the western edge of the Sherwood West, along Edy Road near Eastview Road, is too high in elevation to receive adequate service pressure from the adjacent 380 Zone. This area will be served by constant pressure from the proposed Edy Road Pump Station. An additional pump station would potentially be needed to serve this area. Extensive large-diameter mains will be needed to expand the City's water service area to supply water to Sherwood West as development occurs.

Sanitary Sewer

Existing Conditions

The existing Sanitary Sewer Master Plan was completed in 2016 and considers all areas within the city limits and the UGB, but not Sherwood West. The City of Sherwood is served by two sanitary sewer trunk lines, the Sherwood Trunk Sewer (24-inch) which conveys sewage from the Cedar Creek sewage collection basin and the Rock Creek Trunk Sewer (18-inch) which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by CWS.

Opportunities and Constraints

Development north of Haide Rd. is expected to be served by the proposed Chicken Creek Pump Station and Force Main while development to the south of Haide Rd. is expected to be served by the Sherwood Trunk line via the Brookman Trunk line. The Brookman Sewer Trunk line is an extension of the Sherwood Trunk line that runs along Cedar Creek. This line has already been partially extended through the Brookman Addition as part of residential subdivisions occurring in the area. The City of Sherwood and Clean Water Services will extend the trunk line from its current terminus in the Brookman Addition to the recently constructed Sherwood High School, located within the Sherwood West boundary. A portion of the Chicken Creek Force Main is being installed as part of the Roy Rogers Rd. widening project in 20225. All of the required sewer upgrades to serve Sherwood West are expected to be completed by 2028 - 2029 to coincide with completion of Comprehensive Planning of the area. Appendix N provides additional detail on the timing of the Brookman Trunk Line, upgrades to the existing Sherwood Trunk Line, and construction of the Chicken Creek Pump Station and Force Main.

Stormwater

Existing Conditions

The existing Stormwater Master Plan was completed in 2016 and considers all areas within the city limits and the UGB, but not Sherwood West. Sherwood West lies primarily within the Chicken Creek Drainage Basin. The basin flows north and northeast along Chicken Creek. Cedar Creek flows into Chicken Creek at the northeast corner of Sherwood West near SW Roy Rogers Road. West Fork Chicken Creek enters the Sherwood West area at the northwest boundary and flows east into Chicken Creek. A small portion of the Sherwood West area in the southeastern corner is part of the Cedar Creek Drainage Basin. On-site runoff enters Goose Creek, which flows from west to east, crosses under Hwy 99W, and reaches Cedar Creek.

The Stormwater Master Plan notes that Chicken and Cedar Creeks have been identified by the Environmental Protection Agency (EPA) as providing habitat for anadromous fish that are listed as threatened under the Federal Endangered Species Act. The area in the vicinity of Chicken and Cedar Creeks and their tributaries have been designated by Metro as riparian corridors, upland wildlife habitat, and aquatic impact areas. Some areas within the riparian corridors are also shown on the National Wetland Inventory Opportunities and Constraints. Beyond the natural streams, channels and roadside ditches, there is no developed stormwater infrastructure within the Sherwood West area except for the Sherwood High School site and the surrounding public roads that drain southeast through a large stormwater management pond and into a storm culvert under the highway and the east through the Woodhaven greenway over to Cedar Creek.

As development occurs in the future, stormwater would likely be discharged into the floodplains of the adjacent creeks and tributaries flowing to the north and south of the high school site that drains the middle part of the study area. The City of Sherwood requires that all stormwater facilities meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, hydromodification, and water quantity treatment. The City has indicated that they prefer to use regional stormwater facilities where possible within Sherwood West, similar to the vegetated stormwater ponds near the roundabout, with Low Impact Development Approaches (LIDA), proprietary treatment, and underground storage preferred only private property only.

LAND USE ALTERNATIVES



Developing Alternatives

The project team developed three Concept Plan alternatives through an iterative process that involved close collaboration with the Community Advisory Committee. The alternatives were intended to explore and compare a variety of ideas and to solicit preferences for plan elements that would be advanced and combined into a single preferred alternative.

The process of developing alternatives started with a series of baseline assumptions, based on consideration of existing conditions, ideas carried forward from the Preliminary Concept Plan, the vision statement and project goals, and recent regulatory changes (e.g., middle housing requirements under Oregon House Bill 2001). The team also developed a series Plan Concepts that addressed key topics for the Concept Plan—transportation, employment, open space, housing, etc. These concepts then fed into the assumptions and alternatives (see Appendix I, Plan Concepts).

Themes and Assumptions

Several baseline assumptions and key themes factored into the three alternatives:

- **Employment Focus** – Mixed Employment uses, defined as a mix of office, light industrial, and flex space uses in the same development or area, emerged as a key driver of the land use alternatives. This focus was informed by the City Council prioritizing job creation and opportunities identified in the Economic Opportunities and Challenges memo (Appendix G). However, the amount of mixed employment land, as well as other commercial and employment lands, was not a constant between alternatives.
- **Community and Neighborhood Parks** – The alternatives targeted 10-20 acres for one or more community parks in Sherwood West. In addition, neighborhood parks (average 2 acres) would be distributed throughout the neighborhoods. The location of parks varied across alternatives.
- **Open Space** – In every alternative, nearly 500 acres – approximately 40% of Sherwood West – would be reserved as open space, either in the form of natural resource lands, tree groves, parks, or open space set aside as part of development.
- **Schools** – An estimated 35-40 acres would be needed for future schools in Sherwood West – 25-30 acres for a middle school and 10 acres for an elementary school. While these land needs were factored into the alternatives, the City of Sherwood and the school district cannot identify specific locations for schools at this point.
- **Transportation Network** – Feedback received from the advisory committees and the online open house showed a clear preference for the Elwert-Edy realignment concept, which was studied in the Preliminary Plan (and described in Section VI, below). This alignment, as well as a general framework of local streets, was kept constant across the three alternatives.
- **Custom Land Use Designations for Middle Housing** – The State's middle housing requirements were a key consideration for developing land use concepts for Sherwood West. State law requires that Sherwood allow development of duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas zoned for detached single-family homes when a Master Planned Community planning approach is not used. OAR 660-046-0205(2)(b) allows cities to regulate the location and design of middle housing with more discretion when following a Master Planned Community to regulate development.

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The CAC was interested in developing custom land use designations for the middle housing types that are most favored by the Sherwood community: duplexes, townhomes, and cottage clusters. Custom designations would provide areas for these middle housing types only, and would not allow single-family detached dwellings, which would give the City more flexibility to customize their design and development standards. See below for a description of the land use designations.

Land Use Designations for the Concept Plan

The following land use designations are included in the three alternatives maps (Figure 6). Note that, with the exception of Middle Housing and Cottage Cluster, the residential land use designations are based on the City's existing residential zones and associated densities.

Table 2. Concept Plan Land Use Designations

DESIGNATION	PURPOSE AND ATTRIBUTES
	RESIDENTIAL
Multifamily	• **Purpose:** To provide intentional locations for apartments and condominiums in Sherwood West. • **Housing Types:** Apartments, condominiums, townhomes, triplexes, and quadplexes would be permitted in this designation. • **Density:** 16.8-24 dwelling units/acre (based on High Density Residential [HDR] zone).
Middle Housing	• **Purpose:** To provide intentional locations for specific middle housing choices of duplexes, townhomes, and cottage clusters. These middle housing types are most favored by the CAC and Sherwood community, and would provide different housing choices—including options for more affordable homeownership as compared to single detached dwellings. • **Housing Types:** Duplexes, townhomes, and cottage clusters would be permitted in this designation. • **Density:** 5.5-11 dwelling units/acre
Cottage Cluster	• **Purpose:** To provide intentional locations for cottage cluster housing. • **Housing Types:** This designation would only allow cottage cluster housing. Cottage clusters are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities can make cottage cluster housing appealing to many seniors, small households, and first-time homebuyers. • **Density:** 12.8-16 dwelling units/acre
Neighborhood Designations	• **Purpose:** To provide land for a range of single and middle housing types, ensuring open space with each project. • **Housing Types:** These are the designations for single detached homes; by law, the full range of middle housing (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) must also be allowed unless following a Master Planned Community pursuant to OAR 660-046-0205(2)(b). • **Densities:** See below.

DESIGNATION	PURPOSE AND ATTRIBUTES
• Medium-High Density Neighborhood • Medium Density Neighborhood • Low Density Neighborhood	• **5.5-11 units/acre –** This designation would likely be applied in flatter areas with larger sites where there would be more flexibility for creation of smaller lots. (Based on Medium Density Residential High [MDRH] zone.) • **5.6-8 units/acre –** This designation is also likely to be applied in flatter areas with larger sites. (Based on Medium Density Residential [MDRL] zone.) • **3.5-5 units/acre –** This designation would likely be applied in hillside and hilltop areas, and in parcelized areas with existing homes, where lots would be larger and densities would be lower. This would better accommodate topography, utility access, partial development, and other features, which would typically require larger lots. (Based on Low Density Residential [LDR] zone.)
	EMPLOYMENT, COMMERCIAL, AND MIXED USE
Mixed Employment	Provide land that supports living-wage employment opportunities for Sherwood residents. Mixed Employment includes a mix of office, tech, healthcare, light industrial, warehouse, and limited retail uses. This type of development typically requires large sites (at least 40-50 acres), flat topography, and good access to transportation.
Commercial	Provide opportunities for commercial businesses, including retail, dining, services, offices, and civic uses. These areas should have good visibility and access to transportation.
Mixed Use	Provide opportunities for a mix of housing and commercial businesses. Residential and commercial uses could be in the same building (vertical mixed use) or on the same site (horizontal mixed use).
Hospitality	This is a new concept for Sherwood, which emerged from discussions with the CAC. This zone would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses that could capitalize on Sherwood West's location as the "entrance to wine country." These uses typically rely on strong visibility to the public—e.g., from Highway 99W.
	PARKS
Community Parks	Community parks are large parks (10 to 20 acres) that are intended to serve the broader community, and which may include amenities such as sports fields, picnic areas, pathways, and playgrounds. Community parks need relatively flat acreages and good transportation access for all modes of travel. The land use alternatives maps identify one or two locations for community parks.
Neighborhood Parks	Neighborhood parks are smaller (2 to 5 acres) and provide recreation opportunities for nearby residents, who typically live within walking and bicycling distance. The maps identify very conceptual locations for neighborhood parks, spread among the various residential areas.

Process

To create the three alternatives, the project team led the CAC through a hands-on exercise in which small groups developed the maps interactively. Each small group was given a base map and a set of land use "chips" that represented all the land uses listed in Table 2. The groups were then asked to place the chips on the map using their best judgment as to the appropriate location and overall layout of the land uses. Table facilitators helped organize the exercise and suggested parameters for placing the chips (e.g., certain uses, such as employment and schools, should not be placed on steeply sloped land).

The results of the chip exercise were then digitized and refined by the project team, with additional input from the CAC.

Land Use Alternatives

The three land use alternatives in Figure 6 share several common themes:

- Focus on mixed employment in the northern, flat area
- Community park on the south side of the Chicken Creek corridor
- Commercial/mixed use and higher-density housing along Kruger Road
- Mix of housing types throughout
- Low density residential along western hilltop

Figure 6. Land Use Alternatives Maps



Alternative 1

- Largest amount of Neighborhood residential
- Moderate Mixed Employment land
- Community park northeast of Edy-Elwert intersection
- Hospitality on western end of Chapman Road

Alternative 2

- Most multi-family
- Least Mixed Employment land Community park west of Goose Creek
- Largest hospitality area, whole southern portion of study area

Alternative 3

- Mixed use residential focus west of high school
- Most Mixed Employment land
- Community park northwest of where Chicken Creek crosses Elwert Road
- Smallest hospitality area, at Kruger and Highway 99W

Alternatives Evaluation

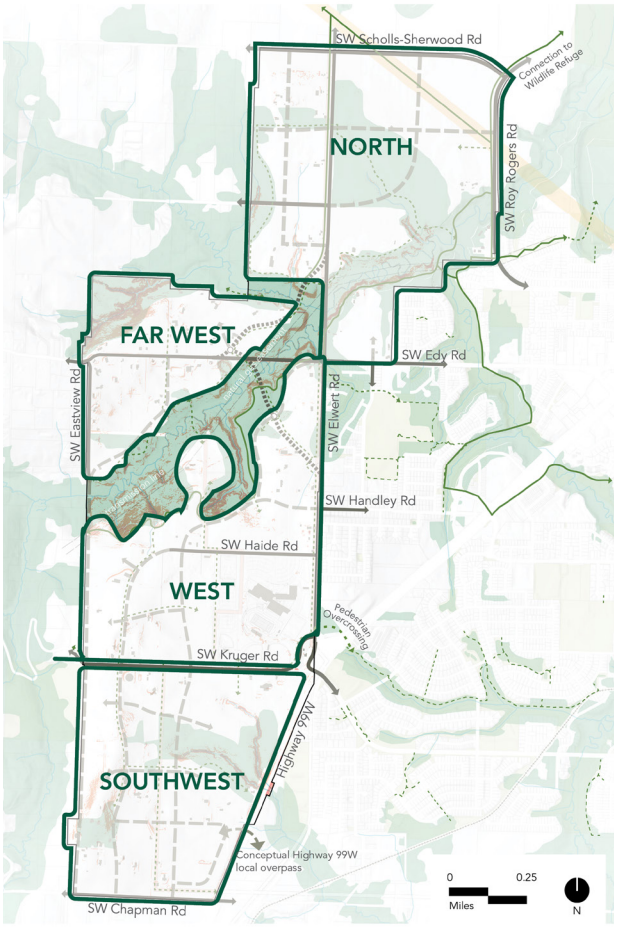
The three alternatives were evaluated through a community open house and survey and through application of the evaluation criteria (Section III). The project team also confirmed employment concepts through additional stakeholder engagement, and evaluated transportation alternatives through a Traffic Impact Analysis. The outcomes of each of these steps are briefly summarized below. Refer to the Appendices for full summaries.

Community Feedback

The Sherwood community had the opportunity to weigh in on the three land use alternatives, transportation concepts, and other plan concepts at an in-person open house and accompanying online survey in Fall 2022.

For the purpose of assessing the alternatives, the maps were broken up into the four distinct districts identified in the Preliminary Plan: North, Far West, West, and Southwest. Participants were asked to rank the alternatives in order of preference. Overall, participants favored Alternative 1 for the North and Far West districts, and Alternative 2 for the West and Southwest districts. See Appendix E for a full summary of survey/open house results.

Figure 7. Sherwood West Subdistricts



Qualitative Evaluation

The project team also evaluated the three land use alternatives using the qualitative evaluation criteria identified earlier in the concept planning process. Table 3 summarizes the extent to which each alternative meets each criterion. See Appendix J for the full evaluation memo.

Generally speaking, all three alternatives are supportive of the project goals. None of the alternatives were given a score of "does not support project objectives" for any of the criteria. However, Alternative 1 rated the highest, with Alternatives 2 and 3 close behind, as shown in Table 3.

Table 3. Alternatives Evaluation Summary

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

● Supports Objectives ◒ Partially Supports ○ Does Not Support

Developer Feedback

In Fall 2022, the City of Sherwood hosted a driving tour and discussion of the Sherwood West Concept Plan area with stakeholders from the development and brokerage community. The purpose was to gather insights about the draft plan concepts from development practitioners and to provide advice for future implementation. Some key takeaways from these discussions are provided below. A full summary of developer feedback, including recommendations for infrastructure and funding needs is included in Appendix K.

Industrial/Employment Opportunities

- Industrial development at the north end of Sherwood West could be developed as soon as the land is brought into the UGB and utilities are available. The region is virtually out of industrial land today.
- Likely industrial uses would be multi-tenant buildings in the 50,000-70,000 square foot range.
- Sherwood's Employment Industrial (EI) zone is an appropriate one for Sherwood West. It is flexible and does not restrict by tenant use unlike some zones in neighboring cities.

Other Commercial Uses

- Office development is unlikely in Sherwood West.
- Some support retail would make sense near the industrial uses, but zoning should remain flexible.
- Sloped sites or sites at a higher grade than the adjacent street lend themselves better to housing than retail uses.

Hospitality

- The hospitality designation needs a destination use to make it viable if the area is not visible from or directly located on Highway 99W.
- A wine-themed destination would best be built off of an existing working winery, although offsite tasting rooms are becoming popular.

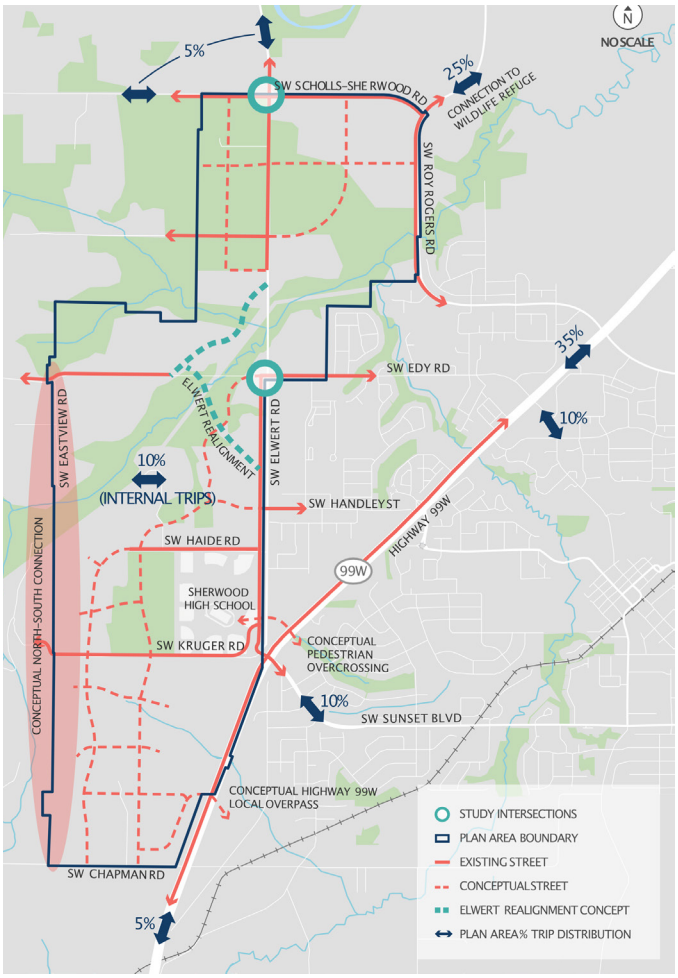
The development and brokerage participants also provided feedback on necessary conditions for development to occur in Sherwood West, including needed utilities and funding. These elements are discussed in more detail under Implementation (Section VII).

Traffic Analysis

A traffic analysis evaluated the potential transportation impacts of the three land use alternatives and examined potential transportation network upgrades for the Concept Plan area. Below is a summary of the findings and recommendations. See Appendix L for the full Traffic Impact Analysis memo.

Findings

- **Total Trips** – All three land use alternatives have a comparable number of total proposed housing units, total jobs, and total vehicle trips. Overall estimated vehicle trips are also similar to the number estimated by Washington County as part of the Urban Reserve Transportation Study (URTS) for this area.
- **Travel Patterns** – Variations in land use and layout in the three alternatives would be expected to have a minimal impact on overall travel patterns, based on an examination of the origin and destination of trips.



- **Traffic Operations** – Initial findings indicate that Sherwood West growth will be served adequately with the planned street network, including planned street upgrades, as described in the Concept Plan. Further study is recommended to develop a more comprehensive list of improvements and associated cost estimates as this area is made ready for urban development.

Recommendations

- Advance the **Elwert Road re-alignment** concept with the Sherwood West Concept Plan; conduct further study to determine the best alignment and intersection configurations.
- Adopt **design themes for the Elwert Road corridor** consistent with the City's vision, as represented by the Sunset Boulevard corridor.
- **Upgrade Elwert Road** to a 3-lane cross-section with bike lanes and sidewalks as development occurs.
- Upgrade the **Elwert at Lebeau/Scholls-Sherwood intersection** to adequately support traffic growth through to the 2040 horizon year. The intersection with Elwert Road will require additional study, reconfiguration, and eventual signalization or roundabout improvement as development occurs.
- Make **multimodal safety improvements** to the Elwert-Edy intersection consistent with the Concept Plan. Other intersections should also be reviewed for possible multimodal safety upgrades as development occurs nearby, including the Elwert-Handley intersection, and the Elwert-Haide intersection.
- Upgrade **Edy Road** east of Elwert/Chicken Creek 3-lane collector with bike lanes and sidewalks, consistent with the Sherwood TSP. Keep Edy Road west of Chicken Creek as a two-lane collector road.

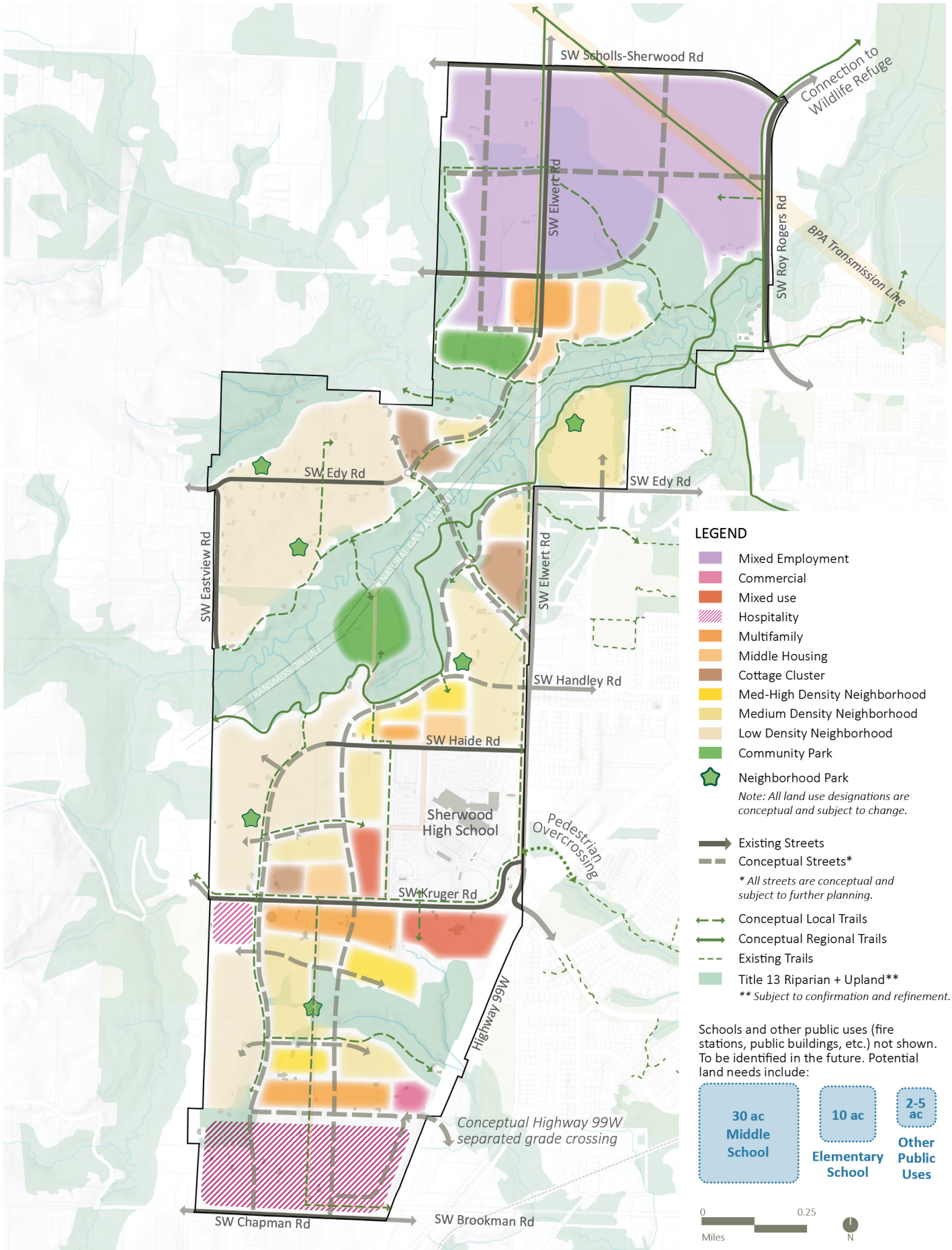
Preferred Alternative

The preferred alternative for the Sherwood West Concept Plan is described in the next section. The preferred land use map was developed by taking the most supported ideas from the three land use alternatives reviewed at the community open house and online survey. By comparing the districts (North, Far West, West, and Southwest) across alternatives, the best ideas from each could be incorporated into the final map. The CAC considered the community's input and provided direction as to which alternative they preferred for each district. The preferred layout of the North and Far West districts is based primarily on Alternative 1, while the West and Southwest districts are based primarily on Alternative 2. The CAC and project team also suggested modifications and refinements to the land uses in a few areas, for consistency with earlier plan concepts.

CONCEPT PLAN



Figure 8. Composite Concept Plan Map



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Overview

The map in Figure 8 illustrates the recommended land uses, street network, parks, and trails for the Sherwood West area. The map shows how all these components come together to form complete and connected neighborhoods in Sherwood West. The accompanying descriptions related to land use, transportation, green space, and utilities further explain how these elements are integrated into the Concept Plan.

Land Use Plan

Figure 13 depicts the preferred land use designations for Sherwood West, as well as key themes within each district – North, Far West, West, and Southwest. In Sherwood West, each of the four distinct subdistricts has unique qualities, shaped by the area's creeks, hills, valleys, and major roads. The land use plan for each district is described below.

North District

The North district is the employment center for Sherwood West. Located south of Scholls-Sherwood Road and north of Chicken Creek, this area features mostly flat terrain to the northeast, many large parcels, and good transportation access to SW Roy Rogers Road—all favorable qualities for Mixed Employment uses.

The plan for this area also features a mix of housing types clustered near Elwert Road, just north of Chicken Creek. A community park of roughly 13 acres (net) takes advantage of access from Elwert and adjacency to a Chicken Creek tributary.

Far West District

Located northwest of Chicken Creek with access to Sherwood via Edy Road, this area features mostly sloping terrain and has many existing parcels and rural residential homes. The plan for the Far West district includes low-density housing with a pocket of cottage cluster and medium-density residential near Edy Road and Chicken Creek.

Figure 9. North District

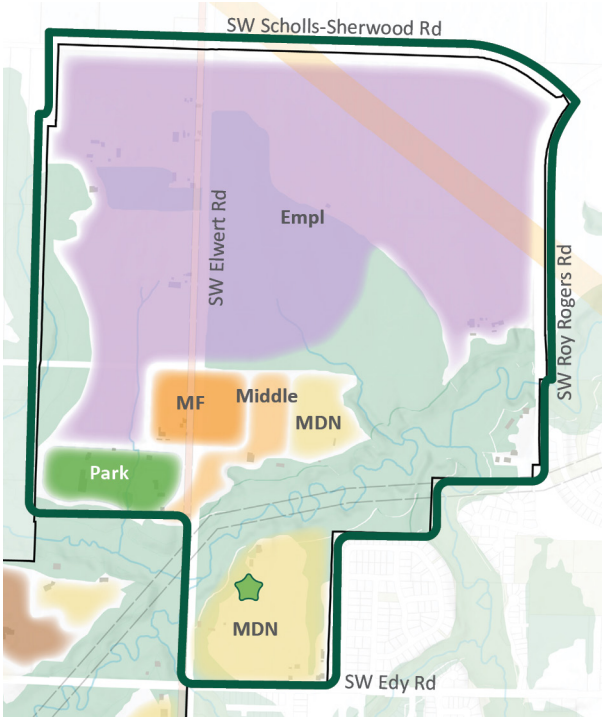
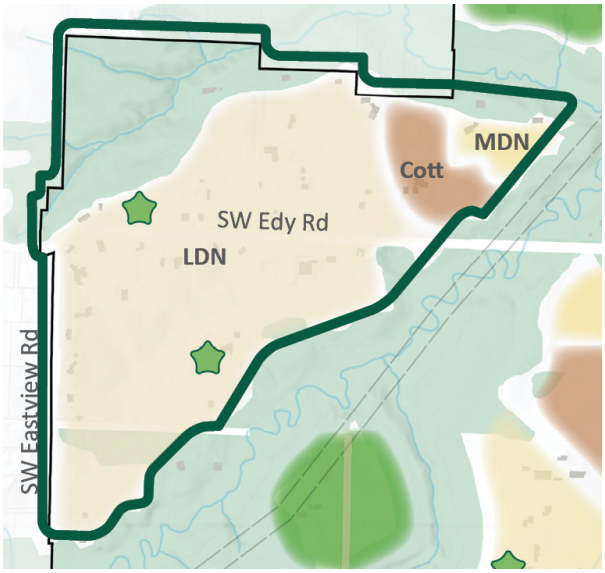


Figure 10. Far West District



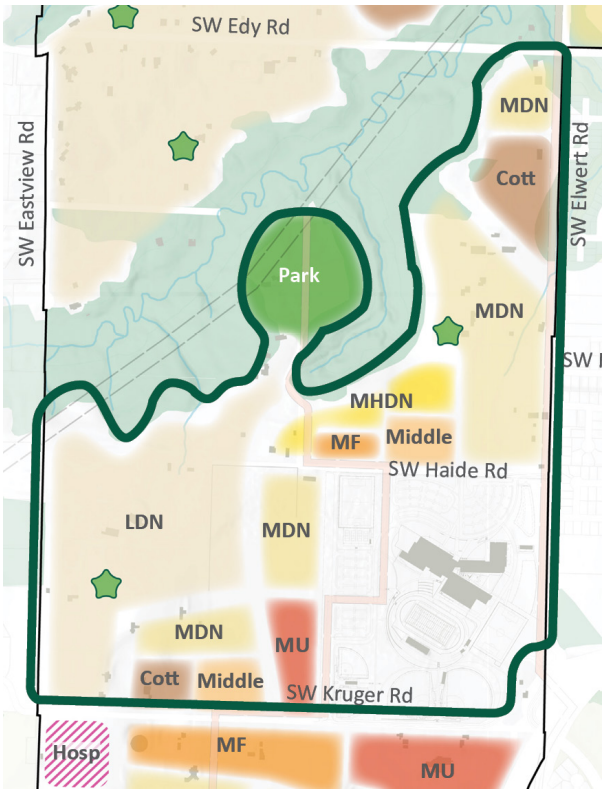
West District

Located in the middle of the planning area, directly west of Elwert Road, north of Kruger Road, and south of Chicken Creek, this area surrounds the new Sherwood High School and has relatively good access to existing infrastructure as compared to the other districts. The terrain features steeper slopes and higher elevations to the west.

The plan for the West district includes a mix of housing types west of the high school. Mixed use residential, cottage cluster, and middle housing are focused along Kruger Road. Medium-density and cottage cluster housing provide frontage along Elwert Road. The hilltop area to the west is designated for low-density residential.

A second, approximately 8-acre (net) community park is nestled into the Chicken Creek greenway. This area is relatively flat, with access to the future greenway trails, natural areas, and street access from the south.

Figure 11. West District



Southwest District

The Southwest district is located west of Highway 99W, between Kruger Road and Chapman Road. The terrain features steeper slopes and higher elevations to the west, but mostly flat land along Kruger Road.

The plan focuses mixed use development at the Kruger-99W intersection, with higher-density housing along Kruger Road. The southern end of the district is focused on being the "Gateway to Wine Country." Sherwood has an opportunity to capitalize on visitors entering or leaving wine country on Highway 99W. Uses in this area can focus on the growing wine and specialty agriculture tourism industry and provide lodging, tasting rooms, restaurants, and small retail shops. Another hospitality node is also located at the west end of Kruger Road, where the current property owner has plans for a wine-related business.

A small commercial node along Highway 99W, a variety of housing, and a low-density area on the hilltop round out the remainder of the Southwest district.

Figure 12. North District

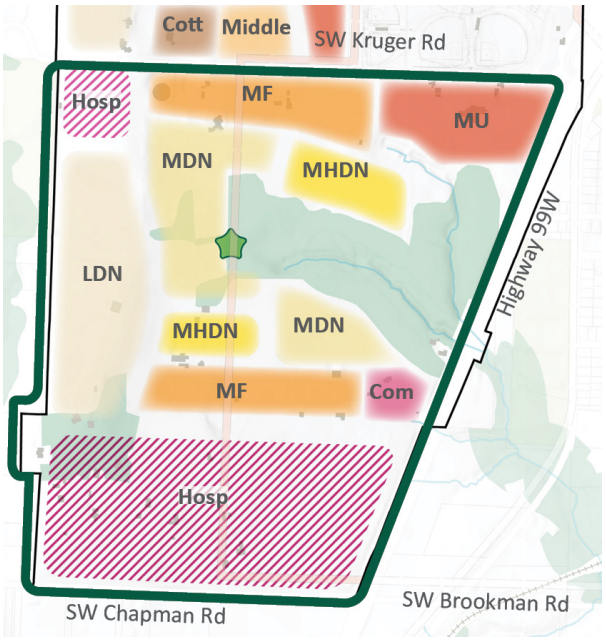
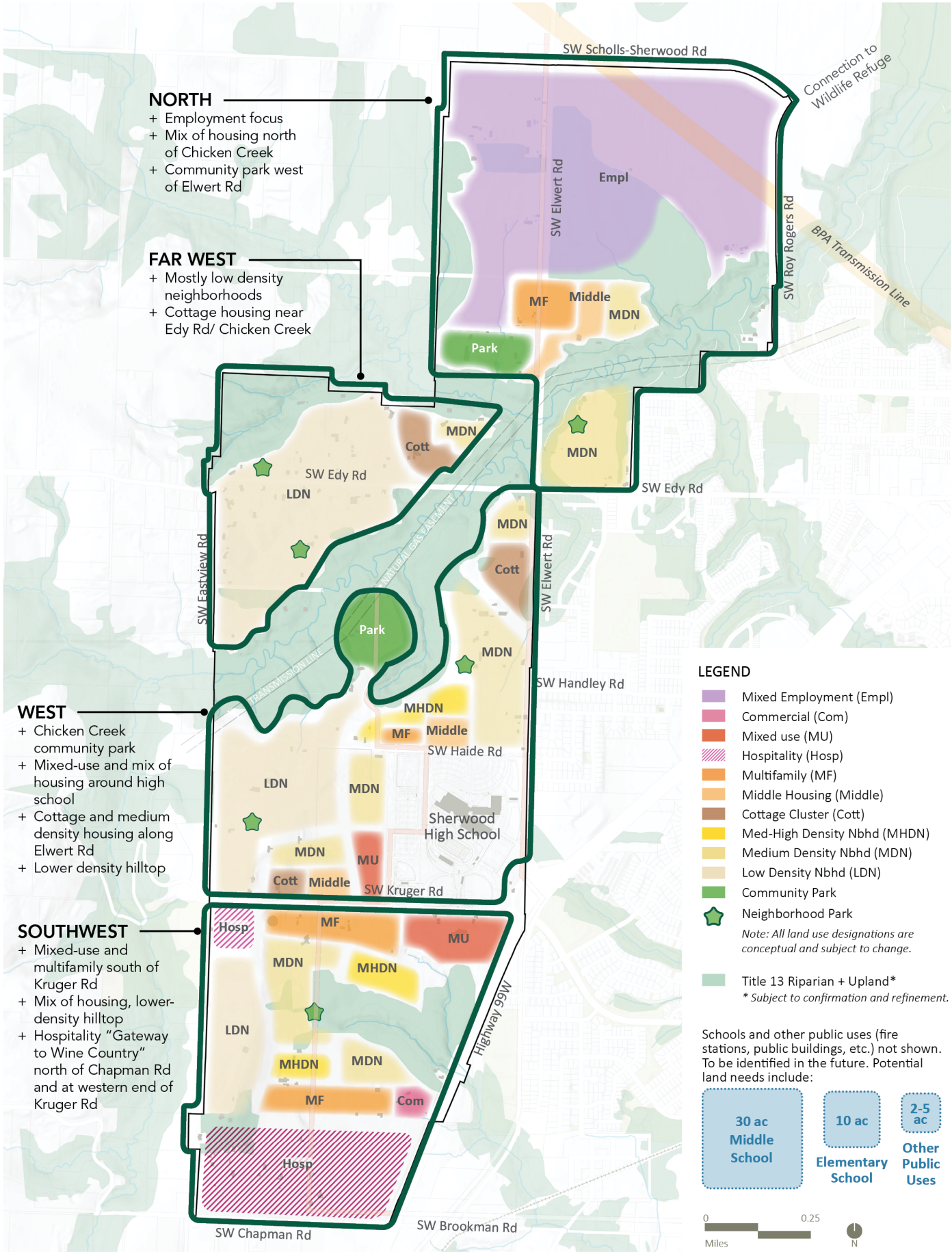


Figure 13. Land Use Plan Map

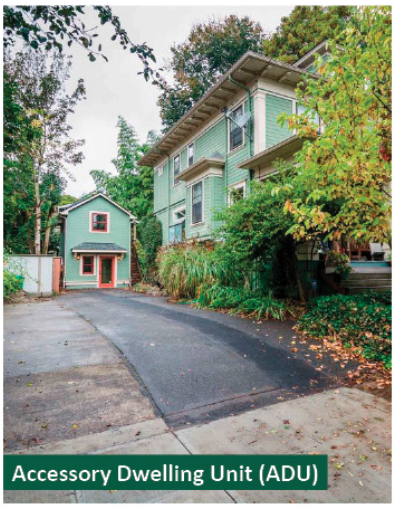


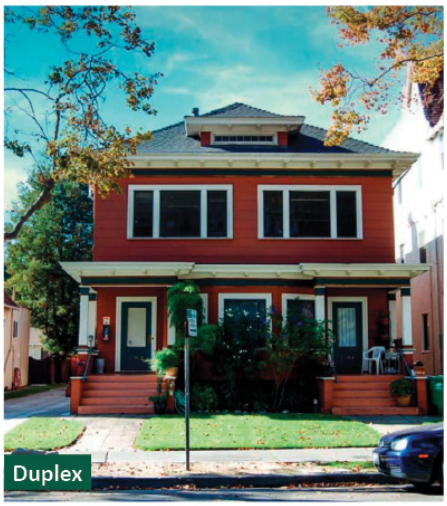
Housing

Planning for a variety of housing options that will meet the needs of a wide range of Sherwood West residents was a key objective of the concept planning process. Providing housing opportunities for first-time home buyers, seniors who may prefer to age in place or downsize their housing, and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood. Examples of housing types that have designated places in Sherwood West include: single detached homes on smaller lots, cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. These types will be in addition to the standard single detached housing that has typified Sherwood's development so far.

Residential Design Standards

Design standards will shape the look and feel of housing in Sherwood West. The City adopted new Residential Design Standards in 2021 to ensure middle housing (plexes, townhomes, etc.) and single-family housing fits into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garages and off-street parking areas, window coverage, minimum landscaping required in all residential zones, and other specific design details. These new standards will apply in Sherwood West to ensure that all new housing maintains design features that are within the context, scale, and compatibility with the Sherwood community. Additional design standards could also be customized for the Sherwood West area (see Section VII. Implementation for further discussion).


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster


Small Single-Family Detached


Triplex

Custom Zoning

As described in Section V. Land Use Alternatives, custom land use designations were developed to plan for the middle housing types that are most favored for future development in Sherwood West: duplexes, townhomes, and cottage clusters. Sherwood West's custom designations for Cottage Cluster housing and Middle Housing would not allow single-family detached development. This will not only help ensure middle housing is built in Sherwood West, but it will also give the City more flexibility to customize the design and development standards that apply in these zones.

Housing Metrics

Based on the Land Use Map depicted in Figure 13, the total estimated amount of future housing in Sherwood West could range from roughly 3,120 units up to 5,580 units, depending on how much middle housing is developed in the Neighborhood zones (see Table 4). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood zones; the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

While middle housing will be permitted in the Neighborhood zones (if a Master Planned Community is not implemented), it is unknown how much will actually be developed. Currently there is still a strong market for single-family detached housing in the region. Based on current development trends and consultation with developers in the region and housing economists, a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing. Because of the number of variables that can impact the actual percentage built, it was important to test a range of potential outcomes. Table 4 calculates total units based on a range of middle housing scenarios in the Neighborhood zones: 0%, 10%, 20%, and 50%.

This results in an estimated overall residential density of 9.2 to 10.6 units per acre (or up to 16.4 in the less likely 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

See Appendix M, Housing Memo for additional information about the Concept Plan's consistency with state and regional requirements for housing.

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment

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

Key employment concepts for Sherwood West are described below.

Mixed Employment

Mixed Employment, which involves a mix of office, light industrial, and flex space uses within the same development or area of the city, emerged as an important theme of the Concept Plan. The economic opportunities study (Appendix G) identified mixed employment as a key economic development and job creation opportunity for Sherwood West. The land use plan locates Mixed Employment areas in the North district based on favorable characteristics for siting this type of use: large sites (at least 40-50 acres), flat topography (less than 3-5% slopes), larger ownerships, and easy access to major freight routes. The City completed an additional study on the mixed-employment zone (Appendix R) that identifies opportunities to attract target industries and provides a detailed list of infrastructure improvements and costs needed to develop the area with employment uses.

Hospitality

The proposed hospitality-focused land use designation is intended to accommodate uses such as lodging, wine tasting rooms, restaurants, and small retail shops—which typically rely on strong visibility to the public, e.g., from Highway 99W. This informed the placement of the hospitality designation at Highway 99W and Kruger Road—visible from the highway and closest to the vineyard areas to the southwest of Sherwood.

Section VII, Implementation includes potential approaches to implementing a hospitality designation, including a new base zone and an overlay zone.

Precedent Example: The Allison Inn & Spa

A luxury hotel in Oregon's wine country, The Allison Inn & Spa in Newberg, Oregon is an example of a type of destination resort that could distinguish Sherwood's own "Gateway to Wine Country."



Image Source: The Allison

Employment Metrics

Table 5 presents estimated employment potential for Sherwood West, based on the Land Use Map depicted in Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs.

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Jobs-to-Housing Ratio

Sherwood's current jobs-to-housing ratio is 0.9, meaning that for every 10 households in the city, there are 9 jobs. The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates (see Table 6). The estimated ratio ranges from 0.8 to 1.5, depending on how much additional housing results from middle housing being built in the Neighborhood zones. A reasonable "most likely" scenario is 1.3 jobs for each unit of housing.

Table 6. Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

According to 2019 Census data, approximately 92% of local Sherwood residents work outside of the community. This suggests that some residents are seeking employment outside Sherwood because the jobs available within the city do not match their needs. Adding more employment land in Sherwood West is intended to help balance the jobs-housing ratio in the city, help balance the types of jobs in the community, and allow more residents to live and work in Sherwood.

Community Services

Schools



Given the opportunities for new households, as Sherwood West is built out there will be demand for additional school facilities. While potential locations for school sites were part of the discussion, the CAC recommended that specific school locations not be included in the updated Concept Plan. As conveyed by the School District representative, schools will be built in later development phases, and the District does not typically reserve land many years in advance of development.

The Land Use Map (Figure 13) indicates the general land need for an elementary school and middle school and these school acreages also are factored into the housing and employment metrics in Table 4 and Table 5. Locating schools in Sherwood West will require trade-offs with less land available for other uses—this should be a consideration for future school siting. Pursuant to the City's development code, schools are a Conditional Use within residential-zoned areas. School placement could also factor into infrastructure phasing and future transportation planning.

Other Services

Sherwood West will need other community services and facilities in addition to schools. Existing services may need to expand, such as those provided by the City of Sherwood, Tualatin Valley Fire & Rescue, and Portland General Electric (PGE). PGE anticipates that a new substation in Sherwood West will be needed north of Edy Road to serve this area. Other facilities that may need to improve and expand to serve growing community needs include the Sherwood Library and the Field House. The Land Use Map (Figure 13) indicates the general estimated land need for future civic uses (roughly 2-5 acres). The City of Sherwood will continue working with local service providers to ensure community services are being met through planned and orderly development.

Transportation Plan

Streets

As the City of Sherwood grows, a well-designed and connected network of streets, paths, and trails in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

Figure 14 shows a conceptual framework of livable and connected streets for Sherwood West. Locations and alignments of proposed new streets (dashed gray lines) are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

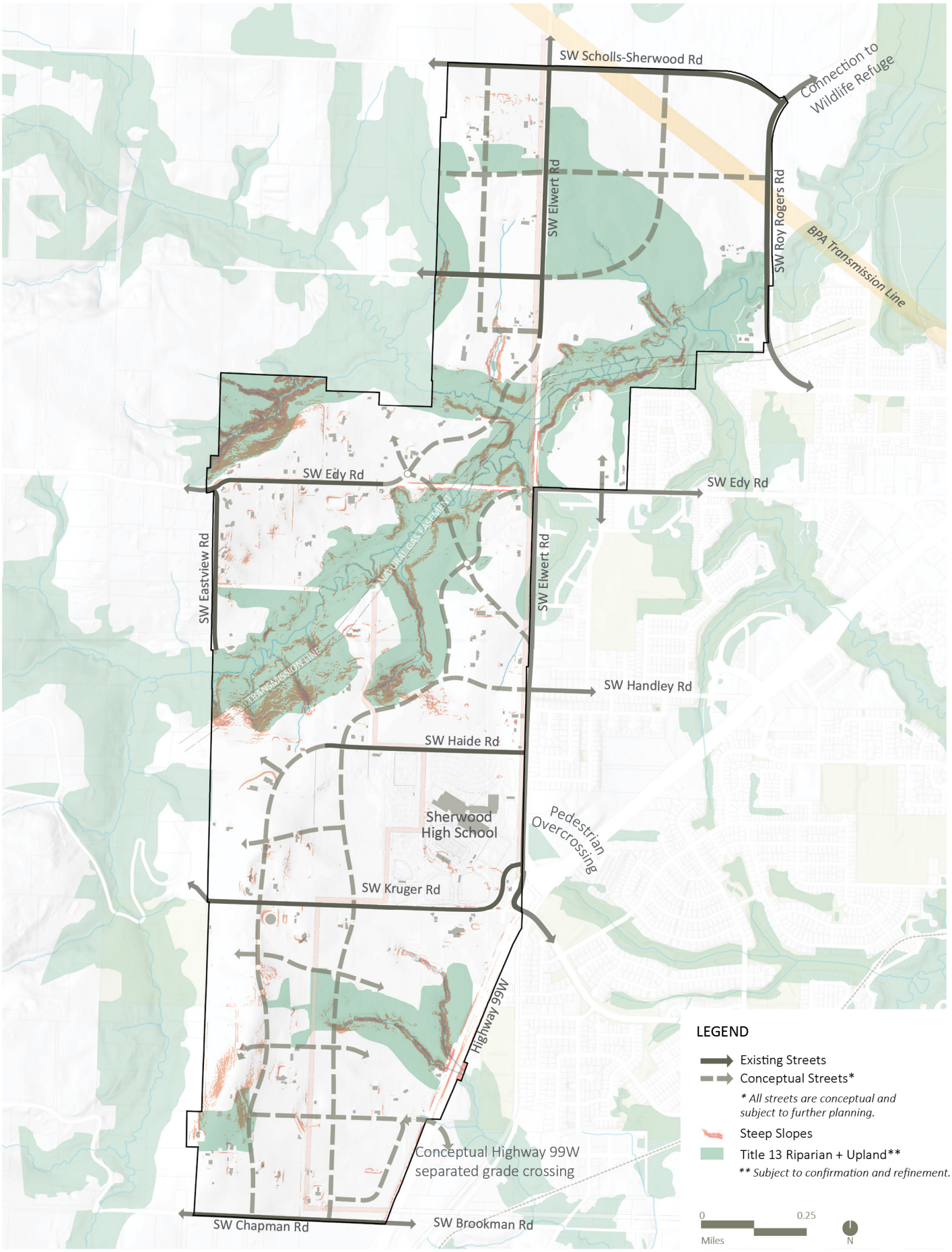
Key features of the streets framework include:

- North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements Elwert are minimized.
- The Elwert-Edy Road intersection is realigned as described below (and in the Preliminary Concept Plan).
- A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.
- A north-south hilltop route provides additional north-south access and a second continuous north-south route for emergency access and other services.



SW Sunset Blvd

Figure 14. Conceptual Street Framework for Sherwood West



Elwert Road

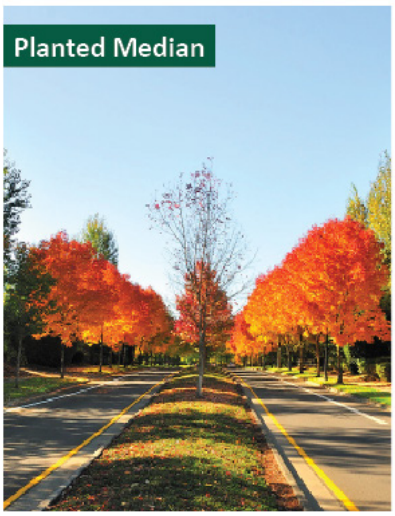
Design Concept

SW Elwert Road is a key north-south arterial street, and an important opportunity for providing access and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side. The concept is to create a safe, connected, and attractive boulevard with buffered sidewalks, safe crossings, bike lanes, a planted median with canopy trees, and path connections to key sites and destinations.

Design Ideas: Learning from SW Sunset Boulevard

Elwert Road connects to SW Sunset Boulevard at its southern end. The City can incorporate ideas from Sunset Boulevard into the design of Elwert Road. Desired roadway elements exemplified by Sunset Boulevard are illustrated at right.







Design Ideas: A Distinctive, Context-Sensitive Elwert Road

The design of Elwert Road should respond to the varied landscape and land use contexts along its length. Ideas for potential design strategies are specific to the identified land uses along the roadway. Elwert is currently a County roadway and future design details will require further study and collaboration with Washington County.

Figure 15. Contextual Design Concepts for Elwert Road

Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

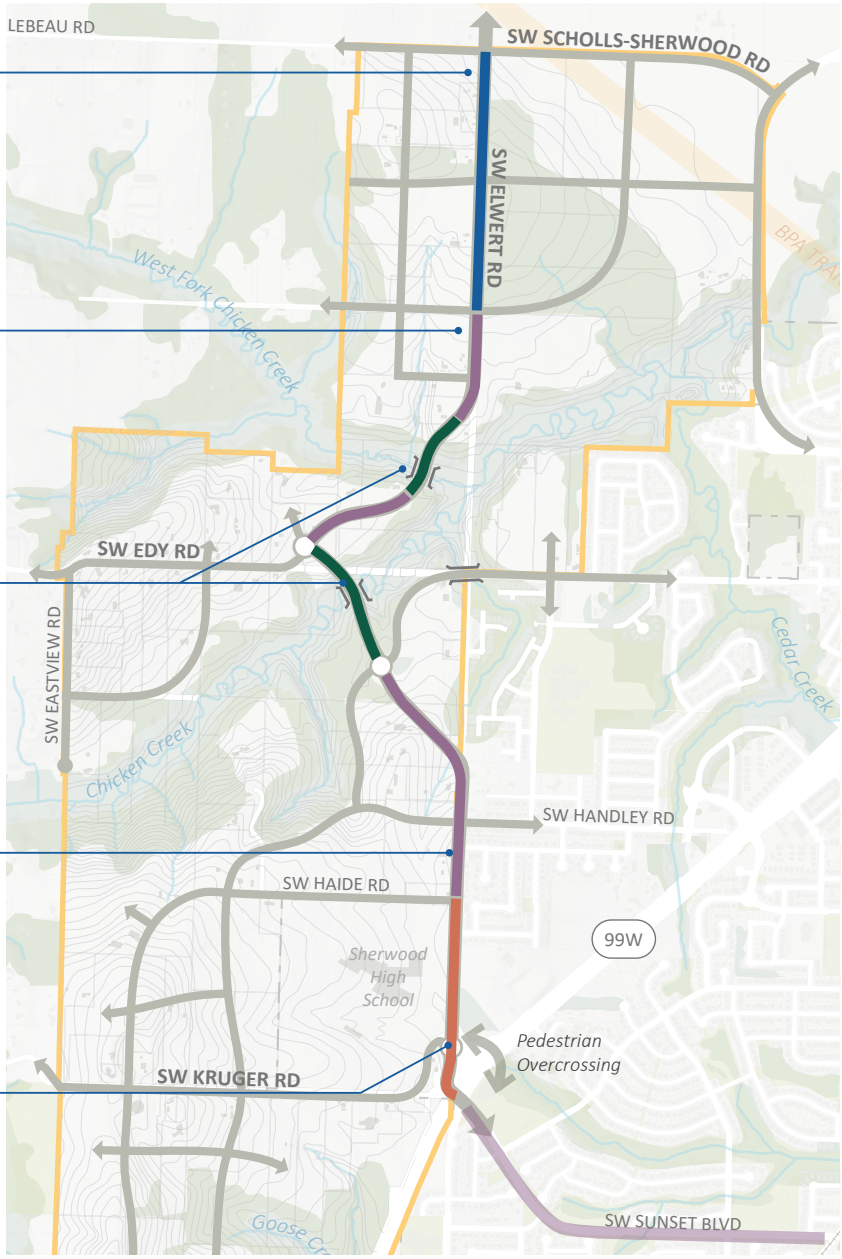
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north
- Pedestrian overcrossing



Potential Elwert Realignment

The Concept Plan Re-Look project examined two options for the intersection of SW Elwert Road and SW Edy Road, which are described in detail in the Preliminary Concept Plan. In either case, Elwert Road will need to be upgraded to current standards when development occurs in Sherwood West.

Realignment (Figure 16)

This option would realign Elwert and Edy Roads and add two new intersections on either side of Chicken Creek. As described in the Preliminary Concept Plan, this option has several advantages:

- Crosses two Chicken Creek tributary streams at the narrowest points, thereby reducing or eliminate wetland mitigation issues.
- Eliminates the excessive fills within the Elwert-Edy intersection and follows the existing terrain.
- Likely discourages freight traffic usage of the road and enhances safety by reducing speeds while still allowing significant local residential and commuter traffic flow.
- Allows the existing Elwert-Edy alignments and intersection to remain in use until construction of the realigned roadway is nearly complete.

This option would require construction of structural bridging and acquisition of right-of-way to accommodate the realignment of SW Elwert Road.

Existing Alignment (Figure 17)

This option retains the current location of the Edy-Elwert intersection, which would require correcting the intersection's vertical alignment to meet safety standards. This means raising the road elevation approximately 10-20 feet to flatten the rolling topography for safer stopping sight distances at intersections. In contrast to the realignment approach, this option has a few disadvantages:

Figure 16. Realignment Option

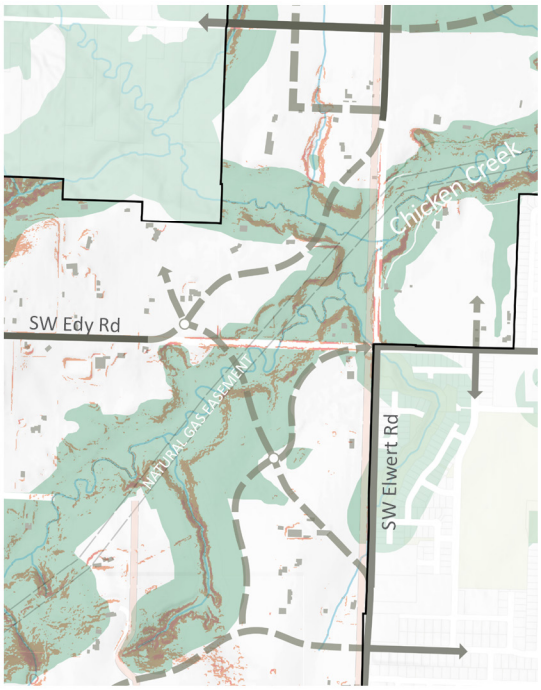
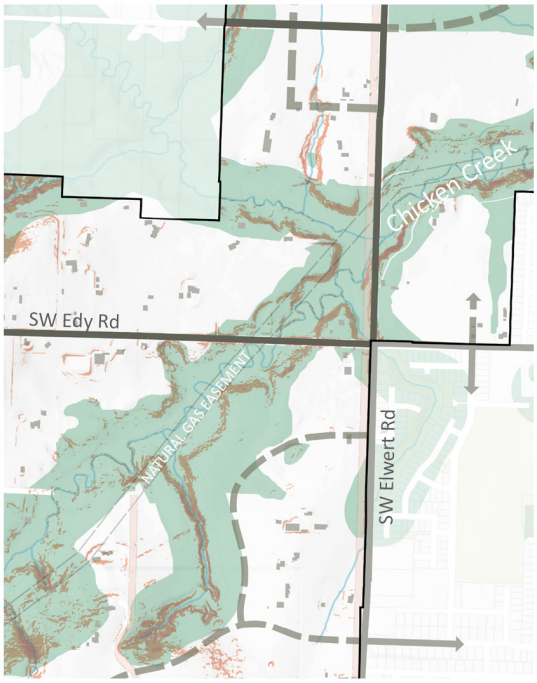


Figure 17. Existing Alignment Option



- By raising the road along this length, there would be impacts to the existing right-of-way and adjacent wetlands due to the need for additional fill.
- An estimated 20 to 40 feet of additional right-of-way would be required to account for fill slope.
- The additional environmental impacts would require extensive wetlands mitigation.
- Local and commuter traffic would be heavily impacted during construction.

Because of these reasons, the CAC and project team recommend the realignment approach. However, further analysis, including more in-depth environmental, engineering, and cost analysis, will be necessary before the decision about Elwert Road's alignment is finalized.

Transportation Improvements Under Study

Pedestrian Overcrossing

A new Highway 99W pedestrian overcrossing is planned in the vicinity of Sherwood High School and is currently being designed (as of spring 2023). The new overcrossing will address the major barrier that the highway presents for pedestrians today. It would also help connect the high school, the YMCA, and the greater Sherwood West area with existing trails and destinations on the east side of the highway. The preferred alignment for the overcrossing is illustrated in Figure 18.

Figure 18. Pedestrian Overcrossing Alignment



Connection to Brookman Area

The City of Sherwood has been studying several alternatives for improving connectivity between the Brookman Area and Sherwood West. Sherwood City Council recently endorsed the alternative that would locate a new grade-separated crossing of Highway 99W to the north of SW Chapman Road (see Figure 19). The crossing would serve local access (no interchanges from Highway 99W), and would connect to Old Highway 99W to the east and to the western side of Sherwood West via new local streets.



Figure 19. OR 99W/Brookman-Chapman Alternative 2

The connectivity alternative also includes intersection improvements (signal or roundabout) at the intersection of SW Brookman Road/ SW Chapman Road and Highway 99W, which would provide access to and from the highway.

Other Transportation Concepts for Future Study

The existing transportation system in Sherwood West is limited to very few routes, is characterized by rural road conditions, and has almost no pedestrian and bicycle facilities. A key challenge to future development in the area is the current reliance on Oregon Highway 99W and SW Elwert Road for north-south travel, particularly for through-trips that do not have an origin or destination in Sherwood. Highway 99W is designed for this traffic; however, SW Elwert Road is not. Elwert's future improvements should support Sherwood West as a livable, walkable part of Sherwood, not only as a conduit for through traffic.

The transportation network for Sherwood West will serve local travel, provide excellent walking and biking routes, and minimize trips through Sherwood's neighborhoods. Toward this end, the strategies in the Concept Plan are to:

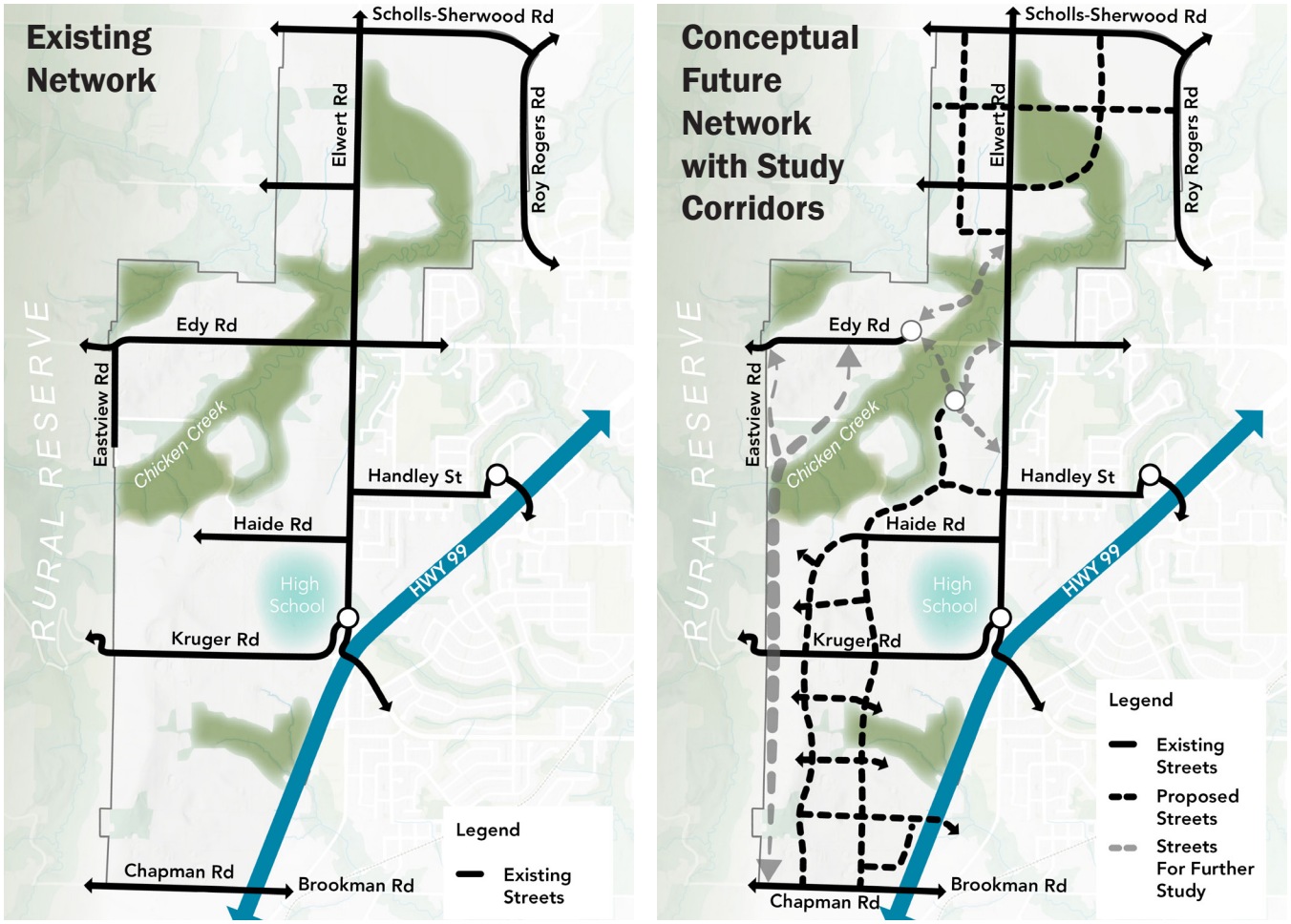
- Plan and develop a well-connected street network that connects existing and new neighborhoods;
- Plan and develop a robust, safe and inviting pedestrian and bike network – for all users;
- Implement the Chicken Creek Greenway with a regional trail that connects Sherwood West to the existing city and the Tualatin National Wildlife Refuge;

- Implement the Elwert Road Design Concept described and illustrated above, using Sunset Boulevard as inspiration;
- Build the Brookman separated-grade crossing;
- Build the Highway 99W pedestrian overpass; and
- Provide additional north-south connectivity that directs traffic away from neighborhoods rather than through them.

Streets For Further Study (North-South Connector & Elwert Realignment)

Figure 20 shows a conceptual street framework for further study. The diagram shows additional north-south connectivity and the realignment of Elwert Road. The core idea of the north-south connectivity concept is to connect SW Chapman Road to the north end of Sherwood West, enhancing regional connectivity and providing an option away from neighborhoods. The route is conceptual and its specific alignment has not been identified. The City is aware of the challenges – topographic, environmental, conflicts with existing development – but seeks to continue to study this long range transportation corridor. The Elwert realignment concept is discussed on page 53.

Figure 20. Conceptual Diagrams – Streets for Further Study



Active Transportation and Trails



Trails, cycling routes, transit, "micromobility," and other ways of getting around without a car will be designed into Sherwood West. It is expected that active transportation options will connect between local parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking. This Concept Plan provides an opportunity to pre-plan key connections between new growth in Sherwood West and existing areas of Sherwood. There is also an opportunity through plan implementation to ensure future transit can be as successful as possible.

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

Trail Network

The maps in Figure 22 and Figure 24 illustrate a conceptual trail network for Sherwood West, ranging from larger regional trails to smaller community trails. Future trails in the Sherwood West area will prioritize connections to existing and planned trail networks.

Chicken Creek will also form a key component of the future trail network. See the Green Space Network section, below, for a discussion of Chicken Creek Greenway concepts.

Safe Routes to School



The Concept Plan illustrates the potential for a bicycle and pedestrian network that is safe, connected, and serves all ages and abilities. Key elements include:

- Chicken Creek Regional Trail;
- Local trails serving every neighborhood and providing continuous routes throughout Sherwood West (north to south and east to west);
- Key connections to Sherwood at SW Edy Road, SW Chapman Road, and SW Elwert Road / SW Sunset Boulevard, with associated pedestrian and bicycle improvements;
- A pedestrian overcrossing of Highway 99W connecting to Sherwood High School; and
- Potential safe routes to Ridges Elementary School at SW Handley, SW Copper Terrace and via trail connections from SW Elwert and SW Edy.

Future Transit, Micromobility, and the "First and Last Mile"

The Sherwood West lies directly adjacent to TriMet's current service boundary but TriMet does not currently provide transit service to the area. The closest bus stops are about a mile away in Old Town, which is served by lines 93 and 94. The Concept Plan helps Sherwood West to be "transit-ready" by planning land uses, key streets, and trails to accommodate and support future transit service. The diagram at right shows potential future transit routes in orange as conceptually noted in the TSP.

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

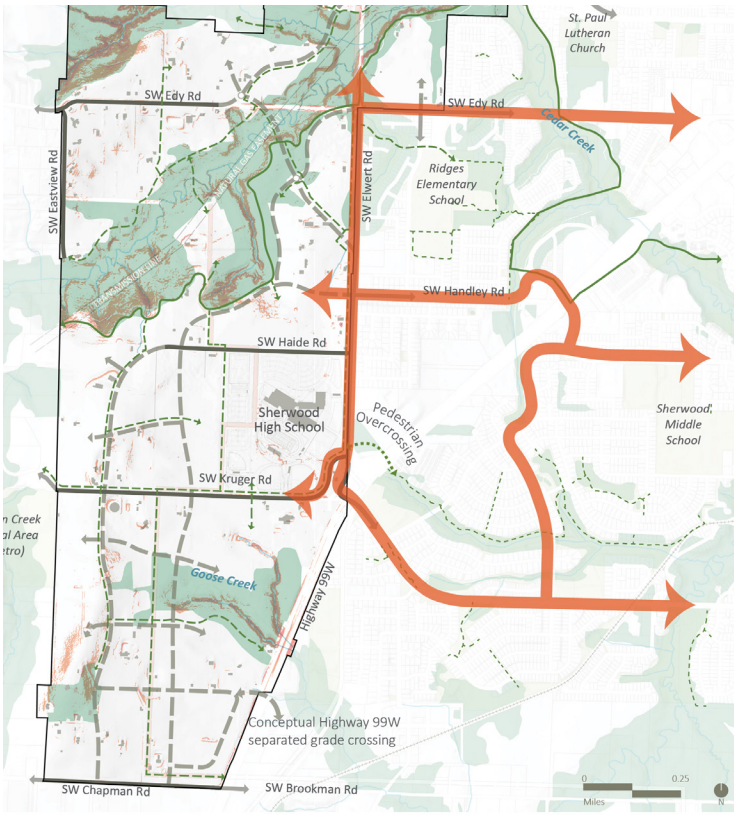
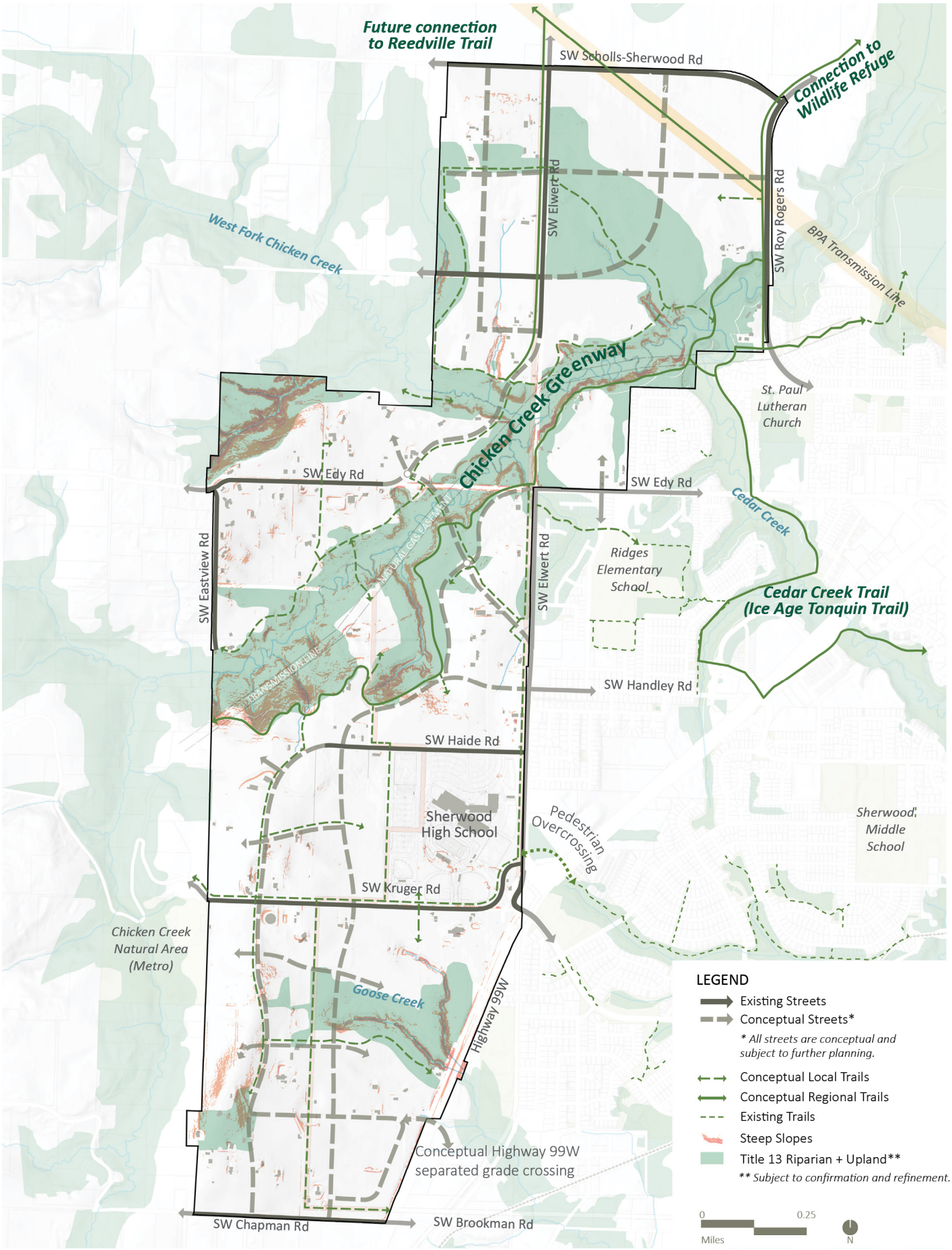


Figure 21. Potential Future Transit Routes Connecting to Old Town (Source: Sherwood TSP)





Figure 22. Overall Transportation Framework for Sherwood West



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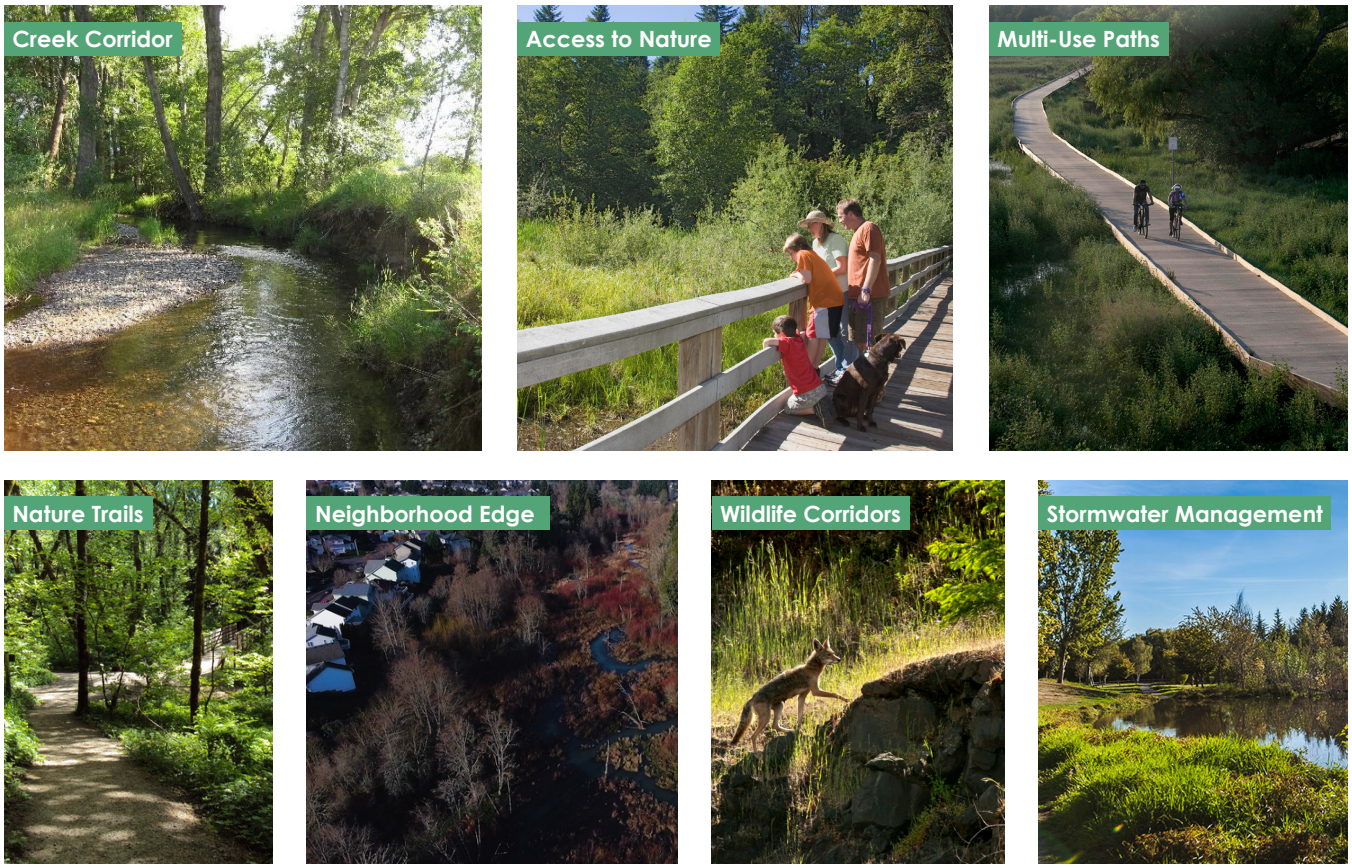
Green Space Network

A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge. Parks and open space illustrated in the Concept Plan take advantage of the natural landscape in Sherwood West to enhance access to nature and outdoor recreation. Sherwood West's green space network includes creek corridors and their habitat areas; trails and greenways; tree and tree canopy, as protected by Sherwood's code; stormwater facilities; and neighborhood parks, community parks, and school fields.

Chicken Creek Greenway

Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways: Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas (as shown in Figure 23).

Figure 23. Elements of a Greenway



Neighborhood and Community Parks

The map in Figure 24 identifies potential locations for future neighborhood and community parks. These spaces will ultimately be integrated into Sherwood West's overall trail and open space network.

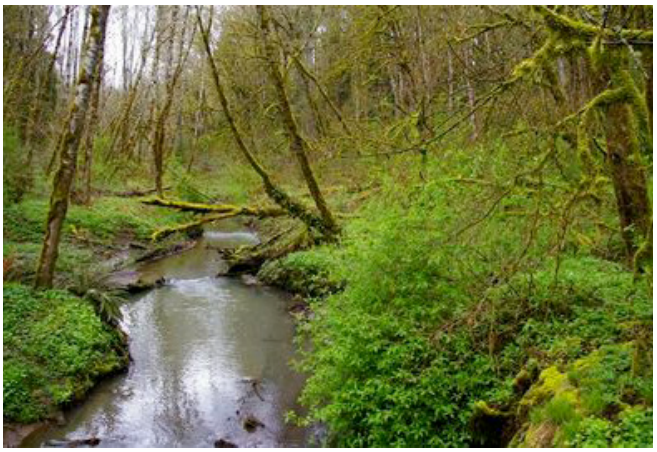


Community Parks. Consistent with the Sherwood Parks and Recreation Master Plan, the Concept Plan locates two community parks with a minimum of 10 acres in Sherwood West. Specific future locations for community parks will depend on site suitability (e.g., topography, size, street access), phasing of development, and property acquisition opportunities.

Neighborhood and Pocket Parks. The Concept Plan also identifies conceptual locations for smaller neighborhood parks. While the City may identify preferred locations and acquire land for neighborhood parks, typically greater than 1.5 acres, often these areas can be dedicated as a part of land development. In addition, pocket parks, typically smaller than 1.5 acres and maintained by Homeowner Associations, will be required as part of usable open space through the land development process.

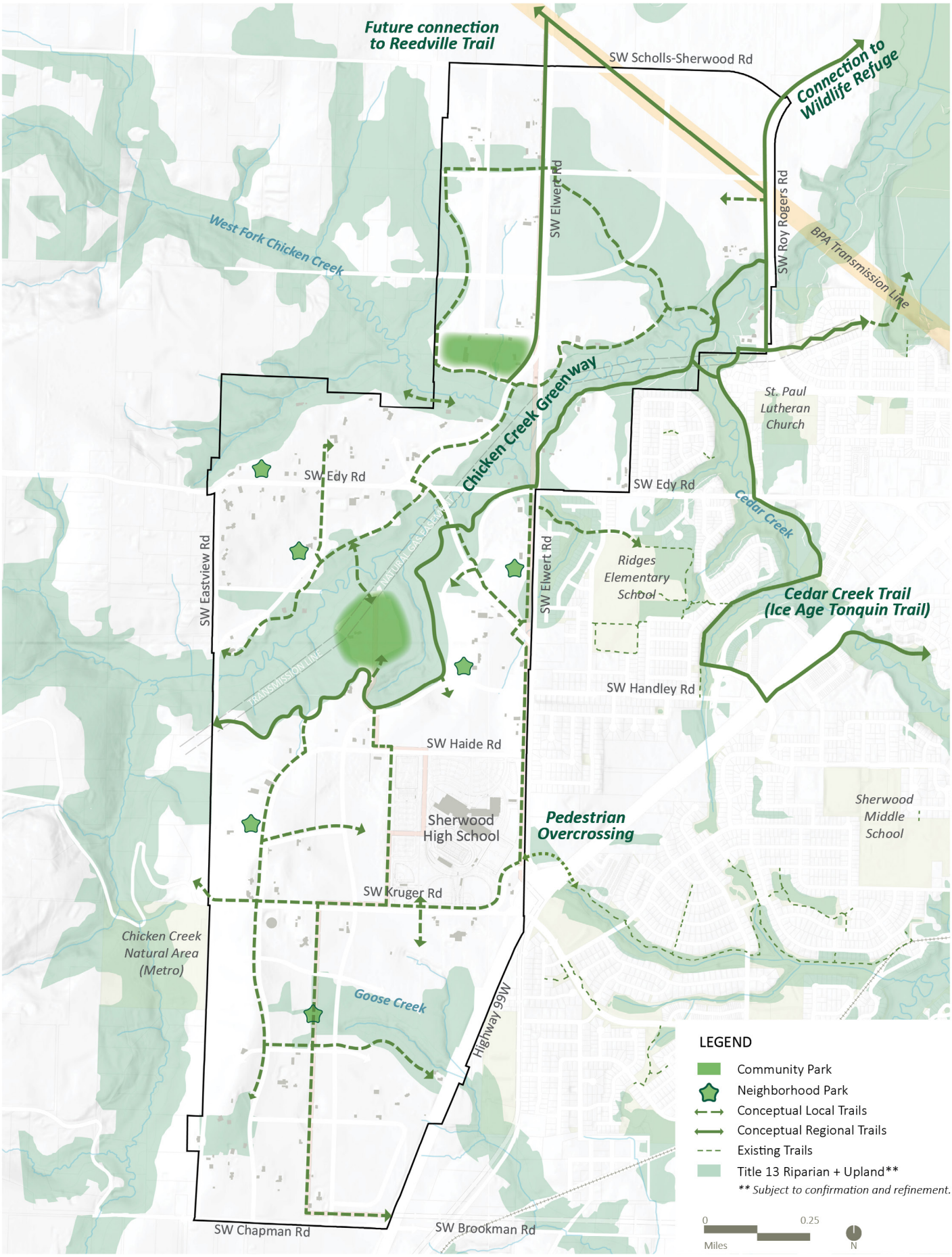
Natural Resources

Natural resource areas in Sherwood West will be preserved and integrated into the open space network. The Chicken Creek Greenway section, above, describes how creek corridors will form an essential component of the trail network and access to nature. In addition, regulations at the regional, state, and federal level require protection of wetlands, habitat areas, and other natural resources as part of future development.



Once Sherwood West is brought into the UGB, the next steps for riparian and other habitat areas subject to Metro Title 13 and Statewide Planning Goal 5 will be to analyze specific resources; make determinations about their significance; conduct an Economic, Social, Environmental and Energy Consequences (ESEE) analysis; and adopt plans for resource protection through the Sherwood Comprehensive Plan and Development Code. The Concept Plan maps show mapped Title 13 habitat areas; however, the extent of protected resources could change based on future analysis and planning.

Figure 24. Sherwood West Trails and Open Space Network



Utilities

In addition to transportation infrastructure, future development in Sherwood West will require provision of water, sanitary sewer, and stormwater utilities. This section briefly summarizes future planning, phasing, and future extension of utilities. Additional detail is provided in Appendix N (Infrastructure Costs, Planning, and Phasing Memo) and Appendix O (Preliminary Infrastructure Funding Strategy).

Water

Existing water facilities in or near Sherwood West include a water reservoir, a supply line, and distribution lines. The Kruger Reservoir, which serves a portion of existing Sherwood, is located in Sherwood West, south of SW Kruger Road and approximately one-half mile west of Highway 99W. There is also an existing water main in SW Elwert Road between SW Kruger Road and SW Handley Street, and in the vicinity of Derby Terrace. This water main could be extended to serve Sherwood West development.

Phasing: Development in Sherwood West's West and Southwest districts can be served with water infrastructure in the near future. Water infrastructure will need to be extended east to west to serve the hillsides. The Far West district can be served after water infrastructure improvements, such as an additional pump station, are constructed. The North district will be served by an extension of a looped 12" system. The Preliminary Infrastructure Funding Strategy (Appendix O) includes cost estimates for extending infrastructure to the North district; water and transportation projects have the highest projected costs for this district.



Sewer

Two sanitary sewer trunk lines serve the City of Sherwood, the Sherwood Trunk (24-inch), which conveys sewage from the Cedar Creek sewage collection basin, and the Rock Creek Trunk (18-inch), which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by Clean Water Services (CWS).

Within Sherwood West, development north of Haide Rd. is expected to be served by the proposed Chicken Creek Pump Station and Force Main while development to the south of Haide Rd. is expected to be served by the Sherwood Trunk line via the Brookman Trunk line.

A portion of the Chicken Creek Force Main is being constructed as part of the Roy Rogers Rd. project and will be installed by Summer 2024. The associated force main within Highway 99W and the Chicken Creek Pump Station will need be constructed in order to complete the project and provide service to the northern area of Sherwood West. The projects are expected to be completed in 2027-2028. The Brookman Trunk Line extension will begin construction in 2024 and be completed in 2025. Prior to significant development occuring within the southern area of Sherwood West, the Sherwood Trunk Line will need to be upgraded within current city limits. This project is expected to be completed by 2028-2029.

Phasing: Planning, design, and construction projects are underway to serve all areas of Sherwood West. All of the key projects needed to serve Sherwood West are expected to be completed by 2028-2029. Phased development within Sherwood West can then occur as main lines are extended with development.

Storm

Largely undeveloped today, Sherwood West has no existing stormwater infrastructure. As development occurs in the future, stormwater would likely be discharged onto the floodplain of the adjacent creeks and tributaries. All planned stormwater facilities must meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, and water quantity treatment. Handling Sherwood West's future needs through regional stormwater facilities within Sherwood West is the City's preferred approach.

Sherwood West also offers new opportunities to utilize low impact development approaches (LIDAs) such as rain gardens, vegetated swales, porous pavement, and other forms of green infrastructure. These types of facilities can provide visual amenities and habitat benefits in addition to managing stormwater and should be integrated into new transportation facilities, parks, and private development.





Phasing: All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs.

IMPLEMENTATION



IMPLEMENTATION

Once accepted by the Sherwood City Council, this Concept Plan will serve as a resource for future discussion about expanding the UGB and more detailed planning for growth and development in Sherwood West. The following strategies and considerations are suggested to implement the concepts laid out in this plan.

UGB Expansion Request

City Council will decide whether to make a UGB expansion request in the next review cycle, and Metro will decide whether Sherwood West is an appropriate area for expansion. With local acceptance of the Sherwood West Concept Plan, the City will have the ability to request a UGB expansion to include all or part of Sherwood West in 2024. The Metro Council must review and report on the regional 20-year land supply UGB every six years and, if necessary, adjust the UGB to meet land needs for that 20-year period. Metro's next review of the land supply will occur in 2024.

Possible timing for these decisions is included in the "Future Development Timeline" in Appendix A and the phasing strategy in Appendix N.

Infrastructure Funding Strategy

The City of Sherwood places a high priority on well-planned, efficient infrastructure to serve community goals. The Sherwood West Concept Plan's Preliminary Infrastructure Funding Strategy (Appendix O) is consistent with City priorities and implements Project Goal #6, which states "(g)rowth and development are well-planned and implementation of the area is pragmatic."

The Preliminary Infrastructure Funding Strategy includes a high-level estimate of infrastructure costs, revenues, and potential tools for funding future development in Sherwood West. The strategy addresses water, sanitary sewer, storm water, transportation, and parks.

Key findings of the preliminary infrastructure funding strategy analysis include:

- Envisioned development includes employment uses in the North district and a mix of housing and employment uses along Highway 99W in the West and Southwest districts.
- Several infrastructure projects are catalytic to making development possible in these areas. For the North, West, and Southwest districts, transportation projects are projected as the highest-cost, including the improvement of Elwert Road, Scholls-Sherwood Road in the North, and a new 2-lane collector in the West and Southwest districts. Additional catalytic projects include extending water and storm improvements along Elwert Road in the North and expanding water service in the West and Southwest districts.
- Preliminary analysis shows a revenue shortfall for wate, storm and transportation, and a surplus for sewer, and parks when regional connection charge revenues to Clean Water Services and the Washington County Transportation Development Tax are included. *NOTE: Cost and revenue estimates for this analysis are rough estimates and will be refined in subsequent planning phases.*

- Of all the potential funding strategies, a supplemental system development charge (SDC) would be easiest to implement to cover funding gaps, though the City should also aggressively seek outside funding from regional, state and federal programs to reduce the overall cost.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

Future Zoning And Regulations

Future Comprehensive Planning

The Sherwood West Concept Plan establishes the overall vision, goals, and framework plans for land use, transportation, parks, natural resources, and utility infrastructure. If Sherwood West is added to the UGB, the next phase is a more detailed comprehensive planning process. Outcomes of that process will include:

- New or revised Comprehensive Plan policies that address issues in Sherwood West (if needed)
- Property-specific Comprehensive Plan and zone map designations (these could be existing Plan designations or new designations tailored to Sherwood West)
- Development Code regulations
- Specific locations for major road connections and updates to the Transportation System Plan
- Detailed infrastructure plans
- Natural resource protection (see below)
- Other implementation strategies needed to set the stage for annexation and development

The comprehensive planning and zoning process is another opportunity for the City to reach out to affected property owners and the larger community to refine plans for Sherwood West. Robust community engagement will be an important component of developing detailed plans and regulations.

Natural Resource Protection

The Concept Plan identifies locations of Metro Title 13 / Statewide Goal 5 resources within Sherwood West. However, additional analysis and planning will be necessary to determine the level of significance of these resources and the extent to which they must be protected. As part of the future comprehensive planning process, the City will further analyze specific resources, make significance determinations; conduct an Economic, Social, Environmental and Energy Consequences (ESEE) analysis; and adopt plans for resource protection through updates to the Comprehensive Plan and Development Code.

Future Development Code Regulations

Objectives

The regulatory implementation for the Sherwood West Concept Plan should:

- Implement the Sherwood West vision and goals.
- Create a system that can implement the vision over time, with incremental development. Because Sherwood West is highly parcelized, development is likely to happen incrementally, rather than large areas being developed all at once.
- Design a zoning structure that will ideally work in the short- and long-term. Development in Sherwood West is expected to occur over several decades; therefore, regulations should be flexible and adaptable to changing conditions.
- Adopt new base zones only if there is a compelling reason to do so. A simple approach to zoning that limits the amount of "new code" is easier for City staff and applicants to work with, which can lead to better outcomes.
- Craft the fewest number of rules to get the job done while meeting the City's expectations for quality development.
- Adopt and implement annexation code for the orderly and efficient transition of land uses from rural to urban.

Custom Residential Zoning

While the objective is to minimize new zoning and related requirements, the land use plan for Sherwood West recommends two residential designations that would be implemented through new, custom zones:

- **Cottage Cluster** – This zone would allow only cottage clusters, which are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities make them an appealing alternative to typical single detached dwellings.
- **Middle Housing** – This zone would allow duplexes, townhomes (attached housing on individual lots), and cottage clusters. These are the middle housing types that have been most favored by the CAC and Sherwood community and would provide different housing choices—including options for more affordable homeownership, as compared to single detached dwellings.

This strategy is recommended to help ensure that community-supported middle housing types are built in Sherwood West and to give the City flexibility to customize the design and development standards that apply in these zones.

In developing these zones, the City should evaluate how its current zones and recently-adopted Residential Design Standards are working as demonstrated by recent development. If different approaches to development and design would be beneficial in Sherwood West, those should be considered for the Cottage Cluster and Middle Housing zones. Care should be taken to ensure future regulations are not overly restrictive and discourage this type of development, especially given the limited housing types that will be permitted.

Hospitality Zoning

Specific approaches for implementing a Hospitality Zone, unique to Sherwood West, will need to be developed as part of the comprehensive planning/zoning process. To successfully capitalize on this area's ability to be the "Gateway to Wine Country," additional economic study and outreach to developers is recommended to assess the feasibility of this concept and options for implementation.

Potential approaches to accommodate hotels/motels, restaurants, wineries, destination tourism, and similar uses:

- New Hospitality base zone – Establish a new zone that would allow only those uses that are desired in this area.
- Overlay zone – Apply standard base zones, with an overlay zone that implements the City's hospitality objectives. The underlying zoning could be commercial zones that already allow lodging and restaurants, such as the City's Retail Commercial (RC) or General Commercial (GC) zones, and/or could include employment or residential zones. The overlay zone could either restrict uses or add additional allowed uses, depending on what is allowed in the underlying zone(s).
- Incentive zoning – Offer development incentives, such as increased building height or lot coverage, to desired hospitality uses.

Master Planning or "Village Planning"

Master planning is an approach used by some Metro-area jurisdictions to prepare UGB expansion areas for annexation and development. It is expected that a master plan approach, led by the City in advance of development, would have the following benefits and characteristics:

- Ability to regulate the location and design of middle housing pursuant to OAR 660-046-0205(2)(b)
- More certainty for coordinating multiple developments into cohesive neighborhoods.
- Ability to coordinate unique elements like views, trails, specific greenspaces, public uses, street trees, and streetscape design.
- More specific land planning to help coordinate infrastructure phasing and funding.
- Required public planning process, with an associated timeline, City staff time and costs, and community participation.
- Potential challenges if some property owners are ready/favorable toward development and others are not – this should be thoroughly assessed prior to initiation.
- Reduced flexibility for developers in subsequent development review.
- Phasing – Infrastructure planning to date has identified infrastructure phasing for the Sherwood West area. Sherwood could prepare master plans in phases that follow that same general sequence of development.

The "Village Planning" concept involves planning for a mix of land uses, walkable community design, and open spaces that can result in quality new development that reflects Sherwood values. Villages are assumed to be created through master planning processes that are either City led or developer led prior to annexation into the city. Precedents for village planning are Villebois Village and Frog East & South in Wilsonville.

A potential strategy for Sherwood West is to prepare master plans only for "village" portions of Sherwood West—such as the areas along SW Kruger Road and near Sherwood High School. These areas are primed for future development, offering locational and topographic features that lend themselves to a broader mix of uses and village-style development.

City staff and legal counsel engaged with the Department of Land Conservation and Development to understand how HB 2001 is implemented through a Master Planned Community. Staff provided a memo to City Council capturing the result of those conversations and options under OAR 660-046-0205(2)(b) which is included as Appendix Q. This memo was produced after Appendix B Housing Policy Implications Memo and M Housing Memo which did not take into account DLCD rulemaking that occured in 2022. Appendix Q therefore provides the most current and accurate summary of how middle housing can be regulated through Master Planning.

Future Annexation

Annexation is the process by which land inside the UGB will be brought into Sherwood city limits. Annexation may be initiated by property owners and is a necessary step before development can occur.

The Sherwood Comprehensive Plan requires that annexations occur "in an orderly and coordinated manner, and services are provided to support urban growth consistent with the 2040 Vision" (Policy 3.4). Criteria include that the property is contiguous to the existing City limits or separated from it only by a public right of way and that an adequate level of urban services and infrastructure are available or can be extended in a cost effective and efficient manner to the area.

Some cities require or allow **Annexation Agreements**, which are binding contracts between the property owner and City, to ensure that a proposed annexation is in the public interest. The City of Sherwood could use a such a strategy to ensure that applicants are aware of the key elements of the Sherwood West Concept Plan and aware of what their development obligations will be regarding utilities, dedication of open space and trails, and other requirements applicable to the subject property.

Planning for Housing

In the coming years, the City of Sherwood will undertake a planning process called a Housing Production Strategy (HPS) to identify actions that the City will take to increase housing production that meets community members' needs. An HPS is required of Oregon cities under House Bill 2003 and OAR 660-008. The law requires Sherwood and other cities to evaluate a broad range of solutions to meet local housing needs—which may include policies, programs, funding tools, incentives, partnerships, and more. The City will be required to adopt its first HPS by 2027. As part of that process, the City will consider various strategies to promote housing development in Sherwood West that provides a variety of housing choices and options and that is affordable to the full range of income levels, including low-income households.

Transportation and Infrastructure

Future Alternatives/Feasibility Studies

The City will need to conduct several alternatives analyses and feasibility studies to determine the final location, alignment, and design of key transportation improvements.

- **SW Elwert Road - SW Edy Road Alignment** – The City will need to conduct more in-depth environmental, engineering, and cost analysis before the decision about Elwert Road's alignment is finalized. This should be undertaken as a separate feasibility study, which should be included in the scope of work for the comprehensive planning effort. The feasibility analysis should be robust and include coordination with Division of State Lands, an engineering feasibility analysis with a preliminary 5-10% roadway and intersection design, and a high-level cost estimate, among other analyses required for wetland and other impacts.

  In addition, because SW Elwert Road is a Washington County facility, final designs and proposed cross sections must be coordinated with County staff and be appropriately sized and designed for an arterial roadway that can accommodate anticipated future local and regional travel demand, including truck traffic.
- **LeBeau Road/Elwert Road/Scholls-Sherwood Road Intersection** – The scope of work for comprehensive planning should also include analysis of the LeBeau Road/Elwert Road/Scholls-Sherwood Road intersection and needed improvements.
- **Connection to Brookman Area** – The recommendation for a separated-grade crossing of Highway 99W will require further analysis to determine what specific type of improvement is preferred and how it will be phased.
- **North-South Connectivity** – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be necessary. This should be considered as a long-term strategy, rather than an essential component of early-stage transportation planning in Sherwood West.

Public Facility Plans

Transportation Plans

Updates to the Sherwood TSP and Capital Improvement Plan (CIP) will be necessary to incorporate street design standards and improvement projects for facilities within Sherwood West. A TSP update will include functional classification of roads and potentially new street cross section designs. The CIP establishes, prioritizes, and defines funding for capital projects to improve existing systems and develop new infrastructure and facilities. Ultimately, key Sherwood West transportation projects can be included and prioritized in the CIP based on the availability of funding (e.g., county, regional, state, and federal funds).

Other Utilities

More detailed water, sewer, and stormwater infrastructure planning will be necessary prior to annexation and development in Sherwood West. As part of this step, the City's water and sewer master plans should be updated as needed.

Funding Tools

The Preliminary Infrastructure Funding Strategy (Appendix O) identifies potential funding approaches for catalytic infrastructure projects in the North, West, and Southwest districts. However, more detailed cost estimates, revenue projections, and infrastructure planning are needed. In subsequent phases, the City should conduct further study to evaluate and establish funding tools for Sherwood West. One promising tool to explore in the next steps is implementing a supplemental SDC. This would be managed by City staff with the support of a municipal finance consultant and would involve:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Sherwood City Council and Planning Commission engagement; and
- Development of a final proposal for adoption.

Developer Recommendations

The following are recommendations for infrastructure and funding needs from local development practitioners. These points were gleaned from the developer tour and discussions conducted in fall 2022. Refer to Appendix K for the full summary of developer feedback.

Infrastructure

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

Implementation and Funding

- It is a challenge for developers to front load all infrastructure when they do not always get credit for it and/or they may not get reimbursed by future developers before they expire.
- Locating a public facility like city offices or a police or fire station in the study area could jumpstart development.

Continued Community Engagement

The City should continue engaging with property owners and the Sherwood community about Sherwood West's future growth. This should include outreach via periodic email updates, the project website, and neighborhood outreach. Community engagement is critical to the success of Sherwood West development, especially given the voter-approved annexation laws applicable in Sherwood. The City can learn from other annexation projects to better understand when Sherwood West land may be needed to accommodate growth, what issues are important to the community, and how best to support the smooth incorporation and transition of Sherwood West.

Metro Title 11 Compliance

Title 11 of the Metro Urban Growth Management Functional Plan addresses planning for new urban areas added to the UGB. The City of Sherwood is required to have a Title 11-compliant Concept Plan for Sherwood West before it can be added to the UGB. To meet Metro requirements, the Concept Plan must "consider actions" necessary to achieve certain outcomes, including:

- A mix of land uses that will make efficient use of the public systems and facilities;
- A development pattern that supports pedestrian and bicycle travel;
- A range of housing of different types, tenure and prices addressing local and regional housing needs;
- Employment opportunities to support a healthy economy;
- Well-connected systems of streets, bikeways, parks, recreational trails and public transit;
- A well-connected system of parks, natural areas and other public open spaces;
- Protection of natural ecological systems and important natural landscape features; and
- Minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands

The Title 11 findings included in Appendix P describe how this Concept Plan addresses these and other Metro requirements.

Future Development Timeline

The diagram in Appendix A illustrates the potential planning and future development timeline for Sherwood West. As indicated in this diagram, development in Sherwood West is not expected to occur for at least five or six years after being brought into the UGB and full buildout is anticipated to take several decades.

SHERWOOD WEST CONCEPT PLAN

Attachment C1

Concept Plan Appendices



APPENDIX A

Future Development Timeline



Sherwood West Concept Plan

Why are we Planning for Sherwood West?

The City of Sherwood is taking a second look at the 2016 Concept Plan for Sherwood West. The updated Concept Plan addresses many factors including state rules and opportunities for housing and employment. The updated plan supports the city's newly adopted Comprehensive Plan. Oregon Law requires a 20-year land supply for housing and employment uses within cities. Sherwood has a deficient of housing units to meet projected future growth. If Metro decides the regional Urban Growth Boundary (UGB) needs to be expanded it will need to decide where to expand. If Sherwood West, or a portion thereof, is brought into the UGB our community's concept plan for the area ensures that it will grow in a way that we all love. **For more information: www.SherwoodOregon.gov, Email: PalmerE@Sherwoodoregon.gov, Phone: 503-625-4208**

Potential Sherwood West Planning and Development Process 2022-2065

Sherwood West Concept Plan

The City received a Grant to Update the 2016 Sherwood West Preliminary Concept Plan, in 2021. A Community Advisory Committee was appointed to update the plan. It is anticipated that public hearings will be held before the Planning Commission and City Council for acceptance of the plan in 2022

Metro Decision to Expand UGB

Every six years, the Metro Council must review and report on the 20-year land supply in the Urban Growth Boundary (UGB). If necessary Metro adjusts the UGB to meet land needs for that 20-year period. Oregon law requires Metro to maintain a 20-year land supply within the UGB. Metro's next review of the land supply will occur in 2024

Repeats at least every 6 years

This decision of Metro is required at least every 6 years

Sherwood Decision to Expand UGB

If the Metro Council decides the UGB needs to be expanded, it will decide where to expand. There are currently 27 Urban Reserve Areas in the Metro region. Metro would need to decide that Sherwood West is an appropriate area for expansion

This decision typically takes a year

Refinement Planning Process & Adoption

Once any part of the Sherwood West area is brought into the UGB, the City will begin a more refined comprehensive planning process by working with property owners and residents to identify appropriate zoning designations, and amendments to the development code, and transportation plan.

This process typically takes 1.5 to 3+ years

Annexation

After completion and adoption of a Refinement Plan for the area, property owners who want to annex into the City must file an an annexation request and meet the city's, Metro and state annexation criteria.

Repeats for every property or group of properties requesting to annex

This process typically takes 6+ months

Land Use Applications & Public Hearings

After annexation, property owners must submit a land use application before developing their property after public notice and a public hearing.

Repeats for each development

This process typically takes up to 8 - 12+ months

Public Improvements Construction

If a land use application is approved, the applicant is required to construct pubic improvements (typically utility and transportation improvements) prior to any construction.

Repeats for each development

This process typically takes 6 - 12+ months

Construction Residents and Businesses Move In

After public improvements are completed, a developer can get permits to begin construction.

If Metro expands the UGB to include any part of Sherwood West; if refinement planning is approved by the community and City Council; if property owners annex into the city; and if the public and the City support land use applications, the earliest new residents/businesses could move in is 2029

This process typically takes 3 - 12+ months and repeats for every project

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Timing of annexation and development varies based on property owner desires, public support, and market conditions

APPENDIX B

Housing Policy Implications Memo

HOUSING POLICY IMPLICATIONS

Sherwood West Preliminary Concept Plan, Comprehensive Plan Update, and Oregon House Bill 2001

TO:	Community Advisory Committee
FROM:	Erika Palmer, Planning Manager
CC:	Angelo Planning Group
DATE:	April 27, 2021

Introduction

The purpose of this memorandum is to summarize the future of housing to help inform discussions on this topic during this re-look of the Preliminary Sherwood West Concept Plan. This memorandum provides a brief overview of housing and neighborhoods described in the 2016 Sherwood West Preliminary Concept Plan, the draft housing goals and policies in the updated Comprehensive Plan, and implementation of Oregon House Bill 2001: Housing Choices (HB 2001).

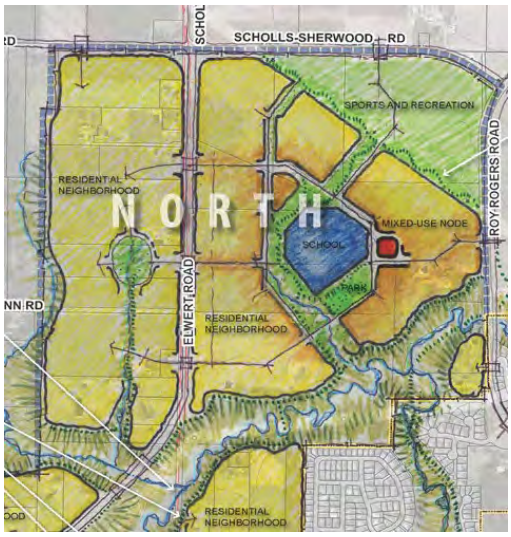
SHERWOOD WEST PRELIMINARY CONCEPT PLAN

Sherwood West is the regional Urban Reserve Area 5B, which is approximately 1,291 acres. This area, designated by Metro in coordination with its partner cities and counties, identifies land that will be considered for addition to the region's Urban Growth Boundary (UGB) for urbanization over a 50 year period. Sherwood West is the largest urban reserve area adjacent to Sherwood, and given the location of existing utilities, the area is logically the best direction for the City to consider growth in the future.

The 2016 Preliminary Sherwood West Concept Plan recognized that Sherwood has a shortage of land available for housing and the plan was envisioned to help address this need. The understanding was that If we don't add more land for new housing, people will still move here, housing prices will rise, and the community will experience more pressure for infill development at higher densities. The Preliminary Concept Plan did not speak to urban densities or the design of a particular area within Sherwood West. The Plan was intended to be a tool for residents and decision-makers to rely on as they make decisions about growth expansions, knowing that community values and needs may shift, tastes in housing may change, and densities and neighborhood form would be shaped through future refinement processes.

The Sherwood West Preliminary Concept Plan preferred alternative recognized four distinct subareas: the North District, the West District, the Far West District and the Southwest District. All four subareas were intended to provide a mix of housing.

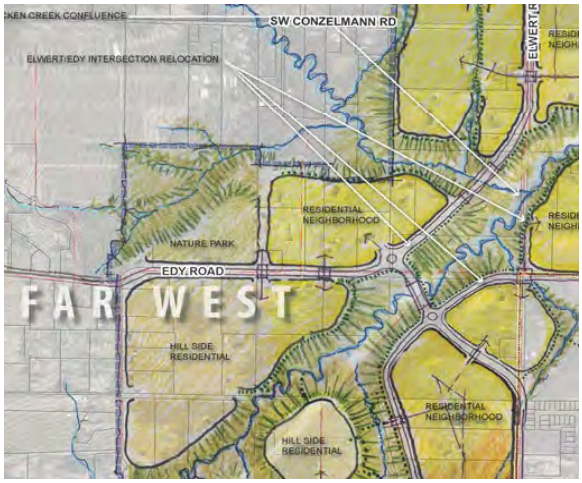
The North District is a mixed-housing neighborhood organized around a new school, neighborhood park, and mixed-use node. Residential intensities transition from center to edge of the neighborhood. Residential housing is oriented towards the collective open space. West of Elwert Road, residences are organized around a smaller neighborhood park that marks the high point of a topographic ridge.



The West District is a mixed-housing district organized around a new school (Sherwood High School), neighborhood park, and mixed-use center. A new neighborhood connector street paralleling Elwert serves the neighborhood from the west side. The road follows the break in topography to create an area for residential development that is anchored by the school site. Housing intensities transition out from this mixed-use center (high to low) with hillside residential on the higher and steeper slopes.



The Far West District includes a mixed residential neighborhood, with the higher and steeper elevations envisioned to be hillside residential.



The Southwest District is a primarily residential neighborhood with varying intensities and hillside residential on the higher and steeper elevation slopes.



Land uses identified in the Sherwood West Preliminary Concept Plan are primarily residential, with varying degrees of intensity based on topography, natural features, proximity, and transition out from mixed-use centers (high to low).

Subsequent to the completion of the Preliminary Concept Plan, city staff prepared preliminary estimates of the housing capacity provided by the Plan. In 2018, staff provided a housing analysis of a proposed expansion on roughly 586 gross acres of the Sherwood West area out of the approximately 1,291 acres. The net developable acreage, after excluding roads, natural resource areas, land designated for parks

and open space, and an existing church, came to roughly 452 acres. Of the 452 developable acres, roughly 425 acres are designated Residential Neighborhood, Residential Hillside, and Residential Mixed-Use. These 452 acres should be thought of as two area types. The first type, an urban area, suitable for medium and higher density development. The second, a hillside area, which its topography makes it suitable for lower density development. It was envisioned residential intensity transitioning out from mixed-use centers (high to low) with hillside residential on the higher and steeper sloped areas. The overall assumed average residential density of the 452 acres was 8.5 dwelling units per acre. The 8.5 average residential density in the 452 developable acres would accommodate roughly 3,800 new housing units.

SHERWOOD'S COMPREHENSIVE PLAN UPDATE

The following section focuses on the City of Sherwood's 2019-2039 Housing Needs Analysis (HNA) adopted by Ordinance 2020-018 and the draft 'Housing' goals and policies developed through the city's comprehensive planning work. The goals and policies have not been adopted and may be refined during the adoption process scheduled for Spring/Summer 2021.

Sherwood Housing Needs Analysis

As part of the City's process to update its 1990 Comprehensive Plan, a Housing Needs Analysis (HNA) was conducted in March 2019. The Housing Needs Analysis provides Sherwood with a factual basis to support future planning efforts related to housing, including Concept Planning for Sherwood West, and prepares *the City* for updates and revisions to *its* Housing Comprehensive Plan policies. Understanding growth in terms of population, demographic, and development trend shifts is crucial for determining future housing needs.

How Has Sherwood's Population Changed In Recent Years?

Sherwood's population grew relatively fast in recent years from 3,000 people in 1990 to nearly 18,600 people in 2013, averaging 8% annual growth. Sherwood's fastest period of growth was during the 1990s, consistent with statewide trends. Between 2000-2013, Sherwood grew by 6,600 people, at an average rate of nearly 3.5% per year. For comparison, Washington County grew at 2.5% annually between 1990-2013 and the Portland Region grew at 1.6% per year.

Sherwood's population is aging. People aged 45 years and older were the fastest-growing age group in Sherwood between 2000 and 2010, which is consistent with state and national trends. By 2035, people 60 years and older will account for 24% of the population in Washington County (up from 18% in 2015) and 25% in the Portland Region (up from 19% in 2015). It is reasonable to assume that the share of people 60 years and older will grow relatively quickly in Sherwood as well.

Sherwood is attracting younger people and more households with children. In 2010, the median age in Sherwood was 34.3 years old, compared to Washington County's median age of 35.3 years and the State median of 38.4. Sherwood has a larger share of households with children (47% of households), compared with Washington County (33%) or the Portland Region (29%). The Millennial generation—people born roughly between 1980 to 2000—are the largest age group in Oregon and will account for the majority of household growth in Sherwood over the next 20 years.

Sherwood's population is becoming more ethnically diverse. About 6% of Sherwood's population is Latino, an increase from 4.7% in 2000. In comparison to Washington County and the Portland Region, Sherwood is less ethnically diverse. In the 2009-2013 period, 16% of Washington County residents, and 12% Portland Region residents, were Latino.

What Factors May Affect Future Growth In Sherwood?

If these trends continue they will result in changes in the types and amount of housing demanded or "needed" in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. People over 65 years old will make a variety of housing choices, including: remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted living facilities or nursing homes) as they continue to age.

The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing. If Sherwood continues to attract young residents, then it will continue to have demand for housing for families, especially housing affordable to younger families with moderate incomes. Growth in this population will result in growth in demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable.

Changes in commuting patterns could affect future growth in Sherwood. Sherwood is part of a complex, interconnected regional economy. Demand for housing by workers at businesses in Sherwood may change with significant fluctuations in fuel and commuting costs, as well as substantial decreases in the capacity of highways to accommodate commuting.

Sherwood households have relatively high income, which affects the type of housing that is affordable. Income is a key determinant of housing choice. Sherwood's median household income ($78,400) is more than 20% higher than Washington County's median household income ($64,200). In addition, Sherwood has a smaller share of population below the federal poverty line (7.6%) than the averages of Washington County (11.4%) and the Portland Region (13.9%).

What Are The Characteristics of Sherwood's Housing Market?

The existing housing stock in Sherwood, homeownership patterns, and existing housing costs will shape changes in Sherwood's housing market in the future.

Sherwood's housing stock is predominantly single-family detached. About 75% of Sherwood's housing stock is single-family detached, 8% is single-family attached (such as townhomes), and 18% is multifamily (such as duplexes or apartments). 69% of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.

Almost three quarters of Sherwood's residents own their homes. Homeownership rates in Sherwood are above Washington County (54%), the Portland Region (60%), and Oregon (62%) averages.

Homeownership costs increased in Sherwood, consistent with national trends. Median sales prices for homes in Sherwood increased by about 30% between 2004 and 2014, from about $245,000 to $316,500. The median home value in Sherwood is 3.8 times the median household income, up from 2.9 times the median household income in 2000.

Housing sales prices are higher in Sherwood than the regional averages. As of January 2015, median sales price in Sherwood was $316,500, which is higher than the Washington County ($281,700), the Portland MSA ($269,900), and Oregon ($237,300) median sales prices. Median sales prices were higher in Sherwood than in other Portland westside communities such as Tigard, Tualatin, and Beaverton, but lower than Wilsonville or West Linn.

Rental costs are higher overall in Sherwood than the regional averages, with a slightly lower-rental cost on a cost per square foot basis. The median rent in Sherwood was $1,064, compared to Washington County's average of $852. Average rent in the Tigard/Tualatin/Sherwood area submarket was $1.13 per square foot in Fall 2014, lower than the regional average of $1.22 per square foot. Between Spring 2010 and Spring 2013, average rent in Tigard/Tualatin/Sherwood area increased by 38%, consistent with the regional increase of 36%.

More than one-third of Sherwood's households are cost-burdened. Thirty-eight percent of Sherwood's households were cost-burdened (i.e., paid more than 30% of their income on rent or homeownership costs). Renters were more likely to be cost-burdened (40% of renters were cost-burdened), compared to homeowners (35% were cost-burdened) in Sherwood. These levels of cost burden are consistent with regional averages. In Washington County in the 2009-2013 period, 38% of households were cost burdened, compared to 41% in the Portland Region.

Future housing affordability will depend on the relationship between income and housing price. The key question is whether housing prices will continue to outpace income growth. Answering this question is difficult because of the complexity of the factors that affect both income growth and housing prices. However, Sherwood will need to provide the opportunity for development of a wider variety of housing, including housing affordable to low- and moderate-income households because the City is short over 500 units for people whose income range is less than $55,520.

Sherwood's Housing Growth Forecast And Can That Growth Be Accommodated in Sherwood?

Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these, 700 new households are anticipated to be developed inside the existing city limits; and 1,029 new households will be added in areas that are currently outside city limits but inside the UGB (the Brookman area). Recently, three new subdivisions in Brookman have approved which will provide 232 new lots for development.

Sherwood's land base can accommodate most of the forecast for growth. Vacant and partially vacant land in the Sherwood Planning Area (all land within the city limits and the Brookman area) has capacity to accommodate 1,121 new dwelling units. Sherwood can accommodate about 65% of the forecast for new housing in its Planning Area.

Sherwood has a deficit of land for housing. Sherwood has a projected deficit of land for 608 dwelling units, which includes the Brookman area. The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High Density Residential (145 dwelling units).

To provide adequate land supply, Sherwood will need to continue to annex the Brookman area. Without the Brookman area developing, the City has a projected deficit of about 1,155 dwelling units. Sherwood will need to continue to annex the Brookman area in order to accommodate the City's forecast of residential growth.

What If Sherwood Grows Faster?

The forecast for growth in Sherwood is considerably below historical growth rates. Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1% per year. In comparison, Sherwood's population grew at 3.4% per year between 2000 and 2013 and 8% per year between 1990 and 2013. If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth.

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. At growth rates between 2% to 4% of growth annually, land inside the Sherwood city limits can accommodate two to five years of growth. With capacity in the Brookman Area, Sherwood can accommodate four to ten years of growth at these growth rates.

Additional housing growth in Sherwood depends on the availability of development-ready land. The amount of growth likely to happen in Sherwood over the next few years is largely dependent on when the Brookman Area is fully annexed, when the Sherwood West area is brought into the urban growth boundary and annexed, and when urban services (such as roads, water, and sanitary sewer) are developed in each area.

What Are the Implications For Sherwood's Housing Policies?

Sherwood will need to either add additional land for residential purposes or increase the densities within the existing city limits to accommodate future growth beyond the existing city limits and Brookman area. The growth rate of Metro's forecast for household growth (1.1% average annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). Metro's forecast includes growth that can be generally accommodated within the Sherwood city limits and Brookman. Given the limited supply of buildable land within Sherwood, it is likely that the City's residential growth will slow until Sherwood West is made development-ready.

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. The limited supply of land in these zones is a barrier to development of townhouses and multifamily housing, which are needed to meet housing demand resulting from growth of people over 65, young families, and moderate-income households.

The Housing Needs Analysis highlights questions for the update of the City's Comprehensive Plan and the Concept Planning of Sherwood West.

- Providing housing opportunities for first time home buyers and community elders (who prefer to age in place or downsize their housing) will require a wider range of housing types. Examples of these housing types include: single family homes on smaller lots, clustered housing, cottages or townhomes, duplexes, tri-plexes, four-plexes, garden apartments, or mid-rise apartments. Where should Sherwood consider providing a wider range of housing types? What types of housing should Sherwood plan for?
- Changes in demographics and income for Sherwood and residents in the Metro area will require accommodating a wider range of housing types. How many of Sherwood's needed units should the City plan to accommodate within the city limits? How much of Sherwood's needed units should be accommodated in the Brookman Area and in Sherwood West?
- What design features and greenspaces would be important to consider for new housing?
- What other design standards would be needed to keep Sherwood "Sherwood"?
- What is the appropriate mix of residential land and employment land in the City to balance the City's tax base?
- What is the mix of residential zones that reflect Sherwood's character?
- COVID-19 has changed how people live and work. What are some of the long-term impacts of the pandemic on residential housing trends and needs?
- The need to consider recent state legislation of House Bill 2001 to review and analyze density expectations assumed to result from the provision of middle housing that meets regulatory requirements.

Sherwood's Comprehensive Plan Update – Draft Housing Goals & Policies

The Comprehensive Plan is a planning document that directs all activities related to land use and the future of natural and man-made systems and services in Sherwood. The Plan helps manage expected population and employment growth through a set of goals, policies and implementation measures that align with the community's vision. City leaders use the Comprehensive Plan to coordinate public investments and make decisions about new development, existing neighborhoods, transportation, and various other topics. Given Sherwood's dramatic growth over the past 20 years, the 1990 Comprehensive Plan no longer represents the vision and values of today's residents and businesses.

The main components of the Comprehensive Plan include a vision, goals, policies, and objectives. The vision and goals describe what the community wants to be in the future. Policies and objectives are based on the vision and direct land use decisions and public investments. For example, the housing policies are the backbone that informs new development code language to achieve the community's goals and vision. The City is nearly finished with a multi-year comprehensive update to the Comprehensive Plan and the goals and policies identified below reflect the outcome from the housing block of that project. It should be noted, however that, at this time the City Council has not adopted the updated comprehensive plan goals, policies and objectives.

Adopted Vision for Attractive and Attainable Housing In Sherwood

"In 2040, Sherwood has a range of housing choices for a diversity of ages and income levels, providing community members the ability to live in Sherwood throughout all stages of life."

Draft Housing Goals

1. Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.
2. Preserve and enhance the character of existing neighborhoods.
3. Plan new residential developments to integrate with existing Sherwood as complete neighborhoods where community members can live, learn, shop, and recreate.

Draft Housing Policies

Policy 1. Plan for a 20-year supply of suitable land for Sherwood to meet housing needs.

Objective 1.1 Identify opportunities to address land deficits shown in the Housing Needs Analysis within the existing city limits.

Objective 1.2 Accommodate future growth through annexation of areas within the Metro UGB and work with Metro to bring urban reserve areas into the Metro UGB as needed.

Objective 1.3 Ensure that the City has enough land to accommodate Sherwood's projected share of regional household growth, through regular monitoring and adjustments of available land in the Buildable Lands Inventory.

Objective 1.4 Maintain a minimum overall density of six (6) dwelling units a net acre, per the Metropolitan Housing Rule.

Policy 2. Plan for infrastructure development to support residential development.

Objective 2.1 Continue to coordinate capital improvement planning to ensure infrastructure availability on residential land and continue to pursue funding for needed infrastructure to support housing growth.

Objective 2.2 Coordinate with regional partners to develop infrastructure across the City to support housing growth across the City, ensuring availability of water and wastewater service and improving transportation access to the broader Portland Region.

Objective 2.3 Coordinate population, residential growth and infrastructure planning with the Sherwood School District to ensure that land is available for new schools as needed and that utilities can efficiently be provided to new school sites.

Policy 3. Maintain the quality of existing neighborhoods and ensure that new neighborhoods fit with Sherwood's character.

Objective 3.1 Encourage that existing neighborhoods benefit from access and connections to trails, parks, open space and neighborhood amenities as they are built in new neighborhoods.

Objective 3.2 Encourage infill residential development in areas near shopping, parks, transit and other major public facilities and services, with a focus on opportunities in the Old Town District.

Objective 3.3 Encourage housing is of a design and quality compatible with the neighborhood in which it is located.

Objective 3.4 Reduce the negative impacts of traffic, noise, parking, lack of privacy, and negative visual aesthetics, through compatible site and building design and buffering techniques, such varying densities and types of residential use and design features.

Policy 4. Foster complete neighborhoods that provide housing choice, serve daily needs, and are walkable, connected, safe and integrated with the natural landscape.

Objective 4.1 Utilize concept planning, master planning and the planned unit development (PUD) technique to foster flexibility, creativity and innovation in the division of land, siting of buildings and provision of community amenities such as trails and open space.

Objective 4.2 Encourage neighborhoods are designed in a manner that incorporates the following principles:

(a) Cultivate a mix of housing types that are designed in a way to enhance neighborhood character.

(b) Create walkable neighborhoods that respond to their surrounding landscape.

(c) Provide safe and effortless connectivity to schools, parks, and commercial centers for pedestrians, cyclists, and cars.

(d) Enhance existing natural assets and integrate greenspaces and parks into new development.

(e) Enhance Sherwood's small-town character and historic core through architectural balance and design that is accessible and inviting to all.

Objective 4.3 Make use of density transfer as a means of preserving open space and developing recreational areas within a single development.

Objective 4.4 Promote housing and site design that supports the conservation, enhancement, and continued vitality of areas with special historic, architectural, or cultural value.

Policy 5. Provide opportunities for the development of a range of housing types that are attainable to current and future households at all income levels, as described in the Sherwood Housing Needs Analysis, to maintain Sherwood's high quality of life.

Objective 5.1 Identify opportunities to increase residential development to balance the housing supply. Ensure the housing supply includes a mix of housing types and unit sizes at a range of housing prices and amenities throughout the City.

Objective 5.2 Support a variety of housing types such as, but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single story units, and extended family and multi-generational housing.

Objective 5.3 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.

Objective 5.4 Support homeownership opportunities in multi-dwelling housing by encouraging the creation of condominiums, cooperative housing, and limited equity cooperatives.

Objective 5.5 Collaborate with nonprofit organizations to provide opportunities for development of low-income housing such as rent-subsidized housing and other low-income housing in areas that have access to jobs, transportation, open spaces, schools, and supportive services and amenities.

OREGON HOUSE BILL 2001: HOUSING CHOICES

In 2019, the Oregon State Legislature adopted HB 2001, Housing Choices. By June 30, 2022 cities in the Portland Metro region and Oregon's other largest dozen cities (those over 25,000 population) must allow people to build duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas. The rational for the new rules is that these houses can be more attainable and meet the housing needs of many younger people, older people, and people who work but can't afford a large single-family detached house of their own.

People can still build detached single-family homes, and we expect most homes in residential areas to be built as such. Many cities already allow some of these housing types in certain areas. Not many have been built. Local knowledge of how to build these housing types will grow over time, and how many are developed will depend on local housing markets. Cities can set clear and objective siting and design requirements for these housing types (often called "middle housing" types), but these standards must apply to *all* housing, include single-family housing.

For more information on HB 2001 please visit the Department of Land Conservation and Development public overview webpage: https://www.oregon.gov/lcd/UP/Documents/HB2001OverviewPublic.pdf

City of Sherwood Residential Design Standards Code Update and Implementation of HB 2001

The City of Sherwood is undertaking a development code audit and needed development code amendments to support a range of community housing choices. The development code audit project aims to understand the existing barriers and future solutions to promote a larger supply of housing options for the community. Future amendments to the development code will provide an opportunity for a variety of housing types at various price points community for members at different stages of life; from recent college students to empty nesters, and retirees.

It is anticipated that new Residential Design Standards will be adopted and incorporated into the City's development code in 2021 for *all* housing types. Additional housing choices (duplexes, triplexes, fourplexes, and cottage clusters) with development standards (lot areas, dimensions, setbacks, landscaping, etc.) are expected to be adopted prior to June 30, 2022, compliant with the requirements of HB 2001.

For more information on this project, please visit the City's project page: https://www.sherwoodoregon.gov/planning/page/residential-design-standards-code-update-and-implementation-house-bill-2001-housing

How does Oregon House Bill 2001 affect Sherwood West?

The Oregon Land Conservation and Development Commission (LCDC) adopted Administrative Rules to help implement HB 2001. These administrative rules help prescribe standards guiding the development of new types (plexes, townhomes, cottage clusters) and establish minimum standards related to the siting and design. Sherwood West meets the definition for a "Master Planned Community" as a site area added to a Large City's UGB after January 1, 2021 for which the Large City proposes to adopt, by resolution or ordinance, a master plan or a plan that functions in the same manner as a master plan. Sherwood West will need to plan for infrastructure to accommodate twenty (20) units per acre; however, the overall density of Sherwood West is not determined and ultimately could be less than twenty (20) units per acre. The overall density of Sherwood West will be identified through this Concept Planning process and set through Metro's ordinance incorporating this area into the regional UGB.

APPENDIX C

Public Engagement Plan

PUBLIC ENGAGEMENT PLAN

DRAFT | May 14, 2021

Prepared by:
Angelo Planning Group
City of Sherwood

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Project Overview

The purpose of this project is to prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan was approved by the Sherwood City Council in 2016. It was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. However, there have been significant changes in Sherwood and surrounding areas since the Preliminary Concept Plan's local approval: the Sherwood School District constructed a new 350,000 square foot high school on 73 acres inside the Sherwood West area; Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas; and the City is nearing completion on a major update to its Comprehensive Plan, which has not been updated since 1990. In addition, the State of Oregon adopted House Bill 2001 in 2019, which allows for the development of middle housing types within areas zoned single-family residential. This Concept Plan project will take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth. The outcome of this "re-look" will be a Sherwood West Concept Plan that is compliant with Metro Title 11, Planning for New Urban Areas.

Goals and Outcomes

Outreach will be an integral part of this project, both for specific details of the Concept Plan and as part of the community's broader ongoing conversation about housing, employment, transportation, and cost of services. Community members who live and/or seek future annexation and development opportunities in the Sherwood West area will be most affected by the project's outcomes. Other key stakeholders are expected to include area neighbors, local business owners, property owners, students at the new Sherwood High School, and community members from historically-underserved populations. **The City of Sherwood is committed to an inclusive and transparent planning process. Community engagement is crucial to guide the development of a representative, sustainable plan.** The goals of the public engagement process for this project are to:

- Communicate complete, accurate, understandable, and timely information to the greater Sherwood community throughout the course of the project.

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

The outcome of this public engagement process will be a Concept Plan that reflects the community's vision and desires for the Sherwood West area, balance the diverse interests of project stakeholders, and is feels true to Sherwood.

A NOTE ABOUT THE COVID-19 PANDEMIC

Due to the ongoing COVID-19 pandemic, the majority of public engagement activities are expected to occur virtually. The project team will continue to monitor the situation and will resume in-person events and meetings if and when it becomes safe to do so. We hope to see you in person soon!

Key Messages

The City will be the key point of contact for all communications with the public regarding this project. The City will also be the lead for notifications, emailing lists, media contact, and event logistics. The following key messages summarize the **what, where, why, when**, **who,** and **how** of the project, and constitute the basic talking points when communicating with the public about the planning process.

- **What:** The City of Sherwood is taking a second look at Sherwood West to prepare a Concept Plan for the area. The Concept Plan will address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth in Sherwood. This plan is not starting from scratch; it will build from the Sherwood West Preliminary Concept Plan, which was adopted in 2016.
- **Where:** Sherwood West is a 1,291-acre area located west of the existing city limits and outside the Urban Growth Boundary (UGB). It is bound by SW Lebeau Road to the north and SW Chapman Road to the south. Sherwood West is a designated Metro urban reserve (Urban Reserve Area 5b) and is the largest of Sherwood's three future growth areas.
- **Why:** Sherwood has seen significant changes since the adoption of the Preliminary Concept Plan in 2016, both on-the-ground and in the regulatory and planning context. In 2018 the Sherwood School District annexed a portion of the Sherwood West area into city limits and constructed a new 350,000 square foot high school, which was completed in 2020 and is expected to open to students in 2021. The State of Oregon adopted new housing rules (House Bill 2001) in 2019, which allow for the development of middle housing types within areas zoned single-family residential. In 2020

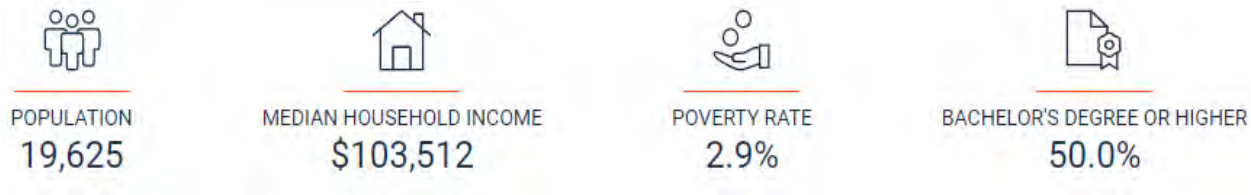
Washington County completed its Urban Reserve Transportation Study (URTS), which provides detailed transportation impact information to help with future planning in urban reserve areas such as Sherwood West. In addition, the City is nearing completion of a three-year planning and visioning process to update its citywide Comprehensive Plan, with adoption of the new plan expected to occur in summer 2021.

- **When:** This project will kick-off in May 2021 and will take approximately 15 months to complete.
- **Who:** The Concept Plan project team includes staff from Sherwood's Community Development Department, supported by a team of consultants led by Angelo Planning Group that includes Walker Macy (urban design), Leland Consulting Group (economics), and DKS Associates (transportation). The process will be guided by input from two advisory committees. The Community Advisory Committee (CAC) is made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The Technical Advisory Committee (TAC) will be comprised of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean Water Services, Oregon Department of Transportation, and regional economic and housing development professionals.
- **How:** As this project gets underway, the Sherwood community will see articles in local community newsletters; city social media posts to Facebook, Twitter, Nextdoor; public meeting notices online and flyers; 'pop-up' engagement at local community events (consistent with COVID-19 protocols); online surveys; engagement with Sherwood High School students and families; and Frequently Asked Questions sheets. In addition to these opportunities, feedback is always welcome via email at any point in the process.

  If you would like to submit a comment or question to the project team, or you are interested in subscribing to the Sherwood West Re-look Email Interested Parties list, please send an email to: palmere@SherwoodOregon.gov

Sherwood Demographics

The following demographic profile is a snapshot of Sherwood today.



Source: 2019 American Community Survey 5-Year Estimates

According to estimates from the American Community Survey (ACS), the population of Sherwood in 2019 was 19,625. Around 89 percent of Sherwood residents identify as White, and nearly six percent identify as Hispanic or Latinx. Over five percent of residents identify as Asian (alone or with some other race), almost two percent identify as American Indian or Alaskan Native (alone or with some other race), one percent identify as Black or African American (alone or with some other race), and less than one

percent identify as Native Hawaiian and Pacific Islander (alone or with some other race).[1] ACS data also indicates that nearly 90 percent of Sherwood residents speak English at home, and nearly four percent speak Spanish at home.

In addition to these demographics, recent trends identified in the City's 2019 Housing Needs Analysis indicate that:

- **Sherwood's population is growing.** Sherwood grew by 6,600 people between 2000 and 2013, at a rate of nearly 3.5% per year—well above the regional average.
- **Sherwood's population is aging.** People aged 45 years and older were the fastest-growing age group in Sherwood between 2000 and 2010.
- **Sherwood is attracting younger people and more households with children.** Nearly 50% of Sherwood households have children, which is significantly higher than in Washington County or the Portland region generally.
- **Sherwood's population is becoming more ethnically diverse.** Sherwood's percentage of people who identify as Hispanic or Latinx grew from 4.7% in 2000 to about 6% in 2019.

Communications and Outreach Tools

The City is committed to equitably engaging the public on this project and is employing multiple types of communication and outreach tools in order to engage the full range of Sherwood community members. The following table includes informational tools and activities that will be used throughout the project to inform a broader public audience and solicit input related to needs and possible planning concepts. Where possible, project materials developed as part of these tools and activities should be made available in both English and Spanish.

Tool/Activity	Description	Audience	Timing
Community Advisory Committee (CAC)	The CAC will be made up of community members who live or own property within the City and Sherwood West, and representatives from the City's Parks Board, Planning Commission, City Council, Police Advisory Board, and the Sherwood School District. The City Council will appoint CAC members through an open application process. CAC meetings will be open to the public, and each meeting will include dedicated time for non-CAC members to provide input.	General Public	May 2021 through May 2022(7 meetings total)
Technical Advisory Committee (TAC)	The Technical Advisory Committee (TAC) will be composed of public service provider representatives: City Public Works, Engineering, Community Services, the Police department, Clean	Agency Partners & Service Providers	May 2021 through May 2022

[1] 2019 American Community Survey 5-Year Estimates

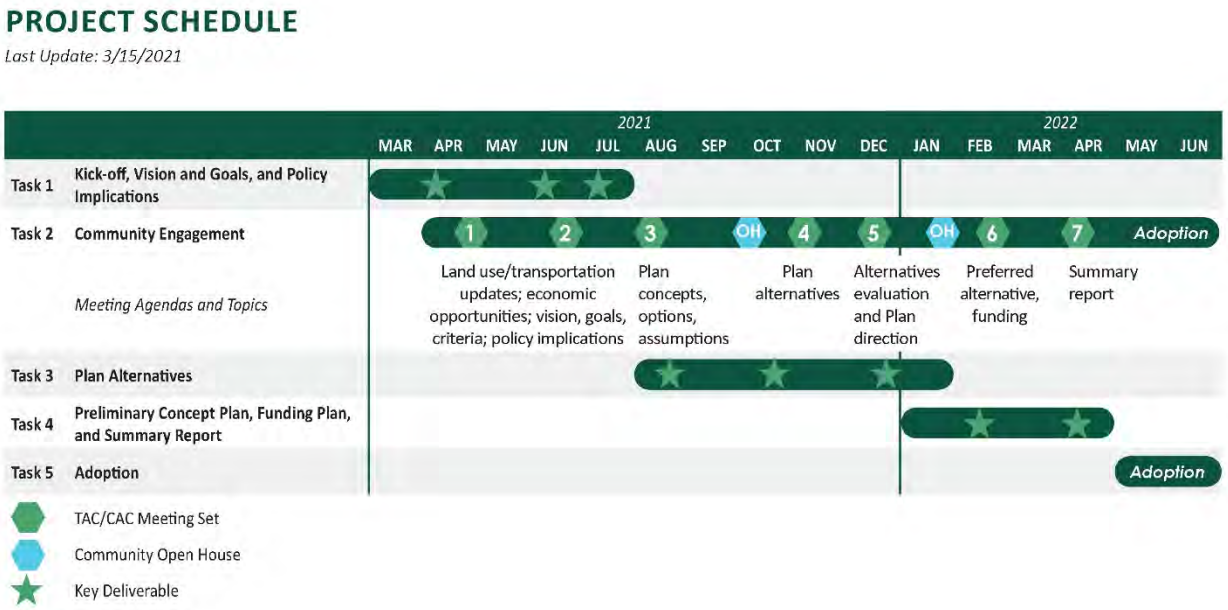
Tool/Activity	Description	Audience	Timing
	Water Services, Oregon Department of Transportation, regional economic and housing development professionals will also provide input into this work. City staff will lead the recruitment of TAC members.		(7 meetings total)
Community Open Houses and Surveys	Two community open houses will be held at key points in the planning process. These community-wide events are intended to engage the greater Sherwood community and provide opportunities for a diverse range of community members to review and comment on issues, alternative approaches, and draft recommendations. They are expected to include a combination of live events (either online or in-person, depending on the status of the COVID-19 pandemic) and will also include an online survey component that will remain open for several weeks to gather additional feedback from community members who were unable to attend the live event. Community members will be notified about upcoming open house events through the use of social media posts, emails, postcards, newsletter advertisements, and website banners.	General Public	Fall 2021 and early Spring 2022
Stakeholder Interviews	As part of the project team's research on economic opportunities and potential challenges, Leland Consulting Group will conduct five interviews with local and regional economic development officials to explore how technology, health care, office, hospitality including farm to table concepts, retail, and other employment uses might evolve in Sherwood West.	Economic Development Officials	June 2021
Project Website	A project website hosted by the City's will be used as the main repository of project information, including draft and final deliverables, upcoming meeting announcements, and contact information for project staff. The website will be updated frequently over the course of the project to keep interested parties up to date on current information and opportunities to be involved. https://www.sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look	General Public	Ongoing
Interested Parties Email List	The City will maintain a database that includes email addresses for interested parties and important	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	stakeholder groups in the project area. The database will be updated as the project progresses and will track individuals and groups who express interest in the project. The database will be used for notification of upcoming engagement opportunities and communicating project progress, draft deliverables, and key milestones.		
Local Newsletter	Articles with project information will be included as part of the City's e-newsletter and will be shared with past and current subscribers to share information, increase project awareness, and provide additional avenues for community input.	General Public	Ongoing
Social Media	The City's social media accounts will be used to share information, increase project awareness, and provide avenues for community input.	General Public	Ongoing
Pop-Up Events	The City anticipates conducting several pop-up engagement events at planned local events such as farmers markets, fairs, or festivals. Specific dates or events have not yet been identified. Any engagement that occurs as part of these events will be conducted in accordance with current COVID-19 social distancing protocols.	General Public	Ongoing, beginning in summer 2021
Property Owner Mailings	To ensure that all property owners and residents in the Sherwood West area are aware of the project and process, the team will send postcards and/or pamphlets with project information via mail at key points in the process, including at the outset of the project, prior to community-wide events, and prior to the final CAC/TAC meeting.	Area Property Owners and Residents	Ongoing
Project Snapshots/FAQs	The project team will prepare public-friendly summaries of project progress, findings, alternatives, and conclusions at key points in the process. These "snapshots" are intended to capture and distill project information and in a fun and easily-digestible way for consumption by the greater Sherwood community.	General Public	Ongoing
Printed Materials	The project team will develop eye-catching graphic posters, postcards, flyers, and/or brochures with project information to display at local businesses, community centers, parks, grocery stores, and other locations frequented by community members. These materials will include links to the project	General Public	Ongoing

Tool/Activity	Description	Audience	Timing
	website, information about upcoming opportunities to engage, updates on project milestones, and contact information for project staff.		

Project Schedule

The following schedule outlines the tasks and key deliverables, as well as preliminary timing for TAC/CAC meetings and community open houses. This schedule is preliminary and subject to change; it may be updated over the course of the project.



APPENDIX D

Open House #1 (Online) Summary

OPEN HOUSE #1 SUMMARY

TO: Sherwood West Community Advisory Committee and Technical Advisory Committee
FROM: Kyra Haggart and Joe Dills, Angelo Planning Group
DATE: April 28, 2023

Introduction

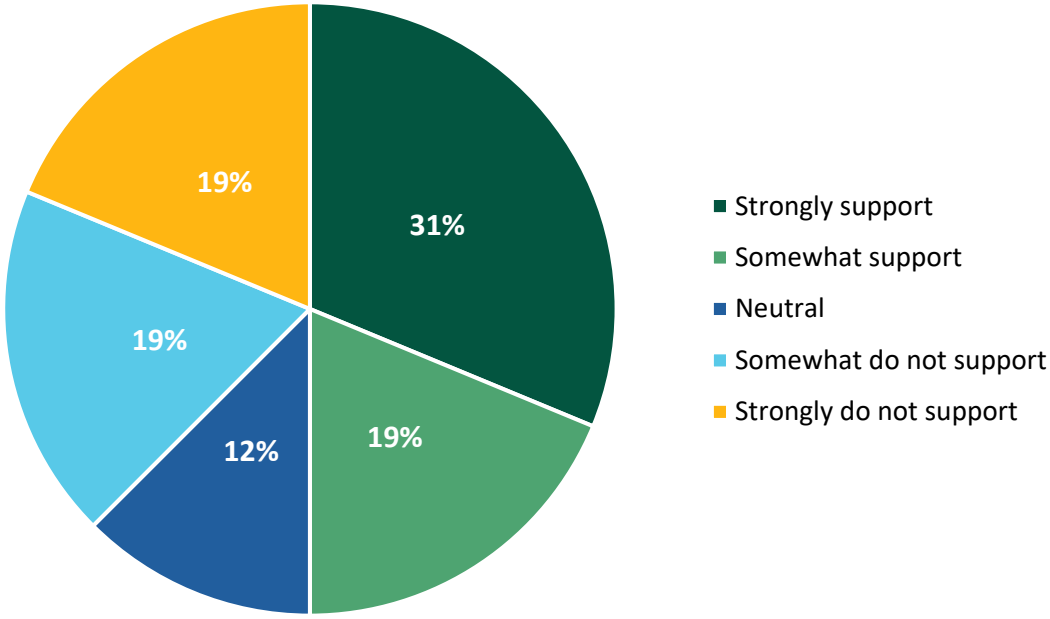
This memorandum provides a summary of the results from the Sherwood West Concept Plan Online Open House #1. The Online Open House survey questions were available from Wednesday, October 6 through Sunday, October 24, 2021. A link to the Online Open House was posted to the project website and the City's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

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

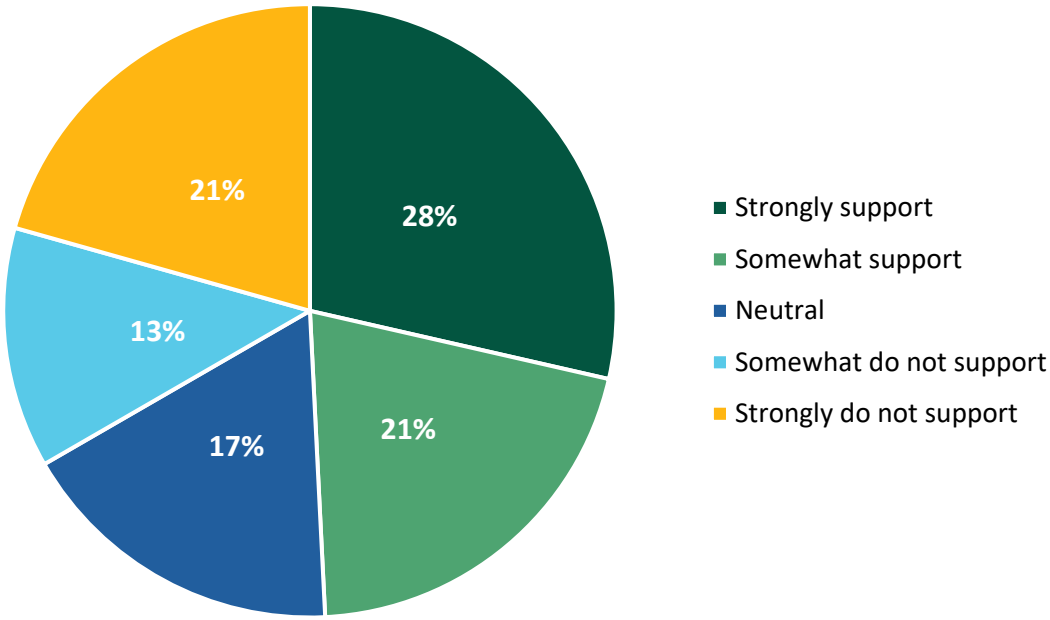
Survey Results

VISION, GOALS, AND EVALUATION CRITERIA

What is your level of support for the vision statement?



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



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

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

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

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

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

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

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

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

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

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

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

- I am concerned about the special interest groups pushing industrial and commercial near that high school. I do not think that is in the best interest of the Sherwood community. The Tualatin Sherwood Road area is already an established and growing industrial and commercial zone. There is no reason to plant industrial and commercial zoning around or near the high school.
- Instead of worrying about ""complementing"" the growth on Urban Boundary's western edge, why not protect the rural feel we have and instead build better roads, expand them and help revitalize downtown? I think if you asked the citizens you would find most have no desire for Sherwood to get bigger. That abomination of homes on Roy Rogers and Scholls Ferry drives taxes I am sure but not a single person I have talked to thinks it improves Tigard in any meaningful way. Its one of the reason I left that city. All money, no heart. Sounds like Sherwood is headed that way too. The vision is misguided. Goals are better served investing in the community at hand.
- Include a focus on wine and food oriented hospitality.
- It would be nice to see more hospitality industry along the 99 corridor to accommodate wine tourism - hotel, restaurant, etc.
- It's bad enough seeing all the development and farm land taken away at the end of Roy Roger's and Scholls ferry... we don't want it continued down to us in Sherwood.
- Without a West Side bypass this plan is a Mess. With the massive development to the North, South Beaverton, the massive King City project and lack of long term transportation network this is going to be a mess. No major manufacturing or distribution company is going be land locked from a major highway system i.e. I-5,217,26. The idea that we crowd the roads to the point of misery to get people out of their cars is not and will not be a effective plan, just wishful thinking and piss poor planning.
- There is already an epidemic of clear cutting trees on rural lots, and I don't want to see it get any worse. Your statement: "Existing mature trees and areas of dense tree canopy are preserved WHERE FEASIBLE" means that developers like Metropolitan Land Group and Randy Sebastian of Renaissance Homes don't have to bother - it's cheaper for them to destroy all of the trees so their heavy equipment can roll through faster and their profits add up faster too (to them, it's not feasible to save any trees). Frankly, I don't care about their profits - I care about my community. It happens over and over again. The little tiny trees they commit to planting in their developments are not equivalent to the 100-year-old fir trees that provide shade & oxygen, and rid C02 from our environment. These monstrous developments, like Metropolitan Land Group's River Terrace 1 & 2, are speeding up global warming. I urge you to stop this plan.
- Reverse the sale...give the developer/ builder all who is involved money wise... give them their money back!
- PLEASE DON'T LET IT HAPPEN
- It is a very delicate balance to keep small town feel and walkability with transportation growth and integration of nearby urbanizing areas. The inevitable compromises that come with these projects

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

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

MIXED EMPLOYMENT AREAS

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

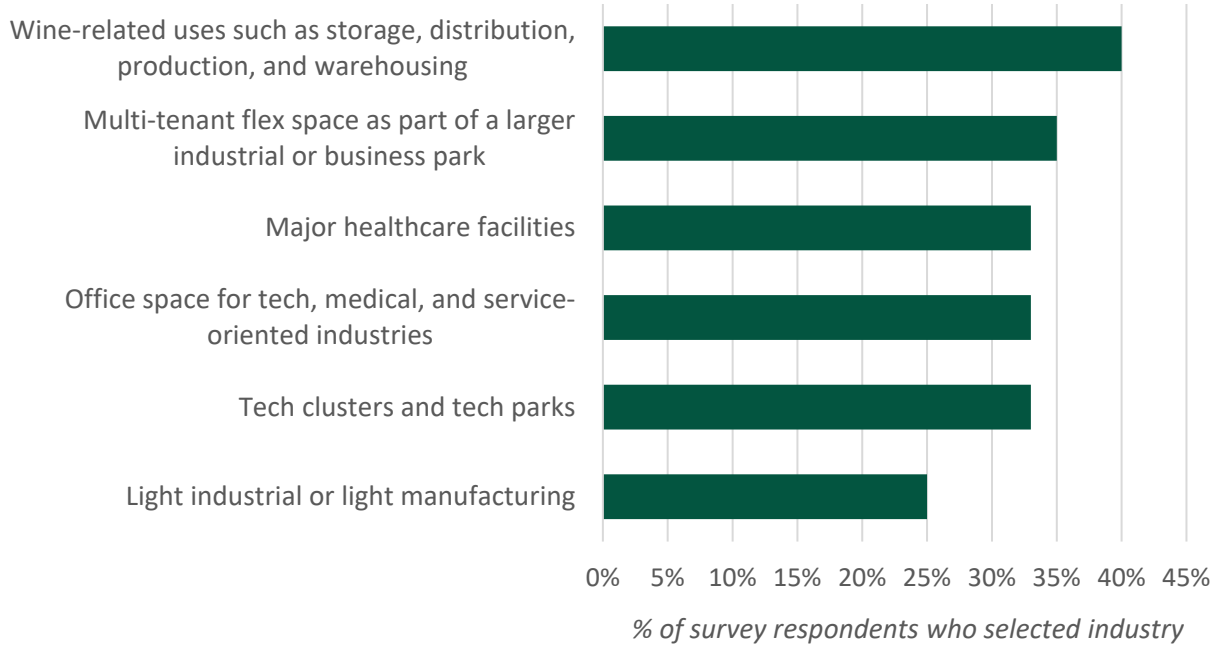
- No, no, no! There are many "For Lease" signs all around Sherwood in industrial sites and strip malls. This means that there is a great deal of unused business real estate at present, and so there is no need to develop more business land/properties. Use the current vacant properties first, and only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

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

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

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

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



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

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

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

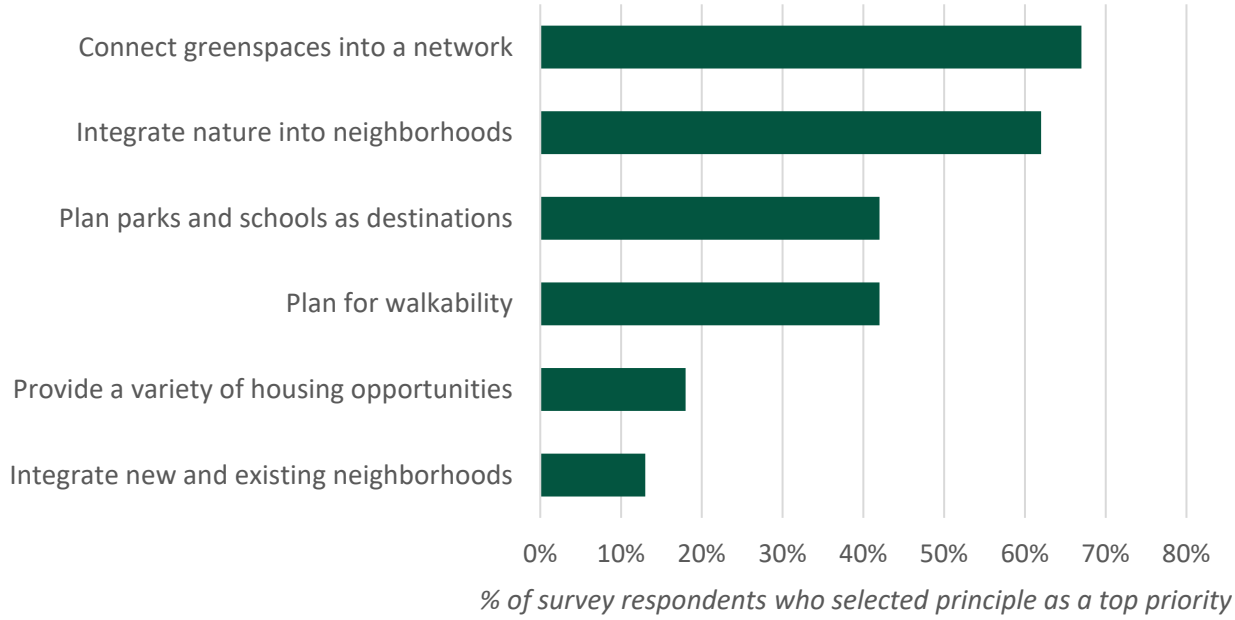
Is there anything else you would like to tell us about mixed employment in Sherwood West?

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

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

GREAT NEIGHBORHOODS

Which great neighborhood principles are the most important to you?



% of survey respondents who selected principle as a top priority

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

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

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

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

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

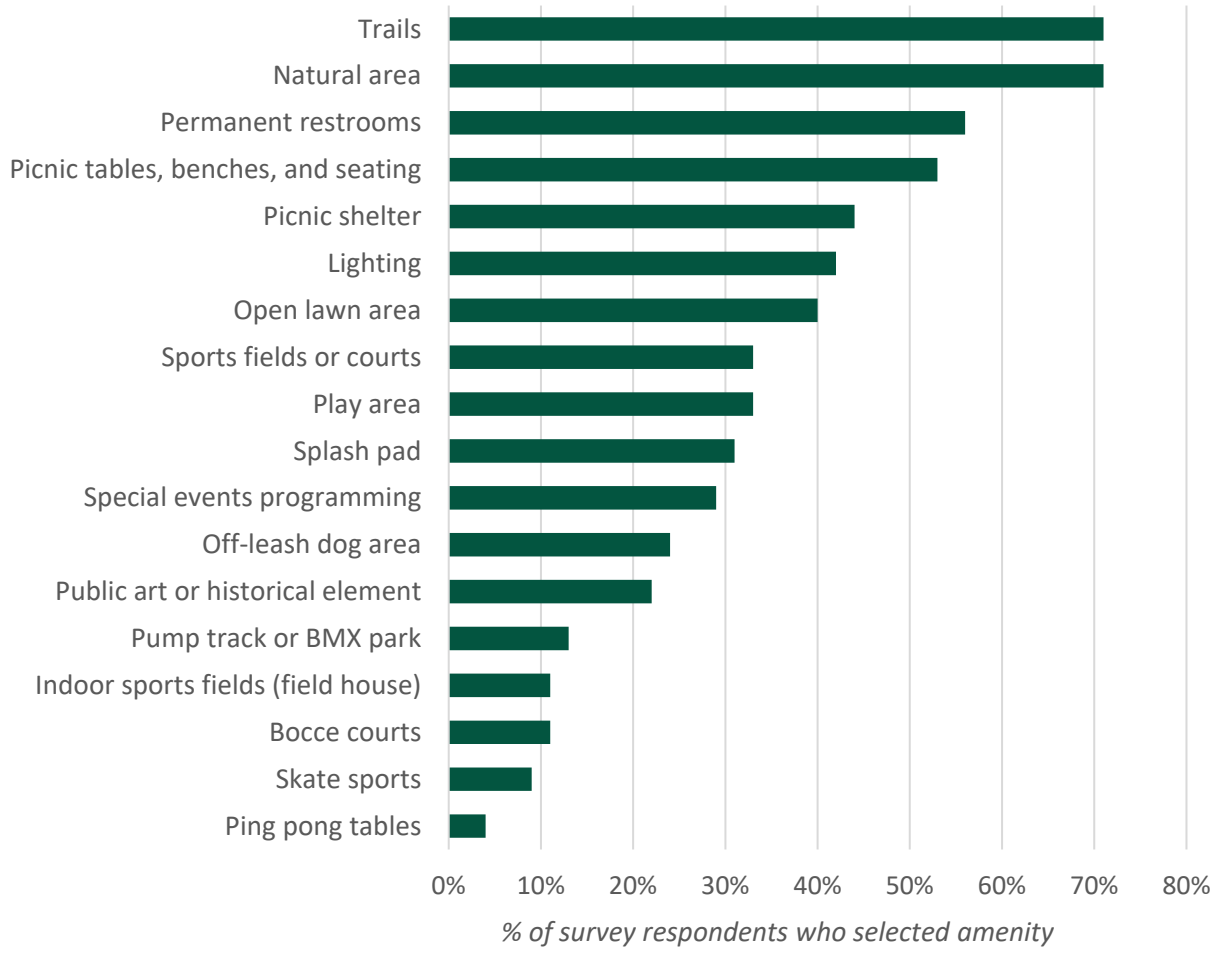
- Let's fully occupy, or even build up, existing land within Sherwood before expanding into this western area. Looking at item #4 below: Why does Sherwood need to grow? ""If you build it, they will come."" This will prove true. The opposite also holds: Don't build and the town remains small - which I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

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

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

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

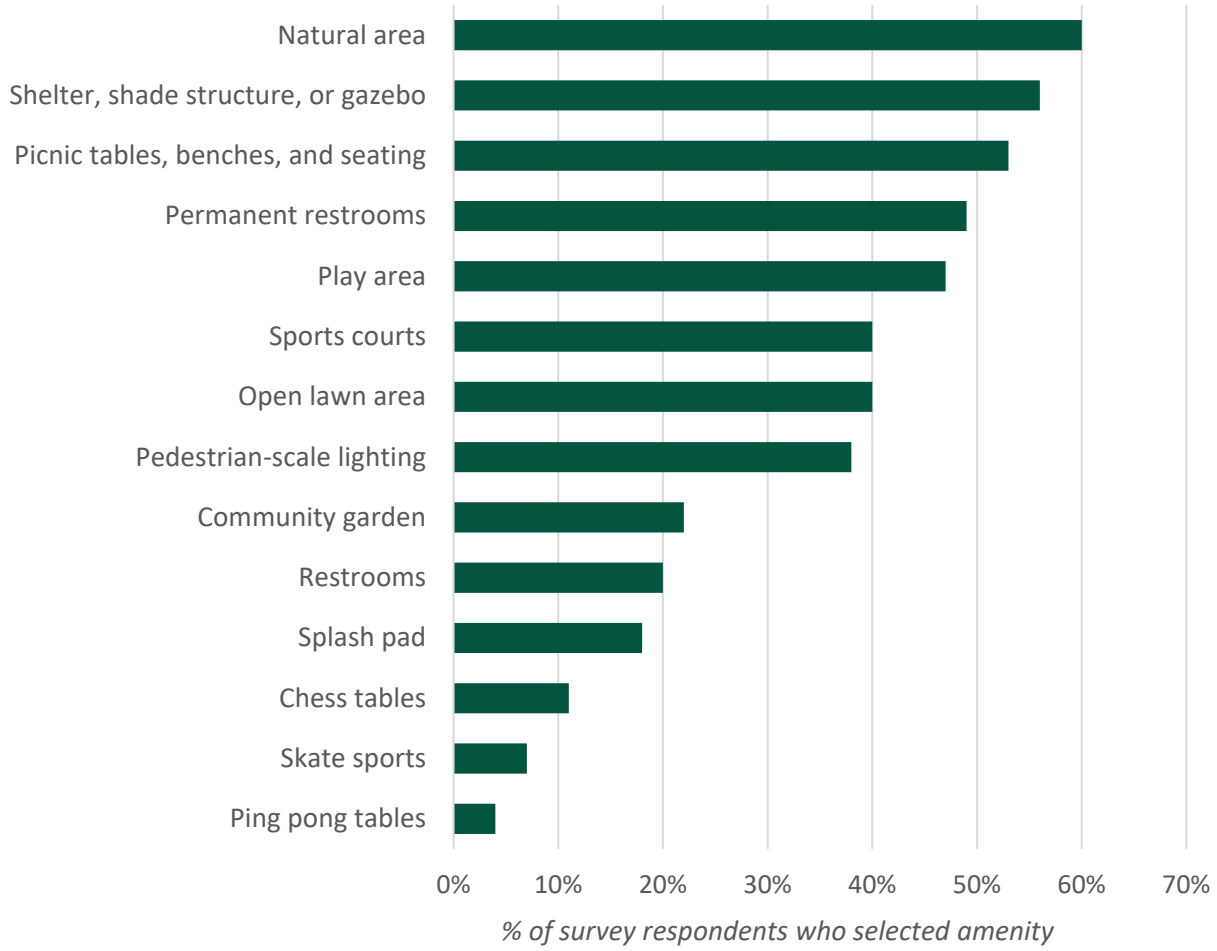
What types of activities and resources would you like to see at a future community park in Sherwood West?



Other:

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

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



Other:

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

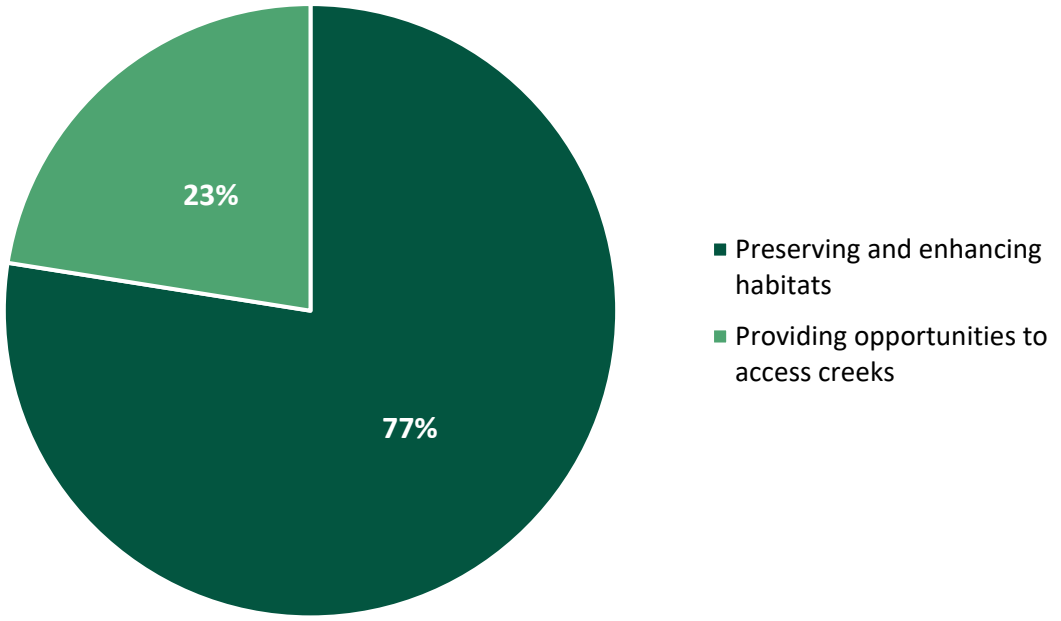
Is there anything else you'd like to tell us about creating great neighborhoods in Sherwood West?

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

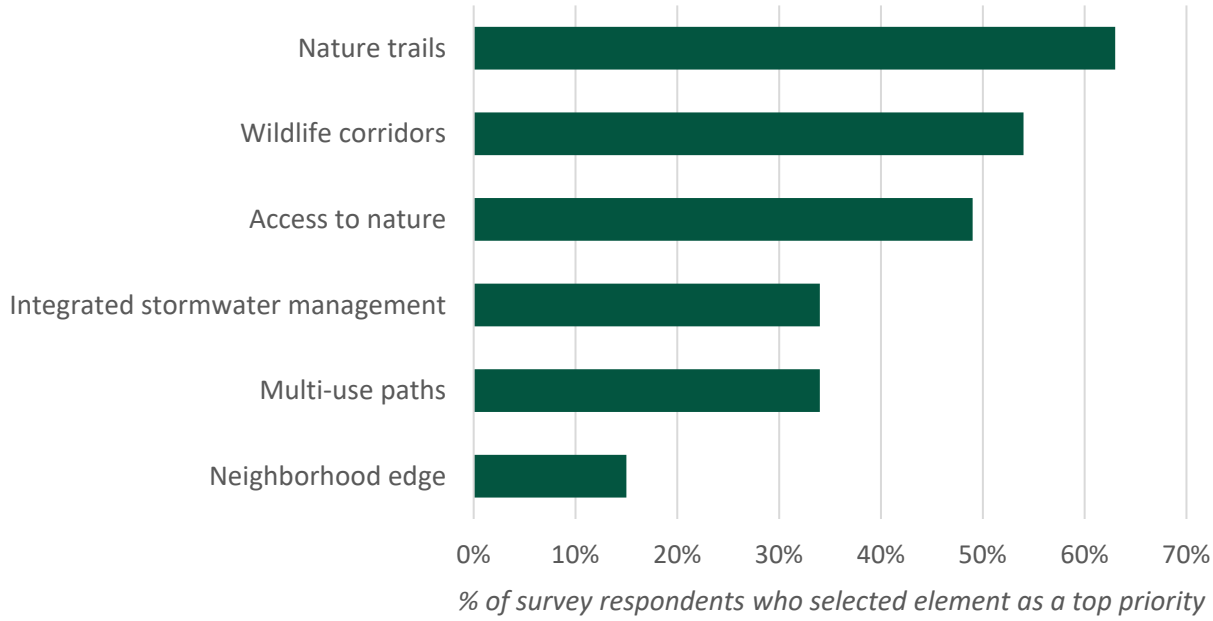
- Middle housing and attainable housing is a must. Better opportunities to purchase, Mixed neighborhoods are needed.
- Walkability and natural areas Sherwood and Joe Dills and his team have got down, but multi-modal connections between neighborhoods and all other uses in Sherwood West need to be carefully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

CHICKEN CREEK GREENWAY

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



Which greenway elements are most important to you?



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

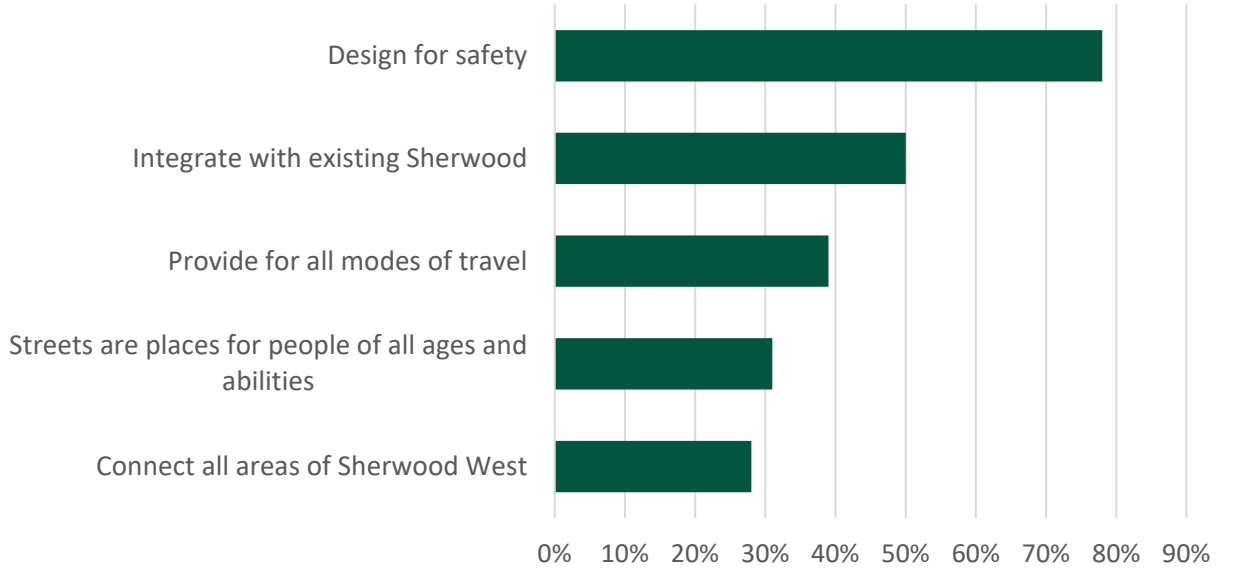
- As much of the forest as possible.
- No, great job!
- cedar creek
- No
- Sherwood is just a very sad story. Our family is looking to move out towards McMinnville. All you see everywhere in Sherwood is destruction. Tualatin Sherwood, every little piece of land going to development. And this shooting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

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

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

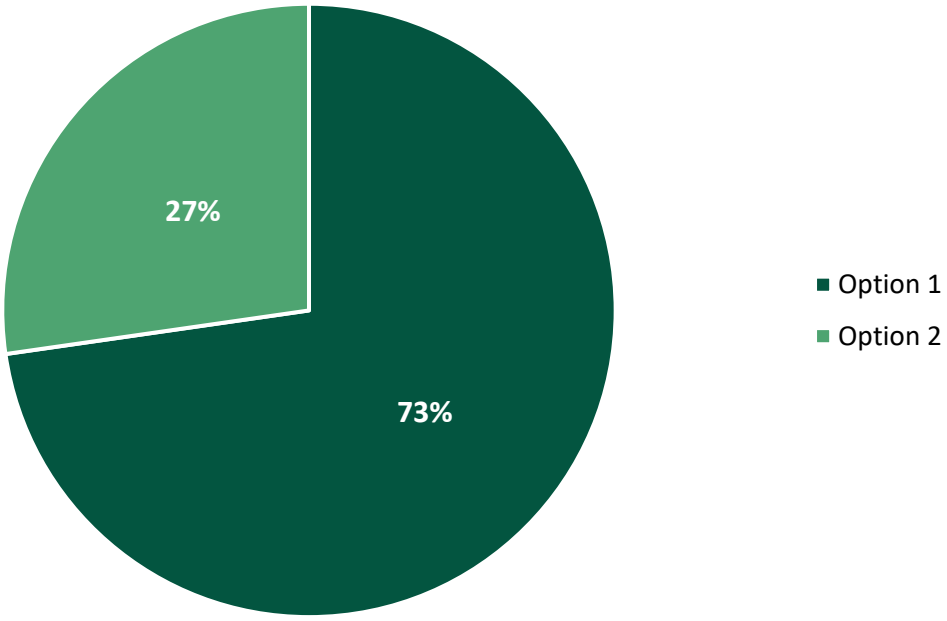
LIVABLE AND CONNECTED STREETS

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



% of survey respondents who selected principle as a top priority

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



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

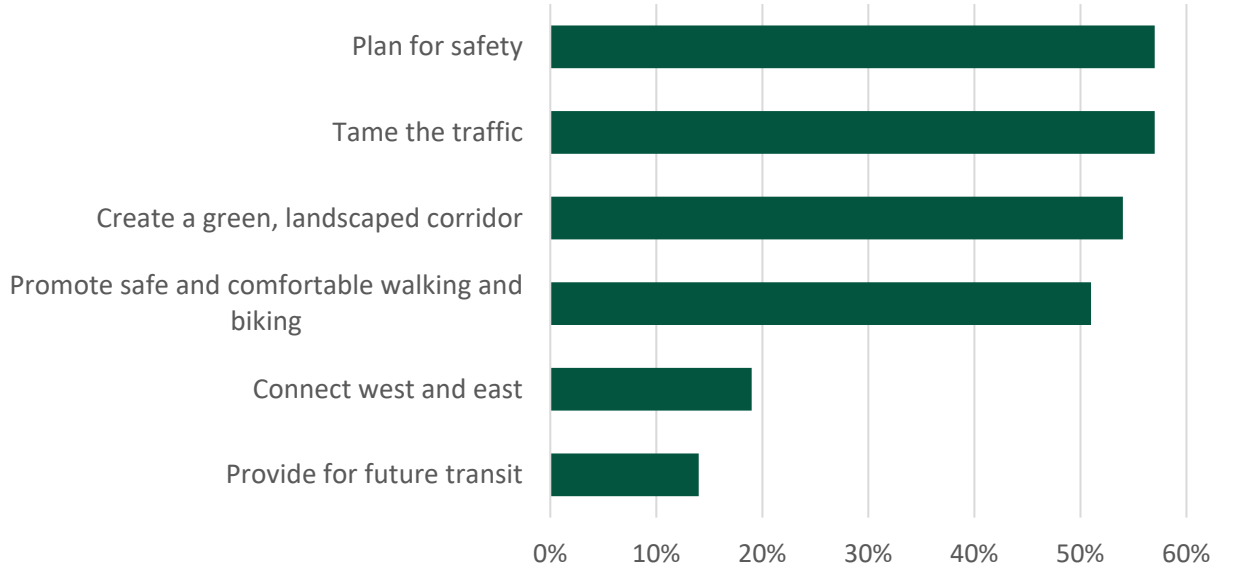
- Edy & Elwert intersection, in its current form, is extremely dangerous. Option 1 is far better than Option 2. Also, Edy Road should be repaved. The current asphalt is rough and creates very loud road noise. A smoother surface is needed for this road.
- We like the idea of developing as many of the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

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

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

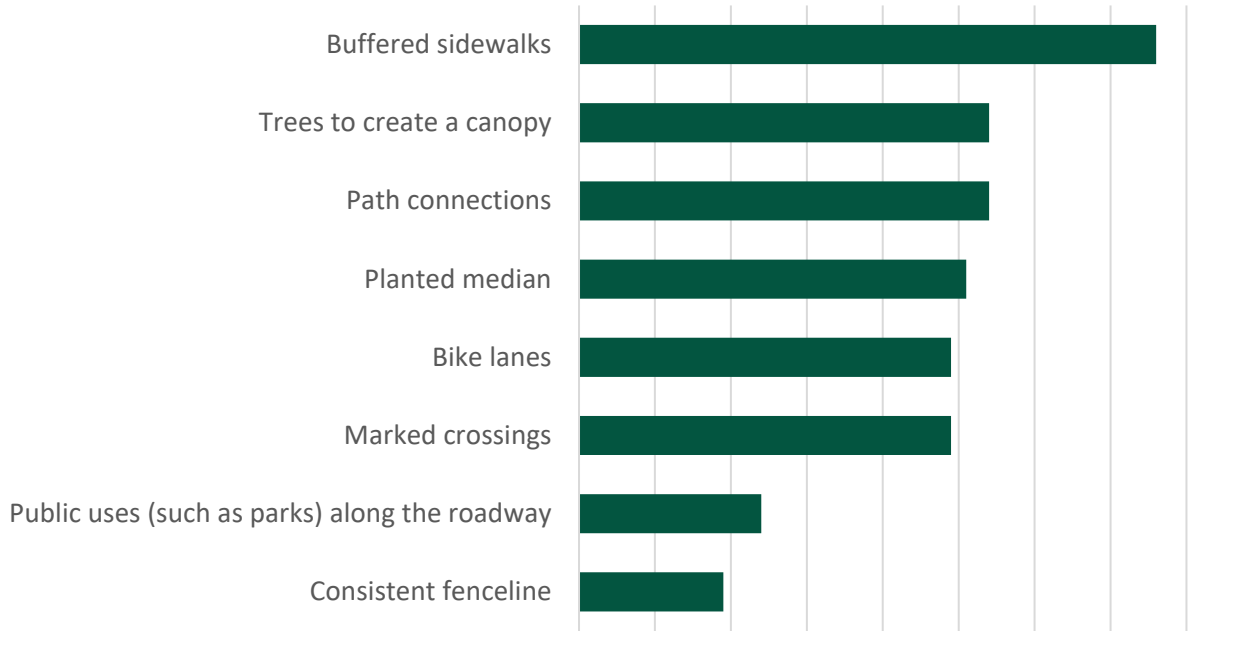
ELWERT ROAD DESIGN CONCEPT

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



% of survey respondents who selected principle as a top priority

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



% of survey respondents who selected element as a top priority

007242

Other:

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

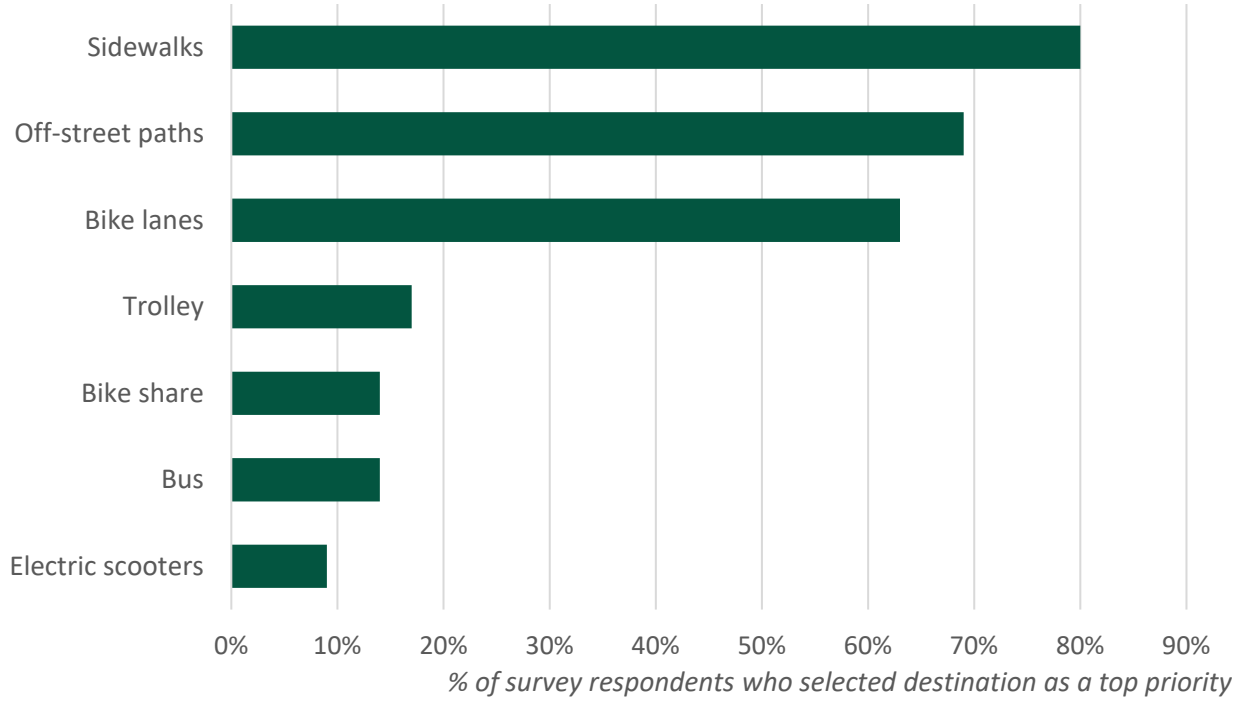
Is there anything else you would like to tell us about the design of SW Elwert Road?

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

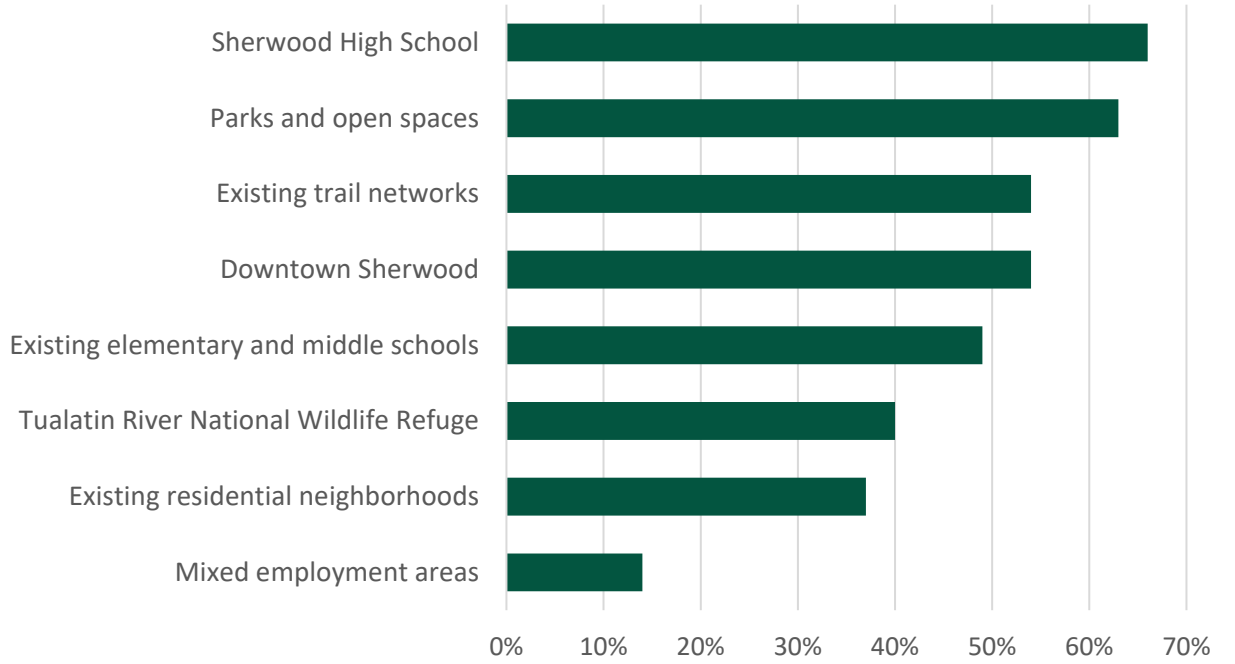
- Better foot paths to the High School - over passes potentially so traffic is not impaired and can accommodate the high influx and exodus of traffic to and from the High School.

ACTIVE TRANSPORTATION

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



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



% of survey respondents who selected destination as a top priority

Other:

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

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

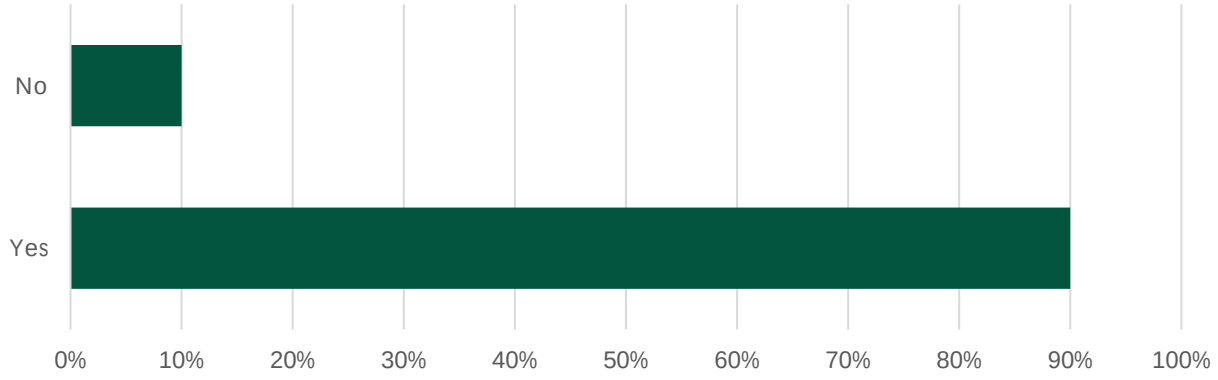
- We like the idea of the Chicken Creek Greenway and active transportation and trail system as conceptually planned. We like the idea of affordable bus service through Sherwood West and believe that the Elwert/Edy Option 2 plan with roundabout in upland areas in the SW and/or NE of that intersection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

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

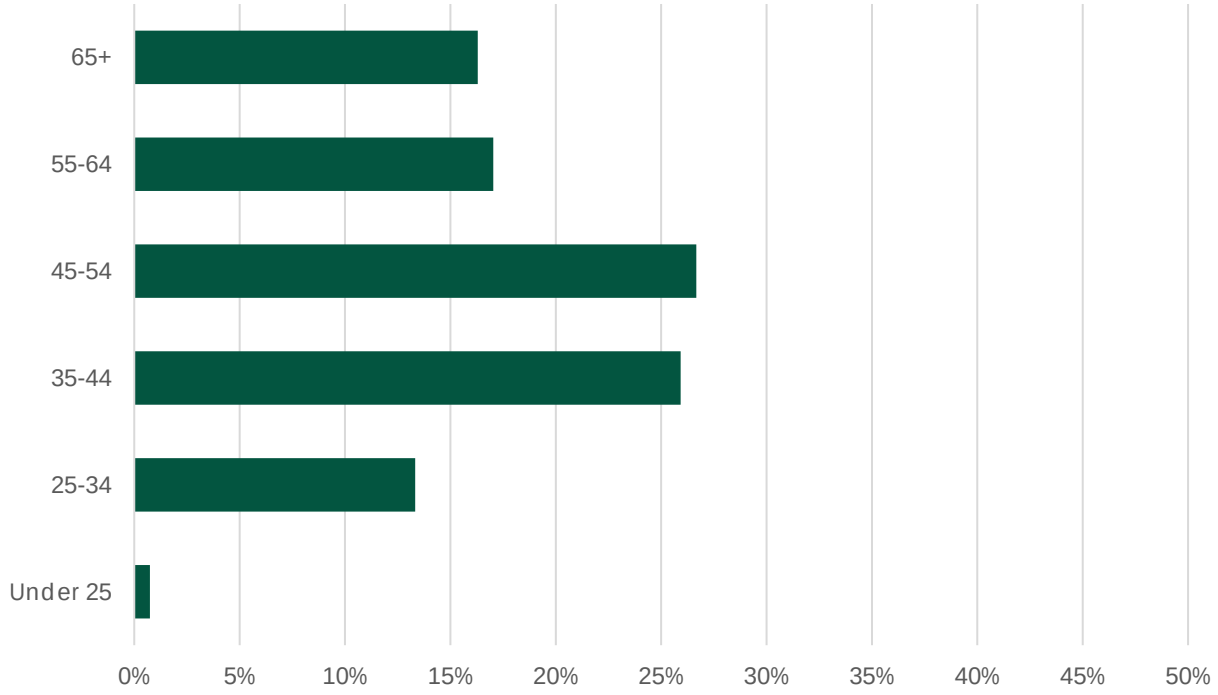
- Connect Sherwood to regional bike paths. I would like to safely bike across Sherwood but bing able to safely connect to other communities is important too.
- There are better places to bike and walk. I don't want the environment changed to accommodate bikers, pedestrians, more homes, and businesses.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

Survey Respondent Demographics

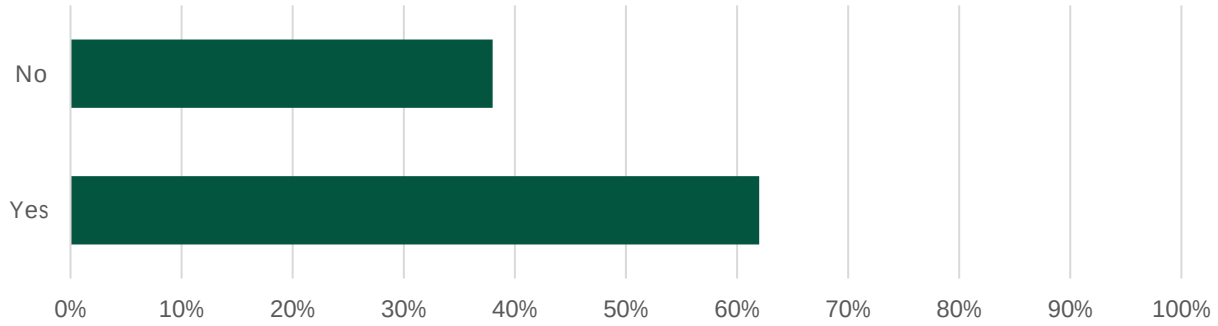
Are you a resident of Sherwood?



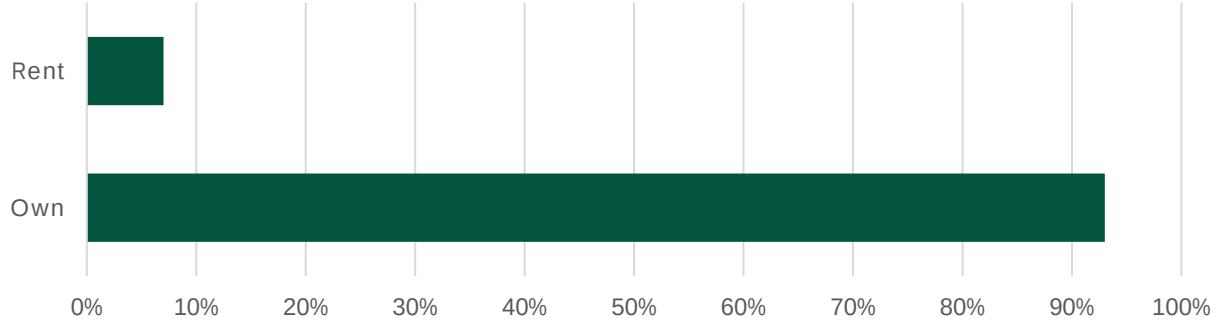
What is your age?



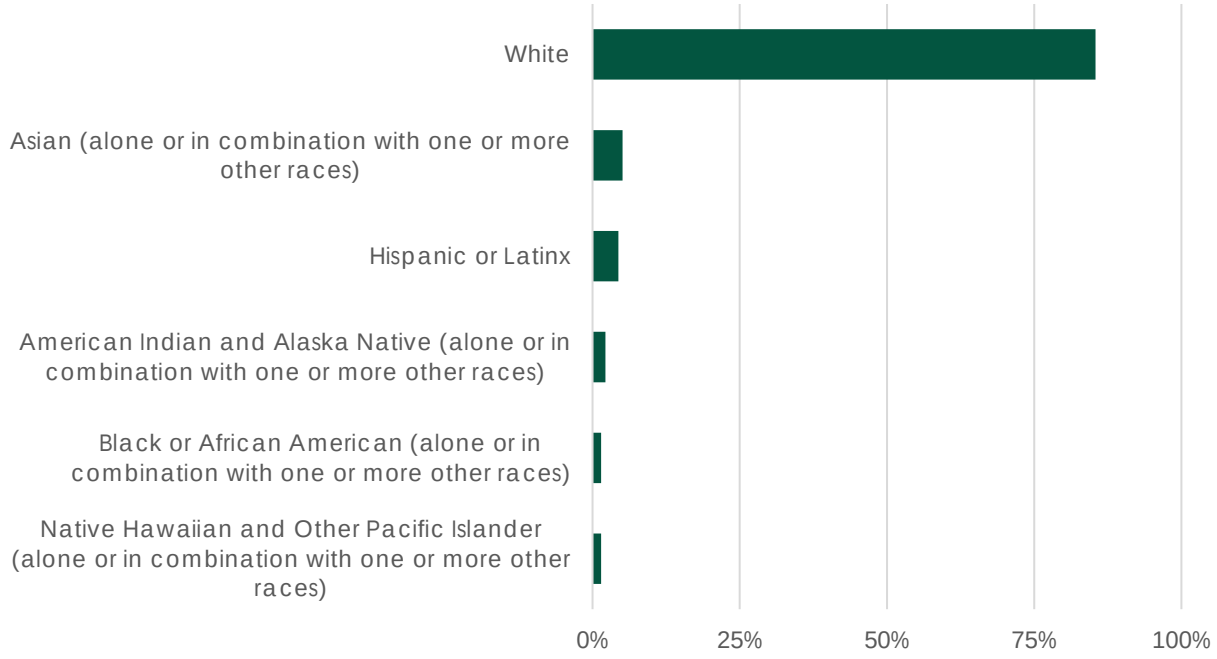
Are there children in your household?



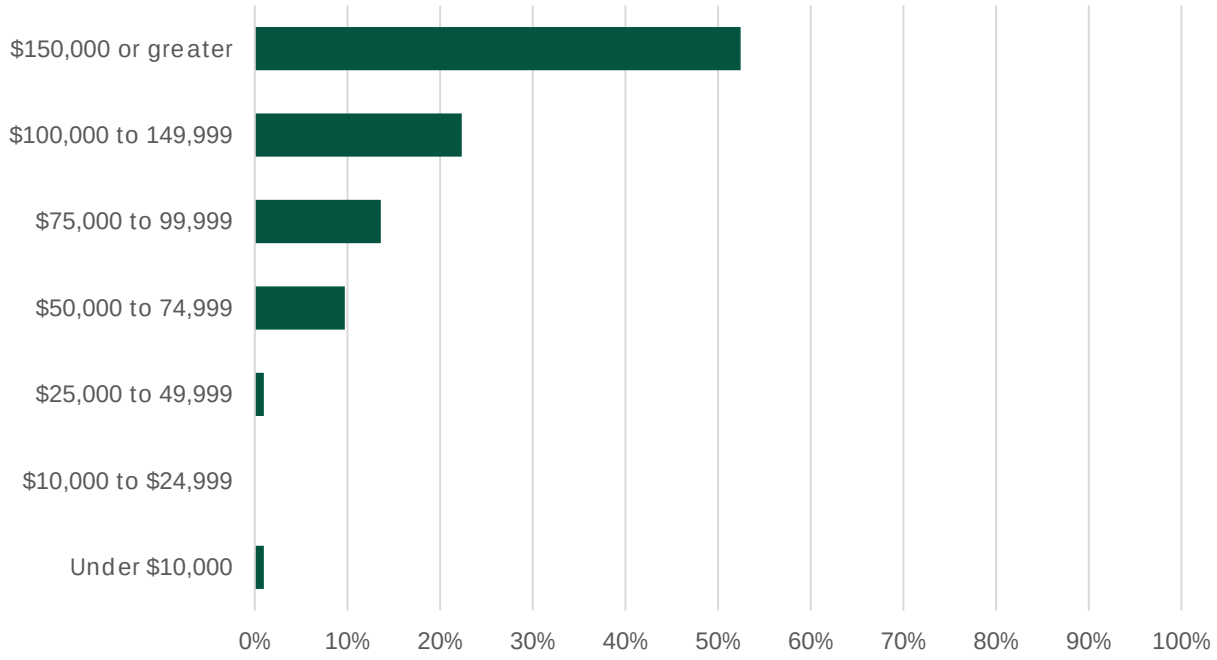
Do you rent or own your home?



How do you identify your race or ethnicity?



What is your annual household income?



APPENDIX E

Open House #2 and Survey Summary

OPEN HOUSE #2 SUMMARY

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

Introduction

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

Open House

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

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

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

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

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

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

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

Online Open House / Survey

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

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

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

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

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

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

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

Survey Results – Land Use Alternatives

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

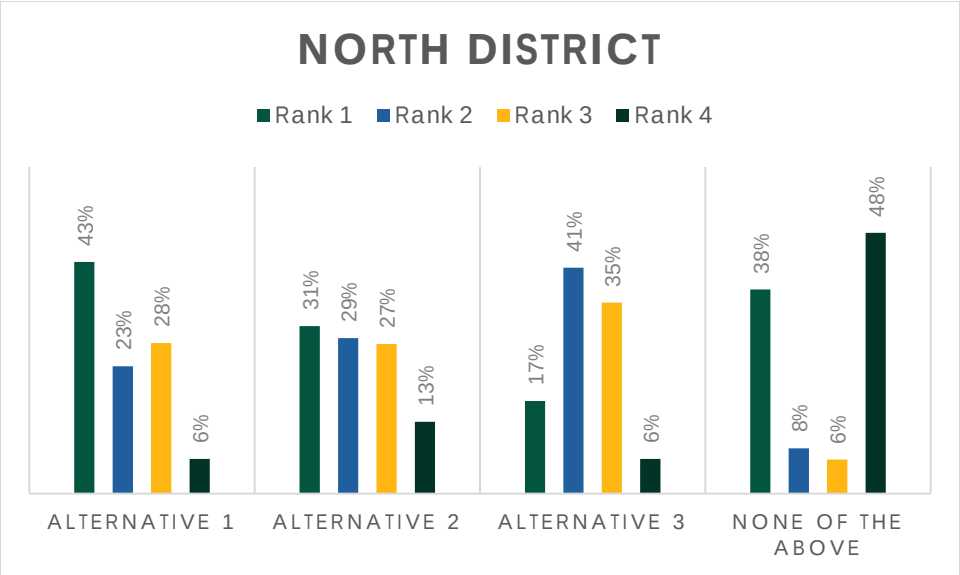
Following each chart is a summary of the key themes from the written responses (what did you like/not like, etc.). A full survey report with all individual written responses is included as Attachment C.

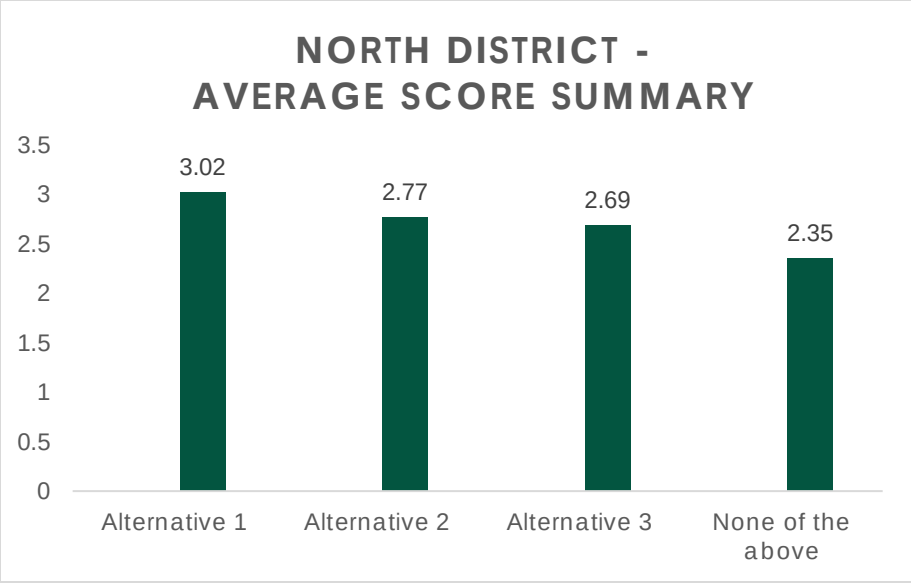
[NOTE: This is not a scientific survey. The online open house was intended as an additional way for people to get information and participate, but it does not reflect a representative sample of Sherwood resident's opinions about Sherwood West.]

NORTH DISTRICT

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

[102 answered; 2 skipped]





Themes from Written Responses:

Likes:

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

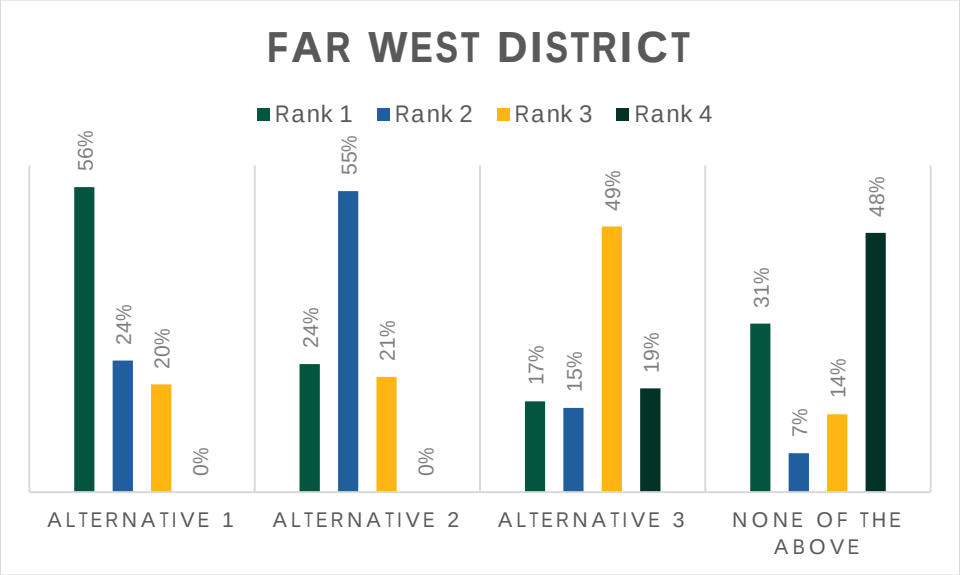
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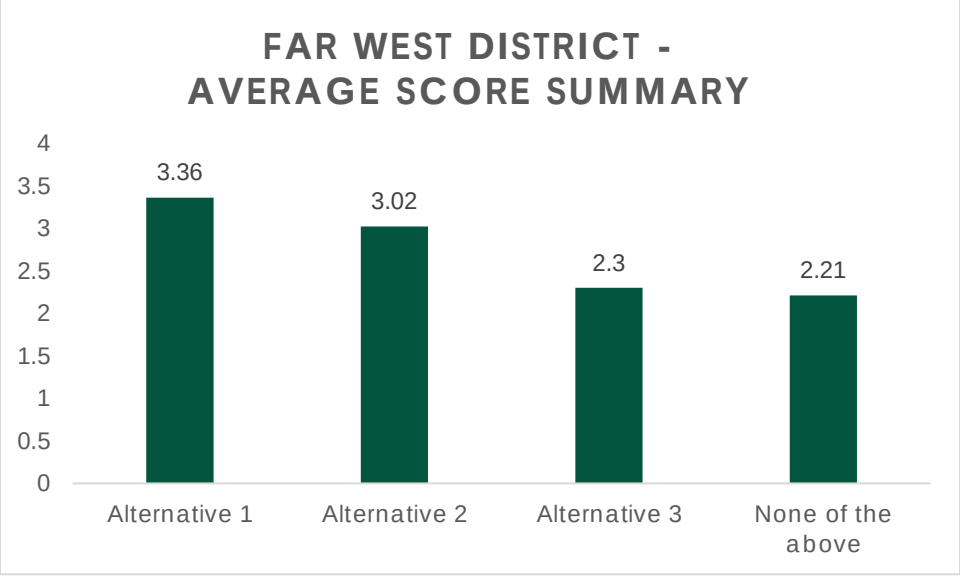
- Area too focused on employment
- Employment near Chicken Creek
- Medium density housing near Edy/Elwert intersection – The amount of traffic existing on Edy/Elwert
- Place housing east of Elwert on Edy near existing subdivisions (Oregon Trail, Mandel Farms)
- Hybrid of Alternative 1 and 2
- Traffic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

FAR WEST DISTRICT

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

[98 answered; 6 skipped]





Themes from Written Responses:

Likes:

- Parks
  - Balance of open space and housing

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

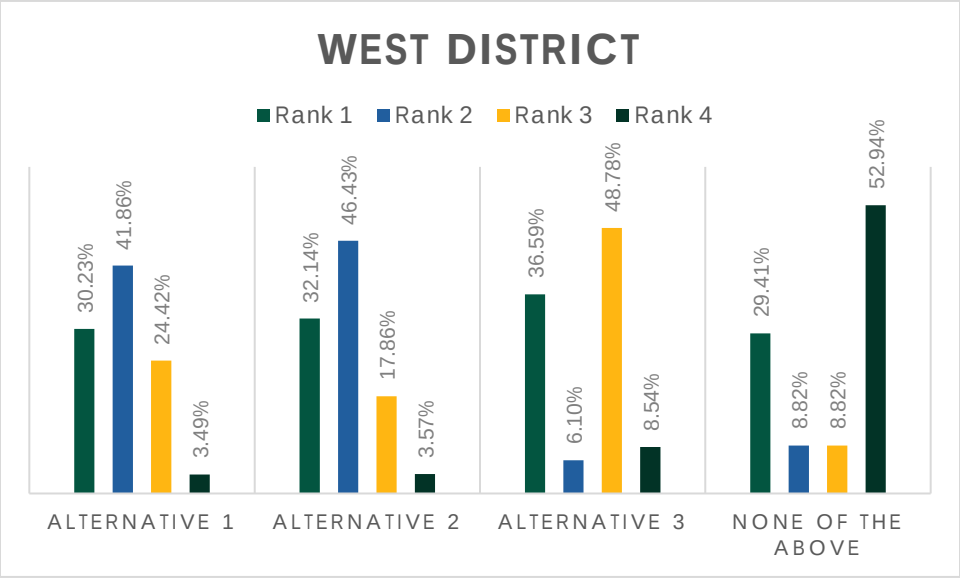
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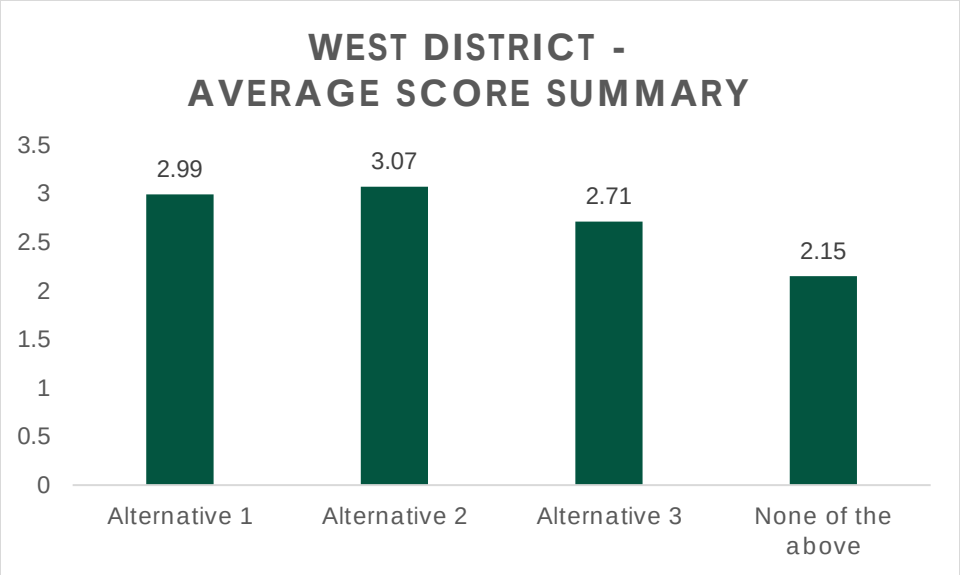
- Lesser density housing in areas of steeper slopes
- Impacts to existing Eastview neighborhood – proposed road connection
- Intersection at Edy/Elwert is dangerous
- Traffic impacts in the area with additional housing

WEST DISTRICT

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

[94 answered; 10 skipped]





Themes from Written Responses:

Likes:

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

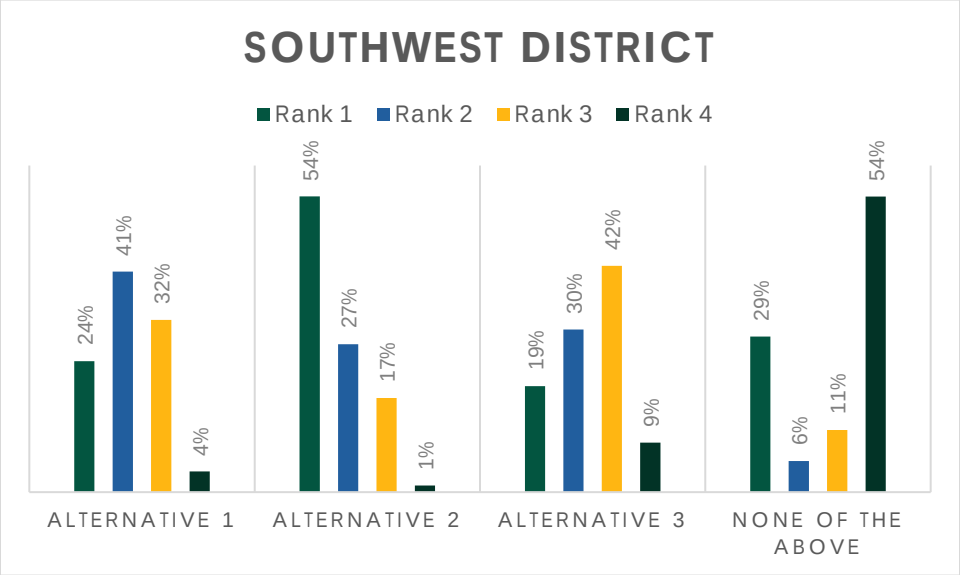
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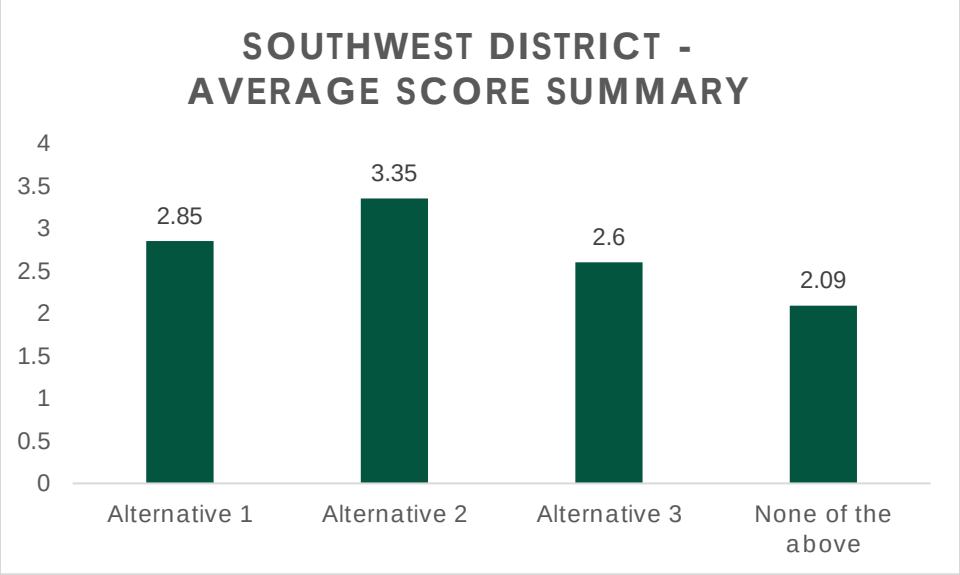
- Increase of traffic
- Edy/Elwert intersection is dangerous
- Extension of Eastview Rd is not practical
- Cottage cluster housing near high school – less likely to have children going to school
- Relocation of Elwert
- Too much high density and cottage cluster housing
- More employment commercial will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

SOUTHWEST DISTRICT

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

[91 answered; 13 skipped]





Themes from Written Responses:

Likes:

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

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

Changes:

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

Survey Results – Transportation Improvements

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

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

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

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

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

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

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

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

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

- Seems unnecessary

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

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

Survey Respondent Demographics

See Attachment C for a summary of respondent demographics.

APPENDIX F

Development Trends and Implications Memo

Development Trends and Implications

Date July 18, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

Note: The City of Sherwood adopted an updated Economic Opportunities Analysis (EOA) in June 2023, after this document was completed. The adopted EOA includes updated information about employment land needs in Sherwood and is available on the City's website: https://www.sherwoodoregon.gov/planning/page/2023-economic-opportunities-analysis-update

Executive Summary

Introduction

This Development Trends and Implications memo is intended to highlight a variety of key trends that will be explored in more detail in another memo to determine the specific opportunities for Sherwood West. It is not intended to answer the question of what Sherwood West can be; instead, it serves to provide a baseline summary of high-level findings from existing City of Sherwood planning documents and the current land use, transportation, and development conditions in the greater Sherwood area.

The Economic Opportunities and Challenges memo that will follow this memo will provide more specific information about assets, opportunities, constraints, economic development strategies, options for long-term job creation, and recommended land uses in Sherwood West.

This memo is organized as follows.

- **Planning Document Summary.** The memo includes summaries of two existing City of Sherwood planning documents: the Housing Needs Analysis (HNA) and Economic Opportunities Analysis (EOA). The HNA and EOA[1] provide information about supply and demand for residential, commercial, and employment lands in the City of Sherwood over 20 years. As both documents are policy-oriented and based on regional growth rates, there may be additional or different opportunities for Sherwood West that will be discussed in the Economic Opportunities and Challenges memo that follows. The summary of these documents in this memo, therefore, reflects just one perspective that may require an updated assessment.
- **Development Trends.** It also summarizes the team's evaluation of recent land use, transportation, and development conditions that impact Sherwood West, including new/pending developments in King City West, River Terrace, and Cooper Mountain, residential and employment growth areas in Sherwood (Brookman and Tonquin), and other development trends in Sherwood.

The key findings from this memo include the past development trends that offer insights into future development prospects for various land uses in Sherwood West, the key takeaways from the HNA and EOA.

Past Development Trends

The development trends of the past can provide an insight into the current and emerging opportunities for new growth. Relative to many other cities in the Portland metropolitan region, Sherwood's building stock is quite new, with most of the buildings constructed during the mid-to-late 1990s and early 2000s. During this time, construction activity was

[1] The 2018 EOA was not adopted by City Council. It is simply included in this memo to highlight baseline conditions.

dominated by single-family residential homes, industrial, and retail. While single-family residential construction declined significantly going into and since the recession of 2007-2008, construction activity for industrial and retail space has remained relatively high. Multifamily construction has been limited but consistent over the past three decades. And construction activity for office, healthcare, and hospitality space has been very limited, although new and emerging trends may result in growth opportunities, particularly for Sherwood West.

ES-1. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Below is a summary of the trends relating to each real estate development sector.

- **Employment (office, industrial).** The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities has spurred significant new investment activity. There are trends and opportunities on which Sherwood may capitalize, including automation, shifting consumer behaviors (e.g., ecommerce), the emergence of the "hub and spoke" offices, and the electrification of vehicles. Sherwood's office market is locally oriented, and construction and absorption have been limited. It has been more than 10 years since an office project was delivered and the pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. The Tonquin Employment Area (TEA) is Sherwood's primary growth area for new employment. Several industrial buildings totaling 535,000 square feet are in various phases of planning and development at the T-S Corporate Park—the first project since the creation of the concept plan in 2010. Other projects are in the early stages of planning in the TEA, per the City, including plans for multi-tenant industrial buildings totaling 900,000 square feet on 60 acres and project interest on 30 acres that was recently annexed and an adjacent 20 acres. Between these prospects and additional interest in new development in the TEA, there is reason to believe that most of the 200 acres of usable land in the TEA will be accounted for sooner than was originally anticipated in the 2018 EOA.
- **Retail/Commercial.** New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. With that said, investment in new retail typically follows household growth; in the southwest Portland metropolitan region, there are several large growth areas expected to generate significant demand for new retail services and amenities. Sherwood West may capitalize on this increased demand and capture a portion through new development.
- **Residential.** Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential. Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending. Apartment occupancy is currently at 95.9 percent—close to the five-year high—indicating demand for new development.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area. However, it is expected that these areas will be predominately residential with limited commercial and employment development. As Sherwood West develops, there may be increasing opportunities for it to be a sub-regional hub for employment. There may also be opportunities to add retail services, but we expect the primary trade area for these other southwestern growth areas to be oriented to the north and east, rather than to Sherwood.

The following table summarizes the scale of planned development in each of these expansion areas.

ES-3. Summary of Planned Development in SW Metro Region Expansion Areas

Expansion Area	Planned Commercial / Employment	Planned Residential
Tigard River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units (about 1,200 units built to date)
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Up to 4,500 total units
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units; Urban Reserve Area: 3,760 units; North CM: 300 units
King City West	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units

Planning Document Summary

The table below highlights the strengths, weaknesses, opportunities, and land supply and demand considerations described in Sherwood's EOA and HNA. These documents offer a potentially conservative depiction of the supply and demand factors for employment and residential growth in the City of Sherwood over the next 20 years.

While this information is helpful context, it is important to recognize that the documents reflect conditions at a certain point in time that are based primarily on an agreed-upon projected growth rate. Given that Sherwood is a relatively small city compared to most others in the Portland metropolitan region, modest developments can have significant impacts on employment and household growth. Growth could be further impacted by a proactive approach by the City, causing businesses and developers to locate in planned employment centers in Sherwood West beyond what was forecasted in each document.

There are, therefore, limitations to these documents which necessitate a fresh look at opportunities for Sherwood West. Because both the EOA and HNA are policy-based documents that follow a required framework, neither provides a discussion of emerging trends that may serve as opportunities for Sherwood West, nor do they include a complete depiction of the development pipeline in Sherwood, particularly for industrial projects. The remainder of this memorandum, as well as the next Economic Opportunities and Constraints memo, will revisit this baseline information and explore more specific opportunities and constraints for Sherwood West.

Table 1. Summary of Key Planning Documents

	Economic Opportunities Analysis	Housing Needs Analysis
Economic Strengths	• Suitable attributes for attracting new business. • Proximity of new residential growth areas. • High quality of life.	• Strong residential growth, particularly in younger families and senior populations. • Relatively high incomes compared with the rest of the Metro region.
Economic Weaknesses	• Congestion and the distance from I-5 hinder both industrial and residential prospects. • Lack of infrastructure in new growth areas. • Reliance on Tonquin Employment Area for meeting industrial land needs.	• Relatively high proportion of single-family detached housing relative to other housing types • Reliance on development of the Brookman Area for meeting residential land needs.
Opportunities	• Citywide growth potential in the industries of manufacturing, professional and business services, wholesale, and visitor and resident services. • Population growth will drive growth in retail businesses.	• Ageing population driving demand for smaller single-family housing, multifamily housing, and housing for seniors. • The growth of younger and diversified households is likely to result in increased demand for a wider variety of housing.
Land Supply & Demand	• Sherwood had 242 acres of unconstrained employment land in 2018, of which half is in the Tonquin Employment Area (TEA). • Employment growth is projected to drive demand for 86 gross acres of industrial land and 85 gross acres of commercial land. • Sherwood has a 24 gross acre surplus of industrial land and a 57 gross acre deficit of commercial land. The surplus is, in reality, much less given the new development coming online.	• Land base can accommodate 65 percent of forecasted population growth. • Limited supply of land for moderate- and higher-density multifamily housing, causing a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of seniors, young families, and moderate-income households.

Source: City of Sherwood

Economic Opportunities Analysis

The 2018 EOA is "an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends."

The primary goals of the EOA are to:

(1) project the amount of land needed to accommodate the future employment growth within the Sherwood City Limits and employment land areas in the Urban Growth Boundary (UGB), namely Tonquin Employment Area and Brookman Annexation Area, between 2019 and 2039;
(2) evaluate the existing employment land supply within Sherwood to determine if it is adequate to meet that need; and
(3) fulfill state planning requirements for a twenty-year supply of employment land.

While the EOA provides an indication of the strengths and weaknesses for job creation and highlights specific opportunities for Sherwood West, it is important to note that the Sherwood City Council decided not to adopt the 2018 EOA and to make updates closer to the adoption of the Comprehensive Plan. The reasoning for not doing so was primarily due to discrepancies between the rate of employment growth projected in the EOA and by Metro. Other

information provided in the EOA, such as broader economic trends and land availability, are still relevant and are discussed here.

The key points of the 2018 EOA are as follow. It is important to emphasize that this section simply summarizes what the EOA indicates, rather than a comprehensive discussion of the specific opportunities for Sherwood West.

Land Supply and Demand

The EOA included a discussion of land supply for employment and commercial development. Key findings are listed below (all findings are as of 2018).

- In 2018, Sherwood had 242 acres of unconstrained land[2], 141 of which is vacant and 101 of which is potentially redevelopable (i.e., underutilized but not vacant sites). Nearly 60 percent of the vacant land (and 40 percent of the redevelopable land) is in the Tonquin Employment Area (TEA). Most were sites less than five acres, nine sites were between five and 10 acres, and three were larger than 10 acres, including just one 50+ acre site in the TEA and two 12-acre industrial sites. Small industrial sites are considered an issue by the City and its economic development partners; the Metro Employment Land Site Readiness Tool Kit describes smaller sites with multiple owners and limited infrastructure as a regionwide issue in the Portland metropolitan area.
- While there has been little new development since the 2018 assessment for the EOA, anecdotal evidence from the City of Sherwood indicates a more constrained land supply than what is portrayed in the EOA. Sherwood West has a potential opportunity to capitalize on regional demand for large industrial sites, particularly given the aforementioned regionwide shortage.
- Sherwood's employment base was 8,340 jobs in 2018. The EOA forecasts 11,785 jobs by 2039, an increase of 3,446 that is projected to result in the demand for 86 gross acres of industrial land and 85 gross acres of commercial land.
- **Industrial.** Most of the buildable vacant employment land in Sherwood is designated as industrial as opposed to commercial, retail, or other types of employment. Sherwood has a supply of 110 acres of suitable land designated for industrial uses, which is a forecasted surplus of 24 gross acres over 20 years, per the analysis conducted for the EOA. There is a greater surplus with the addition of the TEA and the Brookman Addition.
- **Commercial.** Sherwood has 28 acres of land designated for commercial uses. The employment forecast projects demand for 85 acres of commercial land. Sherwood has less commercial land than the City is projected to need over 20 years, with a deficit of 57 gross acres of commercial land.
- **Future Development.** Sherwood has 172 acres of land designated for employment uses in future development designations in the Tonquin Employment Area and Brookman Annexation Area. In total, this land is likely to sufficiently meet both industrial and commercial demand over the next 20 years. However, if the rate of development increases as expected beyond what was forecast in the EOA, there will likely be a shortage of appropriate sites—particularly sites in excess of 10 acres—for employment growth in the City of Sherwood, thereby creating development opportunities in Sherwood West. These opportunities will be further explored in the Economic Opportunities and Constraints memo.

Sherwood's Economic Strengths and Weaknesses

The EOA included several strengths and weaknesses that affect Sherwood's ability to attract and accommodate job growth. A summary is provided below.

[2] The physical constraints used in the Sherwood buildable lands inventory includes areas subject to landslides, areas with slopes greater than 25%, lands within the 100-year flood plain, Metro's Title 3 land (including Water Resource Conservation Areas), lands within Metro's Title 13 Habitat Conservation Areas (Class I and II, A and B), Wetlands, and public facilities.

Strengths

- Sherwood's attributes that may attract businesses are its location along Highway 99; quality of public facilities and services; general availability of vacant land serviced by utilities[3]; quality of schools; and overall quality of life.
- Proximity to new residential growth areas—including the areas along the Roy Rogers Corridor north of Sherwood West—may increase demand for services and employment for new nearby residents. The growth expected in these areas is summarized later in this memo.
- High quality of life due to the Tualatin River National Wildlife Refuge, cultural amenities and events, and access to high-quality education and medical care, among other factors.
- The region's high-quality natural resources present economic growth opportunities for Sherwood, ranging from agriculture and wineries to amenities that attract visitors and contribute to the region's high quality of life. Proximity to Wine Country offers potential opportunities for manufacturing, hospitality, commercial, and other uses.

Weaknesses

- The current transportation network is considered a disadvantage for both residents commuting to jobs (both in and out of Sherwood) as well as businesses that need a distribution route to access the region. Several transportation projects, including the widening of Roy Rogers Road and Tualatin-Sherwood Road, may improve the prospects of attracting new industrial, technology, and commercial users to Sherwood. These opportunities will be explored more in the Economic Opportunities and Constraints memo.
- Distance from I-5 is a disadvantage for attracting some types of businesses, such as warehouses and distribution or manufacturers that need close access to I-5 for heavy freight.
- There is a lack of infrastructure needed to support employment growth on large vacant sites.

Opportunities for Sherwood West

The EOA describes several economic trends and opportunities that could apply to the Sherwood West area. These are described below.

- Growth in population in Sherwood will drive modest growth in retail businesses, including commercial centers and neighborhood retail. It should be noted that the 2018 EOA did not specifically reference the potential opportunities and the new market dynamics that will arise as a result of the substantial new household growth along the Roy Rogers Corridor to the north. While this new growth is unlikely to increase demand for retail businesses in Sherwood, there are likely to be opportunities for additional employment development that capitalizes on Sherwood West's proximity to this sizeable talent base.
- Approximately 1,719 new jobs (83.5 percent of total new jobs) in Sherwood are expected to require vacant or partially vacant land. The forecasted growth of 1,719 new employees will result in the following demand for employment land: 61 gross acres of industrial, nine gross acres of retail commercial, and 41 acres for office and commercial services.
- Approximately 16.5 percent of jobs in Sherwood are located in residential plan designations, including 12 percent of industrial, 15 percent of retail, and 21 percent of office and commercial service employment. Over 20 years it is expected that the proportion of employment located in residential areas will remain the same. These

[3] Anecdotal information provided by the City of Sherwood indicates that utility service throughout the City is inconsistent, with some existing industrial parks and infill location lacking the necessary utility services. The constrained capacity of existing services can be a barrier to economic growth and detrimental to development prospects.

jobs include home offices for industrial employment, such as construction companies and office and commercial medical offices, or small personal service businesses such as banks or hair stylists.

- The industries identified as having potential for growth in Sherwood include manufacturing, professional and business services, wholesale, and services for visitors and residents.
    - **Manufacturing.** Sherwood's attributes may attract manufacturing firms, such as Technology and Advanced Manufacturing, Machinery Manufacturing (Metals and Machinery), and Clean Tech.
    - **Professional and business services.** Sherwood's high quality of life, access to quality schools, existing population and business base, and location within the Portland region may attract professional and business services that prefer to locate in a smaller city like Sherwood, such as Software and Media, Clean Tech, Athletics and Outdoors, and other services.
    - **Wholesale.** Sherwood's access to Highway 99 may make the city attractive to the continued growth of wholesale businesses.
    - **Services for visitors.** Growth in tourism, especially related to agriculture and wineries, will drive demand for services for visitors such as specialty retail, wine tasting rooms, restaurants, and hotels.
    - **Services for residents.** Growth in population in and around Sherwood will drive the growth of businesses that serve residents, such as medical services, legal services, financial services, retail, personal services (e.g., barbers), and restaurants.

The following table is also from the 2018 EOA and shows the concentration of Sherwood's existing businesses by industry. The **bolded** industries have a high location quotient[4] (i.e., highly specialized compared to national employment in the industry), high employment (i.e., have more than 200 employees in Sherwood), and higher than average wages in Sherwood. These industries have the highest growth potential, given existing businesses and the higher concentration of employment.

With that being said, the table is a summary of Sherwood in 2018 and does not reflect an exploration of potential growth industries. Sherwood has up to now been attractive to certain types of industries, yet there is an opportunity to encourage the growth of industries that may not currently exist but see Sherwood as a competitive location in the Portland metropolitan region. For example, while most economic growth is due to the expansion of existing businesses, the City may be able to capitalize on the demand for large sites in excess of 50 acres that are in short supply in the region.

[4] Location quotients are ratios that allow an area's distribution of employment by industry, ownership, and size class to be compared to a reference area's distribution. If an LQ is equal to 1.0, then the industry has the same share of its area employment as it does in the nation. An LQ greater than 1 indicates an industry with a greater share of the local area employment than is the case nationwide.

Table 2. Concentration of Industries and Employment, City of Sherwood, 2016

	High Employment	Low Employment
High Location Quotient	• **Waste management and remediation services** • **Specialty trade contractors** • **Heavy and civil engineering construction** • **Machinery manufacturing** • **Merchant wholesalers, durable goods** • Building material and garden equipment and supplies dealers • Amusement, gambling, and recreation industries • General merchandise stores • Food and beverage stores • Food services and drinking places	• Construction of buildings • Real estate • Wholesale electronics markets and agents and brokers • Plastics and rubber products manufacturing • Personal and laundry services
Low Location Quotient	• Merchant wholesalers, nondurable goods • Miscellaneous store retailers • Truck transportation	• Professional, scientific, and technical services • Ambulatory health care services • Utilities • Administration and support services • Nursing and residential care facilities • Social assistance

Source: Oregon Employment Department, QCEW, 2016 (Table recreated from EOA)

Housing Needs Analysis

Sherwood's HNA provides a factual basis to support future planning efforts related to housing, including concept planning for Sherwood West and the update and revision of the City's Comprehensive Plan policies. The most recently completed HNA for the City of Sherwood provides analysis through twenty years from 2019 – 2039.

Demographics

According to the HNA, Sherwood has experienced rapid population growth since 1990, reflecting its situation as a major growth area on the edge of the Portland metro. Growth has consistently outpaced Washington County and the Portland Metro region. While the population is aging on average, Sherwood has started to attract a greater proportion of younger people and more households with children. The population is also becoming more ethnically diverse.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and housing for seniors. The growth of younger and diversified households is likely to result in increased demand for a wider variety of affordable housing appropriate for families with children, such as small single-family housing, townhouses, duplexes, and multifamily housing.

Sherwood households also have relatively high incomes compared to the rest of the Metro region, which affects the type of housing that is affordable. Income is a key determinant of housing choice.

Housing Stock

Sherwood's housing stock is predominantly single-family detached, which accounts for about 75 percent, with single-family attached accounting for eight percent, and multifamily accounting for 18 percent. Approximately 69 percent of new housing permitted in Sherwood between 2000 and 2014 was single-family detached housing.

Projections.

Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these, 700 new households will be inside the existing city limits; 1,029 new households will be outside the current city limits in the Brookman Area.

According to the HNA, the forecast for growth in Sherwood is considerably below historical growth rates. Metro's forecast for new housing in Sherwood shows that households will grow at an average annual growth rate of 1.1 percent per year. In comparison, Sherwood's population grew at 3.4 percent per year between 2000 and 2013 and 8.0 percent per year between 1990 and 2013.

Land Supply. Sherwood's land base can only accommodate 65 percent of the forecasted population growth. Vacant and partially vacant land in the Sherwood Planning Area can accommodate 1,121 new dwelling units of the forecasted need for 1,728 units, leaving a deficit of land for 608 units. If Sherwood grows faster than Metro's forecast during the 2019 to 2039 period, then Sherwood will have a larger deficit of land needed to accommodate growth.

The largest deficits are in Medium Density Residential-Low (154 dwelling units), Medium Density Residential-High (252 dwelling units), and High-Density Residential (145 dwelling units).

At faster growth rates, Sherwood's land base has enough capacity for several years of growth. At growth rates between 2.0 to 4.0 percent of growth annually, the land inside the Sherwood city limits can accommodate two to five years of growth. With capacity in the Brookman Area, Sherwood can accommodate four to 10 years of growth at these growth rates.

Additional housing growth in Sherwood depends on the availability of development-ready land. The amount of growth likely to happen in Sherwood over the next few years is largely dependent on when the Brookman Area is developed, when the Sherwood West area is brought into the UGB and annexed, and when urban services (such as roads, water, and sanitary sewer) are developed in each area.

Sherwood has a relatively limited supply of land for moderate- and higher-density multifamily housing. The limited supply of land in these zones is a barrier to the development of townhouses and multifamily housing, which are needed to meet housing demand resulting from the population growth of people over 65, young families, and moderate-income households.

Development Trends

This section describes the general development trends for residential, commercial, and employment development in and around Sherwood, including a discussion of planned development in each of the nearby UGB expansion areas of King City West, Tigard River Terrace, and Beaverton's Cooper Mountain.

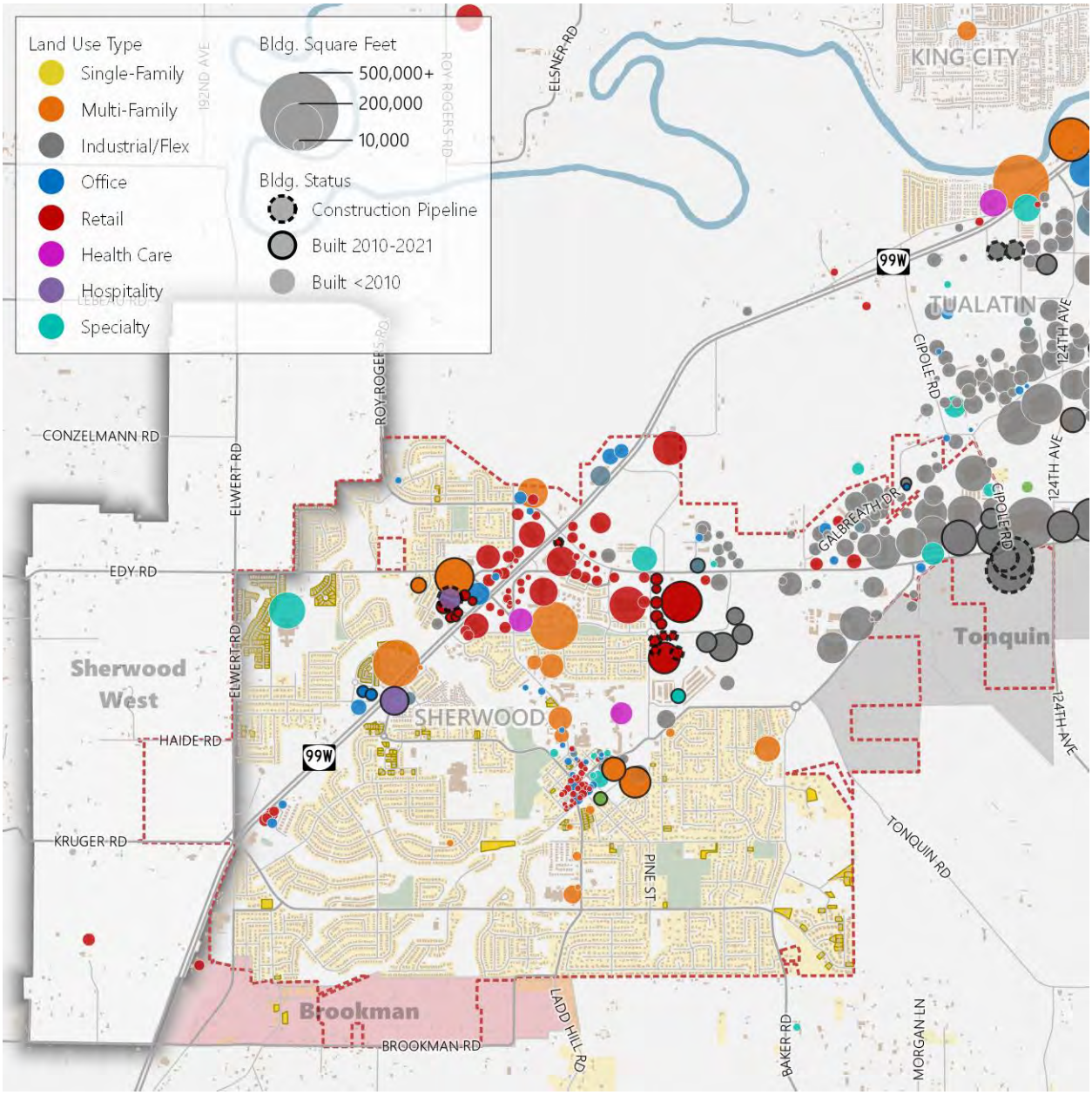
Sherwood Overview by Land Use Sector

Sherwood is experiencing strong growth in all development sectors. The map below provides the location, size, and type of new and existing development in and around the City. Most of the newer (built since 2010—symbolized with the bolded outline in the map) single-family/owner-occupied housing development has occurred on the City periphery where most of the vacant land exists. Industrial has largely clustered in east Sherwood along Tualatin-Sherwood Road. Commercial (retail, office, specialty, other) and multifamily residential development are more centralized, clustering along major arterials (Highway 99W and Tualatin-Sherwood Road) and in Old Town.

Industrial users tend to cluster near other users for a myriad of reasons, and so as long as there is developable land that meets that user's needs, the TEA and the surrounding area are likely to remain the most attractive location for new industrial users. Sherwest West may attract industrial users in select locations, especially as land availability diminishes elsewhere. Office users, while currently one of the most impacted land use sectors by the Covid-19 pandemic, might

consider Sherwood West an attractive location, especially if it develops in a way that offers a variety of amenities, services, and housing options (both in and near the area).

Figure 1. Development Overview by Land Use, Size, and Building Status

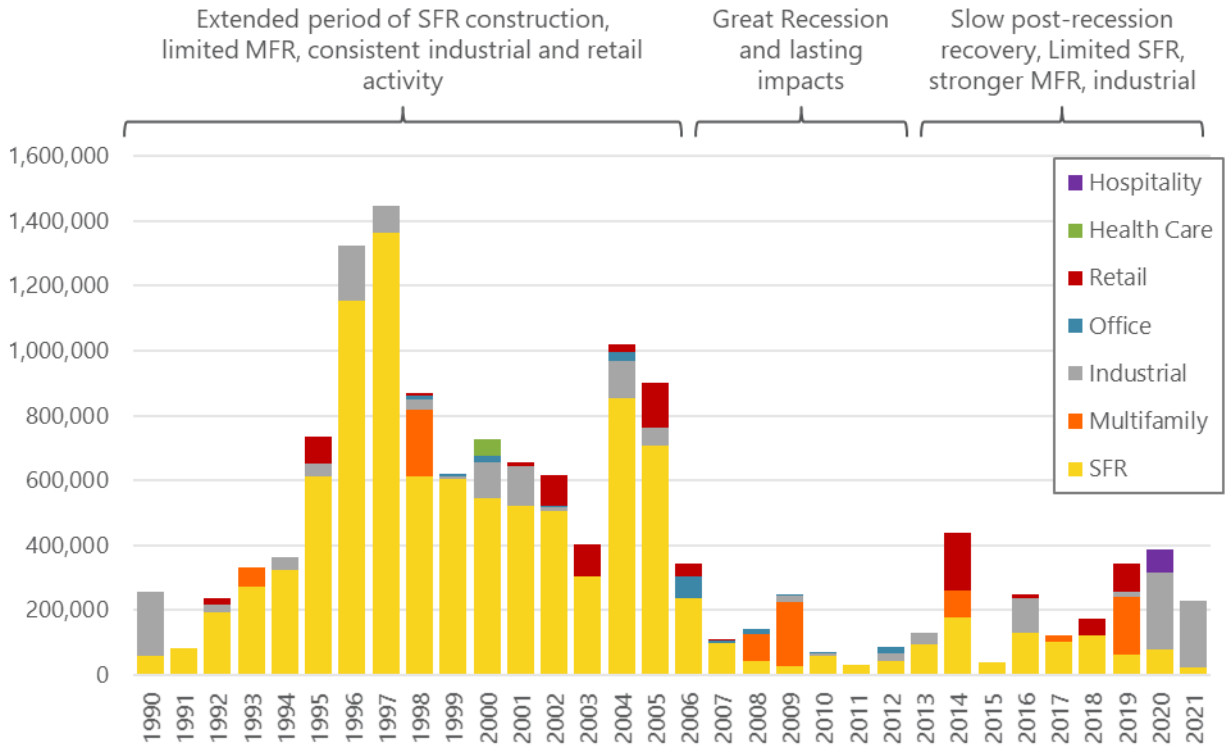


Source: Costar, Metro RLIS (SFR Data), City of Sherwood, LCG

The chart below and the table that follows show total development by year built for the City of Sherwood. There was a significant decline in residential construction activity going into and since the recession of 2007-2008. Multifamily construction has been consistent over the past three decades, averaging almost 26 units or 30,000 square feet per year. Industrial activity has increased again in the past decade following a relative hiatus between 2000 and 2010. Office activity has been very limited, as has healthcare and hospitality, although is likely growth opportunities for Sherwood West that capitalize on several emerging trends, including hub and spoke office development, proximity to Wine Country, proximity to major household growth areas, population growth of all age demographics, and the localization of

healthcare, among other trends that will be further explored in following documents. Retail development activity increased in the 2000s following strong residential growth in the previous decade and has continued into the past decade.

Figure 2. City of Sherwood Square Feet of Development by Year, 1990-2021



Source: Costar, Metro RLIS (SFR Data), LCG

Table 3. City of Sherwood Residential Units and Square Feet of Development by Decade Built

Year Built	SFR Units	Multifamily Units	Industrial	Office	Retail	Health Care	Hospitality
Pre-90s	672	225	177,139	29,319	164,187	0	0
'90 to '00	2,844	256	709,574	38,265	107,812	52,893	0
'00 to '10	1,655	261	332,881	127,036	402,803	0	0
'10 to '20	349	249	626,206	20,000	327,462	0	70,993
Total			**1,668,661**	**185,301**	**838,077**	**52,893**	**70,993**

Source: Costar, Metro RLIS (SFR Data)

Industrial

The Sherwood industrial submarket contains around 1.7 million square feet of industrial space and can be considered a midsized submarket. The industrial sector has generally been shielded from the worst effects of the COVID-19 pandemic, and rapid growth in demand for distribution facilities—largely due to ecommerce—has spurred significant new investment activity. There is potential to capitalize on these opportunities in Sherwood given the proximity to Highway 99W.

Vacancies have increased significantly over the past year to 13.0 percent, up from 5.1 percent at this time last year, which, in turn, was slightly lower than the five-year average of 5.4 percent. However, this appears largely because of the three new buildings in the Cipole Industrial Park (TEA) completed in 2020 that total about 240,000 square feet and are yet to be fully occupied. According to Costar, leasable available industrial space totals 290,000 square feet of a total inventory of 2.2 million. According to the City of Sherwood, approximately 34,000 square feet in one new building is being sold to a manufacturer and an unknown additional amount of square is likely to get sold to an Australian company for their North American headquarters. The higher vacancy rate should not, therefore, be considered an indication of weak demand.

Net absorption came in at 18,000 square feet over the past year, slightly above the five-year average of 14,400 square feet. Rents grew by 6.1 percent over the past 12 months, in line with the five-year average but lower than this time last year.

New development supply pressures on vacancy or rent are generally limited to the Tonquin Employment Area (described below) in the near term, although few other places in Sherwood could accommodate significant new development projects without larger tracts of additional land being planned for employment uses, such as in Sherwood West. As indicated previously, the EOA indicated a surplus of industrial land, but most of it was small, challenging to develop sites.

Leland Consulting Group understands that there is significant interest in Sherwood from industrial users that is likely to continue the considerable construction activity seen in Sherwood over the past three years. Between 2018 and 2020, approximately 250,000 square feet of industrial space was delivered to market, representing a 12.8 percent cumulative expansion of the inventory. As this recent inventory expansion is absorbed by new or expanding users in the area and the available land supply diminishes, there may be a slowdown in industrial construction in the near term (approximately 2-5 years) until additional land is planned for industrial expansion opportunities. As one of only a handful of new growth areas in the metro, Sherwood West may capitalize on this and other several pertinent trends over a longer timeframe, including:

- Increasing automation of the manufacturing industry will decrease company's needs to locate near large population clusters and potentially result in companies seeking land on the urban periphery.
- Rapidly shifting consumer behaviors, such as ecommerce growth, will continue to enhance demand for distribution and land-mile warehousing facilities.
- Electrification and automation of vehicles will continue to require distributors to locate near major transportation routes.

Tonquin Employment Area. The Tonquin Employment Area (TEA) was brought into the region's UGB by Metro in 2004 and the City of Sherwood completed a concept plan for the area in 2010. The TEA vision is of industry supporting high-tech manufacturing and traded sector jobs. Properties within the Tonquin Employment Area will be annexed into the City of Sherwood upon request by the property owners. Upon annexation, the properties will be zoned Employment Industrial (EI).

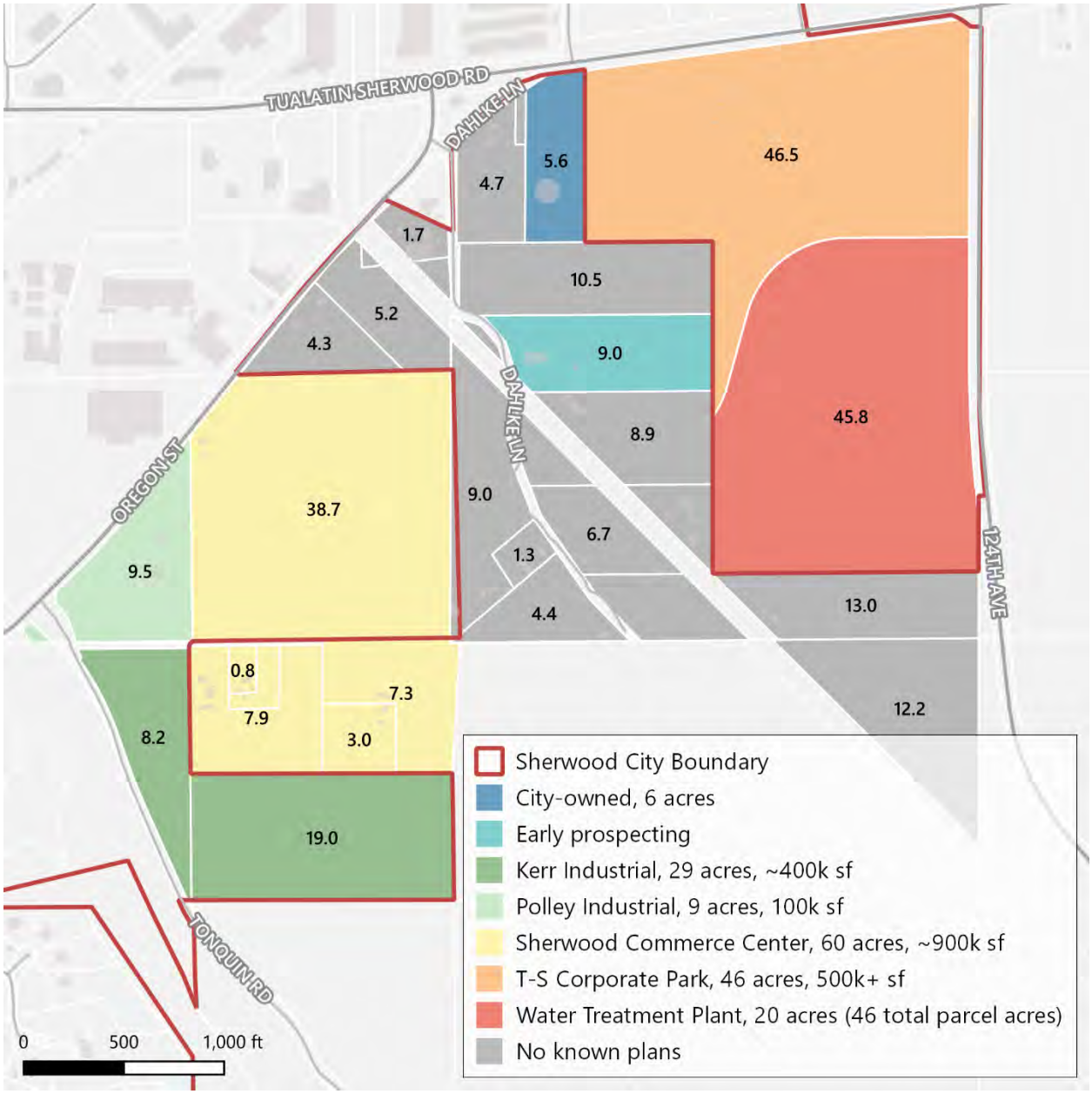
There has not yet been a completed project within the TEA since the adoption of the concept plan, but the development pipeline indicates that most of the land is already accounted for, with several projects at various planning and development stages.

- Most notably, a large multi-phase project called the T-S Corporate Park, which involves five industrial buildings on 46.53 acres, is underway at 12822 SW Tualatin Sherwood Road. Two buildings totaling about 144,000 square feet are underway and a third 183,000 square foot building is proposed for 2022, per Costar data and the City of Sherwood. Upon completion of all five buildings, T-S Corporate Park is expected to contain approximately 535,000 square feet of space for warehousing and industrial uses. At an estimated employment density of 1,000 square feet per employee, the T-S Corporate Park would employ around 535 people. According to the City of Sherwood, there is strong interest from a variety of companies, including tech, advanced manufacturing, and ecommerce occupiers. It was also indicated that there is more interest than the site can accommodate.



- South of the T-S Corporate Park, the Willamette Water Supply Program will begin construction of a statteof-the-art water treatment plant on two acres of 46 total site acres beginning in late 2021-early 2022. The treatment plant improvements will include the construction of a portion of Orr Drive, an important east-west connection within the TEA.
- Multiple parcels totaling approximately 60 total acres with frontage on SW Oregon Street are controlled by a major investment company. Two-thirds of the site is currently annexed and the remainder is likely to be annexed soon, with plans for a 900,000 square foot industrial park with multitenant buildings known as the Sherwood Commerce Center.
- Two parcels containing 38.7 acres fronting onto SW Tonquin Road were annexed in early 2021. According to the City, the property owner has indicated plans to develop approximately 400,000 square feet of new industrial space on the property.
- A 9.2-acre property with frontage on SW Oregon Street and SW Tonquin Road was annexed in early 2021. There is a pre-application submittal for over 100,000 square feet of new industrial space.
- There was previously interest in developing a 4.6-acre site frontage SW Oregon Street, but the owner has indicated holding off until there is more information about the proposed east-west industrial collector road through the TEA.
- Other properties in the TEA are generally accessible by Dahlke Lane, but development challenges include the quality of the road, the location of the major Bonneville Power Authority and PGE transmission lines, incompatible existing development requiring redevelopment, limited quality access, and various topographical and environmental barriers. It is expected that these properties will develop last in the TEA.
- The proposed 2021 URA will provide funds for infrastructure for the TEA and for various sites/projects along 99W.

Figure 3. TEA Development Project Pipeline



Source: LCG, City of Sherwood

Office

Sherwood's office submarket is locally oriented with roughly 200,000 square feet of office space. The vacancy rate has risen somewhat over the past 12 months as of 2021 Q2, but at 2.3 percent, the rate was well below the 10-year average of 6.1 percent.

Annual net absorption for the past year is negative 2,700 square feet, reflecting an increase in vacancies that were likely induced by the COVID-19 pandemic. Over five years, net annual absorption has averaged 1,100 square feet. Despite the rising vacancies and challenges of the last year, average rents increased by 1.7 percent over the past year—slightly lower than the 3.0 percent average change over the past decade—to a 10-year high of $24.61 per square foot.

There are no development supply pressures on vacancy or rent in the near term, as there is no new known office construction in the pipeline. This lack of construction extends a prolonged hiatus from new development in the Sherwood area; it has been more than 10 years since an office project was delivered. The Economic Challenges and Constraints memo that follows this document will provide additional details about specific opportunities to include office space as a component of employment-oriented land development.

The pandemic remains a major disrupter to the economy at large and creates uncertainty in the development and investment community. Looking ahead, the effect of the pandemic has the potential to redefine the use of office space, as employers reevaluate the safety and health of workers. As the office sector emerges from the COVID-19 pandemic, there may be pent-up demand for new leasing opportunities, particularly offices in suburban locations that offer more space at more affordable rates than premier office locations like the Portland CBD.

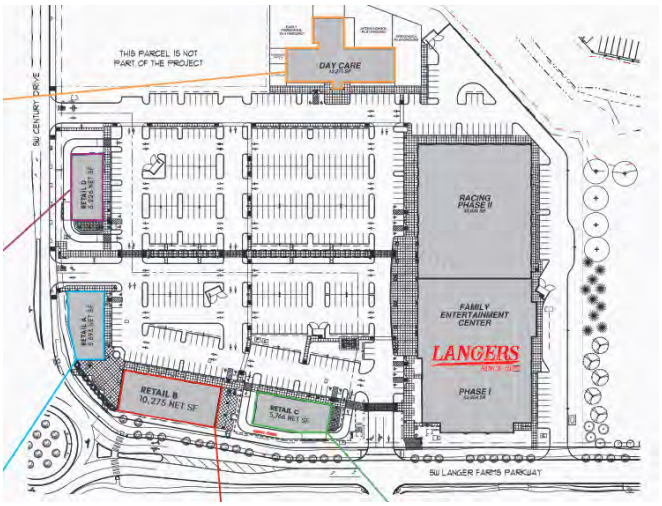
Retail

Retail vacancies in Sherwood, at 2.7 percent, are lower than the five-year average of 5.0 percent, albeit higher than this time last year. The rate is also significantly lower than the region's average. Meanwhile, rents have increased by four percent in the past year, slightly lower than the five-year average of 4.2 percent.

New construction has averaged approximately 50,000 square feet annually over the past five years, although nothing has been built in the past year since the COVID-19 pandemic began. Except for Parkway Village South (described below), there is very little new development in the pipeline and Sherwood does not appear to face a burgeoning wave of development supply pressure. Retail investors are also reasonably active in Sherwood and pricing is above the region's average.

The commercial real estate environment, and particularly the retail sector, remains uncertain due to the pandemic and the increasing demand for ecommerce. Even with vaccines, it is probable that retailers will continue to face turbulence in the coming quarters. Those effects will likely linger for the foreseeable future, impacting demand, rent growth, and the capital markets in the process. However, as household growth occurs in Sherwood and in nearby areas (including the competing UGB expansion areas to Sherwood West that are described later in this memo), there will be increased demand for new retail development. Retail in Sherwood is likely to draw most of its customers from within the City and from areas to the south, rather than from areas to the north and east where there are preexisting retail and commercial clusters. That being said, unique regional drawers or major destinations will likely have a much larger trade area from which to pull customers than convenience-based retail.

Parkway South. There is a substantial new development under construction in Sherwood called Parkway South on the area bounded by SW Langer Farms Parkway and SW Century Drive.



At 132,000 square feet of gross leasable area (GLA), Parkway South is anchored by a 53,000 square foot family entertainment center—the only building currently built. Among the other proposed buildings are a 12,275 square foot daycare facility and a 40,000 square foot indoor racing facility. Approximately 27,000 square feet of in-line tenants on "pad" sites make up the remaining buildings.

The fact that the only new major commercial center planned for this part of the metropolitan region is primarily non-retail is telling and reflects the changing composition of commercial development and a desire for differentiation in an often saturated retail market.

Rental Residential

Sherwood shares a multifamily/apartment submarket with Tualatin and is conveniently located between major employers in the Sunset Corridor and Wilsonville. Vacancies generally trend below the regional Metro area rate, but can be volatile as there are only 3,888 total units (1.9 percent of the regional market), so small changes in new inventory or absorption can make significant impacts. Regardless, occupancy is currently at 95.9 percent—close to the five-year high—indicating strong and consistent demand for new development.

Annual rent growth 6.0 percent in the past year, up from an annual average of 3.3 percent over the past five years. Rent growth in 2019 was triple Portland's overall average, ranking near the top of all apartment submarkets in the region, but slowed in 2020 due to the coronavirus pandemic.

Only four new developments were delivered to the market in the past decade, representing about 320 total units, and no additional projects are in the pipeline. Though few multifamily sales have occurred since 2017, the submarket occasionally sees sizable institutional investment.

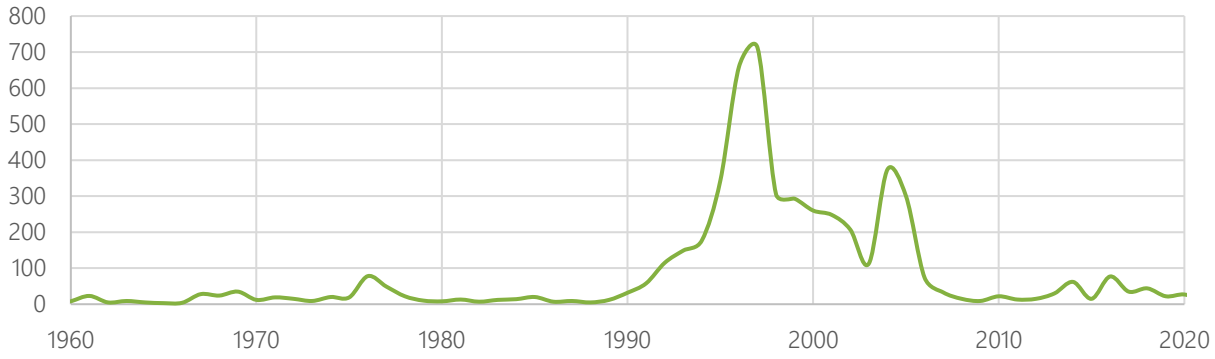
Significant growth in the population aged 55 and over has given rise to the growing demand for certain housing types, including apartments, assisted living facilities, and small-format single-family detached and attached residential.

Ownership Residential

Sherwood's owner-occupied housing market is considered competitive, with a sale-to-list price ratio of around 101.3 percent and averaging less than 20 days on the market before going pending.

Sherwood's housing stock is relatively new compared with the rest of the Portland Metro region. Almost half of all Sherwood single-family homes were built in the 1990s, averaging 284 new units built per year, with another third built in the 2000s, averaging 150 new units built per year. Construction slowed since 2010, with new construction averaging 32 units per year, impacted by both the lasting effects of the Great Recession and the diminishing availability of buildable residential land (not including the Brookman area). Upon annexation of additional residential land in the Brookman area, single-family residential construction is expected to pick up again. The city has annexed roughly 65 acres to date and three new subdivisions have been approved with a total of 232 lots. These households will generate demand for both nearby commercial amenities and services and employment opportunities.

Figure 4. Single-family Homes by Year Built



Source: Metro RLIS

In March 2021, Sherwood home prices were down 5.9 percent compared to last year, selling for a median price of $585,000. On average, homes in Sherwood sell after 16 days on the market compared to 22 days last year. There were 37 homes sold in March this year, up from 22 last year.

Hospitality

While the hotel industry has been among the most significantly impacted real estate sectors by the COVID-19 pandemic, it is now seeing buyers flock to distressed properties. Sales have surged nationwide; a clear signal some commercial real estate investors are ready to act while others may still be waiting for similar action in other sectors such as office or retail.

Sherwood's only hotel—a 73-room, 71,000 square foot Hampton by Hilton—was built recently in 2020 along Highway 99W, reflecting a highly limited market.

The hotel industry appears poised for recovery as people begin to travel once more. However, future disruptions in the near term (0-2 years), such as new waves of coronavirus infections, continuing competition from Airbnb and similar models, too few hotel workers and patrons vaccinated, a glut of supply, and continued reduced business travel may continue to dampen hotel prospects. That being said, there are most likely opportunities that can capitalize on Sherwood's proximity to Wine Country and an increasing number of prominent companies in the area, among other emerging trends. These opportunities will be further explored in later tasks.

Southwest Metro Region Expansion Areas

Sherwood is part of the Metro region. All cities in Metro share one regional UGB. This boundary is the line between urban and rural/resource uses and development. The following map shows the location of Sherwood West relative to the current location of Metro's urban and rural reserves, denoted in blue and green, respectively. Understanding the timing of the development in both of these areas is critical to determining the extent of the demand for various uses in Sherwood West in the near- and mid-term, as well as how much land will be needed to serve longer-term growth.

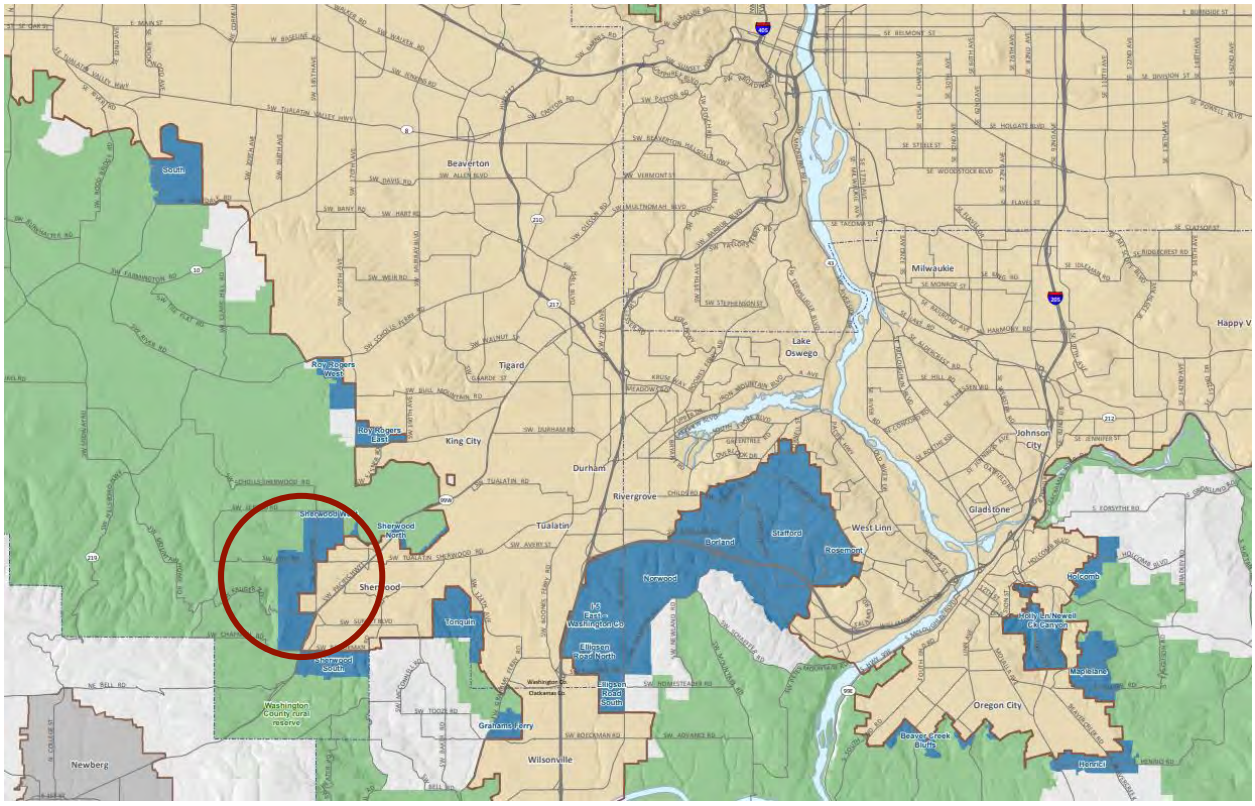
The reserves designated by Metro represent the region's policy regarding land supply needed over the next 50 years. However, the Portland metropolitan region has experienced higher-than-expected economic growth and housing construction, resulting in a quickly diminishing availability of developable land since the designations. A reassessment of land needs, therefore, is likely to be triggered sooner than expected.

In short, it is safe to assume that areas to the west and south will be developed at some point. This analysis, therefore, takes a phased approach to assessing development potential in Sherwood West. In the near term (0-10 years), Sherwood West will continue to be an edge location. As development occurs over the longer-term (20+ years), it will become increasingly central to surrounding neighborhoods. Thus, it is important to identify short-term opportunities based on the current market while maintaining a long-term outlook, particularly if the City's vision for economic development does not align with what the current market allows.

Sherwood West is one of several planned expansions in the southwest metro region. Others include Tigard River Terrace, Beaverton Cooper Mountain, and King City West. How and when these areas develop will directly impact the market and compete with the study area.

Other expansion areas exist along the I-5 and I-205 corridors. These areas are in various stages of planning but are likely to serve a different market area and, therefore, not directly compete with Sherwood West. For major employment uses, there might be some level of competition at the regional level, but Leland Consulting Group anticipates sufficient demand for these uses. A myriad of other challenges also pose barriers to developing these areas, including topography and political hurdles.

Figure 5. Metro Urban and Rural Reserves



Source: Metro

The following table summarizes the scale of planned development in each of these expansion areas.

Table 4. Planned Development Summary

Expansion Area	Commercial / Employment	Residential	Additional Notes
River Terrace 1.0	25,000 to 40,000 sq. ft. (building area)	2,587 units; 75% Single-family, 25% Multifamily (about 1,200 units built to date)	Residential Development is currently underway and is expected to finish in the next several years. Construction of commercial space is expected in late 2021.
Tigard River Terrace 2.0	10 to 30+ gross acres of employment and/or commercial uses	Approximately 3,100 to 4,500 total residential units,	A mix of SFR detached and attached and MFR apartments are expected. Employment uses are desired by the City.
Cooper Mountain (CM), Beaverton	10-acre main street commercial Est. 80,000 to 120,000 sq. ft. (building area)	South CM: 3,430 units Urban Reserve Area: 3,760 units North CM: 300 units	Residential Development currently underway, existing high school, future development at North Cooper Mountain. Limited competition.
URA 6D King City (King City West)	Est. 54,000 to 85,000 sq. ft. (building area)	3,576 units, including a mix of single-family and multi-family homes.	Limited existing household support and physical barriers limit market area, this area is the most removed from centers of population and employment.

Source: LCG

The UGB expansion areas are expected to get built out in the following order.

- River Terrace 1.0
- South Cooper Mountain
- King City West (URA 6D)
- River Terrace 2.0

King City 6D

King City Urban Reserve Area 6D is a 528-acre expansion area to the west of the existing city limits. SW Beef Bend Road and SW Roy Rogers Road border the area on the north and west, respectively. The south boundary is formed primarily by the southern segment of SW Elsner Road and the Tualatin River.

According to the 2018 concept plan, the area could accommodate as many as 3,576 housing units, including 1,222 multifamily units, 560 single-family attached, and 1,794 single-family detached. The 2017 King City Market Study estimated 500 to 950 housing units could be absorbed within the first 10 years of construction.

King City is looking to develop a town center, which is likely to serve these new residents. Development is likely to compete with River Terrace 2.0 or be part of a compatible commercial/employment cluster near Beef Bend Road.

Tigard River Terrace

River Terrace 1.0 is a 500-acre area on Tigard's westernmost edge. It was added to the region's Urban Growth Boundary in 2002 and 2011 to accommodate future housing needs. Approximately 1,200 units are currently built in the area, about three-quarters of which have been built since 2016 (233 were built between 2000 and 2015). Continued build-out of

Tigard River Terrace 1.0 (excluding the River Terrace 2.0 West and South study areas) will result in a total of 2,600 residential units (single-family and multifamily), approximately 25 percent of which will be multifamily.

The River Terrace Town Center is also proposed in the area, a "Main Street" development type that will include 350 residential rental units and 25,000 to 40,000 square feet of neighborhood-serving commercial, likely involving a small format or specialty grocer, medical or professional/financial offices, and food service and drinking establishments. Development is expected to start in late 2021.

River Terrace 2.0 is the next phase of planning in this area. Two urban reserves are totaling over 500 acres to the west and south of the current River Terrace (1.0). River Terrace 2.0 is expected to feature a wider variety of housing options (with average residential densities of 16 to 24 units per acre), recreation, and employment areas. River Terrace 2.0 is expected to add between 3,100 to 4,546 units at full project built out.

Between 10 and 30 or more acres have been identified for commercial and employment uses. It remains too early in the planning process to describe these plans in more detail.

Collectively, the River Terrace areas may include more than 11,000 new residential units and substantial land planned for commercial and employment growth.

Beaverton Cooper Mountain

The Beaverton Cooper Mountain Community Plan is a multi-year effort to plan for the 1,232-acre Cooper Mountain area, which was added to the region's urban growth boundary in 2018. The Cooper Mountain Community Plan will establish a long-term vision for the area's growth and development to support welcoming, walkable neighborhoods that honor the unique landscape and ensure a legacy of natural resource protection and connection. The Cooper Mountain area is located southwest of Beaverton outside the current city limits.

The Cooper Mountain area consists of three areas: a 510-acre area to that north that is inside the UGB but still in unincorporated Washington County; a 544-acre area to the south that was annexed into the city in 2012 (South Cooper Mountain); and a 1,232-acre urban reserve area in-between.

Urban Reserve Area. Current Washington County zoning is primarily Agricultural and Farmland and Rural Residential zones; however, Beaverton will apply its own zoning to the area once properties are brought inside city limits and the area is anticipated to provide at least 3,760 future homes, including a mix of single-family, multi-family, and middle housing types such as townhomes, duplexes, triplexes, and fourplexes. The City anticipates completing the Community Plan in December 2022, after which it will begin accepting owner-initiated applications for annexation and development.

South Cooper Mountain. Due to its proximity to Sherwood and location on Scholls Ferry Road and near Roy Rodgers (providing north-south access to Sherwood), the 554-acre South Cooper Mountain is expected to be the primary competition for new development in Sherwood West out of the three Cooper Mountain areas. The South Cooper Mountain Plan shows that the area could support up to 3,430 housing units and between 47,000 and 142,000 square feet of new commercial space, which would primarily be driven by demand from new residents. South Cooper Mountain is expected to be nearly built out as early as 2024. There is also a new high school that will hold up to 2,200 students and 200 staff.

North Cooper Mountain is slated to support another 300 housing units if new zoning is adopted in the northern portion of the area; utilities are made available; and, properties annex to the City of Beaverton.

Transportation

The regional transportation network serving Sherwood West and surrounding areas is planned for a number of updates and improvements that will be needed to serve future residential and employment growth and changing land use

patterns. Washington County recently completed an Urban Reserves Transportation Study (URTS) project, which is intended to inform concept planning in the urban reserves (including Sherwood West), help ensure that the County meets mobility and capacity standards on area roadways, and provide a roadmap to funding transportation system improvements as the urban reserves develop in the future. Notable projects in the vicinity of Sherwood West include:

- **Roy Rogers Road:** Washington County plans to widen Roy Rogers Road between Scholls Ferry Road and 2,500 feet south of Bull Mountain Road to five lanes with bike lanes and sidewalks. This project is expected to be completed in December 2021.
- **Tualatin Sherwood Road/Roy Rogers Road:** Washington County plans to widen Tualatin-Sherwood Road/Roy Rogers Road, between Borchers Drive and Langer Farms Parkway, to five lanes with bike lanes and sidewalks and additional turn lanes at Highway 99W. The project is expected to begin in Fall 2021.
- **SW Brookman Road:** When the Sherwood West area annexes to the City, SW Brookman Road (SW Chapman Road) will be upgraded to an urban facility with facilities for bicycling and walking, and the City is exploring crossing solutions at Highway 99W.

APPENDIX G

Economic Opportunities Memo

Sherwood West Concept Plan

Economic Opportunities and Challenges

Date June 15, 2021

To Joe Dills, Kyra Haggart
Angelo Planning Group

From Sam Brookham, Chris Zahas
Leland Consulting Group

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Executive summary

Stakeholder Interview Takeaways

- **Employment Land.** There is a limited supply of high-quality buildable employment land in the region and increasing demand, particularly for large sites. Stakeholders believe that demand is strong enough to absorb whatever amount of land the City sets aside for employment in Sherwood West.
- **Development types.** Developers are mostly building multitenant flex space (as part of larger industrial or business parks), warehouses, and distribution facilities (both speculative and build-to-suit). The transportation network is considered prohibitive for the latter two in Sherwood West. Opportunities for build-to-suit single-user buildings may also arise sporadically.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site.
- **Land needs** range from 40 to 50 acres per "center" or "park" allowing for buildings averaging 50,000 square feet on five to six acres, although a larger-than-average business park or campus-style development may require more than 100 acres. Total demand is likely sufficiently strong to support a number of these developments, creating a healthier jobs/housing/fiscal balance for Sherwood. Sherwood should target two to three areas of Sherwood West with the largest and flattest (less than 3.0 percent slopes) contiguous tracts of land for these developments. Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road, along Highway 99W and potentially near Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.
- **The wine industry** is an important part of the local and regional economy which may dovetail with industrial, retail, and hospitality uses, but it is unlikely to solely support the growth of any of these land use sectors. A diversified economy and additional employment are necessary.

- **Land aggregation** is critical because of the number of different property owners in Sherwood West.
- Developers want **transparency and certainty** for land, zoning, and infrastructure. This is now considered more important than a shorter development timeline.
- **Office prospects** are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples and the market is unproven.
- **Zoning flexibility** is critical. It is not recommended the City dictates uses, but simply provides limitations on undesirable uses.

Opportunities for Sherwood West

- **Industrial.** The industrial market is hot and unlikely to cool within the next 10 years. Sherwood is beginning to see interest from existing tech companies in Hillsboro and elsewhere. As the west and southwest parts of the metro region develop, the gap between Sherwood and existing tech and other industry clusters will likely decrease, creating a critical mass of employment with access along the Roy Rogers corridor.
- **Target tenants** are wide-ranging, including service providers, contractors, tech companies, logistics, light manufacturers, designers, healthcare users, etc. Other users in the City's target industry list—including advanced manufacturing, life sciences, R&D, software/media design, professional and business services, food products, outdoor wear design, etc.—are also appropriate.
- **Tech Clusters.** Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but these markets are now understood to be softening, with developers looking for opportunities elsewhere in the Portland metro. The Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses to the metro region.
- **Hotels**—particularly mid-range, independent, and boutique hotels—are in demand. However, Sherwood cannot expect to support new hotel development based entirely on its proximity to wine country as other cities to the south are better positioned for an immersive wine country experience. Instead, new hotels in Sherwood will likely be feasible as a follow-on use once employment growth occurs, and the market is proven.
- Similarly, new **retail development** will come in a later phase after residential and employment growth.
- **Office space** is likely to be part of mixed-use developments, commercial centers, or larger employment centers. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office.
- **Retail.** New growth will drive demand for new space, but the growth of ecommerce and declining retail footprints may dampen the impact. Sherwood should focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places, either as neighborhood-centers or main street corridor approach that diversifies the retail mix and supports the growth independent retailers and restauranters.
- **Healthcare.** Because major healthcare facilities depend on large nearby population bases and visibility and access along highways and major transportation corridors, such a facility may be unlikely in the next 10 or 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City. Smaller-scale healthcare facilities are likely to be part of centers or larger developments.

Strategies/Recommendations

- **Be Flexible.** Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.

- **Plan for Mixed Employment.** Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.
- **Plan for Multitenant Space** that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- **Compile a Toolkit** of incentives and tools that can be packaged together to encourage desired development types.
- **Be Both Proactive and Patient.** Depending on the market cycle and the opportunities at any given time, certain land uses will develop faster than others. This will require a phased development approach in Sherwood West. Industrial and residential uses are likely to dominate in the near term, followed by retail, hospitality, office, and healthcare.
- **Ensure that Buildable Shovel-ready Land is Available for Employment.** The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development. Flat sites with slopes of less than 3.0 percent are limited and should be reserved for mixed employment and industrial users.
- **Invest in Talent and Quality of Place**. The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another.
- **Increase Accessibility and Visibility** via the regional transportation network. Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure.
- **Consider Land Acquisitions.** Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.
- **Target 99W and North Sherwood West** for transportation-dependent uses and larger-scale employment development, respectively. There is little frontage on 99W so it should be retained for certain users. Similarly, the largest tract of flat land (100+ acres) in Sherwood West is located to the north. Other areas may be feasible, but developers of industrial and, to a slightly lesser extent, office projects typically require regularly-shaped tracts of flat land with slopes of less than 3.0 percent. A campus-style development may be able to accommodate a greater variety of topographical conditions. Further analysis of the topographical and other physical conditions is necessary to determine the extent of these opportunities.

Introduction

This Economic Opportunities and Challenges memo provides an evaluation of Sherwood West's assets and constraints; summarizes input from interviews with developers, stakeholder, and leading economists; and provides insights on the economic future of Sherwood West as a part of a growing Sherwood. It is intended to highlight opportunities for economic development strategies and non-residential land uses that could produce jobs and tax base as part of the overall mix of land uses in Sherwood West over the next 20 years and beyond. It also explores creative options for long-term job creation that reflect Sherwood West's location at the urban edge and that optimize its ability to evolve as the region matures and economic changes occur.

In preparing the memo, Leland Consulting Group (LCG) conducted interviews with key stakeholders to explore how technology, health care, office, hospitality, retail, and other employment uses might evolve in Sherwood West's unique location. These stakeholders included local and regional industrial, office, mixed-use, retail, and hotel developers, brokers, and specific industry representatives (such as the wine industry). The anecdotal takeaways from these interviews are intermixed within the narrative of this memorandum.

Sherwood should not attempt to compete against other employment centers that may have better locational attributes such as proximity to I-5 or existing clusters of technology employment. Accordingly, we have identified opportunities that play to Sherwood West's unique attributes. These opportunities build upon the area's proximity to the wine country, long-term changes to office dynamics as a result of COVID-19, evolving changes to the retail landscape, and other factors.

The memo includes a shortlist of employment land uses that could realistically be supported in Sherwood West, with projections for development over time.

Constraints and Challenges

Based on key takeaways from feedback received during the stakeholder interviews, most of the opportunities for long-term job creation in Sherwood West will likely require a mixed employment approach—namely industrial, flex, and office. This approach is consistent with both recent development in the Tonquin Employment Area and other examples of peripheral employment development clusters in the region. Of these mixed employment uses, industrial development, which typically includes warehousing, logistics, distribution, and manufacturing, has the narrowest framework of site selection criteria. While demand-related factors are generally expected to largely overcome potential challenges related to site conditions, it is important to highlight these selection criteria as the industrial market may not remain as strong as it currently is over the next 20 years.

Site selection criteria for industrial development typically includes:

- **Access to major transportation routes.** Industrial users typically need access to major transportation routes so that products can be quickly and easily delivered and shipped, and to maximize the employment catchment area. The closest industrial development in the past 20 years has been in Tualatin and Sherwood along I-5 and Highway 99W—both major freight and transportation routes.
- **Separation from residential uses.** Due to the propensity of industrial users to generate noise, pollution, and vehicular traffic, development is not typically located next to residential uses. This sometimes also applies to other uses that attract pedestrian activity, such as main street retail and hospitality.
- **Low-cost land.** Of all land use types, industrial fetches the lowest rents and sale prices. Comparatively, high-density residential and commercial uses fetch the highest rents and sale prices. Typically, the cost of land reflects these trends.
- **Large, uniform sites.** Industrial development is low-density (typically one or two stories) and requires plentiful space for circulation, storage, and parking, particularly for freight operators.

- **Flat sites.** Due to the cost of grading, combined with the low value of industrial development, industrial users require sites with less than 3.0 percent slopes.

With these selection criteria in mind, there are several major constraints or barriers to commercial and employment-focused development in Sherwood West and the immediate surrounding area. We have highlighted these below.

- **Location.** Sherwood West is located in the southwestern corner of the Portland Metro region and lacks easy access to the I-5 corridor. In the near term, this edge location creates a one-sided market area, limiting the employment catchment area. Further, the travel time to or from Portland International Airport[1] is double the average tract in the Portland metro. As we will discuss in the following pages, strong regional demand and a limited supply of employment lands mitigate these challenges in the near term, and long-term residential and job growth is expected to soften these impacts as time goes on.
- **Regional Competition.** As noted in the previous Development Trends and Implications memo, the southwest Portland metro region will see significant growth over the next 20 years, primarily because of the development of Sherwood West and several other nearby UGB expansion areas—including Tigard River Terrace, King City West, and Beaverton Cooper Mountain—as well as local annexation areas like Brookman and Tonquin. Most of these future growth areas are expected to include some level of commercial (and to a leser extent, employment) space that will compete with new development in Sherwood West. Closer cities within the Portland metropolitan region also have existing industry and business clusters that will continue to grow in the coming years. However, these central-area opportunities are expected to be fully built out or have limited land availability (particularly for larger sites), pushing the focus of substantial new developments to outer locations like Sherwood West.
- **Local Competition.** More locally, there are existing and emerging clusters of development within Sherwood that may be seen by developers and businesses as more attractive for new development. Locally serving retailers, such as restaurateurs, may prefer the established location and charm of Old Town. A hotel developer may have similar sentiments. For larger-scale retail, which is facing an uncertain future due to shifting consumer behaviors and the rise of ecommerce, Sherwood West's southeastern boundary fronting Highway 99W may be a favorable location because of access and visibility, as might the Roy Rogers corridor after its planned expansion. The Tonquin Employment Area (TEA) and the surrounding areas in Tualatin are currently seen as better locations for industrial and office development but vacant land is quickly being developed, which is likely to push the focus further west to places like Sherwood West.
- **Multiple Property Owners.** With 126 properties and 110 property owners, there are few locations that would not require land aggregation and assemblage for a larger (20+ acre) development. Developers tend to prefer large sites with single ownership in order to avoid the significant delays and hurdles associated with assembling enough land from multiple parcels. Further, property owners are rarely on the same page regarding long-term plans and it is difficult to predict if, when, and why private property owners will sell or develop their land. The City may implement a strategic program for property acquisition to meet economic objectives, either in partnership with other public agencies, by soliciting a qualified broker, or by other means.
- **Limited Infrastructure Funding Availability.** While this concept plan is expected to address some of the challenges associated with infrastructure phasing and funding in Sherwood West, developers want to see a clear plan for infrastructure improvements before committing to a site. Infrastructure needs often include enhanced water delivery systems (particularly for tech), enhanced electricity (e.g., green energy), and high speed internet.

[1] Access to other closer municipal airports, such as Hillsboro, also play a role in economic opportunities for Sherwood West, albeit to a lesser extent that Portland Airport. Corporate executives and prospectors often utilize these other airports with private or corporate planes.

- **Topography.** Substantial employment-oriented development, such as a business park, campus, or large-scale industrial or office space, typically requires relatively flat land with slopes under five percent (under three is preferable for industrial). Locations with these topographical conditions are limited in Sherwood West. Sloped sites require grading, which can be prohibitively expensive for developers, particularly if the soil conditions are challenging.[2]
- **Lack of existing rooftops.** While new residential growth is expected over the next 10+ years, the lower density of households and jobs within a five-mile radius of Sherwood West currently limits demand for new retail space and also limits the employment catchment area for new businesses. The density of rooftops in a given location is a critical site selection criterion for new developments. During the recent round of interviews, one stakeholder shared an example where a developer chose to develop in Salem rather than Woodburn due to this issue. With this being said, the lead time for new development to occur will likely align with this growth, which necessitaes proactive planning for new development. Further, Sherwood benefits from its proximity to the Portland metro and is the heart of the triangle formed by Hillsboro, Beaverton, and Wilsonville, with existing undeveloped "gaps" in this area expected to fill in over the next 20 years, increasing the total number of jobs and people.
- **Uncertain/softened Office Market.** The COVID-19 pandemic created much uncertainty regarding the future of office uses. The suburban office market has fared relatively better than the Portland Central Business District (CBD), likely because of the suburb's propensity for "essential" or neighborhood-serving offices like medical, banks, finance and insurance, etc. rather than industries that typically cluster in downtown settings (e.g., professional services).
- **Land Use Application and Permitting.** Some stakeholders interviewed considered Sherwood's application process to be arduous relative to other cities, particularly for industrial development. Suggestions to improve and streamline this process include pushing elements of the initial application to later in the process and being clear about timeframes for various types of permits.

Opportunities

Industrial

The industrial market is considered the hottest of all land use sectors. Ecommerce has surged during the course of the pandemic, with online shopping now considered a norm and capturing more than one-quarter of the total retail market. Further, for every one percent of new retail sales, ecommerce creates demand for 38 million square feet of new warehouse space, and is expected to continue to increase. Other trends benefitting industrial prospects in Sherwood West include the increasing popularity of satellite facilities, which appears to be aligned with residents' desire to work close to their homes. Several other key opportunities related to industrial development in Sherwood West are highlighted below.

Strong Demand. Stakeholders consistently pointed out the increasing difficulties in finding sites in the Portland area, especially large, contiguous, developable sites. As high-quality industrial sites become increasingly scarce in the Portland region, rental rates for industrial space have surged.

Land Needs. In terms of the rate of development, the Tonquin Employment Area (TEA) is considered a relatively accurate depiction of what could be seen in Sherwood West. While Sherwood West is less likely to see as many users that are highly dependent on major transportation routes, the pace of development in the TEA is indicative of the

[2] Basalt is common in soils throughout the Portland area; Sherwood may experience similar challenges, although that bedrock around Sherwood West is understand to be relatively deep, making grading less of a challenge than in some other parts of the region.

strength of the market, and this is unlikely to subside for at least 10 years. In fact, some developers would not consider a 100-acre designation "long-term planning" and several stakeholders suggested that the 108-acre area in the north of Sherwood West is considered a "drop in the bucket" that would be accounted for within two weeks if it were development-ready today. Additionally, institutional developers are generally purchasing 40- to 50-acre sites in order to phase development over time, with the main focus on five to six-acre developments with around 50,000 square feet of multitenant, mixed employment space. There is also new investment nearby in the Tonquin Employment Area (TEA) for larger buildings (upwards of 200,000 square feet), albeit to a lesser extent than the aforementioned product type, that can be either single user or multitenant. The larger the development, however, the greater the need for flat, unencumbered sites that become increasingly challenging to find.

The City of Sherwood could, therefore, plan for substantial industrial-focused employment growth over the next 20 years. Development types include mixed-use employment with a focus on tech, manufacturing, and warehousing. Despite the regional need for large lot industrial, the City should avoid mandating large lot industrial and instead maintain as much contiguous developable land as possible in order to accommodate phasing. While providing an estimate for the total amount that could be designated for employment lands or the specific product types that should be planned for is challenging, we recommend a flexible approach that can accommodate a range of development programs and types. Larger sites may be developed in full or subdivided by a developer.

Residential Growth. Nearby residential growth will benefit industrial prospects—mainly for smaller multitenant spaces—as people continue to value shorter commutes and quality spaces.

Competition. One of Sherwood's primary competitors for new industrial-focused employment land development is Wilsonville. The Coffee Creek area is considered a comparable location to Sherwood West. However, Wilsonville's sites are also considered challenging to develop because there are few sites in excess of 10 acres and there is limited city-provided infrastructure (water, sewer, roads); stakeholders agree that larger sites are needed to achieve an adequate return on investment, especially if infrastructure investments are expected from the developer. Wilsonville is also seen as challenging to work with due to overly restrictive zoning and a challenging permitting process. Of note, the City of Wilsonville has formed an urban renewal district as part of its strategy to support development in the Coffee Creek area.

Low Vacancies. Of the almost 10 million square feet of speculative construction in the metro region that have been delivered over the past 5 years, less than 10 percent is available and the market should be able to absorb most of the 2.1 million speculative square feet being delivered in 2020-2021. Vacancy is expected to increase to 6-8 percent within the next five years as a result of the development pipeline, bringing about more stability to the market. There are roughly four million square feet still in the pipeline, over half of which is planned to be owner-user or build-to-suit properties.

Wine-related Impacts. Outside investment is increasing in Oregon's wine industry and the Willamette Valley is quickly becoming a hotbed of new activity as investors see profit-making opportunities associated with the lower cost of land (relative to France and California) and grape production, as well as recognizing the need to diversify locations in the face of climate change. The recent acquisition of Ponzi (a Sherwood area business) by the French company Bollinger is one of the first foreign acquisitions in Oregon, but it is expected as the start of an emerging trend rather than an exception. Impacts of the wine industry on hospitality and commercial prospects are explored in later pages.

Developers see opportunities in storage, distribution (including bottling), production, and warehousing. While the former is a low-density employment type, the others pay higher wages and employ a significant number of people. Wine-focused manufacturing also aligns with existing trends in the southwest metro region which has seen food processing become a major employment sector. While industrial stakeholders see opportunities in production, wine industry experts consider it a nonstarter, with the majority of production facilities likely to remain in the immediate vicinity of the growth area. Storage and distribution may benefit from proximity to Highway 99W, but, again, developers

see areas that are more centrally located in wine country—such as McMinnville along Highway 18—as better potential locations in the short-term.

T-S Corporate Park. Cities are increasingly using zoning codes to influence development. For the T-S Corporate Park, the developers knew the zoning before it was annexed, and the plans were reactive to that zoning. The developers looked at the Koch Corporate Park to the east as a comparable example for what they could expect. Despite topographical, soil, and wetland constraints, the project is rapidly proceeding with multitenant space geared to manufacturing, food, and tech (such as bioscience).

Target Industries

During the stakeholder interviews, participants (including those throughout all stages of the development process, from high-level prospecting to tenant recruitment) generally agreed with Sherwood's target industries. These industries include:

- High Technology/Computers & Electronics
- Light Manufacturing/Advanced Manufacturing[3]
- Cleantech
- Life Sciences/Biosciences
- Research and Development (R&D)
- Software/Media Design
- Professional/Business Services
- Food Products
- Outdoor/Athletic Wear Design
- Healthcare

Other industries mentioned during the interviews included logistics and engineering. Many of the target industries above are highly water-intensive. One major competitive advantage in Oregon's favor is the availability of water. Some of Oregon's competition, including New Mexico and Arizona, are facing significant challenges due to current and expected future droughts.

These industries are primarily traded sector and provide, on average, higher-paying jobs and may be part of a campus-style development or as individual site developments (most likely multitenant mixed employment buildings). It is understood that these development types are seeing increasing levels of interest from various stakeholders. A larger campus or business/tech park will require larger tract of land in excess of 20 acres and perhaps as much as 100 or more acres.

Possible locations for this appear limited to the northern section of Sherwood West, particularly in the area bounded by Elwert Road, Roy Rogers Road, Scholls Sherwood Road, and Conzelmann Road. Other locations may be appropriate as long as land is free of development impediments, such as steep slopes and wetlands. A high-level topographical analysis of the area shows potential locations for other employment areas along Highway 99W and perhaps centrally around Haide Road and Kruger Road. Most of the inland areas along the western half of Sherwood West are unlikely to be suitable for mixed employment (industrial, flex, office) given the topographical and access constraints.

Locational Considerations

Highway Access. Approximately 0.8 miles of Sherwood West's southeastern boundary fronts onto Highway 99W (between Kruger Road and Chapman Road). This access is considered critical for industrial users that require quick and easy access to the transportation network. This location is considered the only place that warehousing and distribution users may locate. The middle section of this stretch of Sherwood West contains topography that is likely prohibitive for new development that requires flat land (especially industrial), and the northern section is made up of multiple property owners and several irregularly-shaped and smaller parcels, creating challenges for land assembly and development. Generally, high-density employment is not considered likely due to the impacts on the transportation network and

[3] One stakeholder specifically mentioned interest in aerospace components manufacturing.

probable congestion, although this could be somewhat mitigated with robust residential growth that reduces commute times.

Tech Clusters. Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor. These clusters have historically dominated the tech-oriented employment landscape, but the market is now believed to be softening, with developers looking for opportunities elsewhere in the Portland metro where there is access to new talent clusters, new homes (especially for executives), and large tracts of land available to develop (particularly lower-cost land). LCG's stakeholder interviews suggest that the Sherwood area is beginning to draw existing businesses from Hillsboro, as well as serving as an attractive location for new businesses in the metro region.

Access to Talent. Talent is critical to location decisions for employers and is the single most important factor driving urban economic success is the educational attainment of a city's population.[4] Economic development partners and employers talk about "Talent" in terms of (1) the size of the skilled labor force in the market area, (2) the size or percentage of the population with a college degree, and (3) industry composition.

Approximately 17,000 new households are planned between the three UGB expansion areas along the Roy Rogers corridor (Sherwood West, Tigard River Terrace, and King City West—all within a five-mile radius), potentially adding more than 50,000 people to the area in the next 10 to 20 years. This growth will increase the interest of developers of all land uses in and around the Sherwood area. The importance of Sherwood High School should not be understated here as a local driver of talent creation. The school district is considered a major draw to the area for residents and executives, and programs and partnerships with industry groups or businesses will likely continue to increase opportunities for localized economic development.

Infrastructure

Infrastructure is considered one of—if not the most—important elements for employment-focused development in Sherwood West. Developers desire certainty around roads and utilities, and now consider it a simple "build it and they will come" approach.

Funding Plan. Metro, the regional planning agency, also considers infrastructure essential and recommends that the City develop a clear infrastructure funding and phasing plan as part of the Sherwood West Concept Plan. If the City can prove a certain return on investment, this plan can help justify the additional investment, financing, and funding from an economic development perspective. This does not necessarily equal an expectation of the City to build all infrastructure, but developers are increasingly doing risk assessments relative to delivery, so a clear plan for getting the shovel in the ground is important—more important than being promised a quicker overall timeline.

Shovel-ready Sites. Having shovel-ready sites available is likely to offset any of the area's potential disadvantages, to a certain extent. However, we recognize that there is a risk involved in speculative infrastructure investment, especially if the requirements for new development differ from user to user. The tech industry, for example, is understood to be asking for enhanced water delivery systems, enhanced electricity (e.g., green energy), and high-speed internet. In this case, Sherwood's municipally-owned broadband is a major advantage. It is recommended that the City of Sherwood develop a defined implementation plan with readily available funding.

Office

Office prospects are questionable, and the market may not return to normal for many years. Campus-style development may be possible but there are few local examples, and the market is unproven.

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[4] https://cityobservatory.org/talent-and-prosperity/

Based on LCG's experience and other sources, employers base their decisions on where to locate office space based on the following primary criteria:

- **Attracting and retaining talent.** This is the most often cited requirement for location decisions. Businesses want to be in locations where they can draw on a large pool of highly-educated, innovative, creative, and motivated individuals. While the population size and educational attainment near Sherwood West are reasonably strong, other competitive areas still have a talent advantage, as shown in the table in the Locational Considerations section.
- **Development Clusters.** Being located in proximity to customers, collaborators, suppliers, and even competitors is critical to the success of office developments. Hence the clustering of Athletic and Outdoor businesses in the Portland metro region, and in proximity to Nike.
- **Accessibility and visibility.** Employers' workforce, customers, suppliers, and others must be able to easily get to and from the office space. Visibility is important since an attractive office space can act as a marketing tool for the company's brand.
- **Quality of place.** Since talent is the most important consideration, and highly skilled people are attracted to places with a high quality of life, quality of place is important to employers.
- **Real estate costs.** After labor costs, real estate costs like rent and other fees increase the costs of operation. Higher costs often mean tighter budgets and slower growth trajectories.
- **Regulation and tax structure.**[5] Depending on a business' perspective, it may consider the regulatory or fiscal environment as supportive or contrary to its operations. Regulations can include environmental requirements, zoning, and other elements that may restrict certain uses, development types, or businesses. Taxes, such as property and income tax, can also impact a business' ability to attract workers, but taxes play a lesser role than others mentioned here.

Regional Overview

While office prospects remain murky, it is expected to return to full strength within the next five years as economic conditions improve. The Portland CBD accounts for the vast majority of the metro's office inventory, which is unlikely to change despite trends that support a greater dispersion of the office inventory.

Total vacancy in Downtown Portland has been increasing each quarter since 2019 to its current vacancy of 16 to 18 percent and is expected to continue to increase as pipeline development comes online and if leases expire and are not renewed. A vacancy rate near or upwards of 20 percent is considered a major problem from which it is challenging to recover. Almost one million square feet of new, mostly unleased, office product was delivered to the market in 2020, and another 500,000 square feet is still in the pipeline.

After many years of office space consolidation, office users may start to value more space (spurred on by health concerns brought on by the COVID-19 pandemic), although any impacts from space expansions are likely to be dampened by the increasing normalization of the work-from-home environment.

Suburban Office

The suburban office market has generally maintained a steadier course with a vacancy rate currently around 10 percent, albeit with a substantially smaller inventory. The suburbs can provide employment opportunities closer to people's homes and often levy fewer taxes that can be seen as attractive for residents.

[5] Based on LCG experience and *Seven reasons why location is important* https://www.us.jll.com/en/views/seven-reasons-location-important

Most office developments that are part of larger planned centers as single, isolated buildings typically struggle to penetrate the market. An example of this is the nearby Pacific Financial Center in Tualatin. Despite a location on Highway 99W, the building has struggled to attract tenants and is only recently achieving a vacancy of 75 percent since its construction in 2008, with asking rents of $28 full-service advertised for currently available space. Pacific Financial Center is an ode to an outdated development model and demonstrates the need to cohesively plan for a critical mass of employment and commercial activity.

For the purpose of long-term planning of Sherwood West, the City can assume that office space will be a relatively minor part of the development program, either as mixed-employment, campus, and/or mixed-use developments. The most likely development type is surface parked projects no more than 20,000 square feet, with some smaller office space as part of mixed-use developments. Target tenants include tech, medical, and service-oriented office space with some "hub and spoke" or satellite office. With tech, it is most important for there to be a critical mass.

As with industrial, a flexible approach that accommodates these and other development types—as desired by council—is recommended. While office prospects remain dictated by the availability of flat land, it is typically a higher value development type that commands higher prices and rents than industrial, and it can therefore get built in areas with slightly more challenging site conditions (sometimes with slopes between five and 10 percent).

Office as Part of Mixed-Use Developments

Several trends in consumer behavior provide additional cause for optimism for commercial and employment uses in Sherwood West.

Remote Working Opportunities. One of the trends from the COVID-19 pandemic that is likely to continue is the rise of flexible employment and remote work. As many as 20 to 30 percent of office workers plan on not returning to the office full time. With the projected growth of anywhere from 20,000 to 30,000 new residents aged between 25 and 64 over the next 20 years within five miles of Sherwood West (above an existing baseline of 36,400), this growth may result in as many as 20,000 people working remotely. This may provide opportunities for smaller office suites (less than 1,000 square feet) and coworking spaces that could be part of a mixed-use environment.

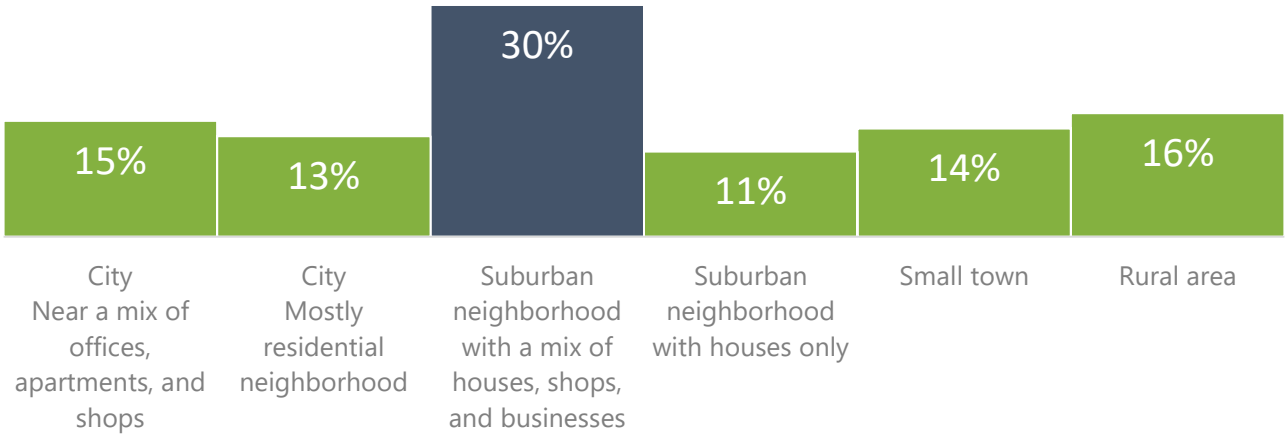
20-minute Neighborhood. One notable shift in consumer behavior is the growing demand for the **20-minute neighborhood—**the concept where one can take care of everything within a 20-minute walk. These areas have walkable access to a mix of employment and commercial services, including amenities, multimodal access, adequate sidewalks, and good street connectivity.

While it is challenging for most areas in suburban or edge locations to attract a critical mass of commercial amenities and services and employment opportunities to achieve the 20-minute neighborhood, there has long been a growing demand for suburban neighborhoods that include these elements, as shown below. Sherwood West can capitalize on these shifting preferences.

Orenco Station is a good example of this: the Hillsboro suburb is a grocery-anchored mixed-use center with retail and office uses surrounded by a variety of housing types, including single-family homes, townhouses, and apartments. Another good example is the City of Lake Oswego, which has succeeded in creating an amenity-rich environment for its office workers, resulting in an attractive, mixed-use location that drives rent premiums and supports higher density development.

These areas are attractive to younger knowledge workers who might be interested in some type of incubation space for new company creation. The new high school will help the potential growth of knowledge-related employment by anchoring and nurturing community bonds.

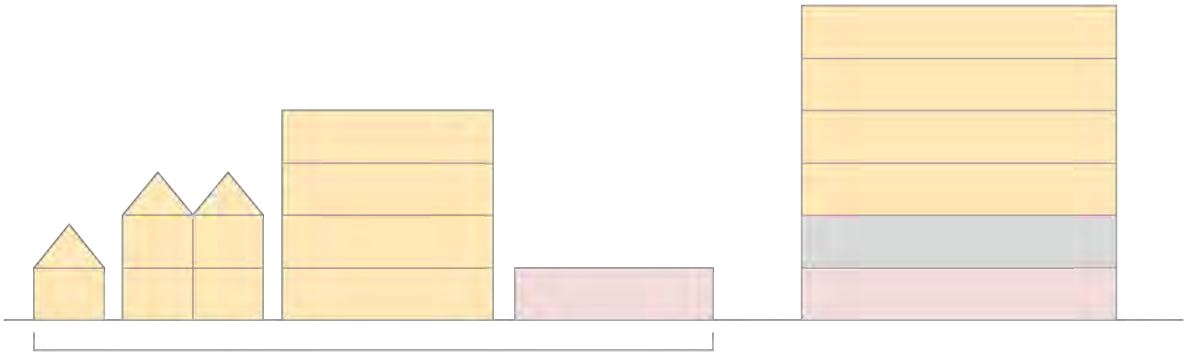
"Where Would You Most Like to Live" Survey Results



Mixed-use development has historically been limited to downtown environments, only occurring in some suburbs in hotter markets. However, it is now expected that mixed-use has a future in the suburbs, especially if it can be developed horizontally (versus vertically) and accommodated on larger sites to mitigate the higher cost of construction associated with typical vertical mixed-use development. Horizontal mixed-use typically occurs organically and, in turn, creates the market conditions to support more density.

Sherwood should pursue horizontal, rather than vertical, mixed-use development, at least in the near term. The major differences include parking (surface versus structured), construction type (wood versus concrete podium), the use of elevators, additional circulation and interior spaces, fire and safety elements, and the level of fees associated with the development.

Vertical mixed use also requires much higher rents, primarily because of the more expensive construction costs. These rents do not exist in the Sherwood area today. As such, pursuing the latter without allowing for the former may delay new development in Sherwood West.



Hospitality

New hotel development has been clustered in downtown Portland and Hillsboro, with a few isolated projects elsewhere along major arterials. There has been relatively limited hotel development in the southwest metro region, except for Sherwood's new Hampton Inn.

Some of the key inputs to hotel developers' site selection decisions are the amount of nearby employment (which drives business travel), convention center space, major tourist destinations/quality of place, and visibility from major highways/transportation corridors. There is also "background demand" that is linked to the size of the surrounding population. Hotel development, to an even greater degree than commercial development, tends to be a "following use." In other words, hospitality follows other types of development, particularly office space. Office space is a significant generator of hotel demand and makes it easier to justify the market and attract developers.

Sherwood West is likely to have competitive advantages in terms of major employment clusters, tourism draws, and transportation corridors compared to other locations. LCG considers the probability of attracting a new hotel in the area as high, particularly for a mid-range hotel. However, the City should not expect lodging development to be completed early in the lifespan of Sherwood West.

Challenges. Specific challenges related to the hotel industry for Sherwood West are listed below.

- Lack of major office employers and two of the major employers include healthcare and the school district, which doesn't reflect an adequately diversified employment base to drive hotel demand.
- Existing land availability in the heart of wine country for wine-oriented hotels in other cities such as Dundee means that Sherwood is unlikely to be competitive based on the wine industry alone.
- Hotels are generally "follow-on" investments because they are expensive to build; developers, therefore, need a proven demand before committing to development.
- Hotels require adequate "activation energy"; there is currently a lack of restaurants and other amenities in and around Sherwood West.
- Lack of local comparable examples; hotel developers need to prove that hotels can get to 70 percent occupancy in order to confidently develop. However, if the Hampton Inn negatively performs, it is not necessarily an indication of prospects as branded hotels can be a negative for certain audiences.

Opportunities. Most of these challenges can be addressed by focusing on employment growth and a greater array of commercial amenities and services. The pandemic has also increased consumer's desires for "drive-to" areas, so cities like Sherwood that are less isolated may become more resilient to future market disruptions.

Feedback from the stakeholder interviews indicated a range of hotel options for Sherwood, including mid-range and upper-range or boutique hotels. The Allison Inn and Spa in Newberg was discussed as a luxury option ($500+ a night) but is not expected to be currently feasible in Sherwood until a critical mass of high-wage employment occurs to complement Sherwood's presence as a gateway to Wine Country. An upper range or boutique option ($300-400 a night) such as McMinnville's Atticus Hotel faces similar challenges in the near term and may be best suited to Old Town Sherwood over the longer term. The recently completed 73-room Hampton Inn in Sherwood is considered a budget-friendly option (less than $150 a night).

Primary demand is for at least one mid-range hotel in the $150 to $250 a night range that fills an existing gap in the market.

Location. The most likely location for a hotel would be near a mix of uses or town center feature, or near open spaces. It is possible that lodging could be located along one of the arterials and look to build on travel to and from the wine country to the southwest, but there are most likely superior wine country lodging locations. In fact, a location on 99W would help with visibility, but the need for visible, highway-adjacent locations is declining as consumers increasingly use technology to seek lodging options and book ahead of time. A more physically attractive location will maximize Sherwood West's unique assets such as its views and open spaces. Proximity to future employment is also recommended to target business travelers and a broad spectrum of customers that may desire a different product from branded I-5 corridor hotels.

Wine tourism. While Sherwood is well positioned between the Portland metro and wine country, the City should not base its future on the wine industry. Other cities that are more centrally located in Wine Country are likely to continue expanding and experience the bulk of tourism activity, particularly for out-of-state visitors (even though Sherwood's location as a gateway to wine country is a major advantage). Local support is also strong, and new residential growth coupled with an increase in inter and intra-state tourism (particularly from TX, NY, FL, etc.) will drive demand for new facilities (e.g., satellite tasting rooms).

An Oregon Winery Visitor Profile Study Report for 2019 by Travel Oregon profiles visitors to the State's wine regions. In the Sherwood region, the average visitor is a 51-year-old woman earning $113,000 per year. These visitors average $600 in spending over the course of two days and stay an average of 1.5 nights. Compared to the Napa region, the lack of available lodging and other services and amenities is apparent, with Napa visitors staying an average of two nights with greater expenditures.

This data is consistent with information garnered during stakeholder interviews, which indicated potential opportunities for high-end and boutique hotels and white tablecloth restaurants in Sherwood. These uses would help elevate Sherwood's position as a high-end tourism destination for domestic and international visitors.

Retail/Commercial

As described previously, the retail real estate sector continues to struggle as a result of the ongoing pandemic and the growth of ecommerce. There is now significantly less new retail development being built per new resident than ever before. Big box retail prospects are also the lowest they have ever been among the development community. With that said, Sherwood's retail market is considered vibrant and healthy.

Sherwood's retail inventory is largely traditional brick-and-mortar, i.e., surface parked commercial centers or standalone buildings along transportation routes. The three types of centers include:

- **Community centers.** Often referred to as a strip mall, community centers range from 125,000 square feet to 400,000 square feet. These properties usually have a grocery store and can also have a discounter and large specialty shops mixed with convenience retailers, such as drugstores.
- **Neighborhood Centers.** A smaller version of community centers. These are typically referred to as grocery-anchored properties, along with other convenience retailers. They run up to 125,000 square feet.
- **Convenience Centers.** These are very small properties that are less than 30,000 square feet and filled with, well, convenience-based retailers, such as dry cleaners, nail salons, drug stores, and other types of shops where customers are looking for a quick purchase or service.

Spending Gap Analysis. A retail gap or leakage analysis helps identify strengths and opportunities in the retail market. Supply is determined by estimating the sales by retail establishments in the region to all consumers, regardless of where they live; sales to businesses are excluded. Demand is determined by estimating the expected amount spent by consumers that live in the region at all retail establishments, regardless of their location. The difference between supply (retail potential) and demand (retail sales) represents the retail gap. If the demand is greater than supply, a leakage occurs. Retail leakage refers to the amount of money that residents are spending on retail goods and services at stores located outside the community. If supply is greater than demand, a surplus occurs and indicates that retailers are selling more than is demanded within the region. This information is critical to economic developers and regional planners because it can be used to recruit appropriate retailers to the community. It is also useful to retailers already located in a community because it can guide on tapping new markets with expanded or improved product offerings.

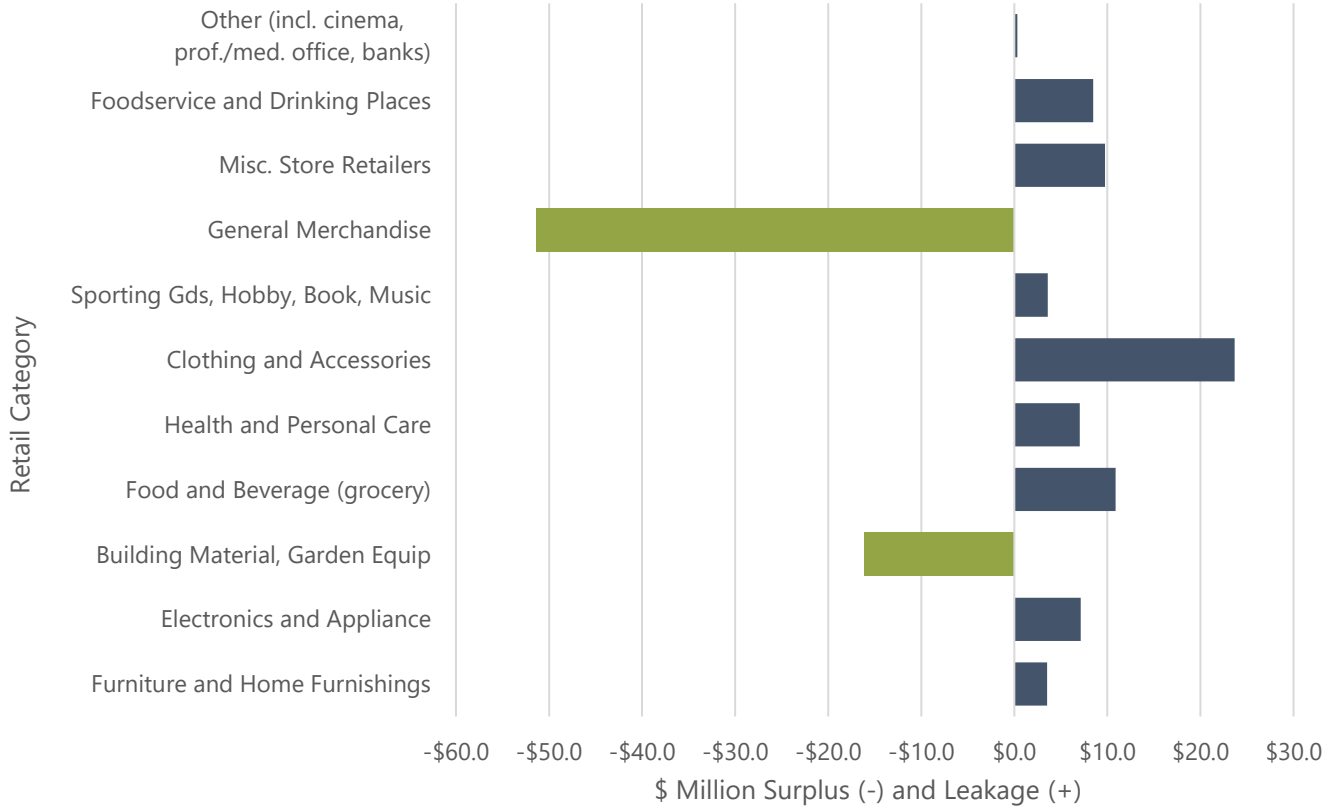
As the following chart shows, there is leakage in most retail categories. However, total retail demand is estimated at $402 million and total retail sales at $395 million, meaning there is little difference in total. Further, a huge surplus for General Merchandise (such as Target, Walmart, etc.) may account for much of the leakage in specific retail categories

like Clothing and Accessories and Miscellaneous Store Retailers. Also likely is that the Sherwood area, as the gateway to the Portland metro, is capturing spending from smaller cities in the Willamette Valley that do not have as many retail offerings. As Sherwood increases its retail offerings and the commercial landscape becomes increasingly vibrant and diverse, the retail gravity will likely draw from an increasingly large trade area to the south. If planned properly, a cluster of unique, destination-style retail offerings would likely capitalize on these opportunities.

Looking ahead, residential and employment growth will certainly drive demand for additional retail space, but the growth of ecommerce and declining retail footprints may dampen the impact. Traditional "big box" retail is also unlikely as the market is relatively saturated with this product type. Instead, Sherwood should expect to focus on convenience-based retail, such as grocery and health and personal care, as well as neighborhood-serving retail, such as foodservice and drinking places. These categories are also less prone to market disrupters. Enough leakage exists in these categories to immediately support at least one moderately-sized cluster of stores.

There is a growing desire for placemaking, entertainment, and culinary experiences. According to stakeholders, Sherwood is missing specialty markets and independent, farm to fork, and white tablecloth restaurants. Restaurants are important placemaking elements that support business retention and expansion and other economic objectives. There is a belief that opportunities exist to market Sherwood West to certain restauranteurs that may want to relocate from the central city. Similarly, individual wine-related tasting rooms or a regional wine bar may be able to capitalize on the burgeoning wine industry. While Old Town is the more likely environment for these uses, existing available spaces are limited; a nodal development cluster or main street development in Sherwood West may attract developers and tenants that recognize the market opportunity for these uses.

Current Spending Surplus (-) and Leakage(+) by Retail Category, Primary Trade Area (10-minute drive time)



Source: ESRI, LCG

Healthcare

Today's healthcare facilities are dispersed throughout the region and have spread out to serve the needs of the metro's growing population. Key healthcare demand drivers are the size of the population in the market area and the size of key populations such as seniors. Small- and medium-size healthcare facilities (particularly clinics, primary care offices, and dental offices) can easily fit into smaller commercial centers. Major healthcare facilities (e.g., hospitals and large medical office buildings) tend to locate along highways and major transportation corridors. Healthcare is an industry that has the potential to drive demand for other commercial uses and amenities, including retail, office, lodging, and, to a lesser extent, light industrial and manufacturing.

One of the hottest trends shaping healthcare real estate is the shift to delivering medical care in outpatient settings. Ultimately, this trend is being driven by three factors: an emphasis on driving down costs, the rise of the healthcare consumer, and an aging population.

This is consistent with the findings from LCG's interview with a major healthcare provider. Key findings are as follow.

- Site criteria for new healthcare facilities include drive times, ease of access, visibility, proximity to other services, and distance from competitors. A location along 99W appears the only adequate location that fits this criteria.
- With the shift to outpatient facilities, healthcare providers are unlikely to build additional in-patient facilities in Sherwood.
- Providers consider a 10-minute drive time the market area for primary care and 20-minute drive time the market area for specialty services. Existing facilities in Newberg and Beaverton are within a 20-minute drive time of Sherwood and may not compete for additional specialty services in the near future. Demand for primary care services, however, is likely to increase as the population and number of jobs increases in the immediate Sherwood area.
- Providers are increasingly partnering with developers to build facilities as part of larger mixed-use and wellness-oriented projects.
- Smaller clinics sized around 1,500 square feet may be part of mixed-use developments or in retail settings.

Sherwood West may benefit in the future from several emerging trends, including a growing acceptance and use of telehealth (driven by the COVID-19 pandemic), technological advances, and a growing desire for more convenient and accessible outpatient services. These trends are more likely to lend themselves to smaller healthcare facilities.

LCG's assessment is that it is likely that some small- or medium-size healthcare facilities will locate within one or more of the Sherwood West commercial areas. Assisted living facilities can be located within residential parts of Sherwood West.

Because major healthcare facilities depend on large nearby population bases, higher visibility, and access to highways and major transportation corridors, as well as the shift away from inpatient facilities, such a facility is unlikely to develop in Sherwood West, at least in the next 20 years. Attracting such a user would require time, effort, and deliberate planning and policy on the part of the City.

Strategies for Employment Growth

LCG recommends the following approaches and strategies for employment attraction:

- *Be Flexible.* Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.
- *Plan for Mixed Employment.* Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.

- *Plan for Multitenant Space* that can be scaled up or down and is highly divisible (e.g., to 2,500 square feet) allows for business expansion and the flexibility to accommodate various sized flex, office, commercial, or light industrial users.
- *Compile a Toolkit* of incentives and tools that can be packaged together to encourage desired development types.
- *Be both proactive and patient.* The City will need to be both *proactive*—in maintaining relationships with major employers, brokers, economic development professionals at different levels of government, and others in the employment development community and understanding their needs—and also *patient*. This means a recognition that the City will probably forgo the opportunity to see the land developed sooner with residential.
- *Ensure that buildable shovel-ready land is available for employment.* The land must be zoned for employment development. The zoning and building codes should require an appropriate level of development quality, but not make unrealistic requirements, for example, around low parking ratios, mixed-use, etc. For certain sites, the City may want to use the State's "Certified Shovel Ready" process to document that environmental, archeological, title, wetland, and topographical issues do not preclude development.
- *Invest in talent and quality of place.* The underpinnings of traded sector office site selection are simple: Locate where the talent is. Therefore, cities must attract talented people, by providing high-quality cities and neighborhoods where people want to live. The Sherwood West Concept Plan, which integrates residential, employment, and commercial development with parks and open spaces, is an important step; building out the plan is another. More broadly, the City should work to ensure that its workforce is well educated and trained to fill jobs within the City and regional industry clusters. It should also focus on supporting the development of a diverse array of suitable housing types, promoting placemaking as a core economic development strategy that prioritizes amenities, services, connection to Old Town, and open space. Doing so will likely draw a greater connection between Sherwood's existing high quality of life and well-skilled/educated workforce to encourage talent retention/tech business incubation and grow the community tech "ecosystem" etc. in Sherwood West.
- *Increase accessibility and visibility via the regional transportation network.* Large employers have historically needed to bring large numbers of employees to their campuses, and this requires robust auto, transit, bicycle, and pedestrian transportation infrastructure. In the near term, most employees are most likely to commute to work in cars they own; over the long term, automated vehicles, ride-sharing, and non-auto modes may increase. In any case, this will require the City to work closely with other cities, Washington County, and Metro.
- *Consider land acquisitions.* Site ownership can put the City in a strong position to recruit employers; it can also be expensive, risky, and politically contentious. If the City is considering land acquisitions, LCG recommends that the City work with a broker with experience executing deals that have resulted in employment land and building development in Washington County, in order to clearly understand costs and benefits.

Tools

The market is currently favorable for new employment-oriented development, yet tools and incentives may be necessary if the City desires a certain type of use the market doesn't support or it wishes to accelerate the timing of new development. The City may achieve this using an array of tools, including:

- Enterprise zones
- Zoning
- Incentive programs (tax abatements, development assistance)
- Fee waivers
- Marketing[6], developer outreach/solicitation

[6] An element of marketing may be necessary. The City's municipally-owned broadband service is a unique differentiator in the region and should be promoted.

- Public-private partnerships
- Strategic public partnerships (e.g., with GPI)
- Local improvement districts
- Urban renewal areas

Phasing

Developers are already interested in Sherwood West, particularly developers of industrial and mixed-employment uses. Despite the 20-year planning horizon of this Concept Plan, the timeline for bringing land into the UGB is potentially much quicker. The next legislative ask is 2024 and it is recommended the City move quickly to ensure development can occur within the next 10 years.

Industrial development has historically been about cost and infrastructure; now, it is about speed to market and feasibility. Most major industrial developers are likely operating within a five to 10-year timeline. It is also important to note that infrastructure provisions—or at least a clear implementation plan—available land to develop (without development encumbrances or multiple property owners), and adequate zoning are all critical elements for attracting employment-focused development.

Zoning

Zoning is one of the most critical pieces to get right. Flexibility is critical and the balance should be just prescriptive enough without dictating the uses in order to encourage desired development types while accommodating future growth and emerging trends like robotics and changing delivery systems. Restrictions should be limited to uses that have very low employment densities, such as storage. The zoning in the Tonquin Employment Area is considered a good example of employment-focused zoning.

Parking and environmental standards are two of the more challenging elements of the development code. It is important to keep these standards up to date with industry best practices and user needs and not have overly cumbersome standards.

APPENDIX H

Transportation Issues Memo

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION ISSUES MEMO

DATE: April 29, 2021

TO: Joe Dills and Kyra Haggart | Angelo Planning Group

FROM: Carl Springer | DKS Associates

SUBJECT: Sherwood West Concept Plan Re-Look, Transportation Issues Project #21057-000

PURPOSE

The Sherwood West Concept Plan Re-Look will update the land uses and community plan envisioned in the Sherwood West Preliminary Concept Plan, which will influence the transportation systems that serve it. This memorandum highlights key transportation considerations, including what has changed since Preliminary Concept Plan was completed in 2016 to inform strategic transportation system choices for Sherwood West.

The purpose of this memorandum is to summarize the key transportation issues and projects that will be addressed through this Concept Plan update. It is recognized that transportation system planning works best when it responds to the existing and future needs of its users, which are represented by how land use plans are organized. The transportation plan must also respect the environmental and topographical constraints that are present within Sherwood West.

LAND USE ISSUES

This update is expected to take a new approach in the land use plan which has a direct impact on transportation systems. Studies completed since 2015 indicate greater community needs for employment and mixed-use commercial areas to help Sherwood better balance the mix of jobs and housing that are accessible to the community. This kind of change will affect the travel patterns during commute hours and have some influence on the kinds of services and public amenities that are suitable to support this area. Also, recent state land use regulations have modified single-family zoning requirements to encourage a mix of housing types within each new neighborhood (HB 2001). This is expected to yield higher residential densities than was previously reflected in the preliminary concept plan.

In addition, the new Sherwood High School campus will be reflected in this plan, which was not a part of the prior work. The transportation demands of a high school campus represent a significant change, in terms of the intensity of travel in this area; the reliance on safe and comfortable

walking and bicycling systems in Sherwood West; and, the ability to provide north-south connectivity on the west side of SW Elwert Road. Several major new street improvement projects have already been constructed to support the new school. However, in developing the rest of the concept plan's transportation system, these unique school-related travel needs will be considered to ensure a consistent and connected service to all neighborhoods that are expected to utilize this campus.

Outside of the City of Sherwood, new growth along the Roy Rogers Road corridor now has better plans or updated information that was not available five years ago. Growth in these areas will influence regional travel conditions, which could include local routes within Sherwood West like SW Elwert Road. These new external growth areas include Cooper Mountain in Beaverton, expansions to River Terrace in Tigard, and Kingston Terrace, the new western expansion of King City extending to Roy Rogers Road. Taken together, these nearby growth areas will add thousands of additional families that will rely on the same regional transportation system that serves the Sherwood West community, and they need to be considered in assessing the travel conditions for the Sherwood West Concept Plan.

TRANSPORTATION SYSTEM ISSUES AND PROJECTS

This section provides a review of pending regional transportation system improvement projects and also highlights several previous street elements within the plan boundary that will be revisited through this process.

ROY ROGERS ROAD

Washington County plans to expand SW Roy Rogers Road to a five-lane arterial (two travel lanes in either direction plus a center turn lane) south into Sherwood through to Highway 99W. The final southerly extent of this improvement will be from Chicken Creek to Borchers Drive. The estimated $14 million project is funded by the County's MSTIP program, and it is planned for completion by Spring 2024. This regional corridor connects SW Scholls Ferry Road to Highway 99W and connects between job centers in Hillsboro, Beaverton and housing areas in Sherwood, Wilsonville, and western Clackamas County. Horizon year (2040) travel forecasts are roughly 40,000 vehicles on an average weekday, which is similar to levels observed today on Highway 99W between Tigard and Tualatin. This high level of travel demands may influence the type and location of potential development along the SW Roy Rogers Road corridor, specifically making it more attractive for retail and mixed-use development.

BROOKMAN ROAD

The SW Brookman Road extension ultimately will define a new southern edge of Sherwood. When properties in the Brookman Addition area annex to the City, SW Brookman Road will be upgraded to a full urban arterial facility and its current intersection with Highway 99W will be upgraded to comply with Washington County and ODOT standards for driving, bicycling, and walking. The recent update to the Brookman Addition Concept Plan recommended an interim 3-lane arterial cross-section on Brookman Road until such a time as a 5-lane section is required. The scope and character of the 99W crossing is still under discussion, and the City has stated a desire to explore

an overcrossing roadway rather than at-grade intersection to provide a more convenient and safer route east-west. The SW Brookman Road extension west of Highway 99W (via SW Chapman Road) will also serve as the southern edge of the greater Sherwood West planning area and provides important connections to planned north-south routes that lead up to SW Krueger Road. Ultimately, the timing of the Brookman Road upgrade is tied to land use actions to bring this area into the City of Sherwood. At this time, the County has not programmed funding for these improvements.

HIGHWAY 99W

This state facility is a primary north-south regional highway serving Sherwood. The high speeds, crossing width, and limited crossing opportunities make it a significant barrier for intra-city travel within Sherwood, especially for walking and bicycling travelers. At the time the new high school campus was considered by the City in 2017, a potential solution was identified that would provide a new highway overcrossing for walking and bicycling near the southern end of the campus. Initial feasibility studies have been done to provide a non-motor vehicle crossing just north of SW Sunset Boulevard that extends over Highway 99W to the far side of SW Elwert Road. This connection should be considered as part of the Sherwood West planning process.

ELWERT ROAD

SW Elwert Road is a direct north-south route between SW Scholls-Sherwood Road and SW Krueger Road. It spans a significant portion of the Sherwood West Planning area and is a common alternative route to Highway 99W for local and diverted regional travel. It will be important to strike a balance between local connectivity and regional travel needs when developing the ultimate design of this facility as it is upgraded to urban standards. Several aspects of this route that should be considered include:

- **Intersection with SW Scholls-Sherwood Road** – This intersection will likely need upgraded traffic controls and a more defined intersection area as the adjoining farmlands are developed.
- **Intersection with Elwert Road at Edy Road** – This intersection is adjacent to Chicken Creek and significant environmentally constrained lands. The prior plan recommended a double roundabout solution to minimize environmental impacts and to discourage attractiveness of regional through traffic.
- **Intersection with Elwert Road at Kruger Road** – This intersection was recently improved to a larger roundabout and road re-alignments as part of the high school campus project to address chronic congestion and safety concerns. As the remaining lands to the south are planned for development, the adequacy of this improvement will be re-evaluated.
- **Parallel routes to Elwert Road** – As the preliminary concept plan is revised, the consultant team will seek out opportunities for parallel routes further to the west that can provide local travelers with more north-south options, particularly for access to the high school campus area.

MULTIMODAL TRAVEL OPTIONS

A key component of the transportation network for Sherwood West will be to incorporate safe and convenient walking and bicycling facilities into the higher classification street facilities. All of the local arterial and collector

class streets will have these elements added to the cross-sections for planned improvements. In addition, the natural areas and varied terrain offer opportunities for a separate trail system to promote non-motorized travel away from the roadway network. Transit does not currently serve the immediate Sherwood West area. The closest TriMet service is Route 94 which connects to Portland along Highway 99W. The nearest stop is over a mile away. The concept plan should explore how to make the area "transit-ready" with transit-supportive land use and sufficient connectivity of the street system. In addition, consideration should be given to micromobility solutions like scooters and bike-sharing to help address first/last mile challenges.

APPENDIX I

Plan Concepts

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

These Plan Concepts were developed early in the development of the Sherwood West Concept Plan. Ideas from these Plan Concepts were refined and revised for the final Concept Plan.

DRAFT PLAN CONCEPTS

LIVABLE & CONNECTED STREETS

SHERWOOD WEST CONCEPT PLAN

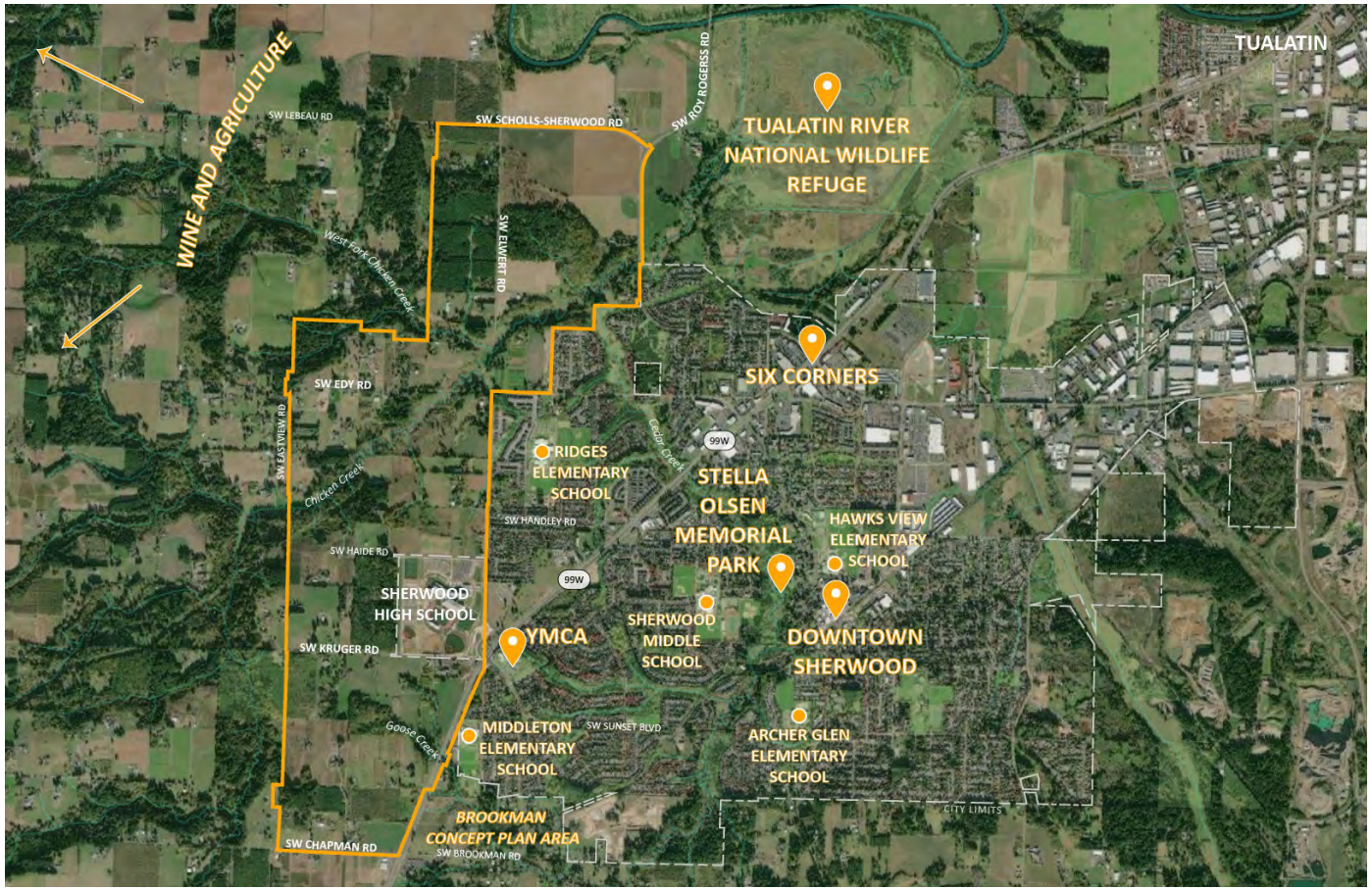
The Sherwood West area is adjacent to and a part of Sherwood's network of streets that carry both local and regional traffic. As the City of Sherwood grows, a well-designed and connected network of streets in Sherwood West should focus on safety, knitting the existing and new growth together, creating livable and walkable neighborhoods, and mitigating impacts of regional through-traffic.

PRINCIPLES

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

INTEGRATED STREET NETWORK

This map shows important local and regional destinations. It will be important to ensure that the future street network in Sherwood West is integrated with existing Sherwood, providing connections to these destinations.



A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 1

This diagram shows a draft framework of streets for Sherwood West. This option implements the realignment of SW Elwert Rd and SW Edy Rd that was studied in the Preliminary Concept Plan. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The Elwert-Edy Road intersection is realigned as described in the Preliminary Concept Plan.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.



The SW Chapman-SW Brookman Road intersection is an area for additional study of integration between Sherwood West and south Sherwood.

DRAFT 9/27/2021

0 0.25 0.5 Miles

007308

A FRAMEWORK OF LIVABLE AND CONNECTED STREETS: 0PTION 2

This diagram shows a second option for the street framework in Sherwood West. In this option, the existing alignment of SW Elwert Rd and SW Edy Rd is retained, with the intersection rebuilt. Option 2 would require raising the intersection and road approaches approximately 10 to 20 feet in elevation in order to correct for topography, floodplain issues, and the existing unsafe sight-distance visibility. Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.

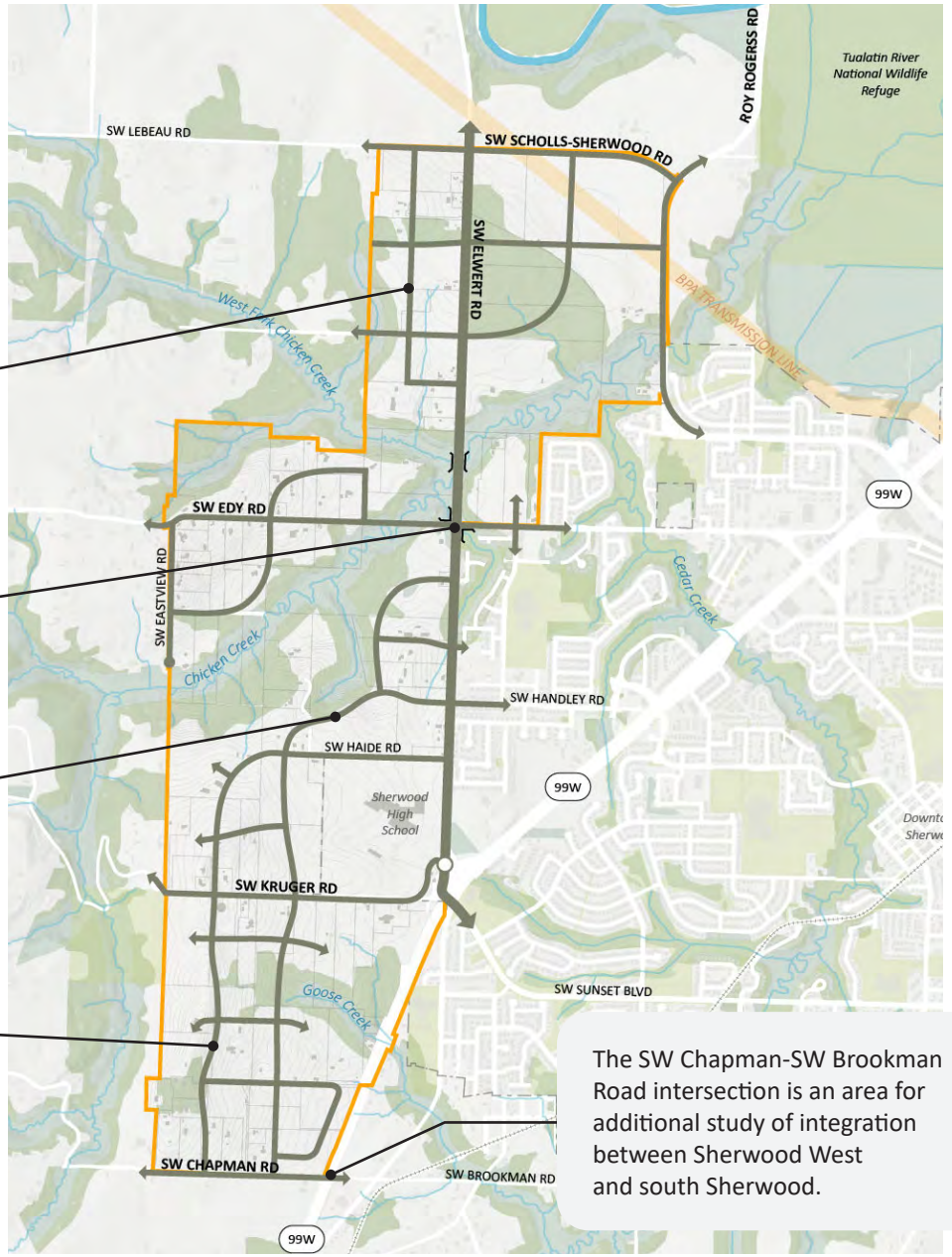
North of Chicken Creek, the street framework is designed to serve Mixed Employment land uses. There are continuous parallel routes to SW Elwert Road so that local trips can move freely and turning movements on SW Elwert Road are minimized.

The existing Elwert-Edy Road intersection is retained and significantly rebuilt.

A neighborhood street connects from SW Handley to SW Haide and south to SW Chapman Road. This street connects multiple neighborhoods and the central and southern employment areas.

A north-south "hilltop" route provides additional north-south access and a second continuous north-south route for emergency access and other services.

All intersection types are to be determined through further study and coordination. The City is evaluating strategies and road alignments to minimize regional traffic through Sherwood neighborhoods. All improvements at Chicken Creek subject to potential State/Federal permitting.



DRAFT 9/27/2021

DRAFT PLAN CONCEPTS

SW ELWERT ROAD DESIGN CONCEPT

SHERWOOD WEST CONCEPT PLAN

SW Elwert Road is an important opportunity for Sherwood West. A County-designated arterial street (south of SW Edy Road), it carries about 9,000 average daily trips today and is forecast to carry 14,000 average daily trips in 2035. How can it be designed to be a livable and positive addition to the growth of Sherwood West and the adjacent neighborhoods on its east side? This document provides ideas to achieve that goal.

PRINCIPLES

- Connect west and east
- Tame the traffic
- Promote safe and comfortable walking and biking
- Create a green, landscaped corridor
- Provide for future transit
- Plan for safety

ELWERT ROAD TODAY



Distinctive landscape character



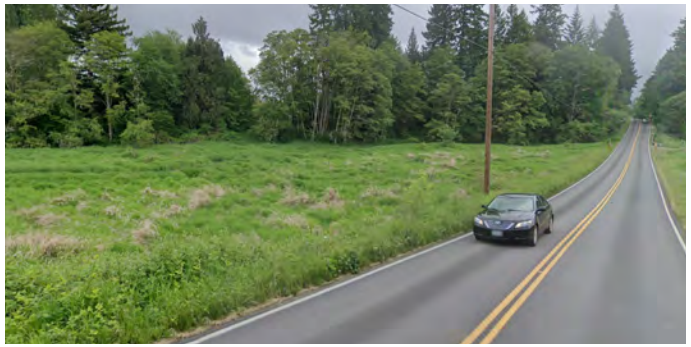
Opportunity to improve east-west integration, add sidewalks and bike lanes



SW Edy & SW Elwert intersection
(Significant improvements are needed)



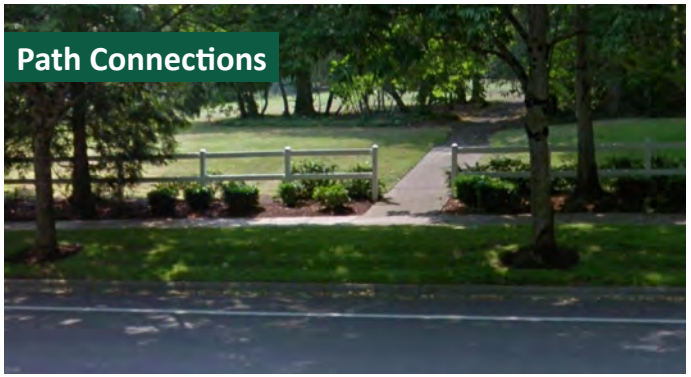
Southern Gateway to Sherwood West, High School provides likely destination for future transit

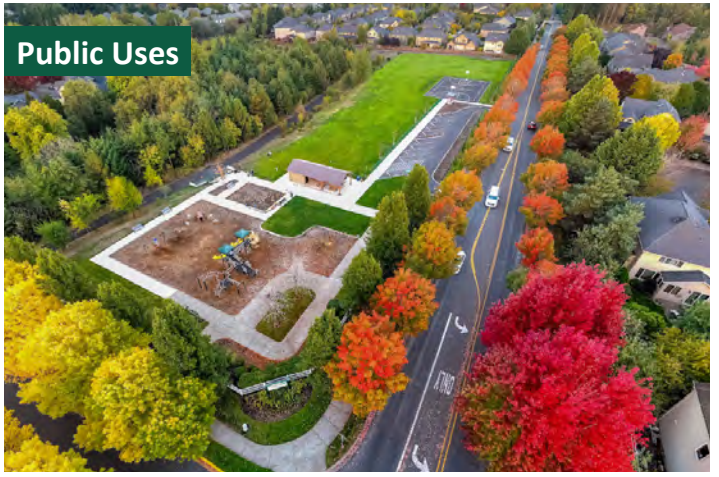


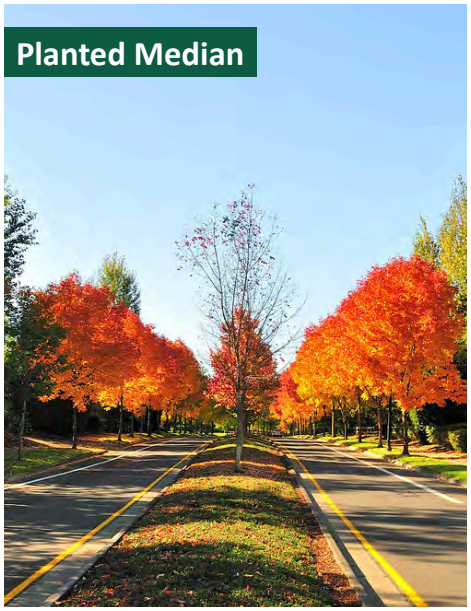
Potential Chicken Creek crossing viewed from SW Elwert

DESIGN IDEAS: LEARNING FROM SW SUNSET BOULEVARD













DESIGN IDEAS: A DISTINCTIVE, CONTEXT-SENSITIVE SW ELWERT ROAD











Employment Area Parkway

- Distinct street tree character
- Sherwood 'visual corridor' design
- Fewer curb cuts, continuous white fence
- Truck-turning considerations
- Large parcels with space for pathways linked to trails

Residential Boulevard

- Consistent street tree canopy, median
- Consistent white fence
- Safe crosswalks
- Protected bike lanes
- Access paths to residential areas
- Adjacent homes with side 'frontage'

Green Crossings

- Street tree choices informed by natural area proximity
- Narrower ROW to reduce footprint in ecologically-sensitive areas
- Trails and wildlife passage underneath
- Bridges as public view points, with art, educational signage

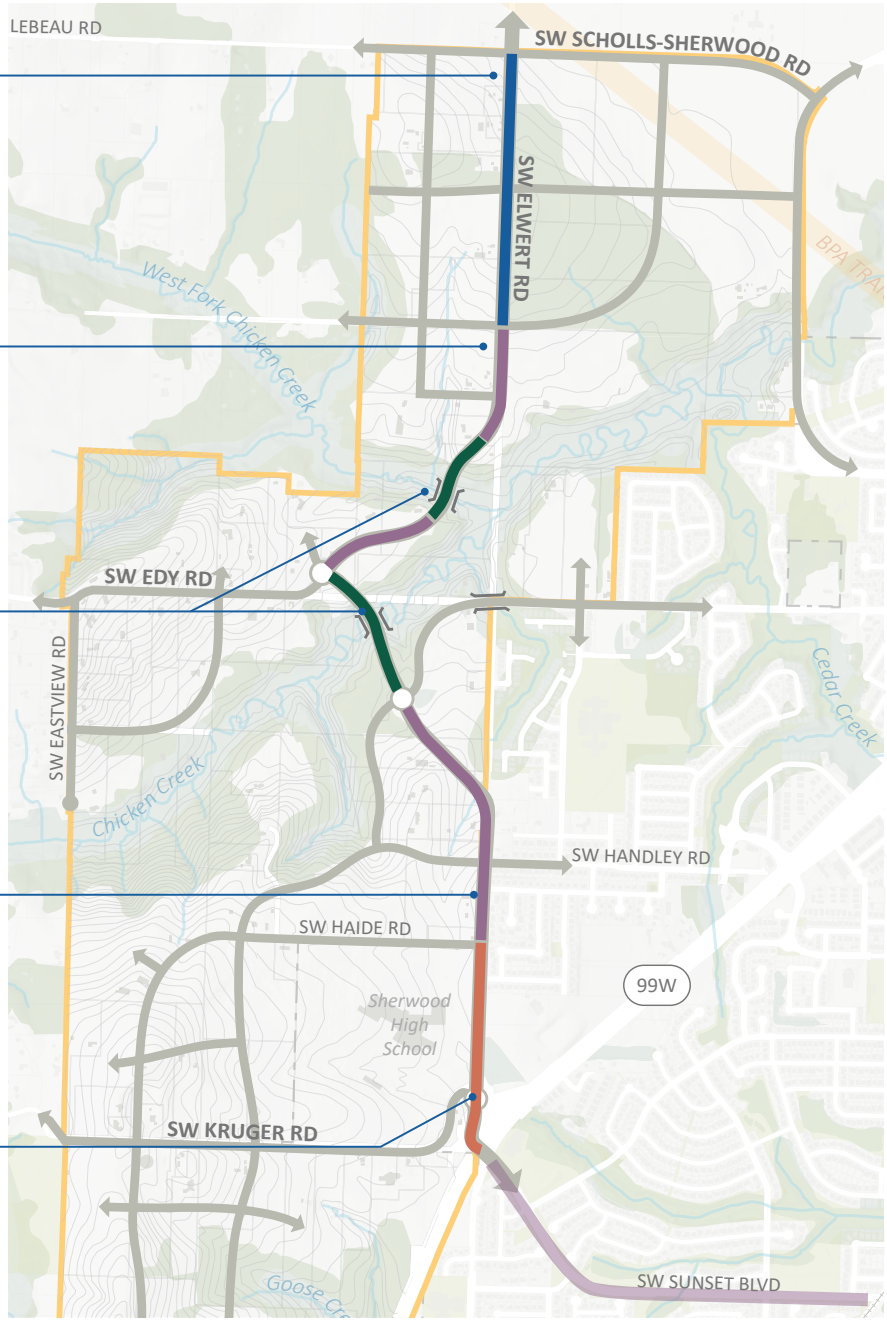
Residential Boulevard

See above, and...

- Between Haide and Handley, consider existing neighborhoods to east in design and ROW availability
- Continue multi-use path from High School
- Consider matching white fence on Sunset

High School Edge/Gateway

- Recently-rebuilt
- Generous multi-use path on west edge should extend north



DRAFT PLAN CONCEPTS

ACTIVE TRANSPORTATION

SHERWOOD WEST CONCEPT PLAN

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

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

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

WHAT COULD ACTIVE TRANSPORTATION LOOK LIKE IN SHERWOOD WEST?

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

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







INTERCONNECTING FUTURE TRAILS - INITIAL CONCEPTS

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

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

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

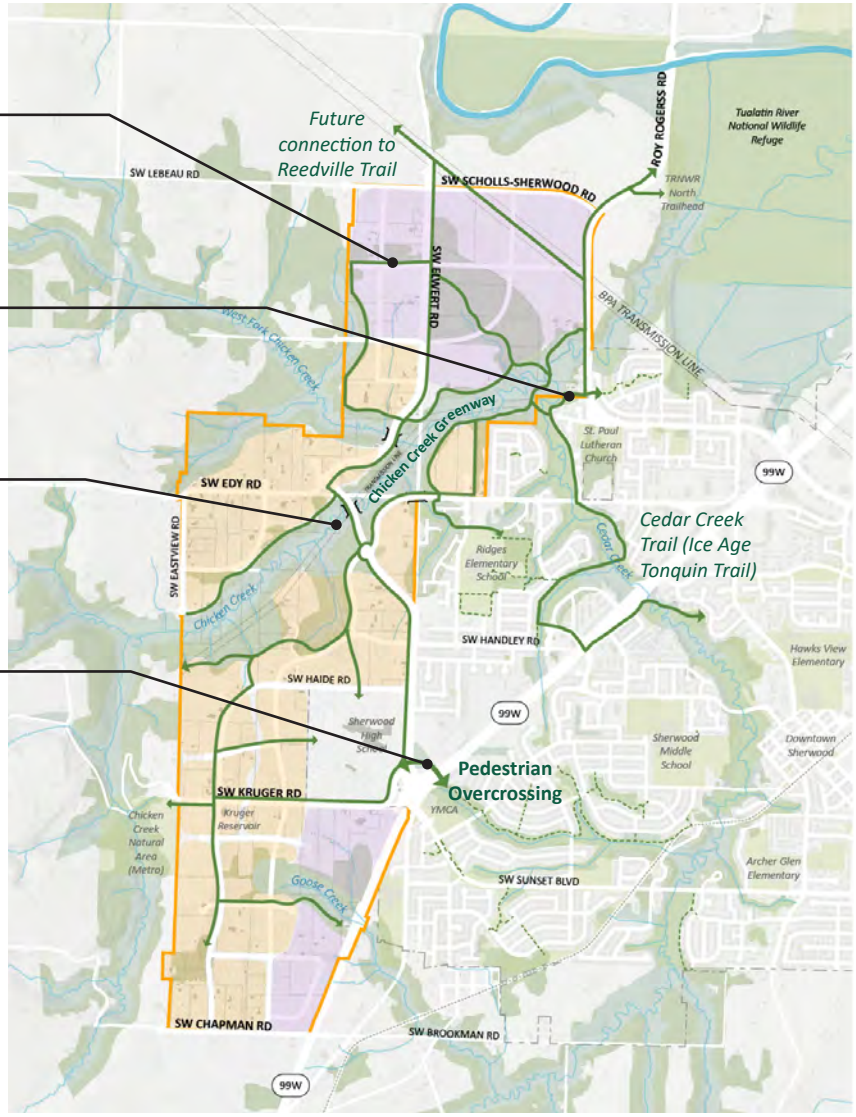
A new Chicken Creek Greenway could take advantage of the existing natural creek corridor to connect to the Cedar Creek Trail and other regional trail networks.

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





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



FUTURE TRANSIT, MICROMOBILITY, AND THE "FIRST AND LAST MILE"

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

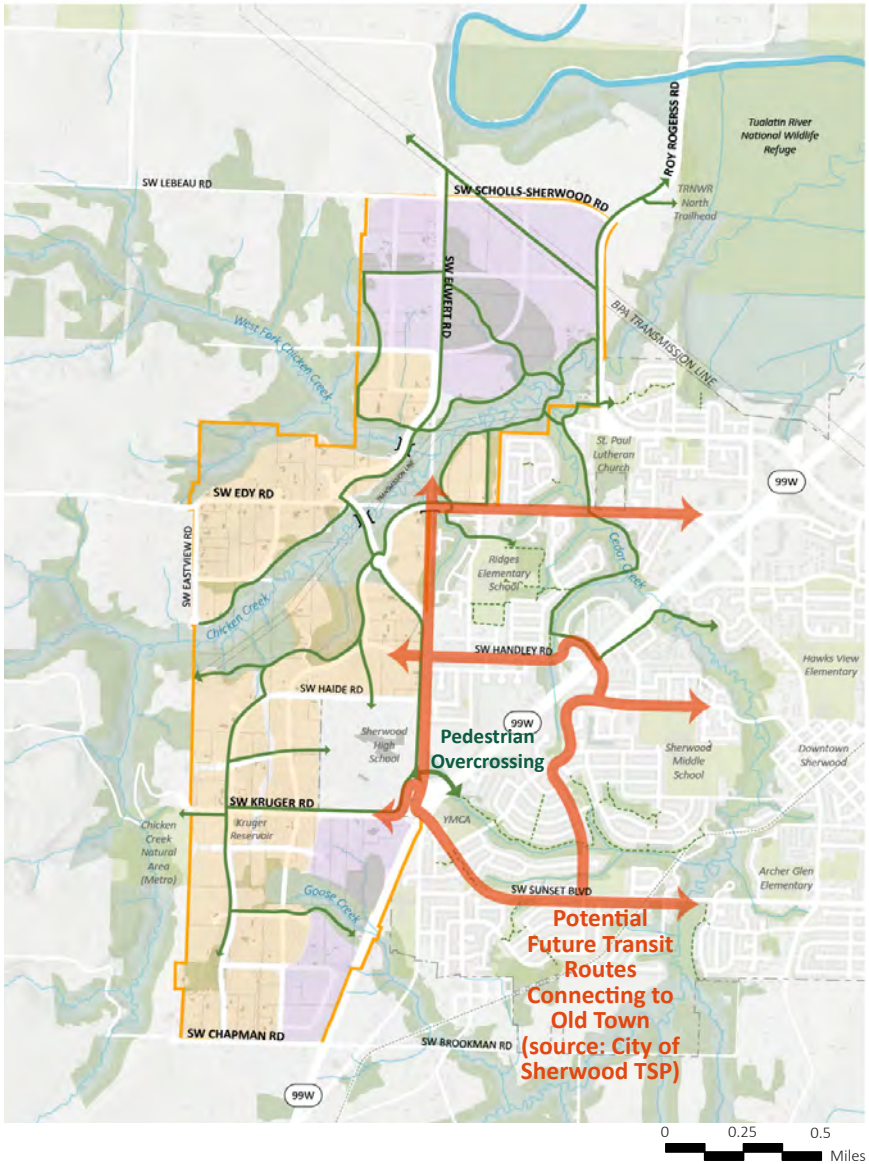
In addition, the inclusion of "micromobility" services, like bike-sharing and scooters, can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops to help fill gaps in transit access (the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











DRAFT PLAN CONCEPTS

GREAT NEIGHBORHOODS

SHERWOOD WEST CONCEPT PLAN

City of Sherwood Oregon

What will make great neighborhoods in Sherwood West? The vision statement provides guidance in its citation of "families… well-connected streets… walkable… variety of well-designed housing… natural extension of Sherwood's neighborhoods… natural landscape… network of natural areas, parks, and trails." This document provides ideas for how those visions can be turned into reality. It focuses on neighborhood form and key issues for the Concept Plan. Using this guidance, the next step will be to identify land use alternatives.

PRINCIPLES

- Plan for walkability
- Provide a variety of housing opportunities
- Integrate new and existing neighborhoods
- Plan parks and schools as destinations
- Provide adequate parking
- Connect greenspaces into a network
- Integrate nature into neighborhoods











WALKABLE NEIGHBORHOODS: SHAPED BY THE LAND

This diagram is a study of "walkable" areas within Sherwood West. The colored areas show a combination of factors that influence walkability: ¼ to ½ mile of distance (a 5-10 minute walk); natural features such as Chicken Creek; slopes; and existing development. These subareas within are useful for identifying areas of cohesive character and where various land uses might be located and connected. The edges of some areas are clear and very intuitive. The edges of other areas are approximate.

West Elwert: Potential addition to the northern Mixed Employment area

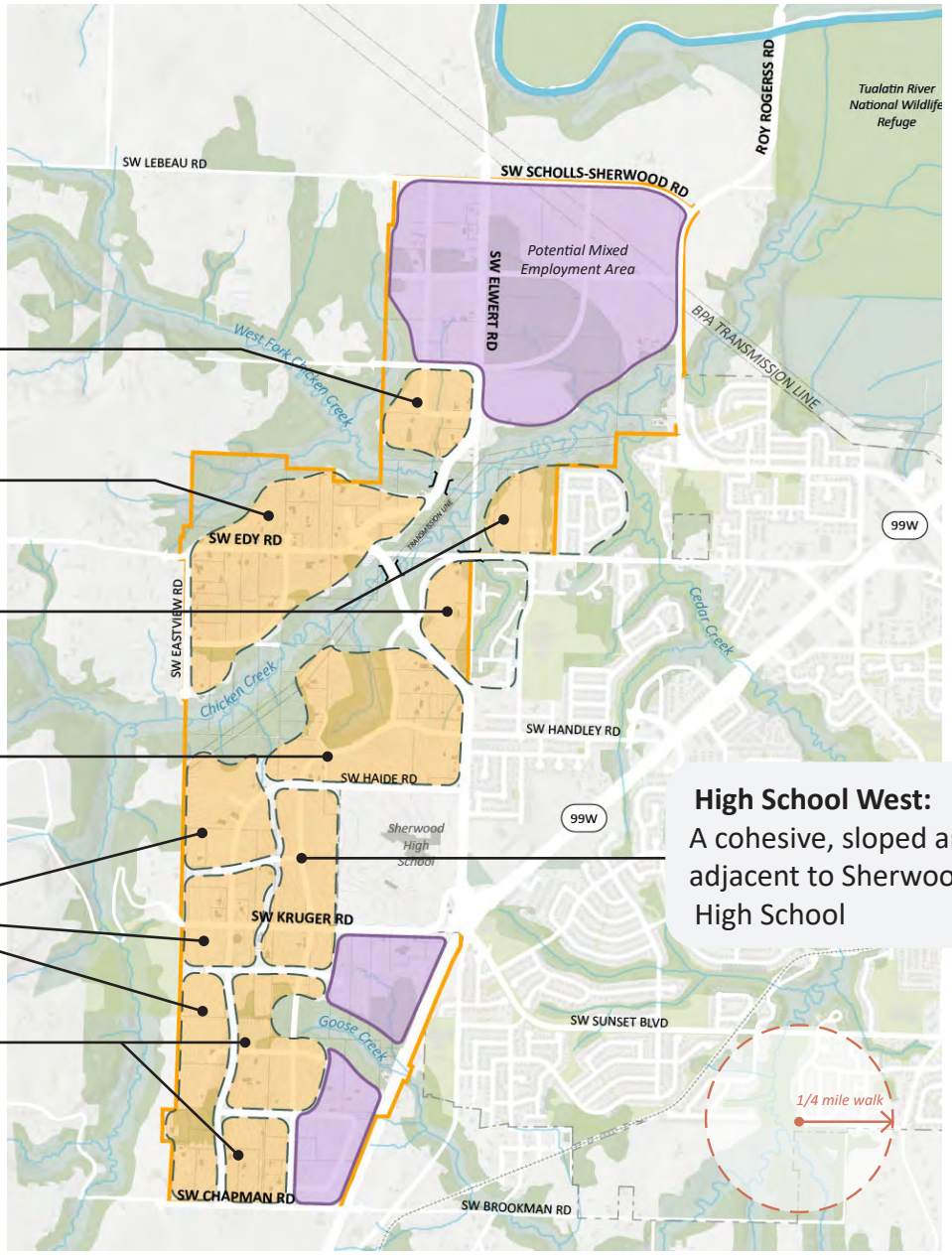
West Edy: A cohesive area from Chicken Creek to the Eastview Road ridgeline

Edy South and East: Close proximity to existing neighborhoods and Ridges Elementary School

Haide North: A fairly large "flat" area with an easy walk from center to edge and some slopes toward Chicken Creek

Hilltop and Ridgeline: Sherwood West's view properties; includes areas facing west

Goose Creek and East Slope: Hillside areas that face east and close to Mixed Employment areas



High School West: A cohesive, sloped area adjacent to Sherwood High School

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CONNECTED PARKS, SCHOOLS, AND GREENSPACES

This diagram is a study of how neighborhood and community parks might be part of a network of connected greenspaces and community connections. The number and locations of potential parks is preliminary and intended to show ideas, not recommendations.









Community Parks provide opportunities for active recreation and organized play in a location that can accommodate increased traffic and demand, while also serving as a neighborhood park for nearby residents.

Minimum size: 10 acres

Neighborhood Parks provide close-to-home recreation opportunities for nearby residents, who typically live within walking and bicycling distance (.5 miles) of the park in a residential setting.

Minimum size: 1.5 acres

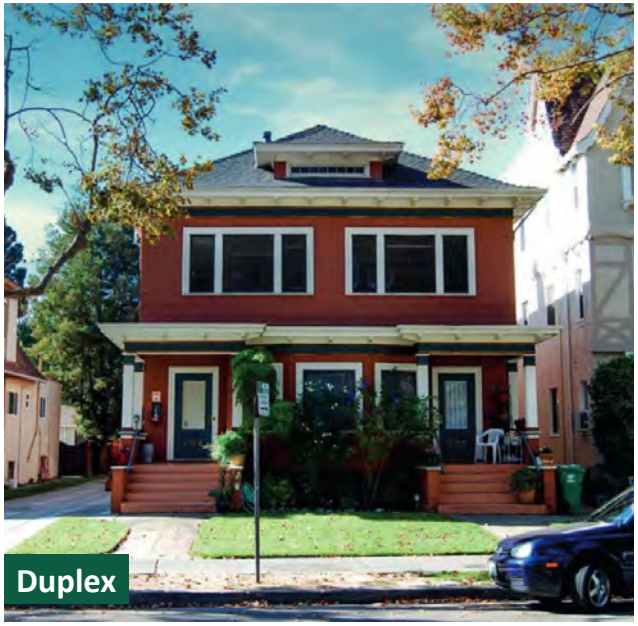


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HOUSING TYPES

Sherwood West's zoning will allow for a wide range of housing types, guided by Sherwood's design guidelines and standards. Here are some examples of the potential housing types.


Accessory Dwelling Unit (ADU)


Duplex


Townhouse


Standard Single-Family Detached


Cottage Cluster

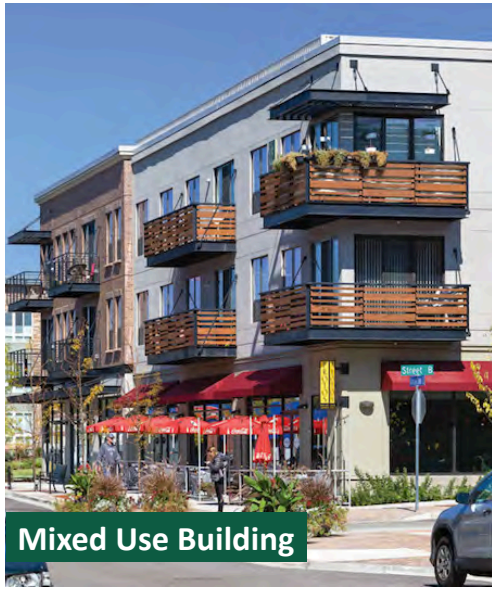

Small Single-Family Detached


Triplex


Fourplex


Apartments


1900
Live-Work Unit


Mixed Use Building


Courtyard Apartment

DRAFT PLAN CONCEPTS

MIXED EMPLOYMENT AREAS

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

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

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

WHAT IS MIXED EMPLOYMENT?

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









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

MIXED EMPLOYMENT: A RECIPE FOR SUCCESS

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

A MIX OF EMPLOYMENT USES

Candidate industries and employment uses for Sherwood West include:

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

SITING REQUIREMENTS

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

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

TRANSPORTATION ACCESS

Transportation considerations for Sherwood West include:

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













MIXED EMPLOYMENT IN SHERWOOD WEST: AREAS FOR FUTURE STUDY

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

Approximate Acres: 285

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

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

Approximate Acres: 6

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

Opportunities: mixed-use node with retail

Approximate Acres: 55

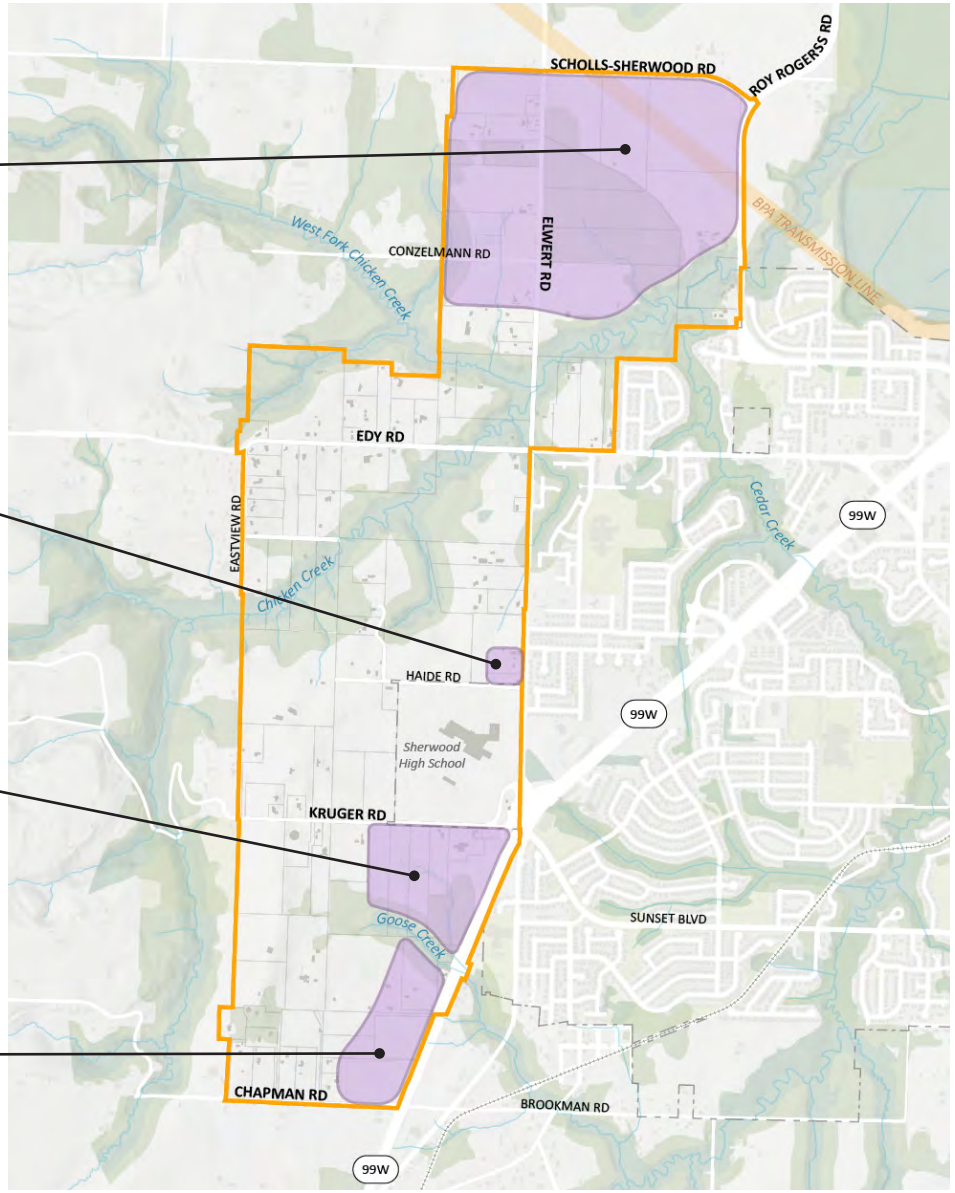
Characteristics: high visibility, good transportation access to Highway 99 at Kruger, some slopes and natural resource areas

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

Approximate Acres: 43

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

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



DRAFT PLAN CONCEPTS

CHICKEN CREEK GREENWAY

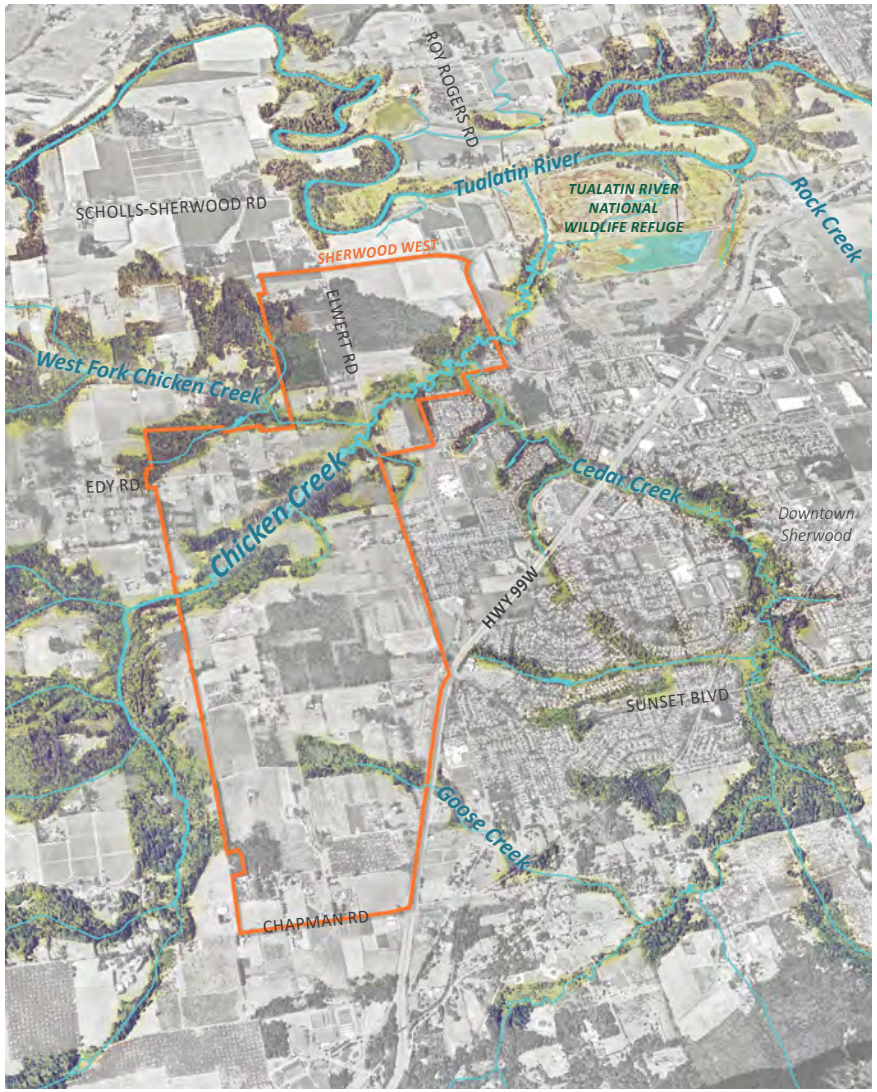
A vital component of Sherwood's livability is its access to nature and open spaces. Sherwood's landscape is defined by the creek corridors that flow through the city and drain to the Tualatin River at the Tualatin River National Wildlife Refuge.

In Sherwood West, Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. The Cedar Creek greenway, which passes through Sherwood just west of downtown, feeds into Chicken Creek in the northeast part of the study area. Several smaller channels—Goose Creek and West Fork Chicken Creek—also feed into Chicken Creek in the southeast and central portions of Sherwood West, respectively.

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

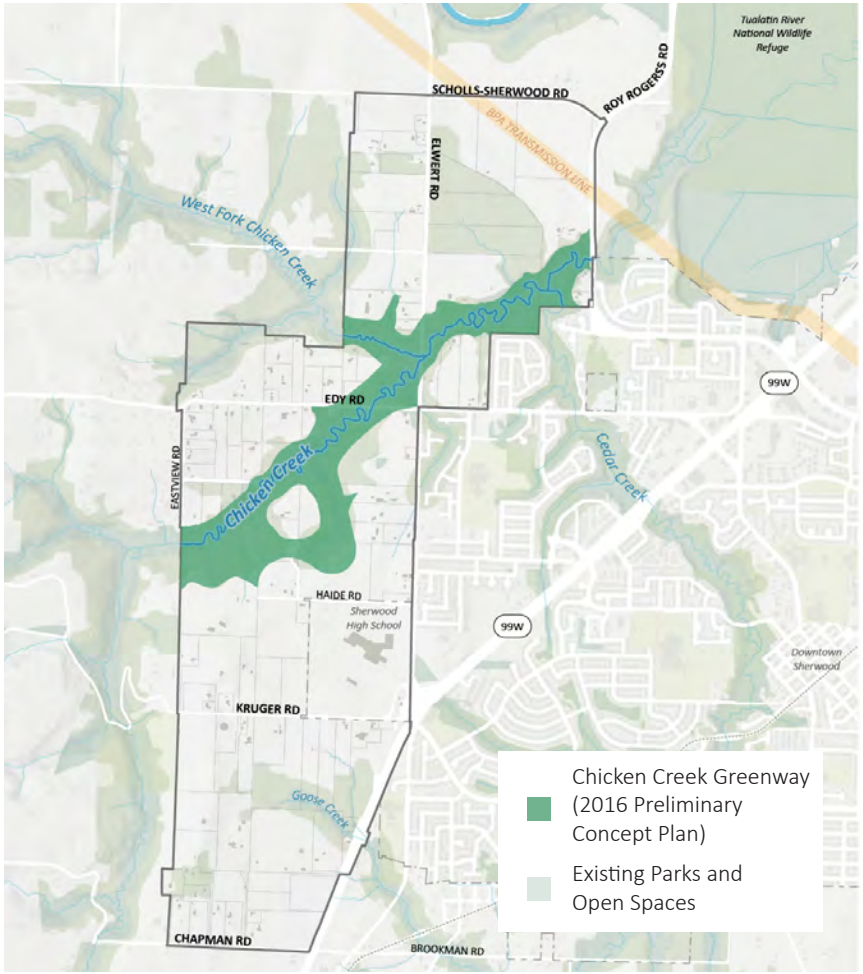


Fanno Creek / Photo Credit: Tree for All



CHICKEN CREEK GREENWAY

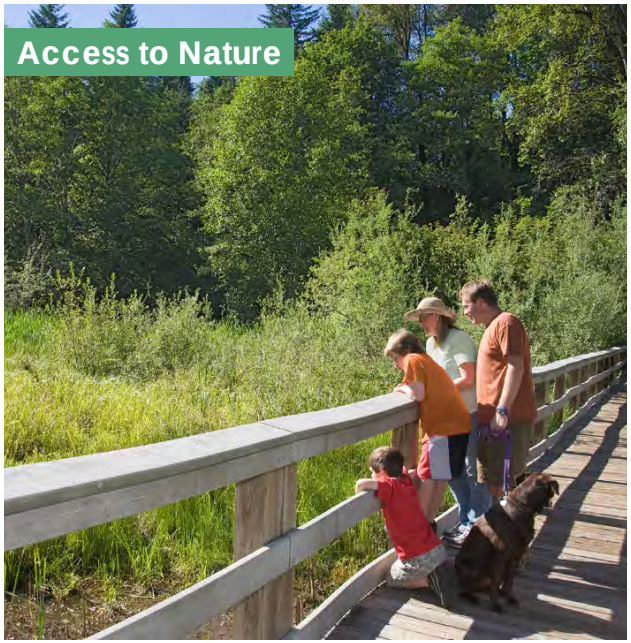
The 2016 Preliminary Concept Plan identified the Chicken Creek corridor as a key green space element of the plan. This concept planning process offers the opportunity to refine the 2016 vision for this area as the **Chicken Creek Greenway**. A greenway is a collection of natural areas, parks, and trails connected by a linear green corridor, often surrounding a creek. The Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas shown below. The Chicken Creek Greenway would be one part of Sherwood West's greenspaces. Other examples of greenspaces include: tree and tree canopy protected by Sherwood's code; West Fork Chicken Creek, Goose Creek, Cedar Creek, and their habitat areas; stormwater facilities; neighborhood parks, community parks, and school fields; and trail corridors. Neighborhood and community parks are addressed as part of the Great Neighborhoods plan concept.



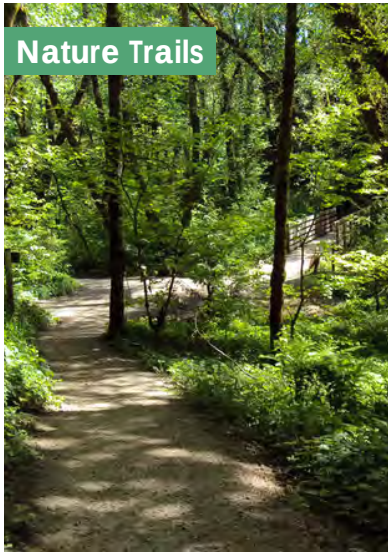


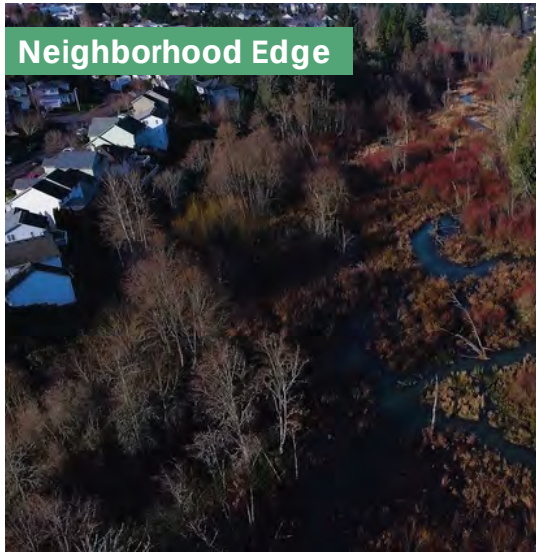
ELEMENTS OF A GREENWAY



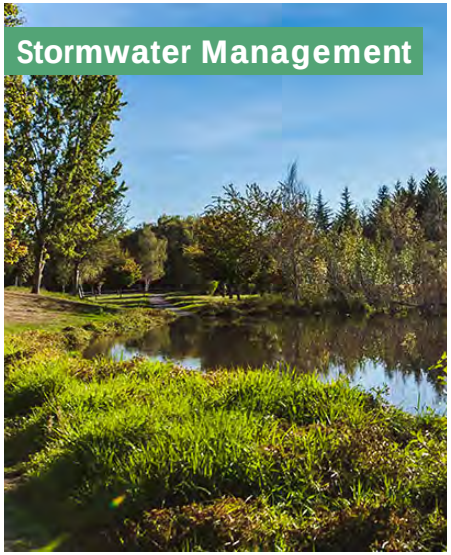












GREENWAY PRECEDENTS



Location: Beaverton, OR

Amenities: paved trails, creek boardwalk, habitat restoration site, Moshofsky Woods Natural Area, regional trail connections



Location: Bethany, Washington County, OR

Amenities: paved trail, creek boardwalk, regional trail connections, wildlife habitat and viewing opportunities





Location: Beaverton, OR

Amenities: paved trails, benches, parking, wetlands, wildlife habitat and viewing opportunities, regional trail connections

APPENDIX J

Alternatives Evaluation Memo

ALTERNATIVES EVALUATION

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

Introduction

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

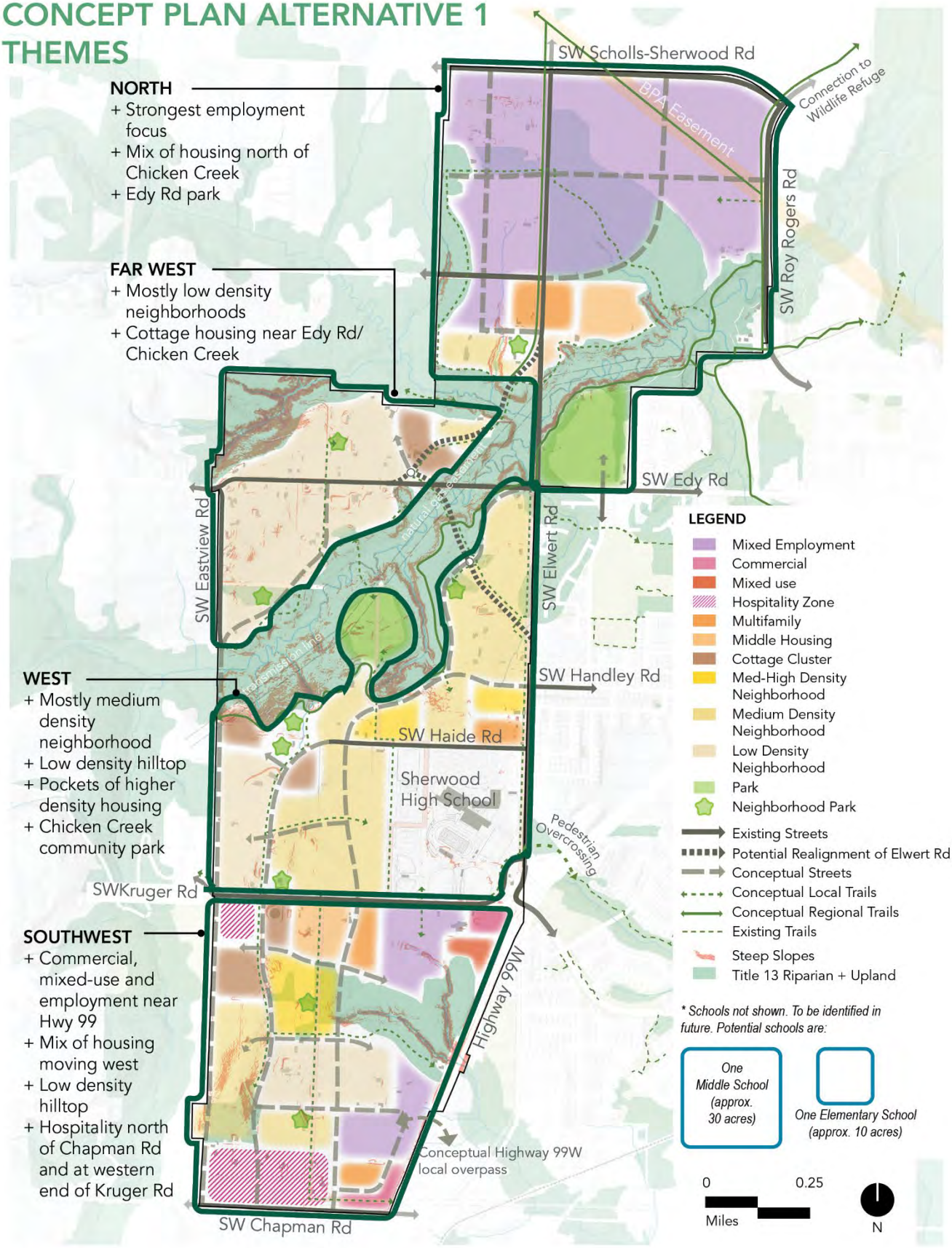
- Alternatives evaluation (this memo)
- Community feedback from Open House #2
- Community feedback from the online Open House #2
- Developer feedback from the Employment Opportunities tour and meeting
- Traffic impact analysis

Vision Statement

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

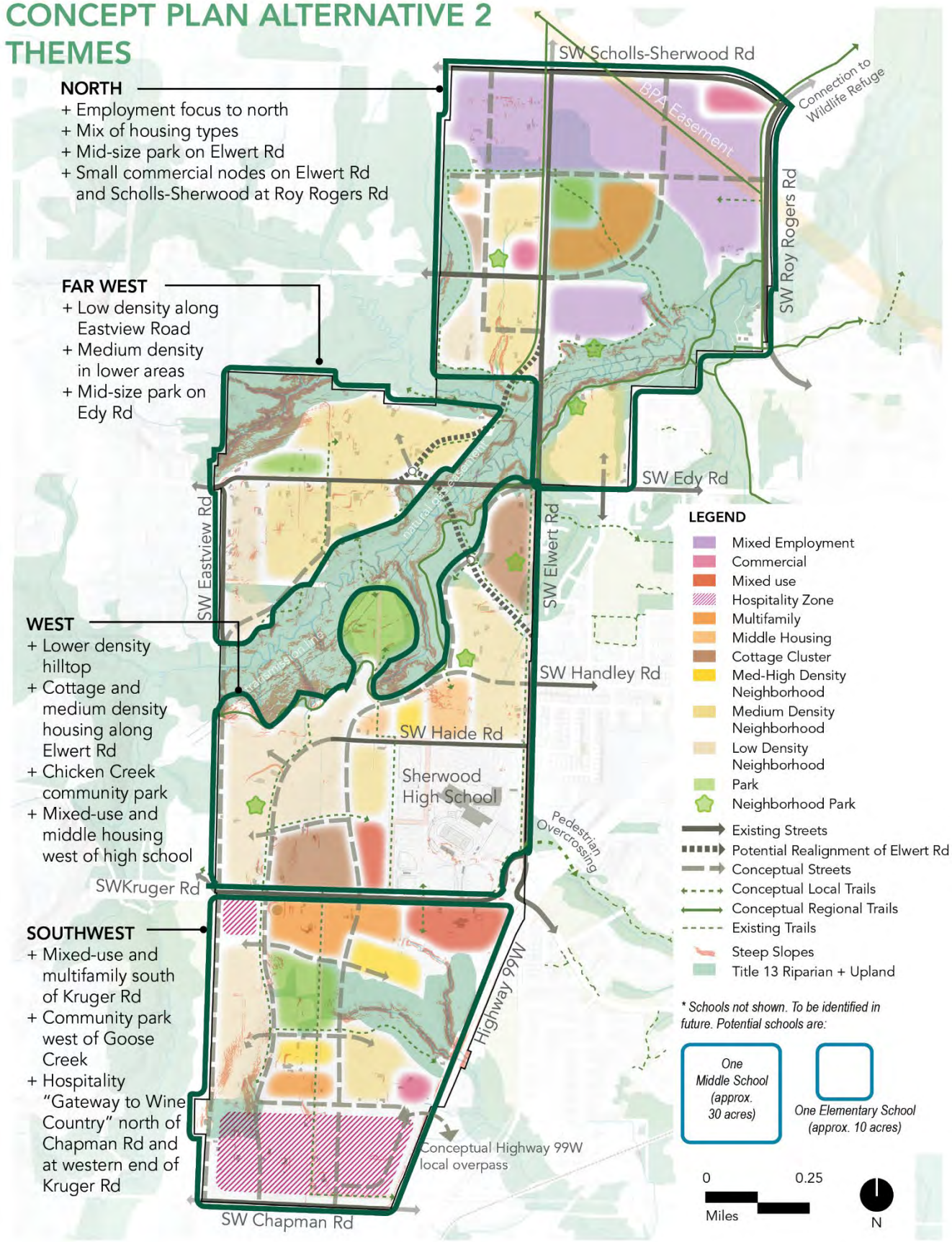
Concept Plan Alternatives (next pages)

CONCEPT PLAN ALTERNATIVE 1 THEMES



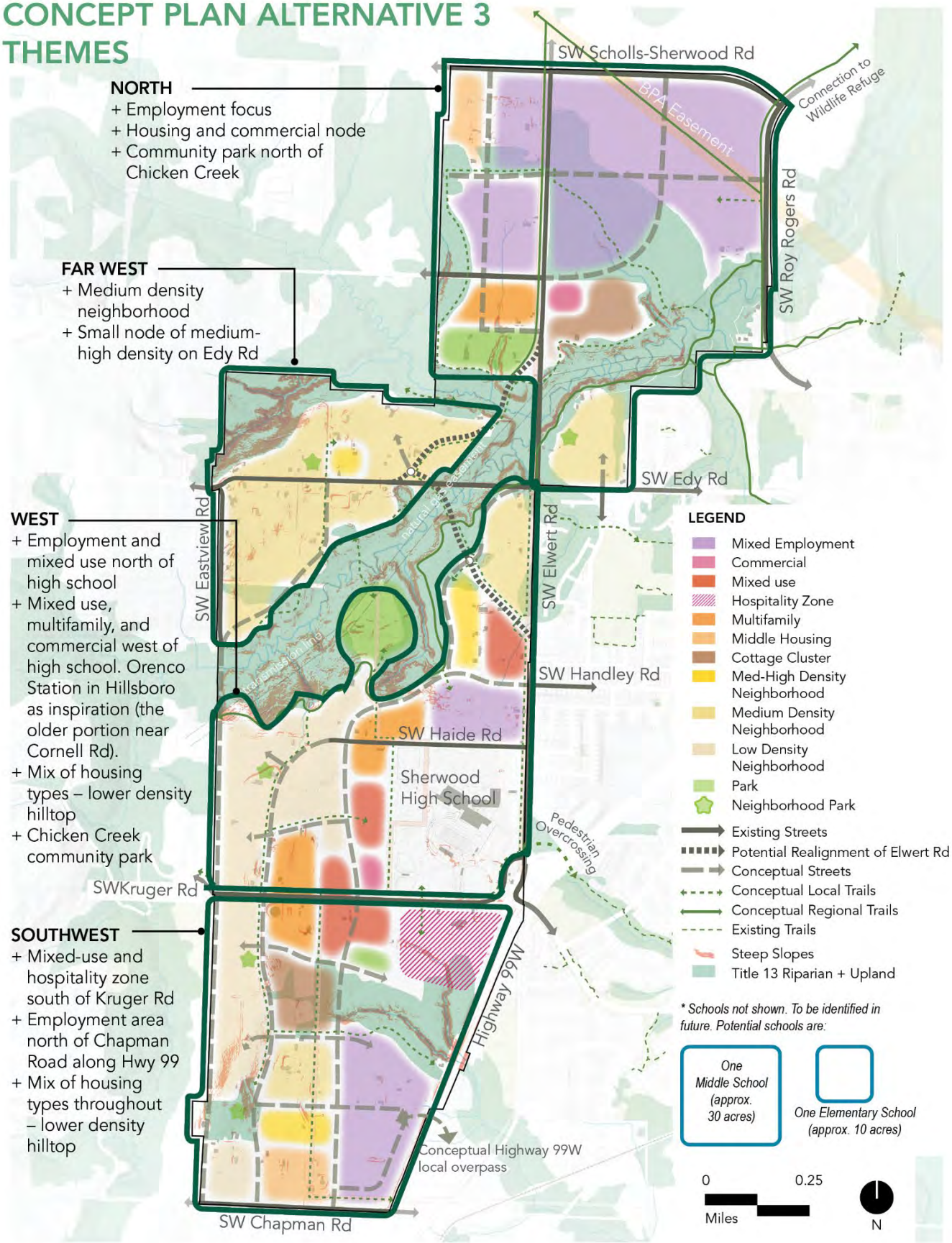
SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 2 THEMES



SHERWOOD WEST CONCEPT PLAN

CONCEPT PLAN ALTERNATIVE 3 THEMES



Land Use Metrics

HOUSING ESTIMATES

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

Alternative 1

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

Alternative 2

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

Alternative 3

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

EMPLOYMENT ESTIMATES

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

Alternative 1

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

Alternative 1

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

Alternative 2

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

Alternative 2

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

Alternative 3

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

Alternative 3

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

Qualitative Evaluation

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

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

Goals, Criteria, and Evaluation

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

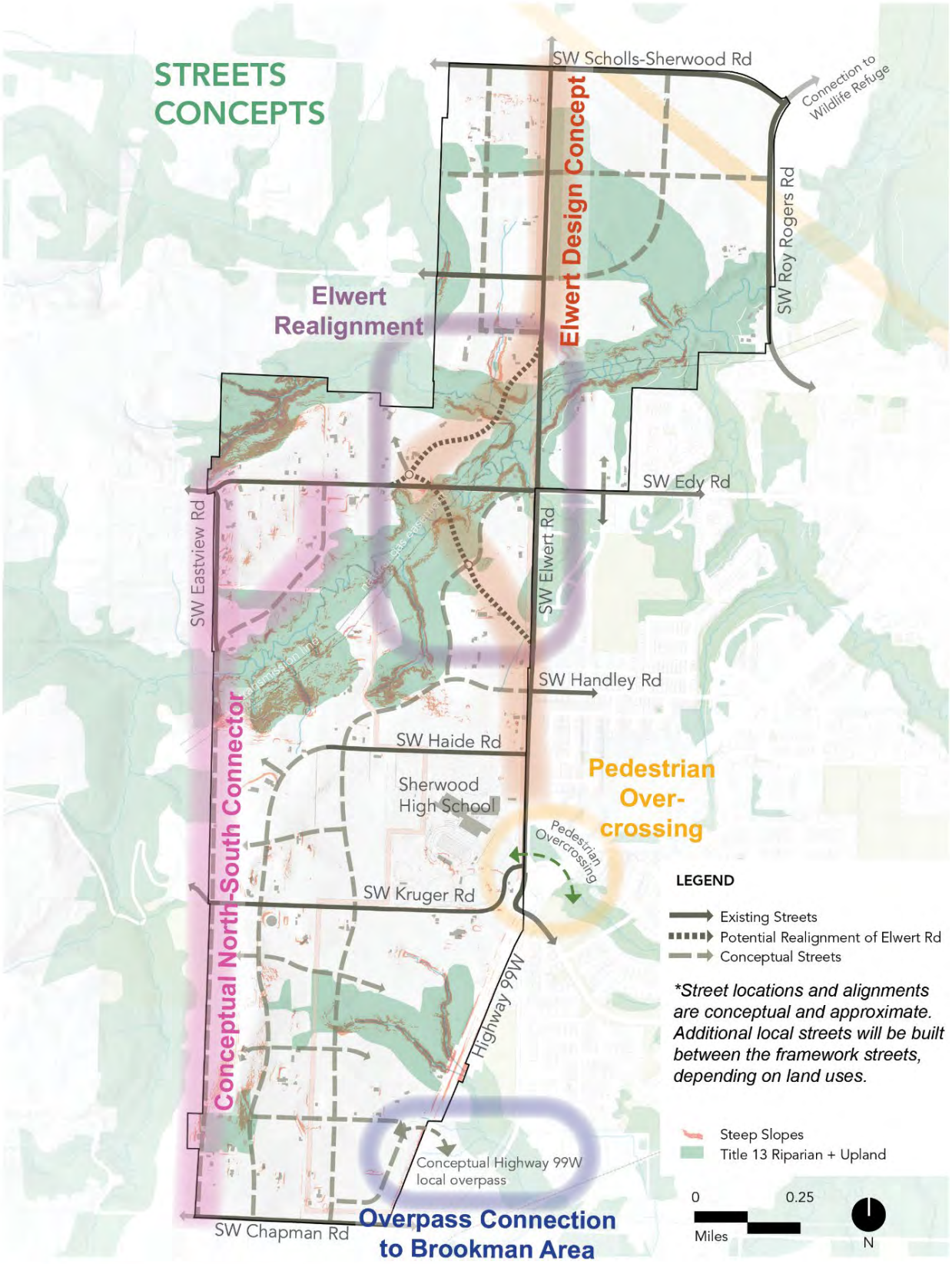
GOAL 1	EVALUATION CRITERIA
Alternative 2 Score ◒	• Mix of land uses – Alternative 2 has a greater mix of land uses is introduced into the North and West districts as compared to Alternative 1. • Alternative 2 has the highest number of Multi-family units at 1066. • Alternative 2 has the lowest number of Middle Housing Zone units at 113. • Alternative 2 has the highest number of Cottage Zone units at 524. • Three retail nodes: in the North, West, South districts. • Average density is 11.4 du/ac (9.7 with open space), assuming 10% middle housing in single dwelling zones.
Alternative 3 Score ◒	• Mix of land uses – Alternative 3 has a relatively high degree of mix, especially in the West district and Kruger Road area. • The mixed use and employment north of the High School is different from Alternatives 1 and 2, which have residential uses in that area. • Alternative 3 is in the middle of the range for Multi-family units at 776. • Alternative 3 has relatively high amount of Cottage Zone units at 505. • Three retail nodes: North, West (Handley Road), West/Southwest (Kruger Road). • Average density is 11.3 du/ac (9.4 with open space), assuming 10% middle housing in single dwelling zones.
Summary	The main difference for this criterion is the mix and variety of land use across the alternatives. Alternative 1 is the most similar to existing Sherwood due to prevalence of residential uses and slightly lower density. Alternative 2 can be seen as a plan for an evolving Sherwood, where residential land use is dominant, more housing choices are introduced over the next 10-40 years, and neighborhood character is guided by design regulations. Alternative 3 has the most marked differences from existing Sherwood. The percentage of Multi-family housing is also a key variable, ranging from 585 units (Alt 1) to 776 units (Alt 2) to 1066 units (Alt 3). The full circle score for Alternative 1 is based on it being most similar to existing Sherwood, per the goal. Alternatives 2 and 3 provide more housing types and choice.

GOAL 2	EVALUATION CRITERIA
The area attracts a variety of businesses and employment opportunities, which help satisfy the City's need for an expanded tax base.	• *Infrastructure is well-planned to make Sherwood West attractive to developers and large employers* • *There are large low-impact employment areas available for the growth of technology parks and other higher-wage jobs* • *There are opportunities to leverage the area's unique location for destination retail, hospitality, and visitor-related uses*
All Alternatives	• Infrastructure planning is similar for all three alternatives. • Per the City's initial analysis, the West subdistrict is the most readily served with infrastructure. However, the City could prioritize infrastructure funding to serve other land sooner. Further analysis is required. • All alternatives would add significant amounts of new employment lands to the City of Sherwood, including larger sites for technology parks in the North district. • All alternatives include land designated for a new Hospitality Zone, with the intent to leverage the area's unique location for destination retail, hospitality and visitor-related uses.
Alternative 1 Score ●	• Alternative 1 has the second highest amount of Mixed Employment land, 163 acres, focused in the North District. • Commercial, Mixed-Use, and Hospitality lands total 86 acres. • The Hospitality Zone lands are in upland properties with scenic views along Chapman Road and the west end of Kruger Road.
Alternative 2 Score ●	• Alternative 2 has significantly less Mixed Employment land, 111 acres, focused in the northern area of the North district. • Commercial, Mixed-Use, and Hospitality lands total 146 acres – highest of the alternatives. • The Hospitality Zone lands along Chapman Road have visibility from Hwy 99 and continue west to upper, scenic view properties.

GOAL 2	EVALUATION CRITERIA
Alternative 3 Score ●	• Alternative 3 has the largest amount of Mixed Employment land, 183 acres, focused in the North district and Southwest district along Hwy 99. • Commercial, Mixed-Use, and Hospitality lands total 98 acres – slightly higher than Alternative 1. Employment uses are located on the west and north side of the High School, which is unique to this alternative. • The Hospitality Zone is focused at the Kruger/Hwy 99 node and there are no Hospitality Zone lands at Chapman Road as there are with the other alternatives.
Summary	All three alternatives support the Goal 2 and would significantly increase the employment land supply in Sherwood. At 250-280 total acres, employment lands comprise about 40% of the net buildable land supply in Sherwood West. The alternatives have different locational emphasis for different employment sectors. Alternatives 1 and 3 emphasize use of the North district for Mixed Employment. All alternatives include mixed use and other commercial opportunities along Kruger Road, with Alternative 3 extending that concept around the High School. A focus on Hospitality land along Chapman Road is in Alternatives 1 and 2. The equal scoring above is based on excellent fulfillment of the goal by all alternatives - the alternatives simply achieve that outcome in different ways. The differences between the alternatives are related more to land use compatibility, how much Mixed-Use and Commercial lands could be supported, and preferences for the location of the Hospitality Zone.

GOAL 3	EVALUATION CRITERIA
Transportation facilities serve to connect, rather than divide, neighborhoods.	• *A network of streets provides north-south connections to and through the area* • *The Concept Plan helps realize the opportunity for a Highway 99 pedestrian crossing* • *Streets are designed to balance accommodating vehicle traffic and parking while also being welcoming places for people*

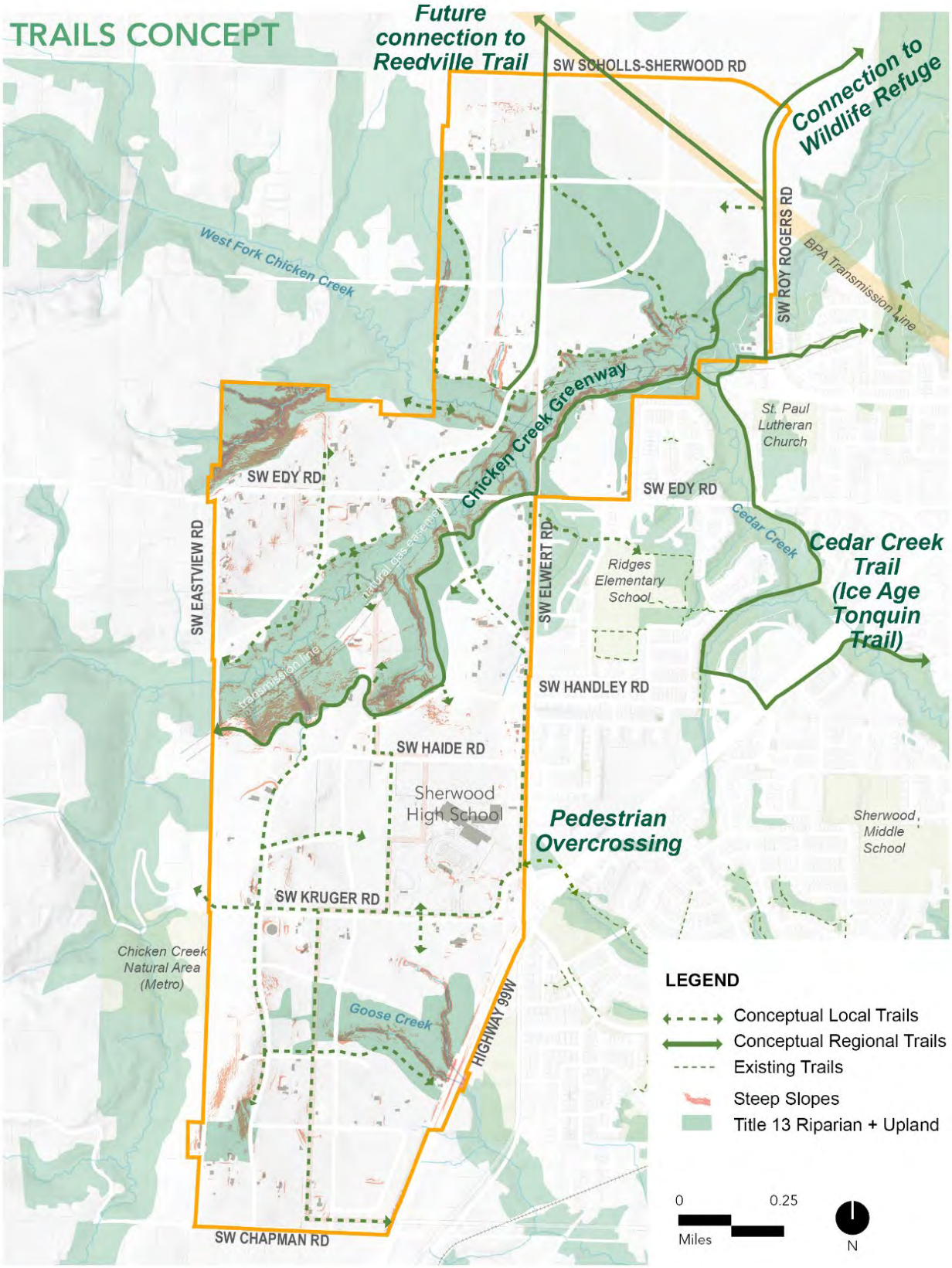
GOAL 3	EVALUATION CRITERIA
	• *Streets are designed with consideration for safety and emergency response vehicles* • *Sherwood is "transit-ready" for future transit service*
All Alternatives	*Note: A traffic impact analysis is being prepared and will provide information needed for assessment of this goal. Initial results from the analysis will be presented at the TAC and CAC meetings.* • The same street network is common to all alternatives (see map on next page). • All alternatives support the future opportunity for a Highway 99 pedestrian crossing. • The alternatives all emphasize the same priority for safety, managing traffic, and making streets places for people. • Transit routing is an unknown at this point. From a land use perspective, Alternative 3 may be the most transit supportive due to the land use patterns in the West district.
Summary	This evaluation is unscored because the transportation recommendations are the same for all alternatives and a traffic impact analysis is underway.


STREETS CONCEPTS
SW Scholls-Sherwood Rd
Connection to Wildlife Refuge
Elwert Design Concept
SW Roy Rogers Rd
Elwert Realignment
SW Edy Rd
SW Eastview Rd
SW Elwert Rd
SW Handley Rd
SW Haide Rd
Sherwood High School
Pedestrian Over-crossing
Pedestrian Overcrossing
SW Kruger Rd
Conceptual North-South Connector
Highway 99W
Conceptual Highway 99W local overpass
Overpass Connection to Brookman Area
SW Chapman Rd
LEGEND
Existing Streets
Potential Realignment of Elwert Rd
Conceptual Streets
*Street locations and alignments are conceptual and approximate. Additional local streets will be built between the framework streets, depending on land uses.
Steep Slopes
Title 13 Riparian + Upland
0
0.25
Miles
N

GOAL 4	EVALUATION CRITERIA
Residents have access to a variety of parks and natural areas, anchored by the Chicken Creek Greenway.	• *The Chicken Creek corridor is protected* • *Creek connections to the Tualatin River National Wildlife Refuge are preserved and, where possible, enhanced* • *Residents have access to nature through a network of multi-use and soft-surface trails* • *Parks and natural areas serve as places where families and community members can gather together* • *Existing mature trees and areas of dense tree canopy are preserved where feasible*
All Alternatives	• Protection of the creek corridor and riparian/upland habitat areas is built into all three land use alternatives. The Chicken Creek Greenway is one of the key plan concepts for Sherwood West and will provide access to nature and trail connections for future residents and visitors. • The proposed realignment of Elwert and Edy Roads will reduce the impact of infrastructure improvements (road widening) on sensitive creek confluences. The realigned roadway will cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment also eliminates the excessive fills within the SW Elwert/SW Edy Road intersection and follows the existing terrain. This will require construction of structural bridging and acquisition of right-of-way. • The trails concept is the same for all three alternatives (see page 18). This includes a regional trail connection to the Tualatin River National Wildlife Refuge. It also includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. • All three alternatives include two community parks (10-20 acres each) as well as neighborhood parks (2-5 acres) integrated throughout Sherwood West neighborhoods. Future parks will be consistent with policies and guidelines in the recently-updated Sherwood Parks & Recreation Master Plan. Natural areas and open space dedicated through development will provide additional green space. • Existing mature trees and tree canopies will be preserved through Metro Title 13 habitat protections and through application of the Sherwood Development Code's tree preservation standards.

GOAL 4	EVALUATION CRITERIA
Alternative 1 Score ◒	• Alternative 1 has an estimated 43 total acres of parks (community and neighborhood parks).
Alternative 2 Score ●	• Alternative 2 has the most park acreage, with an estimated 55 total acres.
Alternative 3 Score ◒	• Alternative 3 has the least park acreage, with an estimated 37 total acres.
Summary	All three alternatives provide strong support for these evaluation criteria by emphasizing preservation of natural areas and access to parks and nature. The three alternatives each locate one community park in the area south of Chicken Creek, surrounded by resource land. The main distinguishing features between the alternatives are the locations of the second community park and total park acreage. Alternative 2 was given the highest score because it provides the most park acreage—thereby providing the greatest access to recreation, nature, and community gathering space for residents.

GOAL 5	EVALUATION CRITERIA
The area is served by a robust network of active transportation options that are integrated into Sherwood's existing network.	• *Residents can easily walk or bike to access local destinations such as schools, parks, employment areas, and shopping centers* • *Active transportation facilities connect to existing Sherwood neighborhoods and nearby regional destinations* • *Students have safe options to walk or bike to school*
All Alternatives ●	• The trails concept is the same for all three alternatives (see next page). This includes a conceptual network of local trails, multi-use paths, sidewalks, and bike lanes through neighborhoods to connect residents with parks, schools, employment areas, and other local destinations. Trails connecting to local destinations will help to encourage walking, rolling, and biking. • The trails concept includes key connections between new growth in Sherwood West and existing areas of Sherwood—such as such as future connections to the Reedville Trail, the Tualatin River National Wildlife Refuge trails, Ice Age Tonquin Trail/Cedar Creek Trail, and the future Highway 99 pedestrian overcrossing. • School locations are not identified in the alternatives maps. However, safe routes to school will be an important consideration in the siting of future schools in Sherwood West, and in planning trail and sidewalk connections between neighborhoods and schools.
Alternative 1 Score	• N/A
Alternative 2 Score	• N/A
Alternative 3 Score	• N/A
Summary	All alternatives support these criteria equally, as described above.



SHERWOOD WEST CONCEPT PLAN

GOAL 6	EVALUATION CRITERIA
Growth and development are well-planned and implementation of the area is pragmatic.	• *The extension of public facilities and services are phased and coordinated with development* • *Land uses serve Sherwood's needs and are complementary to other expansion areas along the western Urban Growth Boundary*
All Alternatives	• Extension of public facilities is a critical issue for Sherwood West regardless of the land use alternative. • Infrastructure phasing and funding will be further explored after a preferred land use alternative is selected. • Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, areas north and south of the high school and close to SW Elwert Road, are the most logical areas for development to occur first. • The City may consider new annexation policies based on a phasing plan for development within Sherwood West. The annexation policies could consider priority areas to provide an orderly and efficient transition from rural to urban land uses to ensure public infrastructure needs are met to provide homes and jobs in Sherwood West. These ideas will be further fleshed out in the infrastructure phasing/funding task.
Alternative 1 Score ●	• Alternative 1's land uses generally serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • The Hospitality Zone concept is a new idea for Sherwood and would provide intentional locations for uses such as hotels/motels, restaurants, wineries, and similar uses. Because it is untested, it is unknown how effective it will be in serving Sherwood's needs. Alternative 1 has a moderate amount of Hospitality zoning (roughly 31 acres) located on Chapman Rd and at the west end of Kruger Rd. • Land uses in the Southwest district closest to the Brookman expansion area include a mix of commercial, mixed employment, and multi-family zoning. This complements the planned commercial, office and light industrial zoning for the western portion of the Brookman area.

GOAL 6	EVALUATION CRITERIA
Alternative 2 Score ◒	• Alternative 2's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 2 has the greatest amount of Hospitality zoning (roughly 63 acres), occupying about a third of the Southwest district. • Land uses in the Southwest district closest to the Brookman area include commercial and hospitality uses. These uses are relatively compatible with the planned zoning for the western portion of the Brookman area.
Alternative 3 Score ●	• Alternative 3's land uses also serve Sherwood's needs by providing a mix of housing, employment, and commercial uses. • Alternative 3 has the most modest amount of Hospitality zoning (roughly 63 acres), located at the intersection of Highway 99 and Kruger Rd. • The eastern portion of the Southwest district closest to the Brookman area is exclusively designated as mixed employment. This use may be the most complementary to the planned zoning for the western portion of the Brookman area.
Summary	All three alternatives will extend public facilities as part of development and will be phased primarily based on different areas' proximity to existing facilities. All three alternatives include land uses that serve Sherwood's needs. However, the Hospitality Zone is the newest concept, and its practicality is not yet known. Therefore, alternatives that de-emphasize hospitality zoning (Alternatives 1 and 3) may be more pragmatic for implementation, consistent with the goal. The conclusion is very subjective – the City should continue to study the Hospitality Zone concept and include it in its economic development efforts.

APPENDIX K

Developer Tour Summary

Sherwood West Re-Look

Developer Tour Notes

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

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

The tour included the following participants:

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

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

Zoning and Land Use

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

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

Infrastructure

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

Implementation and Funding

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

APPENDIX L

Transportation Impact Analysis

DKS 720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

TRANSPORTATION IMPACT ANALYSIS MEMO

DATE: January 5, 2023

TO: Joe Dills, Kate Rogers | MIG
Erika Palmer, Joy Chang | City of Sherwood

FROM: Carl Springer, Amanda Deering, Alex Haag | DKS Associates

SUBJECT: Sherwood West Concept Plan Traffic Impact Analysis Project #21057-000

INTRODUCTION

The Sherwood West Re-Look project will prepare a concept plan for the 1,291-acre Sherwood West area by updating the Sherwood West Preliminary Concept Plan. The Preliminary Plan, which was approved by the Sherwood City Council in 2016, was developed as a long-range planning tool to help guide future community discussions and decisions about the City's long-term growth. The purpose of the Sherwood West Re-Look project is to take another look at the Sherwood West area to address new land use and growth patterns, new transportation plans, new State rules related to housing, and new opportunities for employment and economic growth.

This memorandum summarizes the preliminary findings regarding the transportation impacts of the Sherwood West Concept Plan (Concept Plan) project and transportation network upgrades contemplated for the Plan Area. This memorandum includes:

- Estimated trip generation of the three land use alternatives
- Discussion of potential transportation network changes being contemplated in the Concept Plan, including the realignment of Elwert Road and evaluation of a parallel north-south connector route from Chapman Road to Edy Road.

  Note: the north-south connector is not a site-specific proposal. It is a connectivity concept for further study. The memorandum is an initial evaluation of a conceptual connection between Chapman Road and Edy Road.
- Discussion of expected traffic growth in Plan Area
- Initial system performance review on major roadways and at two key study intersections

STUDY AREA AND LAND USE ALTERNATIVES

The Concept Plan Area, illustrated in **Figure 1**, is bounded by Scholls-Sherwood Road to the north, Roy Rogers Road and OR 99W to the east, Chapman Road to the south, and Eastview Road to the west.

Three land use alternatives for the Concept Plan Area are being developed as part of the Concept Plan Re-Look (**Appendix A**). Land use Alternative 1 has the highest proportion of medium/high-density neighborhood land use of the three alternatives and less cottage zoning and multifamily than the other alternatives. Alternative 2 has the highest proportion of multifamily land use and less middle housing zone than the other two alternatives. In terms of employment acres, Alternative 1 has fewer mixed-use acres than the other two alternatives. In comparison, Alternative 2 has fewer mixed-employment acres but more commercial and hospitality land-use acres than the other two alternatives.

A breakdown of the total jobs and housing units for the three alternatives is summarized in **Table 1**. While the alternatives vary regarding the proportion and location of housing types, all three offer a comparable number of total housing units. For total jobs, Alternative 3 provides the highest number of total jobs, and Alternative 2 provides the least.

TABLE 1: HOUSING METRICS AND JOBS SUMMARY

CATEGORY	CONCEPT PLAN ALTERNATIVES		
	ALT 1	ALT 2	ALT 3
TOTAL HOUSING UNITS	3,730	3,845	3,635
TOTAL JOBS	5,245	4,600	5,020

Note: values rounded to the nearest multiple of 5

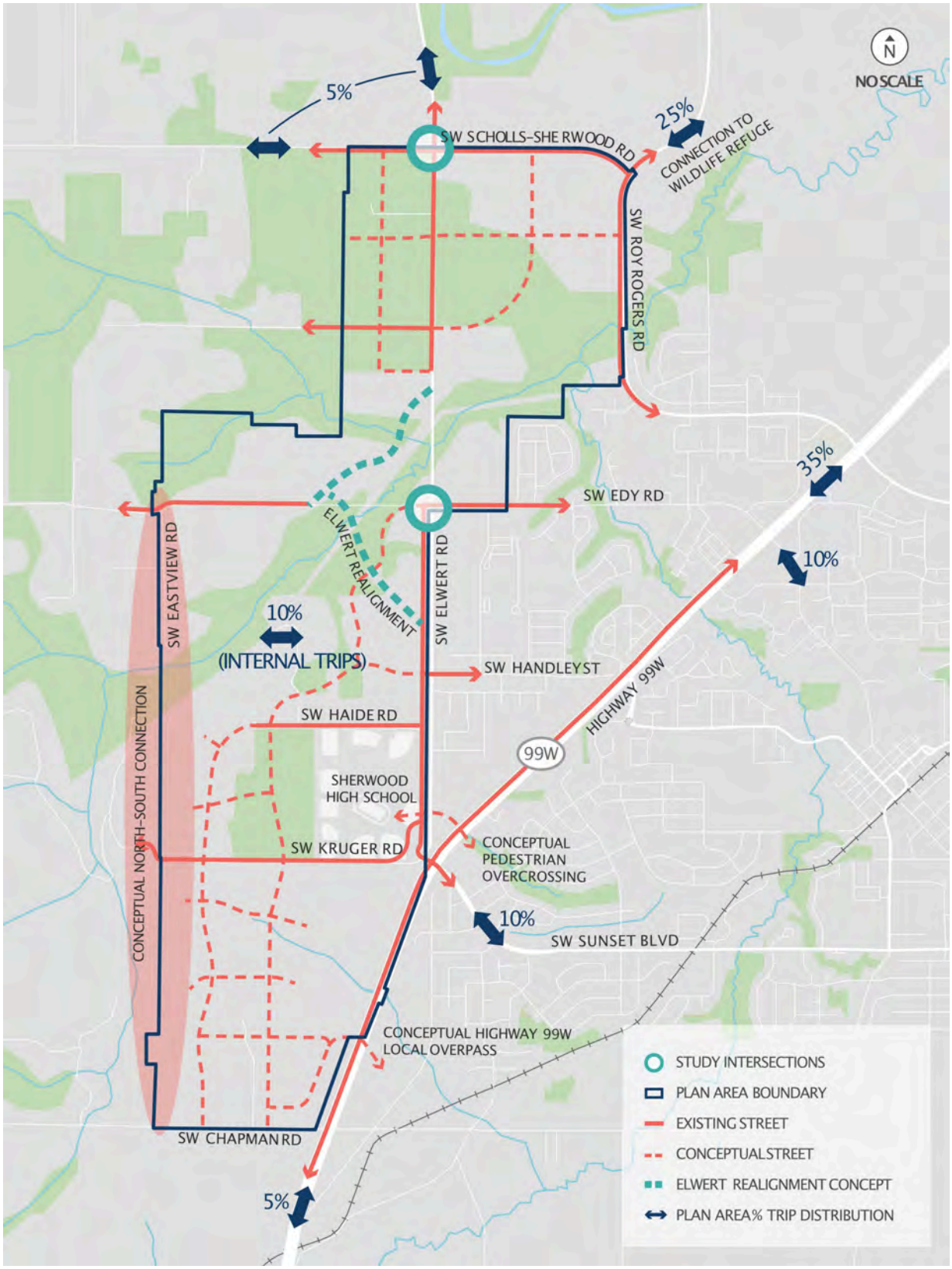


FIGURE 1: PLAN AREA AND TRIP DISTRIBUTION

PLAN AREA TRAVEL FORECAST

VEHICLE TRIP GROWTH ESTIMATE

Trip generation for the three land use alternatives is estimated based on the Westside Travel Demand Model and the number of the expected housing units and jobs provided by each alternative. Summarized in **Table 2**, all three land use alternatives are expected to generate a similar number of vehicle trips when the area is fully developed. The values reported in **Table 2** are total vehicle trips during the 2-hour PM peak period. The magnitude of vehicle trips is comparable to the number of anticipated trips estimated by the previously completed Urban Reserve Transportation Study (URTS) for this area. By way of comparison, the URTS assumed land uses included a higher level of households (6,495) and minimal jobs (545) within the planning area.

TABLE 2: VEHICLE TRIPS DURING 2-HOUR PM PEAK PERIOD

	ALT 1	ALT 2	ALT 3	URBAN RESERVE TRANSPORTATION STUDY
TOTAL VEHICLE TRIPS (2-HOUR PM PEAK)	6,040	6,725	6,780	6,470

Note: values rounded to the nearest multiple of 5

REGIONAL TRIP PATTERNS

Regional trip patterns for the Plan Area were estimated using the Westside Travel Demand Model to help understand the primary travel directions for trips that start or end in Sherwood West. As shown in **Figure 1**, most Plan Area travel demand is to/from the northeast of the Plan Area, either on Roy Rogers Road, OR 99W, and to/from the east on Tualatin-Sherwood Highway. Approximately 60% of vehicle traffic that begins or ends within the planning area will use these three routes. About 30% of travel demand crosses OR 99W to/from the rest of the City of Sherwood, while only 5% is to/from south of the Plan Area via OR 99W, and 5% is to/from northwest of the Plan Area on Lebeau Road and Scholls Sherwood Road. The analysis also showed that about 10% of traffic remains internal to the Plan Area, meaning that the trips start and end within the planning area.

STREET NETWORK AND CONCEPTUAL STREET ALTERNATIVES

Several transportation network improvements were considered as part of the Preliminary Sherwood West Concept Plan and others as part of this subsequent analysis, including:

- The realignment of Elwert Road west of Chicken Creek.
- A conceptual north-south connection between Chapman Road and Edy Road.
- A new pedestrian over crossing near OR 99W at Sunset.
- A new multimodal overcrossing at OR 99W north of Brookman Chapman Road; and

- Several new internal local and connector roadways.

The conceptual locations of these upgrades are illustrated in **Figure 1**. All future facilities would meet current City multimodal street and trail facility standards. Major roadways generally would have one travel lane in each direction with center turn lanes (Scholls-Sherwood Road, Elwert Road, Edy Road, and Kruger Road), while local streets would be one lane in each direction. As noted above, the north-south connector is not a site-specific alignment. For this analysis, a two-lane road is assumed.

ELWERT ROAD RE-ALIGNMENT CONCEPT

Elwert Road from OR 99W to Scholls-Sherwood Road is a two-lane rural arterial. Washington County and the City of Sherwood's Transportation System Plan identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. According to the County's Road Design Standards, this type of facility requires 90 feet of road right-of-way which includes 50 feet wide pavement, 2 travel lanes, a center turn lane and 2 bike lanes, plus landscape areas and sidewalks behind the curbs. The existing Elwert Road north of Edy Road has a paved area about 24 feet wide with ditches on both sides. As described in the Preliminary Concept Plan, the existing rural condition of Elwert Road would require significant expansion and upgrading to accommodate the city's adopted roadway design standards. This would include land acquisition for road right-of-way and could include re-grading the vertical alignment to improve driver sight distance. In addition, the portions of Elwert Road constrained by the Chicken Creek watershed would further require large cut-and-fill sections and significant environmental mitigation.

As a result, the Preliminary Concept Plan identified re-aligning Elwert Road west of the creek as being more cost-effective and preferred from a constructability standpoint rather than improving the existing alignment. Re-aligning Elwert Road is a transportation recommendation that has been carried forward as part of the current Sherwood West Concept Plan Re-Look project and is analyzed in this memorandum.

As shown in **Figure 1**, this future re-alignment is preliminary and subject to further study and design. Issues to be addressed in future work should include the following:

- Full or partial closure of existing creek crossings
- Cost and constructability
- Safety for all travel modes
- Local circulation for adjacent property and neighborhood connectivity
- Natural resource impacts and permitting
- The potential for a jurisdictional transfer of SW Elwert Road from the county to the city
- Implementation of an SW Elwert Road Design Concept

This initial study did not evaluate specific designs for the re-alignment – that is left to be addressed during future studies. However, this study did confirm that the existing alignment and traffic controls at Elwert/Edy need to be improved to safely serve the expected growth, as discussed in a later section of this memo. As discussed in the next section, this study also confirms that the re-aligned Elwert Road can function effectively as a two-lane cross-section, with appropriate pedestrian-bike facilities provided and center turn lanes/median where needed.

NORTH-SOUTH CONNECTOR

The core idea of the north-south connector is to connect SW Chapman Road to the north end of Sherwood West, enhancing regional connectivity and providing an option away from neighborhoods. The specific route is conceptual, and its alignment has yet to be identified, as reflected by the wide shaded area in **Figure 1**. The City is aware of challenges – topographic, environmental, and conflicts with existing development – but seeks to continue to study this long-range transportation corridor. This connector would require approximately 1.7 miles of new roadway plus a new bridge structure across Chicken Creek.

TRAFFIC PERFORMANCE ANALYSIS

Based on the initial travel forecast for 2040, the general travel conditions were reviewed to assess the planning street system overall based on expected daily traffic volumes and a more detailed review at two key study intersections during peak hours that have historically had operational issues. After the Sherwood West Concept Plan is approved, a further detailed operational analysis will be made to identify specific geometric and traffic control improvements that will be needed at other intersections as the area develops, which will be incorporated into the capital improvement program and the City's Transportation System Plan. A prior study of the OR 99W intersection at Brookman Road-Chapman Road recommended upgrading that intersection to traffic signal controls as development continues in the south end of Sherwood.

It is recognized that Sherwood West will not be fully built out by 2040, but a horizon year 20 years from the existing conditions was selected for analysis. The analysis includes the existing (2019) and future (2040) conditions. Both horizon year scenarios assume the existing lane configurations and controls of the study intersections. Analysis has been conducted using Highway Capacity Manual (HCM) 6th Edition methodology and Synchro 11 software suite.

As all three land use alternatives are expected to generate a comparable number of total vehicle trips, analysis has been conducted for Alternative 3 since it had the highest vehicle trip estimate. Plan Area generated traffic has been assigned to the study road network based on the regional travel patterns described in the previous section.

DAILY TRAFFIC VOLUMES

The daily traffic volumes on the major roadways within the Plan Area provide a general performance indicator for road segment capacity. Depending on access management and cross-

street spacing, a 3-lane arterial or collector roadway can carry 15,000 to 20,000 vehicles daily. 2040 daily traffic volume forecasts have been reviewed within the planning area, as summarized in **Table 3**. Each roadway was shown to carry below this maximum level and will therefore provide satisfactory service. Further studies will be required during the development review to determine appropriate geometric improvements and traffic control upgrades at significant intersections.

TABLE 3: DAILY TRAFFIC FORECASTS ON SELECTED ROADWAYS

ROAD SEGMENT	2040 DAILY TRAFFIC
SCHOLLS-SHERWOOD ROAD BETWEEN ELWERT ROAD AND ROY ROGERS ROAD	13,000
ELWERT ROAD NORTH OF CHICKEN CREEK	10,000
EDY ROAD EAST OF ELWERT ROAD	9,000
EDY ROAD WEST OF CHICKEN CREEK	1,500
NORTH-SOUTH CONNECTOR ROAD	4,000*
CHAPMAN ROAD WEST OF OR 99W	9,000

Note: *The volume estimate ranged from 1,500 to 4,000 ADT on this facility.

The notable finding from this review was the expected low vehicle traffic usage on the conceptual north-south connector roadway. As shown in **Table 3**, the volumes are expected to range from a low of 1,500 to 4,000 vehicles daily, which is consistent with local street or neighborhood routes. Further study is recommended as the planning advances.

INTERSECTION OPERATIONS

Summarized in **Table 4**, the results of the traffic operations analysis indicate that the study intersections are found to be operating acceptably under existing conditions. The Elwert Road & Lebeau/Scholls-Sherwood Road intersection, which is controlled by all-way stop signs, is operating at LOS D, with the highest delays experienced by the westbound shared movement. The Elwert Road at Edy Road intersection is currently controlled by a traffic signal and shared approach lanes on all legs. It operates at overall LOS A, and LOS B or better for all individual approaches.

Results of the traffic operation analysis indicate that by 2040, conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to LOS F if no capacity improvements are made, with significant delays experienced by the westbound and southbound movements. The Elwert Road at Edy Road signalized intersection would be expected to operate acceptably at LOS C through to 2040 with existing capacity (no geometric improvements). However, as noted previously, to comply with the city's urban street design standards, this intersection requires expansion to accommodate safe walking and bicycling, which is important given the proximity of two school campuses. Refer to **Appendix B** for more details on these intersection analyses.

TABLE 4: EXISTING AND FUTURE INTERSECTION OPERATIONAL ANALYSIS SUMMARY

INTERSECTION	WORST MOVEMENTS	2019 PM		2040 PM	
		DELAY	LOS	DELAY	LOS
ELWERT ROAD & LEBEAU / SCHOLLS-SHERWOOD ROAD	Westbound Scholls-Sherwood	41.0	E	165.7	F
	Southbound Scholls-Sherwood	23.5	C	46.0	E
	OVERALL	**28.8**	**D**	**98.1**	**F**
ELWERT ROAD & EDY ROAD	Eastbound Edy	9.0	A	35.3	D
	OVERALL	**12.2**	**B**	**27.9**	**C**

Note: Worst movements noted have the highest delay for a given roadway approach. In all cases, the approach shares a single lane for all left-turning, through, and right-turning traffic. Refer to Appendix B for calculation details.

CONCLUSIONS

This memorandum summarizes the preliminary findings of the transportation impacts of the three land use concepts developed for the Plan Area as part of the Sherwood West Concept Plan Re-Look.

All three land use concepts being contemplated as part of the Re-Look have a comparable number of total proposed housing units and total jobs. Despite each alternative varying in terms of housing typology and land use layout, all three would be expected to generate a similar number of overall vehicle trips to the number estimated by the previously completed URTS for this area.

Regional travel patterns identified using the Westside Travel Demand Model indicate that most Plan Area traffic travels to or from outside the Plan Area, with only 10% of travel demand remaining internal. Most travel demand (60%) is to/from the northeast of the Plan Area, and about 30% is traveling to/from the City of Sherwood east of OR 99W. Variations in land use and layout in the three Alternatives would be expected to have a minimal impact on overall travel patterns.

The Sherwood West Concept Plan describes two road network upgrades that are being examined as part of the Re-Look: the realignment of Elwert Road and a new conceptual north-south parallel route that would connect Chapman Road to Edy Road. The realignment of Elwert Road was identified as a preferred option as part of the Preliminary Concept Plan, and this current Re-Look project, due to the required cross-sectional upgrades and the existing alignment's confluence with Chicken Creek.

Results of the intersection operational analysis indicate that conditions at Elwert Road at Lebeau/Scholls-Sherwood Road intersection would be expected to deteriorate to excessive congestion (LOS F) during peak travel hours if no capacity improvements were made. In contrast,

the intersection of Elwert Road at Edy Road would be expected to operate acceptably with its existing signalized configuration through to the 2040 horizon year. However, both locations will need to be improved to accommodate multimodal facilities as required by the county and city's urban street standards.

The Concept Plan includes urban upgrades to significant roadways within the Plan Area, such as Elwert Road, Kruger Road, Chapman Road, and Edy Road. The planned upgrades include two to three-lane cross-sections and upgrading several existing intersections to either roundabouts or traffic signals. Our initial finding is that Sherwood West Growth will be served adequately with the planned street network as described in the Concept Plan. Further study is recommended to develop a more comprehensive list of improvements and associated cost estimates as this area is made ready for urban development.

RECOMMENDATIONS

Based on the high-level findings of this memorandum, the following are recommended:

- The Elwert Road re-alignment concept be advanced with the Sherwood West Concept Plan, and further studies be conducted to determine the best alignment and intersection configurations.
- The Elwert Road corridor should adopt design themes consistent with the city's vision, as represented by the Sunset Road corridor.
- Upgrade Elwert Road to three lane cross-section with bike lanes and sidewalks take place as development occurs.
- Upgrades to the Elwert/Lebeau Road at Scholls-Sherwood Road intersection be made to provide additional capacity to adequately support traffic growth through to the 2040 horizon year. The intersection with Elwert Road will require additional study, reconfiguration, and eventual signalization or roundabout improvement as development occurs.
- Multimodal safety improvements be made to the Elwert Road and Edy Road intersection consistent with the cross-sectional upgrades to these roadways outlined in the Concept Plan. Other intersections should also be reviewed for possible multimodal safety upgrades as development occurs nearby, including the Elwert Road at Handley Road intersection, and the Elwert Road at Haide Road intersection.
- Edy Road between Elwert Road and Borchers Drive is as a 3-lane collector with bike lanes and sidewalks in the city's Transportation System Plan. This project should be included for the portion within the concept planning area.
- Edy Road west of Chicken Creek should be a two-lane collector road without on-street parking within the concept planning area.
- The north-south connector concept should be further studied to better address the cost/benefit trade-offs for this new route. Sufficient north-south connectivity should be incorporated into the growth area to provide direct north-south multimodal service parallel to SW Elwert Road.

APPENDIX M

Housing Memo

Background on Housing Needs and Consistency with State/Metro Requirements

HOUSING MEMO

Supplemental to Housing Policy Implications Memo

TO:	Community Advisory Committee
FROM:	Erika Palmer, Planning Manager
CC:	MIG|APG
DATE:	April 2023

Introduction

This memorandum provides supplemental information to the Housing Implications Memo that summarizes the future of housing in Sherwood to help inform discussions on this topic. This memorandum provides background on housing needs in Sherwood and how the Sherwood West Concept Plan is consistent with state and regional requirements.

STATE LAND USE GOAL 10, HOUSING

The purpose of Goal 10 is to provide for the housing needs of Oregonians. Goal 10 requires Sherwood to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth, providing flexibility in housing location, type, and density to ensure the availability and prices of housing units are commensurate with the needs and financial capabilities of households. The City is required to meet the Metropolitan Housing Rule (OAR 660-007) that is designed to "assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) Urban Growth Boundary (UGB)." Needed housing means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. The rule also specifies the mix and density of new residential construction for cities within the Metro UGB. Sherwood is required to provide the opportunity for at least 50 percent of new residential units to be attached single-family housing or multi-family housing. In addition, the rule sets specific density targets for cities in the Metro UGB. Sherwood's average density target is six dwelling units per net buildable acre.

Sherwood's housing stock is predominantly single-family detached at roughly 75% (2021 American Community Survey, US Census). Sherwood's population growth and shifting demographics affect future housing growth and shape the changes in the City's housing market. While Sherwood's population has been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more ethnically diverse. If these trends continue, there will be changes in the types of housing demanded in the community's future.

The aging population is likely to result in increased demand for smaller single-family housing detached and attached, multi-family housing, and senior living facilities. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multi-family housing choices. Smaller housing units such as cottage clusters can be an attractive option for a wide variety of community members including seniors, empty-nesters looking to downsize, and young adults. Cottage housing is smaller and may be more accessible than a typical single-family home. The smaller size makes it a more attainable option for first-time home buyers than a larger home due to less expensive insurance, energy, property taxes, and mortgages. The number of people living in multigenerational family households is growing due to many reasons including finances, caregiving, childcare, or a change in relationship status. Accessory Dwelling Units, plexes, cottage clusters can help provide housing types where families can live close together.

Housing prices are higher in Sherwood than regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes. Sherwood households have a relatively high income, which affects the type of housing that is affordable, particularly for young people and new families. Future housing affordability will depend on the relationship between income and housing price and whether housing prices will continue to outpace income growth.

2019-2039 Housing Needs Analysis

Sherwood's 2019-2039 Housing Needs Analysis (HNA), adopted by reference in the City's Comprehensive Plan, provides technical and factual background relating to current and future housing needs. The Oregon Department of Land Conservation and Development acknowledged the HNA and no one appealed the document to the Land Use Board of Appeals. As state law requires, the HNA examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the City expects to annex for residential uses (Brookman area). ***The HNA identifies an additional 1,728 new households between 2019 and 2039*****. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West.**

Sherwood's HNA includes information about the factors that could affect housing development, including historical and recent development trends; projections of new housing units needed in the next 20 years; demographic and socioeconomic factors affecting housing choice, and regional and local trends in housing cost and affordability.

The forecasted growth rate in the HNA 2019-2039 is 1.1% based on Metro's forecast. The HNA provides a forecast of housing by type and density of housing. The HNA includes a Buildable Lands Inventory (BLI) for housing within the Urban Growth Boundary. The BLI demonstrates that the current land use designations provide an adequate short- and long-term land supply for housing development, meeting existing needs and 65%, and projected growth over the next 20 years. However, Sherwood has a deficit of land for 608 dwelling units, and annexations will need to continue in Brookman to provide an adequate land supply.

The HNA analyzes existing development patterns and intensity, existing land use designations and zoning, and building constraints to determine where vacant land and/or land that is likely to be redeveloped and then compares the existing supply of land to emerging development trends and projection of needed housing units.

The HNA 2019-2039 makes the following conclusions regarding compliance with Goal 10:

- Sherwood will need to plan for enough residential land to accommodate forecasted housing needs for the next 20-years:
- Sherwood is forecast to add 1,728 new households between 2019 and 2039. Of these 700 new households are inside existing city limits; 1,029 new households are outside current city limits.
- Sherwood's land base can accommodate most of the forecast for growth. Vacant and partially vacant land in the Sherwood Planning Area has the capacity to accommodate about 65% of the forecast for new housing on areas within the city limits and the Sherwood Planning Area.
- Sherwood has a deficit of land for housing. The deficit of land is for 608 dwelling units. The largest deficits are in Medium Density Residential-Low (154 dwelling units); Medium Density Residential-High (252); and High-Density Residential (145 dwelling units).
- To provide adequate land supply, Sherwood will need to continue annexing the Brookman Area, the primary designated residential area in the Sherwood Planning Area. Without the Brookman area developing, the City has a projected deficit of 1,155 dwelling units
- Sherwood will need Sherwood West to accommodate future growth beyond the existing city limits and the UGB (Brookman area). There is a deficit of 608 dwelling units over the next 20-years in Sherwood city limits and Brookman Area. The growth rate of Metro's forecast for household growth (1.1% average annual growth) is considerably lower than the City's historical population growth rate over the last two decades (8% average annual growth). At the historic growth rate, Sherwood will be out of buildable lands for residential development within 4-10 years.
- Sherwood has a relatively limited supply of land for moderate and higher density housing. The limited supply of land in these zones is a barrier to development of townhouses and multi-family housing, which is needed to meet the housing demand for growth of people over 65, young families, and moderate-income households. Sherwood will need to plan for a greater variety of housing types.
- Sherwood will have an ongoing need for providing affordable housing to lower-income households. About 31% of households in Sherwood have incomes below 80% of the MFI. These household will need a range of housing types, such as lower-cost single family housing, townhouses, or multi-family housing. Sherwood currently has a limited supply of land available in its planning area for moderate and high-density housing.

To comply with Goal 10, the City will need to either change its policies to allow for more development on the inventory of vacant land within the City boundary (greater densities, greater building heights), request a UGB expansion from Metro, or both. An urban growth boundary expansion proposal to Metro will allow the community to accommodate needed housing and provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.

The Sherwood West Concept Plan includes land use designations that provide for a variety of housing types: single-family residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwelling units, and multi-family units. The Concept Plan supports homeownership and lower-income housing opportunities with access to jobs, transportation choices, parks and open spaces, and other supportive amenities of a complete community.

Metropolitan Housing Rule: OAR 660, Division 007

The planning process for the Sherwood West Concept Plan applied the Metropolitan Housing Rule. As identified in Table 1 below, the Concept Plan provides for a variety of residential land use districts that allow for multiple housing types at a range of prices and rent levels. Table 1 presents estimated housing units and densities based on the proposed Concept Plan map. The assumptions regarding residential densities were developed in collaboration with the Community Advisory Committee and are based on existing zone densities in the Sherwood Development Code. The metrics assume that Sherwood West will build out based on recent density trends in each residential designation. Recent density trends in Sherwood show that developments are utilizing the maximum densities per acre allowed in each zone.

In each of the "Neighborhood" designations, middle housing will be permitted along with single-family detached housing. Table 1 includes a range of total housing units depending on how much middle housing is built in these areas, showing 0, 10, 20, or 50 percent middle housing scenarios. The range shows 3,117 units on the low end to a high of 5,582 units if 50 percent of middle housing was constructed in the neighborhood designations. The density ranges from 9.2 units per net buildable acre with 0 percent middle housing to 16.4 units per net buildable acre if 50 percent of middle housing was constructed in the neighborhood designations.

Table 1. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

The Sherwood West Concept Plan has provided the opportunity for at least 50 percent of new housing types to be single-family detached and 50 percent a mix of single-family attached and multifamily. The Low and Medium neighborhood designations provide the opportunity for a range of single-family

detached and by law allow the full range of middle housing types (attached housing) with design standards. The Middle Housing, Cottage Cluster, and Medium/High designations allow the opportunity for attached single-family units (cottages, plexes, townhomes). The Multi-Family designation allows for multi-family units. As described below in Table 2, even if zero percent middle housing is produced in the Low and Medium Density Neighborhoods, there is an opportunity for 50 percent attached housing. Table 2 identifies the estimated allocation of housing units to residential designations in Sherwood West.

Table 2. An estimated allocation of housing units to residential designations in Sherwood West

	Estimated Dwelling Units	% of Units	Housing Units by Mix	
Multi-Family	798	26%	Multifamily	25%
Middle Housing	173	6%	Attached	25%
Cottage Cluster	362	12%	SFD	50%
Med/High Density	248	8%		
Medium Density	816	26%		
Low Density	720	23%		
Total	3,117			

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 11 – PLANNING FOR NEW URBAN AREAS

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB.

UGMFP 3.07.110(b)(1)(C)

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure, and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

The City of Sherwood is experiencing a housing shortage, as with other cities within Washington County, the Portland Metro region, and the state of Oregon. It is estimated that between 2020-2040 the Portland

Metro region will need almost 295,000 housing units. [1] The ongoing undersupply of housing is one factor in the rapidly rising home prices and rent increases throughout the metro area and other cities and counties throughout the state.

According to the Case-Schiller price index, home prices in the Portland MSA have more than doubled in the past 15 years.[2] The strong housing market during the pandemic resulted in higher rents and home prices. Seasonally adjusted home prices are down about 4% for the Portland metro region this past year (2022), but only 19% of the Portland area households are estimated to afford the monthly payment on the median home sold. This is a decline of 131,000 households since the start of 2022.[3] Housing affordability has two components: housing costs and household income. Affordability is the ratio of the two. As such, a growing economy with more-plentiful and better-paying job opportunities does help housing affordability, at least insofar as incomes rise faster than housing costs do.[4] Housing cost burdens create impacts. Households that spend a higher proportion of their income on housing will have fewer resources for other basic needs. In addition, high rents lead to a lower rate of savings which can lead to economic instability if there is a loss of employment, an emergency, or an unexpected expense.

Sherwood's population growth and shifting demographics affect future housing growth and shape city housing market changes. While Sherwood's populations have been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more diverse. If all these trends continue, there will likely be changes in the types of housing demanded in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and senior living. The growth of younger and diversified households will likely result in increased demand for a wider variety of affordable and appropriate housing for families with children, such as small single-family housing, townhouses, duplexes, and multifamily units.

Currently, Sherwood's housing stock is predominantly single-family detached. Housing prices in Sherwood are higher than the regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three-quarters of Sherwood's residents own their homes and households have a relatively high income, which affects the affordable housing type, particularly for young people and new families.

The City's most recent Housing Needs Analysis (HNA) for the 2019-2039 period provides Sherwood with a factual basis to support future planning efforts related to housing. It is used to help develop

[1] Oregon Department of Land Conservation and Development Regional Housing Needs Analysis Presentation, Washington County Coordinating Committee, December 14, 2020.

[2] https://fred.stlouisfed.org/series/POXRSA

[3] https://oregoneconomicanalysis.com/2022/12/09/oregon-homeownership-affordability-november-2022/

[4]https://oregoneconomicanalysis.com/2022/02/15/construction-housing-supply-and-affordability/

Comprehensive Plan goals and policies that are consistent with the HNA while reflecting City priorities and strategies.

As required by state law, Sherwood's Housing Needs Analysis examines household growth based on Metro's coordinated forecast. The forecast includes growth in both areas within the city limits and areas currently outside the city limits that the city expects to annex for residential uses. The HNA identifies an additional 1,728 new households between 2019 and 2039. Sherwood must provide enough land to accommodate forecasted housing needs for the next 20 years which can be met through continued annexation of the Brookman area and planning for Sherwood West. Sherwood can accommodate about 65% of the forecast for new housing within city limits and the Brookman area. Sherwood has a deficit of 608 dwelling units in all residential zones (low, medium, and high). Without the Brookman area developing, the City has a greater projected deficit of 1,155 dwelling units.

The City of Sherwood has implemented a number of policies over the last couple of years to meet the Comprehensive Plan goal to "Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents."

Some of the policies include:

- Allowing for middle housing types in all residential zones
- Implementing clear and objective standards for all housing types
- Eliminating off-street parking requirements for accessory dwelling units (per Oregon House Bill 2001) and reducing parking requirements for multi-family housing per Oregon Climate-Friendly and Equitable Communities (CFEC) rules adopted by the Oregon Land Conservation and Development Commission in July 2022.

In addition, the City's Comprehensive Plan sets out policies relating to attractive and attainable housing within the community including:

> Policy 3.2 Identify opportunities to support the city's housing mix, to ensure the housing supply includes a variety of housing types and unit sizes that support a range of housing prices
>
> Policy 3.3 Support a variety of housing types such as but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single-story units, and extended family and multi-generational housing.
>
> Policy 3.4 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.
>
> Policy 3.5 Support homeownership opportunities for all housing types by encouraging condominiums, cooperative housing, and other types of ownership methods
>
> Policy 3.6 Collaborate with organizations to provide opportunities for the development of lower-cost housing and housing development incentives In areas with access to jobs, transportation, open spaces, schools, and supportive services and amenities.

The Sherwood West Concept Plan proposes a mix of housing types, leading to different tenures and price points. The Sherwood West Concept Plan provides a variety of housing types: single-family

residential detached, single-family residential attached (townhomes), duplexes, triplexes, quadplexes, cottage clusters, accessory dwellings, and multi-family units. A proposed middle housing designation comprised of apartments, condominiums, townhomes, and plexes, and a cottage cluster designation provides more options for homeownership as compared to single-family detached housing on large lots.

As discussed above, the Concept Plan also ensures that the density and mix of housing types for new residential units are planned for the opportunity of at least 50 percent single-family detached and 50% attached and multi-family housing units.

There are six residential designations, which will allow multiple housing types and varying lot sizes within Sherwood West. As described above, the Concept Plan includes a range of housing estimates for the "Neighborhood" (single-family) designations – depending on how much middle housing could potentially be built (including scenarios from 0-50%). Based on current development trends and consultation with developers in the region and housing economists, the City believes that a realistic estimate is that somewhere in the range of 5-10% of single-family areas will be developed with middle housing.

Two residential designations (Middle Housing and Cottage Cluster) will solely allow for middle housing types and are responsive to many voices in the Concept Plan process who have advocated for housing for young families and people in Sherwood who would like to age in place. The Concept Plan provides housing types that are needed for the community while allowing for a transition to lower urban densities adjacent to the rural reserve in the hillier areas of Sherwood West.

There is a need for both housing and employment opportunities in Sherwood. The most recent Economic Opportunities Analysis indicates Sherwood has a deficit of roughly 277 buildable acres of employment land. The Sherwood West Concept Plan proposes 265 net buildable acres of employment land. The mixed employment areas are anticipated to provide a mix of office, light industrial, and flex space uses for target industries such as clean tech and advanced manufacturing identified in the city's Economic Opportunities Analysis. It is estimated that 4,524 jobs can be accommodated and the employment-to-housing ratio for the plan area is estimated at 1.3 (but would depend on the middle housing scenarios described above). The Concept Plan is anticipated to meet the projected community housing needs and employment needs to create a walkable community with a balance of employment, residential, commercial, and greenspace land uses – to be place where families can safely live, work, shop and play.

APPENDIX N

Infrastructure and Phasing Analysis

INFRASTRUCTURE & PHASING ANALYSIS

TO:	Sherwood West Technical & Community Advisory Committees
FROM:	Erika Palmer, Planning Manager and Jason Waters, City Engineer
REVISED BY:	Eric Rutledge, Community Development Director
CC:	APG; Kate Rogers, MIG/APG
REVISED DATE:	February 13, 2024

Purpose

This memorandum outlines the following:

1. Existing infrastructure conditions in Sherwood West (including water, sanitary sewer, stormwater, and transportation); and
2. The opportunities and constraints in Sherwood West for the provision of extending public facilities and services, and potential future phasing.

WATER SYSTEM

Existing Conditions

The current Water System Master Plan was adopted in May 2015. The Master Plan considers all areas within city limits, the urban growth boundary, and the West Urban Reserve (Sherwood West study area). The City's primary water supply is from the Wilsonville Water Treatment Plant, supplemented by groundwater wells. The City maintains an emergency connection and transmission piping to the Tualatin-Portland supply main. The City's distribution system includes three service zones supplied by three storage reservoirs and two pumping stations. The majority of Sherwood customers are served from the 380 Pressure Zone, which is supplied by gravity from the City's Sunset Reservoirs. The 535 Pressure Zone serves the area around the Sunset Reservoirs, supplied with constant pressure by the Sunset Pump Station, and the 455 Pressure Zone serves higher elevation customers on the City's western edge by gravity from the Kruger Reservoir.

Opportunities and Constraints in Sherwood West

Existing water facilities in or near the study area include a water reservoir, a supply line, and distribution lines. The Kruger Reservoir is a 3.0 MG reservoir located inside the study area, south of SW Kruger Road and approximately one-half mile west of Hwy 99W. The Kruger Reservoir serves the 455 pressure zone. An 18-inch transmission line is located in SW Kruger Road between the reservoir and Hwy 99W.

The area south of SW Handley Street is split between the Future 455 West and Future 630 West zones. The area north of SW Handley Street falls primarily within the Future 380 West pressure zone.

An 18-inch water main from the Kruger Reservoir extends north in SW Elwert Road for approximately 800 feet. The line then reduces to a 12-inch line and continues north to SW Handley Street. In addition, a short segment of a 12-inch waterline has been constructed in Elwert Road in the vicinity of Derby Terrace. A 16-inch water main located in SW Copper Terrace terminates at SW Edy Rd, approximately 840 feet east of the study area.

Initial anticipated growth in Sherwood West will be served by extending the existing 380 and 455 Zone distribution mains. Future customers along the ridge north and south of the existing Kruger Reservoir will be served by constant pressure from the proposed Kruger Pump Station at the existing reservoir site. This proposed closed zone is referred to as the 630 West Zone. Some future customers in Sherwood West at the interface between the 630 West and 455 Zones may need to be served through a PRV-controlled sub-zone or through individual PRVs on each service in order to maintain required service pressures. This area is referred to as the 630 West PRV Zone.

A small area on the western edge of the West Urban Reserve along Edy Road near Eastview Road is too high in elevation to receive adequate service pressure from the adjacent 380 Zone. This area will be served as part of the closed 475 West Zone by constant pressure from the proposed Edy Road Pump Station. Large diameter mains will be needed to expand the City's water service area to supply Sherwood West as development occurs.

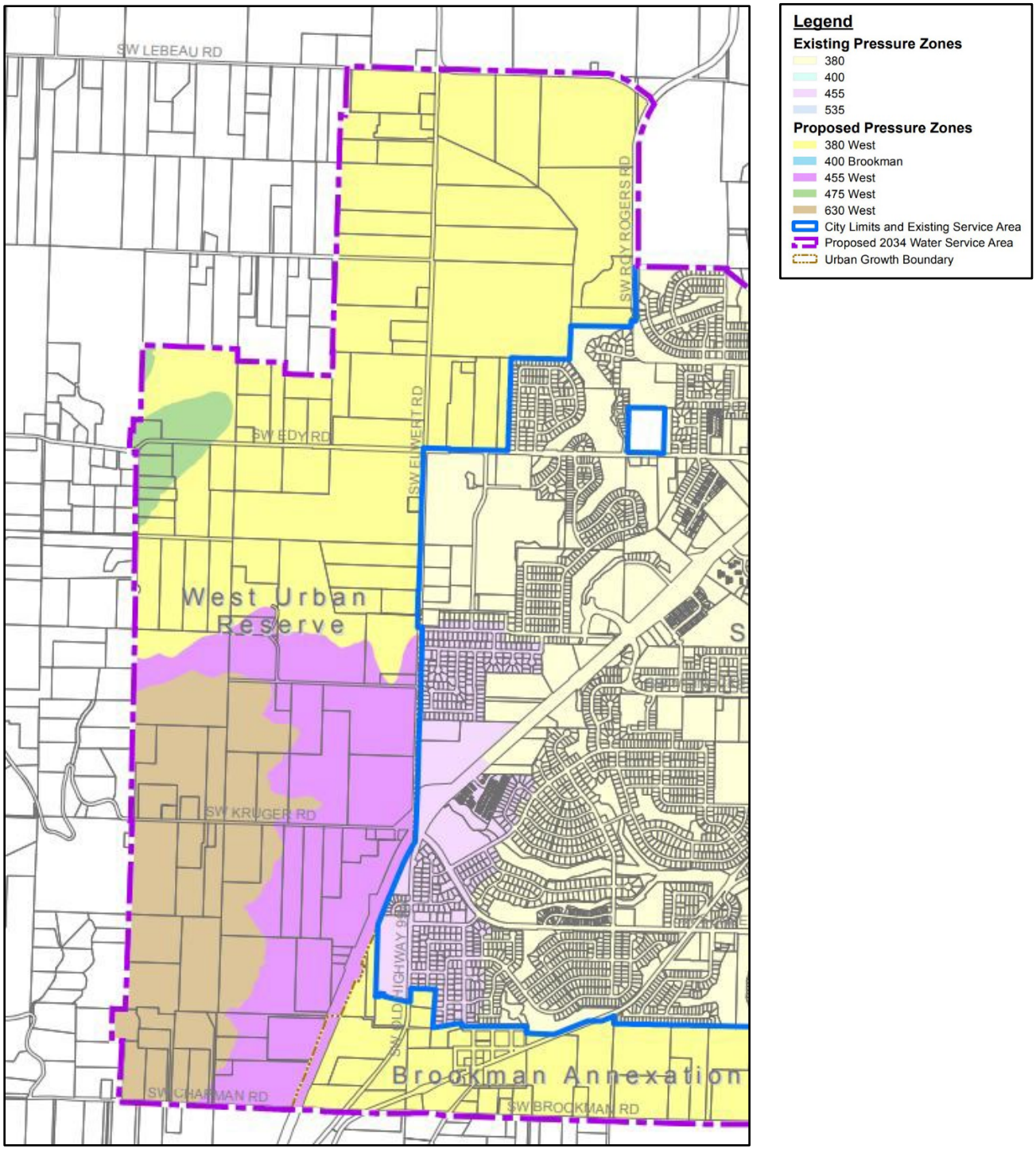


Figure 2-1 of the Water Master Plan (2015) – Existing and Future Pressure Zones

Implications for Water Facilities on Phasing

The West and Southwest districts in Sherwood West have the opportunity to be served with water infrastructure in the near future. A new 12" water main was extended along SW Edy Rd. to the intersection with SW Elwert Rd. This line is immediately available to serve the medium density residential neighborhood north of Edy and east of Elwert within Sherwood West. Water infrastructure will need to be extended east to west to serve the residential hillsides as development occurs.

The North District will be served by extending new 12" water lines within Elwert, Scholls-Sherwood, and Roy Rogers creating a looped system. Partial development of the North District's mixed-employment zone can occur prior to the entire main-line loop being constructed. A redundant looping system through local streets can allow immediate development along SW Roy Rogers's road. The 12" water main size is expected to be sufficient for most industrial users; however, high-demand users could require higher peak flors and larger mains than are currently planned.

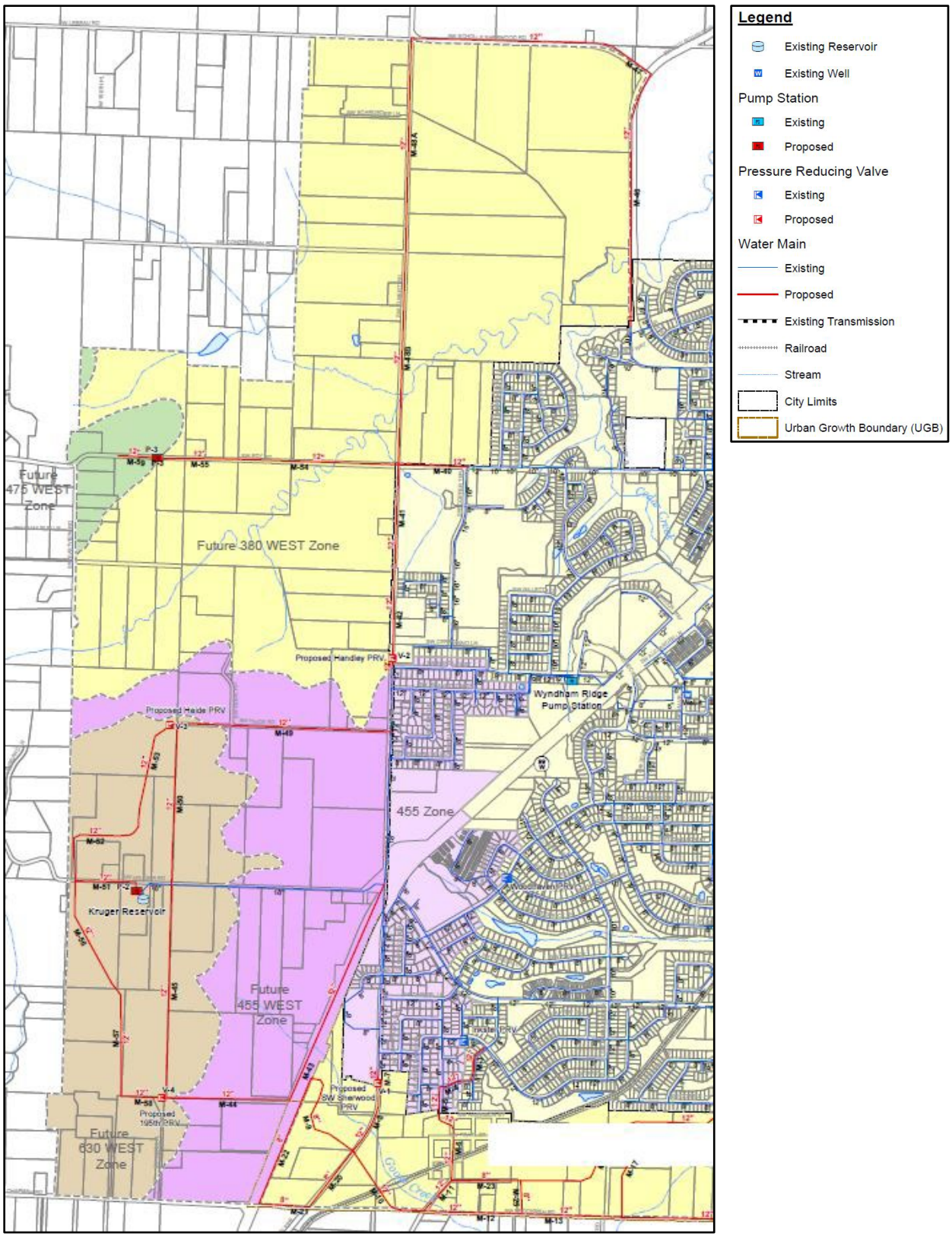
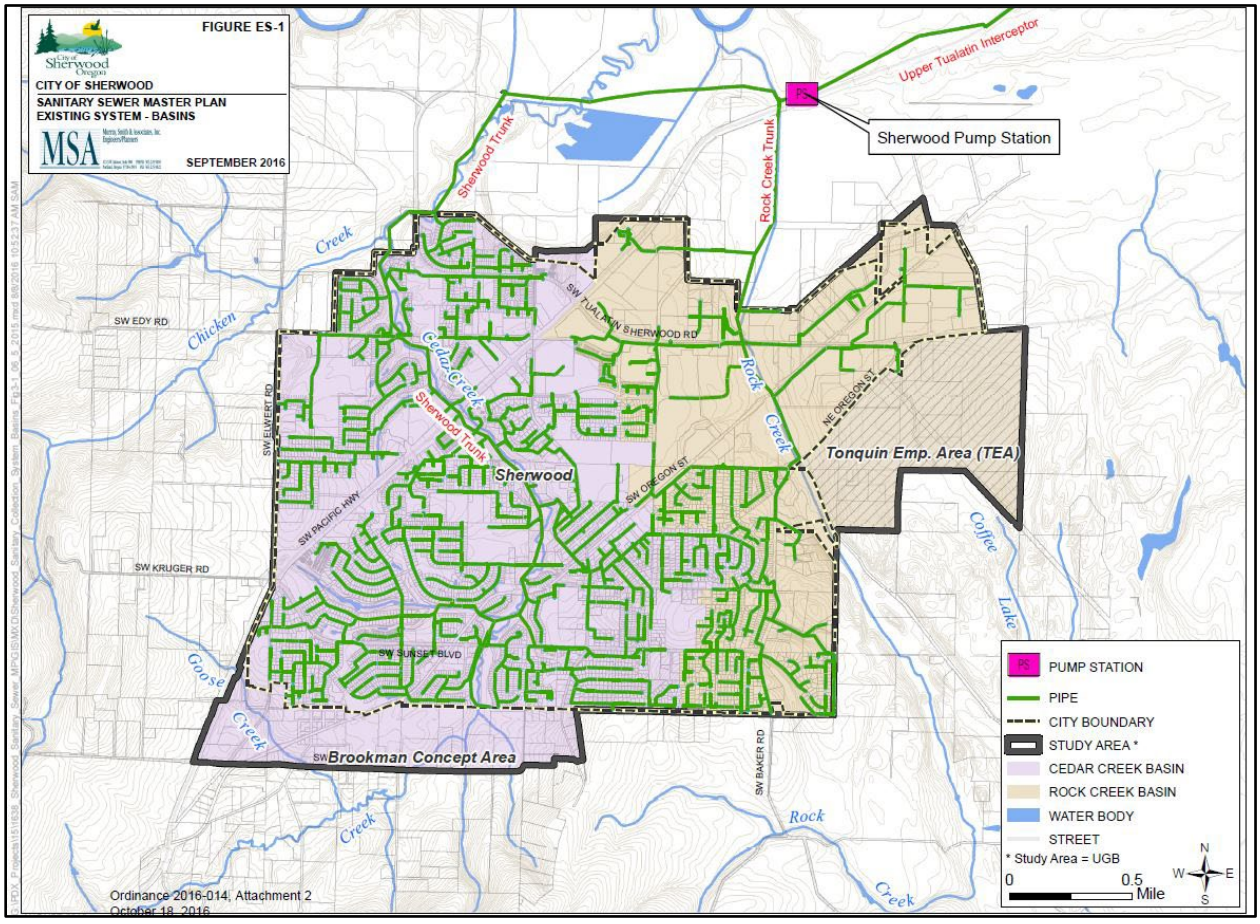


Plate 1 of the Water Master Plan (2015) – Water System Map

SANITARY SEWER SYSTEM

Existing Conditions

The current Sanitary Sewer Master Plan was completed in 2016. The Master Plan considers all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan study area is outside the urban growth boundary and was not included in the Master Plan. Two sanitary sewer trunk lines serve the City of Sherwood, the Sherwood Trunk (24-inch), which conveys sewage from the Cedar Creek sewage collection basin, and the Rock Creek Trunk (18-inch), which conveys sewage from the Rock Creek sewage collection basin. Both trunk lines convey flows to the Sherwood Pump Station, owned by Clean Water Services (CWS), which sends sewage to the Durham Advanced Wastewater Treatment Plant via the Upper Tualatin Interceptor, also owned by Clean Water Services (CWS).



City of Sherwood Sewer Master Plan (2016) - Figure ES-1 Existing Systems

Opportunities and Constraints in Sherwood West

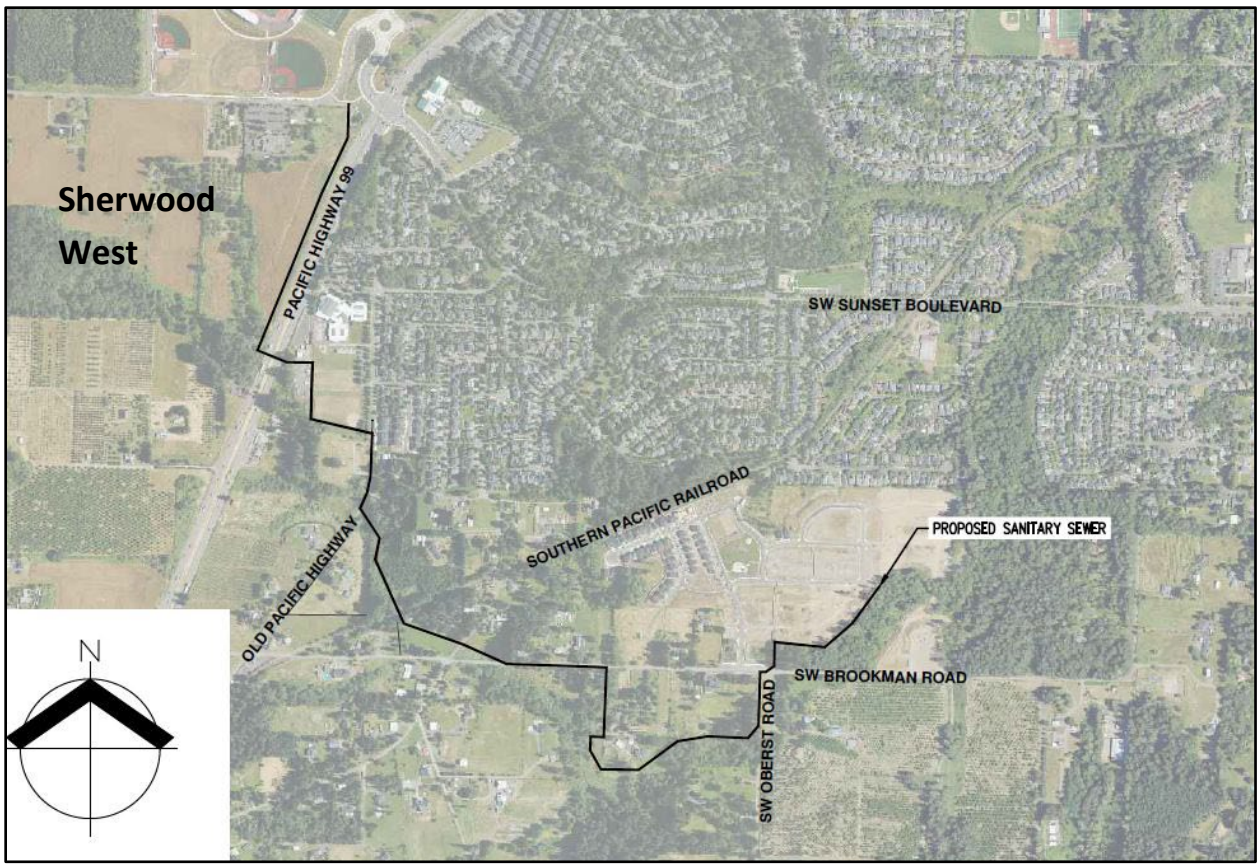
Sherwood West contains two primary sewage drainage basins, the Chicken Creek basin and the Cedar Creek basin. SW Haide Rd. serves as the approximate boundary between the two basins, with land to the south being part of the Cedar Creek basin and land to the north being part by the Chicken Creek basin. Development north of Haide Rd. is expected to be served by the proposed Chicken Creek Pump Station and Force Main while development to the south of Haide Rd. is expected to be served by the Sherwood Trunk line via the Brookman Trunk line.

Brookman Trunk Line Extension

The Brookman Sewer Trunk line is an extension of the Sherwood Trunk line that runs along Cedar Creek. This line has already been partially extended through the Brookman Addition as part of residential subdivisions occurring in the area. The City of Sherwood and Clean Water Services will extend the trunk line from its current terminus in the Brookman Addition to the recently constructed Sherwood High School, located within the Sherwood West boundary. This new trunk line will serve the southern portion of Sherwood West from its southern boundary at SW Chapman Rd. to approximately Haide St. in the north. The trunk line will range from 21" where it connects to the Sherwood Trunk line to 18" near the Sherwood High School. The Brookman Trunk line project will go to bid in Spring 2024 and is expected to be completed by Summer 2025.

The Brookman Trunk line is planned to cross Highway 99W and enter the Sherwood West boundary within the Goose Creek tributary. Land west of the highway and north of Goose Creek within the West District will have immediate access to the trunk line, although downstream capacity upgrades are required prior to service. Dry sewer lines were also installed within SW Elwert Rd. and SW Kruger Rd. as part of the Sherwood High School construction, and land to the immedate east, west, and south of the High School will have access to sewer service once the Brookman Trunk line project is completed.

In order for properties in Sherwood West to take advantage of the new Brookman Trunk Line, downstream improvements are required to the Sherwood Trunk Line, which is reaching capacity. The CWS East Basin Master Plan – Conveyance Implementation Plan identifies a need to upgrade the existing 24" Sherwood Trunk Line to a 30" – 36" line in certain locations in order to serve Sherwood West. These upgrades are scheduled for construction in 2028 – 2029. As noted in the Future Development Timeline (Appendix A), the Comprehensive Planning stage following a UGB expansion can take 3 or more years. This would result in Comprehensive Planning being completed in 2028 to coincide with the sewer line upgrades. Annexation and land use approvals will take an additional 12 – 18 months prior to development in Sherwood West being able to occur.



Brookman Trunk Line Site Map and Approximate Alignment – 90% Design (12/21/23)

Chicken Creek Pump Station and Force Main

The northern portion of Sherwood West is expected to be served by the Chicken Creek Pump Station and Force Main. The force main will bypass the existing Sherwood Trunk Line and Sherwood Pump Station to reserve capacity within those facilities. The Chicken Creek Force Main will run along Roy Rogers Rd. to Highway 99W and ultimately to the Durham Wastewater Treatment Plant. Construction on the 30" force main is already underway and will be installed within Roy Rogers Rd. between the Chicken Creek and Highway 99W. The sanitary work will coincide with the widening of SW Roy Rogers Rd., a Washington County project, and will be installed no later than September 2024. A new pump station is also being planned by CWS in the vicinity of Chicken Creek. A city-owned property within Sherwood West adjacent to Chicken Creek is being evaluated for the pump station siting.

An extension of the force main within the Highway 99W right-of-way to approximately the intersection of SW Hazelbrook Rd. in Tualatin will be required to serve development in Sherwood West. The CWS East Basin Master Plan – Conveyance Implementation Plan the main line within Highway 99W as 24" diameter pipe to be constructed in 2027-2028.

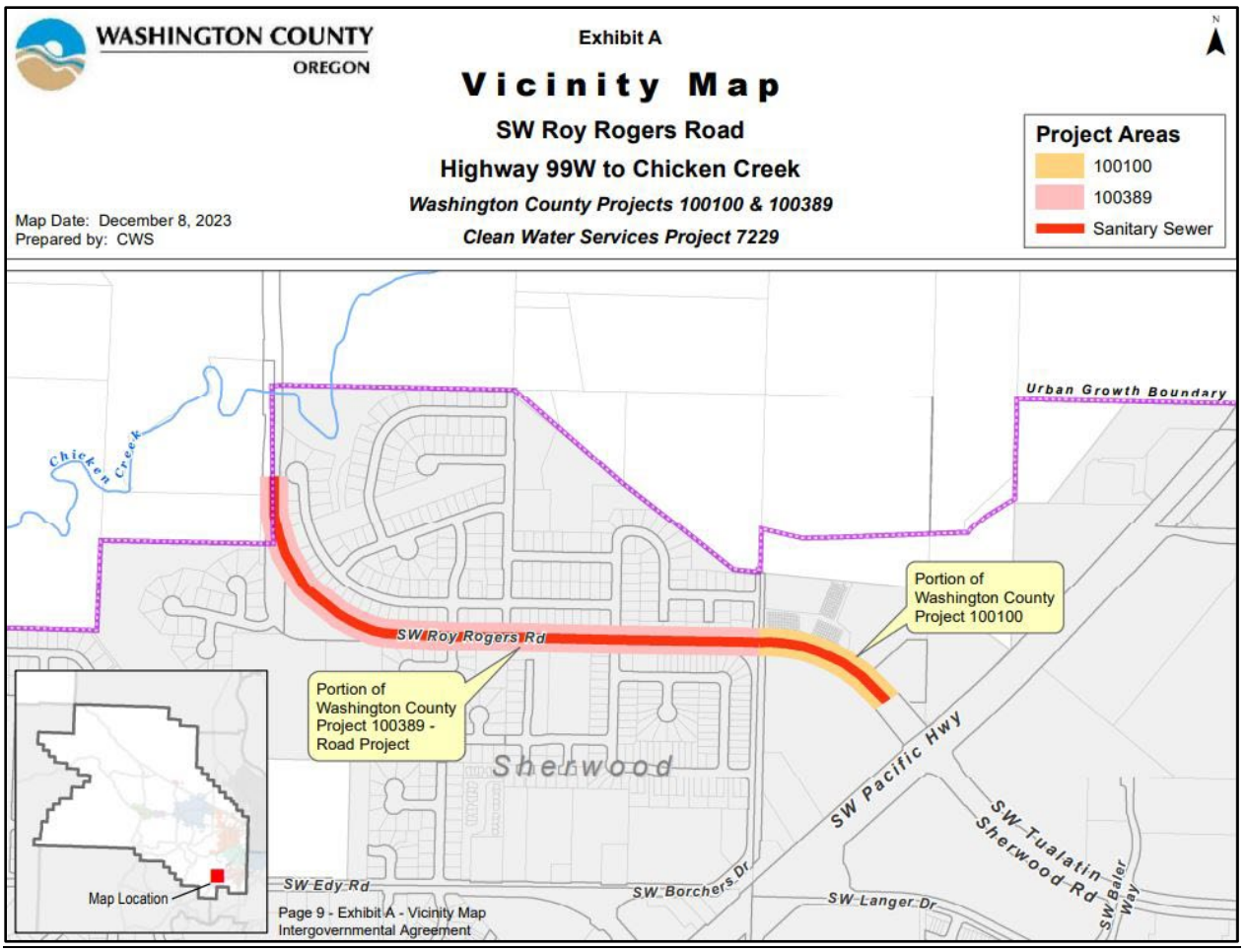


Exhibit A from CWS MO 24-5 (January 23, 2024) – Proposed Chicken Creek Force Main within SW Roy Rogers Rd.

Implications for Sanitary Sewer Facilities on Phasing

As discussed above, key sewer infrastructure projects serving Sherwood West are underway. The southern portion of Sherwood West will be served by the Brookman Trunk Line while the northern portion of Sherwood West will be served by the Chicken Creek Force Main. Additional investments in regional sewer infrastructure are required to serve this area, including the force main within Highway 99W.

STORMWATER SYSTEM

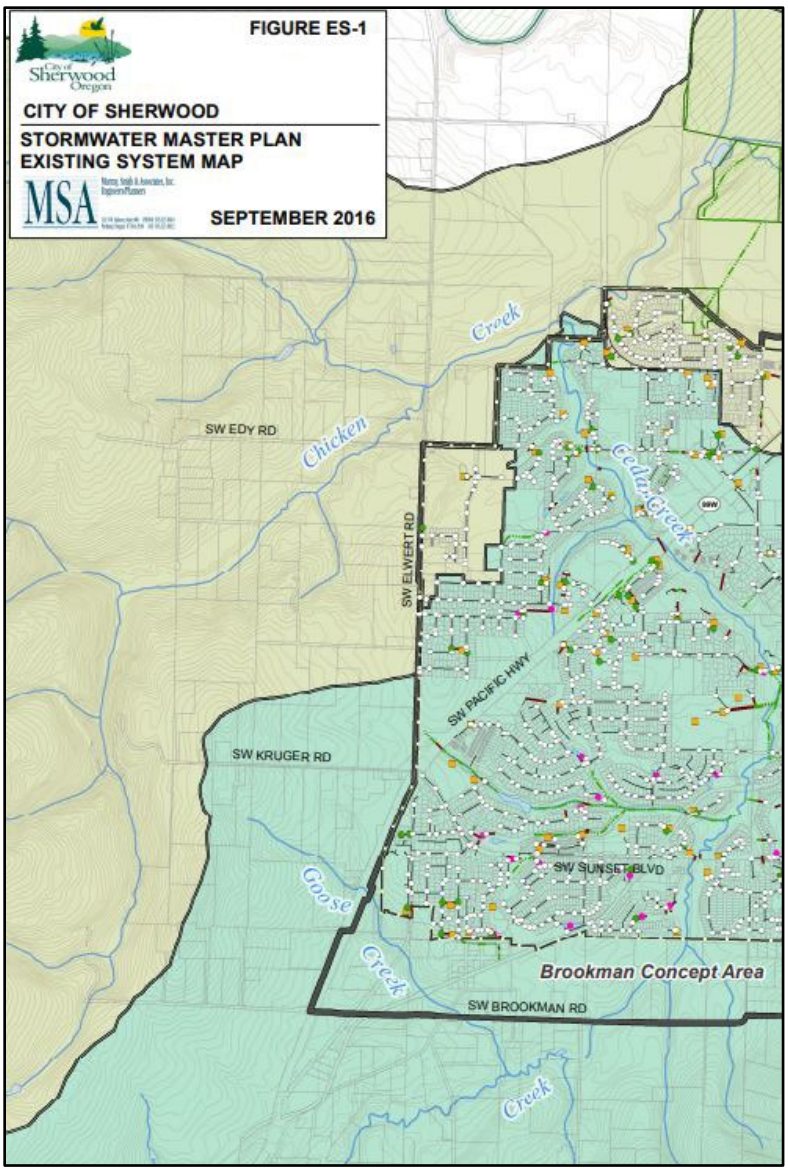
Existing Conditions

The current Stormwater System Master Plan was updated in 2017. The Master Plan considers all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Master Plan.

The Sherwood West Concept Plan area lies primarily within the Chicken Creek Drainage Basin. The basin flows north and northeast along Chicken Creek, which bisects the plan area. Cedar Creek flows into Chicken Creek at the northeast corner of the plan area, west of SW Roy Rogers Road. The West Fork of Chicken Creek enters the plan area near the northwest boundary and flows east into Chicken Creek.

A small portion of the plan area in the southeastern area is part of the Cedar Creek Drainage Basin (i.e. Goose Creek Sub-Basin). On-site runoff enters Goose Creek, which flows from west to east, crossing Highway 99W and reaching Cedar Creek. The Stormwater Master Plan notes that Chicken and Cedar Creeks have been identified by the Environmental Protection Agency (EPA) as providing habitat for anadromous fish listed as threatened under the Federal Endangered Species Act.

According to the Storm Water Master Plan, on-site soils fall primarily in Hydrologic Soils Group C, with small areas of Groups B and D. The areas near Chicken and Cedar Creeks and their tributaries have been designated by Metro as riparian corridors, upland wildlife habitat, and aquatic impact areas. Some areas within the riparian corridors are also shown on the National Wetland Inventory.



Stormwater Master Plan (2016) – Figure ES-1 Existing Systems Map

Opportunities and Constraints in Sherwood West

Sherwood West is undeveloped, and as such, there is no existing stormwater infrastructure. As development occurs in the future, stormwater would likely be discharged onto the floodplain of the adjacent creeks and tributaries. The City of Sherwood requires that all stormwater facilities meet the requirements of Clean Water Services Design and Construction Standards for conveyance, water quality treatment, and water quantity treatment. Regional stormwater facilities within Sherwood West are the City's preferred method for handling stormwater.

Implications for Stormwater Facilities on Phasing

All areas within Sherwood West can handle stormwater with required infrastructure improvements as development occurs. The West and Southwest Districts in Sherwood West may be the easiest to serve.

TRANSPORTATION SYSTEM

Existing Conditions

The current Transportation Systems Plan (TSP) was updated in 2014. The TSP considered all areas within the city limits and the urban growth boundary. The Sherwood West Concept Plan area is outside the urban growth boundary and was not included in the Plan.

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

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

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

The City's TSP and Washington County's TSPs identify the future build-out condition of Elwert Road as a 3-lane arterial, including sidewalks and bike lanes on both sides of the road. Both Edy and Chapman roads are classified as collectors within Washington County TSP. Edy Road, within the current City boundary, is also designated a collector street within the City's TSP.

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within the study area.

Opportunities and Constraints in Sherwood West

Elwert

Two options for the design of Elwert were included in the 2016 Preliminary Concept Plan. The City Engineer provided a Transportation Options Alternative Analysis Report that is included in the appendices of the 2016 Preliminary Concept Plan and is described below.

SW Elwert Road is classified as an arterial road with a future 3-lane configuration with; two 12-foot travel lanes, a 14-foot center turn lane, two 6-foot bike lanes, two 5-foot wide planter strips, two 8-foot wide sidewalks, and two 1-foot clear areas behind the sidewalks to the right of way line in both the City's and Washington County's Transportation System Plans (TSPs). The overall right-of-way width required with this cross section is 78 feet.

Transportation Alternative Analysis Report – Defining Options for SW Elwert Road
The major limiting condition for the transportation options analysis is the phasing break between three areas. These areas include:

- Elwert between Highway 99W and SW Handley (West District)
- Elwert between SE Handley and SW Conzelman Rd (West and North Districts); and
- Elwert between SW Conzelman Rd and the SW Lebeau/Scholls-Sherwood Intersection (North District)

Two options were analyzed with respect to constructability, construction costs, and environmental impacts.

Option 1
Option 1 consists of realigning SW Elwert Road and SW Edy Road. The realignment would cross two Chicken Creek tributary streams at the narrowest points in order to reduce or eliminate wetland mitigation issues. The realignment follows the existing terrain, eliminates the need for excessive fills, and minimizes impacts to the wetlands within the SW Elwert Road and SW Edy Road intersection. Option 1 will require the construction of structural bridging and the acquisition of right-of-way to accommodate the realignment of SW Elwert Road.

The realignment of SW Elwert Road will include the construction of roundabouts at major intersections, such as with SW Edy Road. The combination of roundabouts and curved alignments would likely discourage freight traffic usage of the road and reduce speeds of commuter traffic while still allowing significant local residential and commuter traffic flow.

Construction of this option will also allow the existing SW Elwert Road and SW Edy Road alignments and intersection to remain in use until construction of the realigned roadway is nearly complete. Analysis of the estimated construction costs indicates that this option, while expensive, is the least costly financially and to the environment, as well as the least impact on local and commuter traffic during construction.

Option 2
Option 2 consists of correcting the vertical alignment of the SW Edy Road and SW Elwert Road intersection to meet ASSHTO design standards. Specifically, raising the road elevation to reduce the adverse vertical curves and meeting stopping sight distances at intersections. This means raising the road approximately 10 to 20 feet (15 foot average) in elevation. The impacts from the intersection along SW Elwert Road from this action extend for approximately 2,050 feet, and approximately 790 feet along SW Edy Road.

By raising the road along this length, impacts to the existing right-of-way and adjacent wetlands occur due to the need for fill with a 2:1 slope ratio. It is estimated that an additional 20 to 40 feet (30-foot average) of right-of-way would be required to account for fill slope. The standard wetland/vegetated corridor mitigation requirement is approximately 2:1 (Clean Water Service, R&O 07-20, Table 3-2).

Additionally, the existing culvert crossing would most likely need to be updated to meet future Clean Water Services (CWS), Environmental Protection Agency (EPA), United States Army Corps of Engineers (USACE), and Oregon Department of Fish and Wildlife (ODFW) requirements. Reconstruction of SW Elwert Road would require the closure of the roadway to through traffic until roadway construction completion. This would have a definite negative impact on local and commuter traffic during the expected 1 to 2-year construction cycle.

Early analysis of the estimated construction costs indicates that this option is the most expensive financially due to mitigating environmental impacts to the Chicken Creek corridor environment and has the greatest impact on local and commuter traffic during construction.

Highway 99W

Highway 99W is a state-designated freight corridor and limited-access highway and is identified as a principal arterial in Washington County and the City of Sherwood TSPs. Access to Highway 99W would be coordinated with the Oregon Department of Transportation. The intersection of Highway 99W with SW Chapman and SW Brookman roads is planned as a future signalized intersection with pedestrian and bicycle enhancements.

- Pedestrian Grade Separated Crossing of Highway 99W – the City is constructing a new pedestrian and active transportation bridge over Highway 99W at Elwert. The bridge will connect the Sherwood Family YMCA site with the new Sherwood High School and provide a safe crossing of the highway for youth and families. Long-term the bridge will connect to the regional pedestrian system within Sherwood West, providing a critical pedestrian connection between existing City limits and Sherwood West.

- Vehicle Grade Separated Crossing over Highway 99W - An alternative crossing study between the Brookman Area and Sherwood West was recently completed and will require additional study. The preferred crossing approach is a grade-separated crossing to serve local access (no interchanges from Highway 99W) between the Brookman and Sherwood West areas. The proposed location would be north of the SW Chapman and SW Brookman intersection. Access to an overcrossing over Highway 99W would be from a local street connection from Old Highway 99W in Brookman to a new street in Sherwood West crossing over Highway 99W.



Plan view rendering of the Highway 99W Pedestrian Bridge

The Kruger/Elwert/Sunset Boulevard/Highway 99W intersection

This intersection was recently reconstructed with a roundabout. This is intended to alleviate a current condition of inadequate stacking distance and restricted traffic by-pass flow off Highway 99W towards Scholls-Sherwood Road.

Scholls-Sherwood Road

Scholls-Sherwood is designated as an arterial within the Washington County TSP. According to Washington County, rural arterials serve a mix of rural-to-urban and farm-to-market traffic. In some cases rural arterials, especially in rural/urban fringe areas, accommodate significant amounts of urban-to-urban through-traffic during peak commuting time periods. This is not the intended function of the rural arterial designation and is often the result of congestion on urban arterials. Rather, arterials are intended to provide freight movement in support of principal arterials. Arterials have strong access control for cross streets and driveways. Scholls-Sherwood Road will need to be improved to urban standards on the south side and along Roy Rogers Road. There are two intersections along Scholls-Sherwood Road within the study area. The intersection with Elwert Road will require additional study, reconfiguration, and possible signalization as Sherwood West is developed. The intersection of Roy Rogers Road was recently reconfigured and signalized as a Washington County transportation improvement. Per the City's current TSP standards for arterial roads, new access should be spaced between 600 to 1,000 feet apart.

Remaining Streets within Sherwood West

The remaining transportation network will be local neighborhood streets. While local streets are not intended to serve through traffic, the aggregate effect of local street design can impact the effectiveness of the arterial and collector system when local trips are forced onto the arterial street network due to a lack of adequate local street connectivity.

Implications for Transportation Facilities Phasing

Given the terrain, the presence of significant natural areas, and the current parcelization of the area, there are likely to be significant costs and challenges with constructing and connecting roadways within Sherwood West. The finance of urban services is a significant conversation in all urban boundary expansion areas. The City may want to develop specific policies focusing on infrastructure financing and the feasibility and timing of the extension of public facilities, including implementing financing strategies for transportation systems in Sherwood West.

We have heard from Sherwood stakeholders that new development should pay for its own infrastructure. Development-derived tools include system development charges and Washington County's transportation development tax (TDT). Other tools may need to be considered to support transportation improvements, such as new taxing districts, Local Improvement Districts (LIDs), county funding sources, and supplemental system development charges.

PHASING AND NEXT STEPS

Considering the capability of extending existing public facilities and constructing needed new infrastructure to serve the Sherwood West area, the West, Southwest, and North Districts are the most logical for development to occur first. Additional planning, design, and construction projects will be required to Sherwood West.

APPENDIX O

Preliminary Infrastructure Funding Strategy

Sherwood West Concept Plan

Preliminary Infrastructure Funding Strategy

Date March 10, 2023

To Kate Rogers and Darci Rudzinski, MIG|APG

From Ellen Bini, Leland Consulting Group
Chris Zahas, AICP, Leland Consulting Group

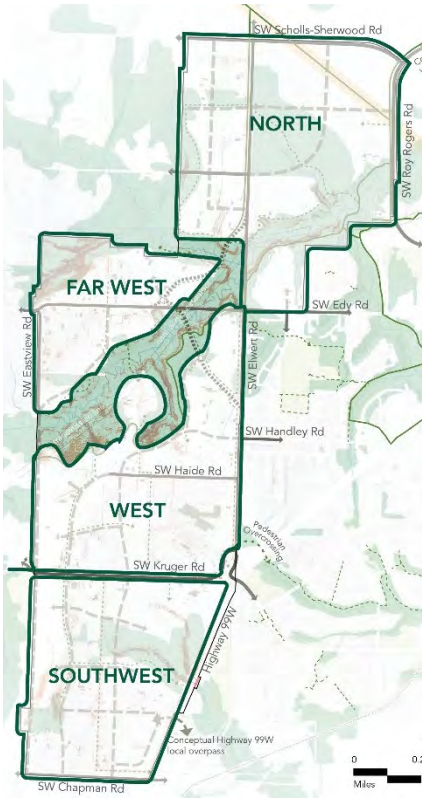
CC Erika Palmer, City of Sherwood

Introduction

This Infrastructure Funding Strategy memorandum accompanies the Sherwood West Preliminary Concept Plan Re-Look by providing a high-level estimate of infrastructure costs and potential tools for funding the development of priority districts in the Sherwood West area. It builds upon a preliminary exploration of infrastructure costs and funding tools that were developed during the 2016 Sherwood West Preliminary Concept Plan.

This memorandum is organized as follows:

- **Infrastructure Funding Gap Analysis.** We present a high-level summary of likely infrastructure costs required to make the various subdistricts of Sherwood West developable and compare them to the system development charges (SDCs) and other development impact fees that would be generated by development in Sherwood West to help pay for such infrastructure. This calculation identifies funding gaps that will need to be addressed for Sherwood West to build out. The types of infrastructure evaluated in this memorandum include water, sanitary sewer, storm water, and transportation.
- **Funding Toolkit and Strategy.** To address the anticipated funding gaps, the memo identifies potential funding tools and strategies that could supplement the baseline SDC revenues to make development feasible. This memo builds upon the tools discussed in the 2016 Sherwood West Preliminary Concept Plan and recommends those that have the most promise for filling any funding shortfalls.



In all steps of this analysis and throughout this memorandum, the focus is on regional infrastructure necessary to provide access or utility service to development parcels. For the most part, this means major arterials, collectors and trunk utility lines that will serve multiple parcels within Sherwood West. Roads and infrastructure internal to development sites is not considered here and is assumed to be a developer cost.

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that two of the four districts in the current concept planning process—North and West—will develop first. Because infrastructure costs were provided by the City for sectors ("A" through "F," aligned with the 2016 Preliminary Concept Plan Phasing boundaries), the following analysis aggregates costs for sectors "C" and

"D" as the North district, and "A," "B," and "E" for the West/Southwest districts (Southwest included with West because sector "E" spans both West and Southwest). Appendix B includes the map that engineering used to put together the estimates for the Sectors "A" through "F." Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. The analysis, therefore, takes a close look at the infrastructure that will help these two areas serve as catalysts for subsequent development elsewhere in Sherwood West.

- **North District.** The North District is best suited for employment uses that support the City's economic development goals, and the concept plan accordingly shows a future focus on mixed employment uses in this area. Serving this area with appropriate infrastructure will be a challenge—requiring additional infrastructure analysis. Below is a list of projects that collectively account for over 70% of associated "hard" costs (or those not including design, construction, and land acquisition) for infrastructure serving this area. Transportation and water projects have the highest projected costs for this district, with the Elwert Road and Scholls-Sherwood improvements collectively accounting for 30% of costs, followed by 22% of costs attributed to water improvements along Elwert, Roy Rogers, and Scholls-Sherwood roads. Storm water improvements along Elwert Road account for 16% of costs, and a sewer trunk line extension accounts for an estimated 5%. It is expected that a large proportion of transportation project costs will be paid by developers on a project-by-project basis, though the City will need to plan for capital projects serving the area (e.g., the Elwert and Scholls-Sherwood intersection).

  Table 1. North District Catalyst Project Cost Estimates

Project	Type	Cost	% of North District Costs
Elwert Road	Street	$7,432,500	24%
Elwert Road	Storm	$4,955,000	16%
Elwert Road	Water	$2,973,000	10%
Roy Rogers	Water	$1,836,000	6%
Scholls-Sherwood	Street	$1,830,000	6%
Scholls-Sherwood	Water	$1,830,000	6%
Trunk Line	Sewer	$1,650,000	5%
Total		**$22,506,500**	**73%**

- **West/Southwest Districts.** Development of the West District has already begun with the new high school, finished in 2021. In the current concept plan, this district is expected to be developed with a mixture of housing types and employment uses adjacent to Highway 99W. According to an infrastructure and phasing analysis prepared by City staff, this area can more readily accommodate most needed infrastructure improvements with existing water and sewer infrastructure currently being planned and constructed by Clean Water Services—but road construction and financing will pose significant costs and challenges throughout Sherwood West given the terrain, the presence of significant natural areas, and the current parcelization of the area. This finding is reflected in the list of major projects below, 39% of which are transportation-related, followed by 23% for water and 10% for storm water improvements.

Table 2. West/Southwest District Catalyst Project Cost Estimates

Project	Type	Cost	% of West/Southwest District Costs
New Collector (2-lane) in "A"	Street	$5,910,000	11%
New Collector (2-lane) in "B"	Street	$4,692,000	9%
Elwert in "A"	Street	$4,500,000	8%
Pump facility in "A"	Water	$4,500,000	8%
Finish Loop in "E"	Water	$3,440,000	6%
Highway 99 in "B"	Water	$2,520,000	5%
Elwert/Edy Intersection in "A"	Street	$2,400,000	4%
New Collector (2-lane) in "A"	Storm	$1,970,000	4%
New Collector in "A"	Water	$1,970,000	4%
Chapman Road in "E"	Street	$1,950,000	4%
Elwert in "A"	Storm	$1,800,000	3%
Chapman Road in "B"	Street	$1,695,000	3%
Total		**$37,347,000**	**69%**

Infrastructure Funding Gap Analysis

Methodology

The table below compares infrastructure costs and revenue scenarios to calculate the funding surplus (positive amounts) or gap (negative amounts) that would be generated through development fees. Some notes on the methodology used are included below, with a detailed account of the methodology found in Appendix A:

- **Revenues.** The primary revenues that will be generated by development in Sherwood West and used to fund infrastructure are system development charges (SDCs) and Washington County's Transportation Development Tax. Some additional funds may be available from other public agencies and other local funding tools, described briefly at the end of this memorandum. All revenues shown are based on a full build out of the area, and the land use programs developed during the current Sherwood West concept planning effort—with low and high scenarios for the housing estimates. The low housing scenario signifies 0% middle housing (2-4 plexes, townhomes, and cottage clusters) built in areas designated for single-family homes, and the high scenario signifies 20% middle housing built in those areas. This analysis does not take into account the timing of infrastructure costs or revenues. Additionally, low and high scenarios for sewer revenue generation for Mixed Employment and Commercial development were included given the uncertainty over the scale of development.
- **Costs.** Not included are costs internal to development projects, such as site preparation and construction, that will be paid by private developers. The City will likely also have additional costs not covered here in the development of public spaces such as parks design and development. Infrastructure costs for water, sanitary sewer, storm water, and transportation facilities were provided by the City engineering team. Low and high sewer flow count estimates for Mixed Employment and Commercial uses were also provided by the City engineering team.

Table 3. Sherwood West Infrastructure Funding Gap Analysis

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$435,991	$3,292,666	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,019,462	$15,355,574	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$2,930,405**	**$22,152,865**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$13,071,171		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), Low-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$498,839	$3,756,416	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,557,263	$19,323,949	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$3,815,666**	**$28,685,115**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$20,488,681		-$45,736,555	$57,047,495	$91,224,338	

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,304,851	$517,882	$4,614,499	$1,849,623	$5,515,847	$6,901,574	$43,658,755
Far West ("F")	$4,674,244	$474,952	$3,504,625	$425,369	$7,933,413	$1,040,374	$5,288,942
West/Southwest ("A," "B," "E")	$15,397,353	$2,360,274	$15,914,799	$2,590,460	$28,811,193	$36,041,567	$69,719,304
Total Sources	**$24,376,448**	**$3,353,108**	**$24,033,922**	**$4,865,452**	**$42,260,453**	**$43,983,514**	**$118,667,001**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$21,803,002	$15,374,930		-$46,529,398	$42,260,453	$84,166,965	

Preliminary Gap Analysis: High Density Housing (20% Middle Housing), High-End Mixed Employment/Commercial Sewer Revenues Scenario

	Water	Sewer		Storm	Parks	Transportation	
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT
North ("C" & "D")	$4,923,371	$580,730	$5,078,249	$1,905,910	$6,565,637	$6,983,934	$44,077,425
Far West ("F")	$7,475,256	$759,564	$5,604,750	$680,269	$12,687,462	$1,413,350	$7,184,919
West/Southwest ("A," "B," "E")	$20,690,117	$2,898,074	$19,883,174	$3,072,116	$37,794,396	$36,746,338	$73,301,923
Total Sources	**$33,088,744**	**$4,238,368**	**$30,566,172**	**$5,658,295**	**$57,047,495**	**$45,143,622**	**$124,564,267**
Costs to City of Sherwood							
North ("C" & "D")	$10,954,350	$3,531,250		$18,634,500	-	$20,995,625	
West/Southwest ("A," "B," "E")	$27,749,100	$3,679,350		$22,312,850	-	$46,829,175	
Far West ("F")	$7,476,000	$4,801,500		$10,447,500	-	$10,658,750	
Total Uses	**$46,179,450**	**$12,012,100**		**$51,394,850**	-	**$78,483,550**	
Funding Surplus/Gap	-$13,090,706	$22,792,441		-$45,736,555	$57,047,495	$91,224,338	

Findings

Across all four scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sewer, parks, and transportation, but not water and storm infrastructure. Parks show a surplus across all scenarios because the cost of parks were not included in this analysis. Sewer and transportation show a surplus due to the inclusion of funding mechanisms in addition to City SDCs:

- **Clean Water Services (CWS) Regional Connection Charge (RCC).** Clean Water Services is a "water resources management utility" providing sewer and surface water management in Washington County.[1] This analysis assumes RCC revenue will be available for funding infrastructure expansion in Sherwood West.
- **County Transportation Development Tax (TDT).** The TDT, passed by Washington County voters in 2008, is a one-time charge on development (like an SDC) that funds transportation capital improvements designed to accommodate growth. A list of eligible projects is maintained by the County and are "generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects."[2]

It is unusual to have a surplus on transportation infrastructure but that is the case here due to the sizeable TDT revenues and the fact that cost estimates assume no Chicken Creek bridge—which would represent a significant expense and cut into the transportation surplus found by this analysis. The calculation of storm water revenues assumed no CWS Regional Storm Drainage Improvement Charges were collected due to credits given for water detention and water quality projects, per City guidance. With an additional 45% reduction in assumed City storm water SDC collection (due to participation in water quality projects), the largest shortfall across all infrastructure categories—$46,529,398—is found for stormwater under both low housing scenarios.

This is a preliminary analysis and should be revisited as the City conducts additional infrastructure planning, as development is implemented, and as other aspects of development in Sherwood West change—including significant changes to costs and timing of development.

Funding Toolkit and Strategy

Recommended Funding Strategies

LCG recommendations for supplementing existing baseline funding are informed by recent development experience in the region and review of existing resources, including the Phasing and Funding Strategy prepared by ECONorthwest for the Preliminary Concept Plan in 2016 and the 2020 Washington County Infrastructure Funding Plan Toolkit (which provides guidance on funding transportation infrastructure in urban reserve areas specifically).

Supplemental SDC. Based on recent development experience in the region, especially Frog Pont West in Wilsonville, LCG recommends focusing first on Supplemental SDCs to meet any funding gaps. Supplemental SDCs are essentially additional SDCs for a sub-area of the City, paid by developers. By using the SDC tool, costs can be shared across multiple developers over time. As with standard SDCs, developers can be credited and/or reimbursed for oversized infrastructure that they construct that benefits other developers and/or the city as a whole. As with any development cost, the costs of supplemental SDCs will ultimately get passed on to homebuyers and commercial and residential tenants in the form of higher housing costs and rents. The next steps to implementing a

[1] Clean Water Services "About Us", https://cleanwaterservices.org/about/who-where/.
[2] Washington County Department of Land Use and Transportation, Transportation Development Tax Annual Reports 2009–Present.

supplemental SDC would involve the following, which should be managed by City staff with the support of a municipal finance consultant:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Engagement of the Sherwood City Council and Planning Commission;
- Development of a final proposal for adoption.

Regional Sources. In addition to a supplemental SDC and other tools mentioned above, securing "outside" funding sources for needed infrastructure can help reduce costs on a dollar-for-dollar basis. Therefore, the City should seek to leverage additional existing funding through other government sources, including:

- **Major Streets Transportation Improvement Program (MSTIP).** MSTIP is a county-wide road improvement program funded by countywide property taxes. The 2023-2028 System of Countywide Interest Map identifies Elwert Road as an "eligible arterial/principal," and may receive funding through MSTIP as a major road. There is MSTIP funding for SW Roy Rogers Road, but not currently for the portion adjacent to Sherwood West.
- **Metropolitan Transportation Improvement Program (MTIP).** MTIP, overseen by Oregon Metro, "records how all federal transportation money is spent in the Portland metropolitan area" and monitors significant state and locally funded projects with an impact on air quality. MTIP follows a four-year construction schedule and is updated every two to three years. Sherwood West projects may be eligible for the next round of MTIP funds.
- **Regional Flexible Funding**. Regional flexible funding for transportation projects, administered by Oregon Metro, provides "federal funding for investments in sidewalks, trails, and roadways in communities across the region." Regional funds not already allocated for ongoing commitments may be applied for by regional jurisdictions through a project selection process. Projects for the 2025-2027 cycle were selected in October 2022, but the City can plan to submit a project proposal for the next funding cycle—which to be successful, will need to demonstrate alignment with regional investment priorities.

State Funding Sources. Business Oregon operates industrial and employment land readiness programs that may have the potential to fund infrastructure development in Sherwood West, particularly in the North District.

- **Regionally Significant Industrial Sites Program (RSIS).** RSIS is "a profit sharing economic development tool that offers state income tax reimbursements for approved industrial site readiness activities," and can cover activities such as transportation and infrastructure improvements. Local governments can apply if they own or act as a sponsor for privately-owned industrially zoned sites.
- **Emerging Opportunities.** Finally, the City should watch the state legislature, as state resources may become available to support industrial site readiness and best position the state for federal funding via new legislation, such as the CHIPS Act and Inflation Reduction Act.

Additional funding strategies

Additionally, the four funding tools identified as preferred in the Preliminary Concept Plan could also be considered, but would be a lower priority than supplemental SDCs, regional, and state sources:

- **Local Improvement District (LID).** "An LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open

space."[3] With LIDs, landowners within the district are assessed a fee based on the proportional benefits they receive from the district, established at inception. LIDs typically require the approval of 60 percent of the affected property owners in the district. Owners benefit from paying costs over time and the City's access to a lower interest rate. LIDs would have much the same impact as a supplemental SDC, therefore we recommend focusing on a supplemental SDC as the primary tool before considering using LIDs.

- **Utility fees**: Utility fees for regional infrastructure are much less common in Oregon and, while allowed, would be relatively unique and less familiar to developers than a supplemental SDC. A utility fee also would be paid by end users (homeowners and tenants) and could therefore create a timing issue where revenues aren't realized until after the infrastructure is built.
- **Property Tax (GO) Bonds**: While citywide general obligation bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. Given the need for a public vote and the greater ease of implementing other tools, we do not recommend GO bonds as a funding tool for Sherwood West.

Urban Renewal was also considered in the previous Phasing and Funding Strategy, but not as a preferred tool. Nevertheless, it could potentially be used with some caveats as discussed here. Through tax increment financing, urban renewal can help pay for infrastructure through the increase in property taxes that occur in the urban renewal area over time. Urban renewal is typically implemented in existing areas of a city where revitalization is desired or there is a need to address specific infrastructure deficiencies that are barriers to new investment, and its use in new undeveloped areas of the city may face political challenges in implementation. There are also strict limits on how much of a city can be within an urban renewal district, both by taxable value and geographically. This would need to be considered since Sherwood already has two existing urban renewal areas.

Conclusion

Key findings of this preliminary infrastructure funding strategy analysis include:

- Development envisioned for the focus areas of this analysis include employment uses in the North and a mix of housing (including middle housing intermixed with low and medium-density single family development) and employment uses along Highway 99W in the West/Southwest.
- Several infrastructure projects are catalytic to making development possible in these areas. For both the North and West/Southwest districts, transportation projects are projected as the highest-cost, including the extension of Elwert Road for both areas, Scholls-Sherwood Road in the North, and a new 2-lane collector in the West/Southwest. Additional catalytic projects include extending water and storm improvements along Elwert Road in the North and expanding water service in the West/Southwest.
- Preliminary analysis shows a shortfall for water and storm and surplus for transportation, sewer, and parks when regional connection charge revenues to Clean Water Services and the Washington County TDT are included.
- Of all the potential funding strategies, a supplemental SDC would be easiest to implement to cover the gap, though the City should also aggressively seek outside funding from regional, state and federal programs to reduce the overall cost.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

[3] ECONorthwest, Preliminary Concept Plan Phasing and Funding Strategy.

Appendix A: Methodology

The following assumptions were made for the Sherwood West Infrastructure Funding Strategy and Action Plan revenue gap analysis:

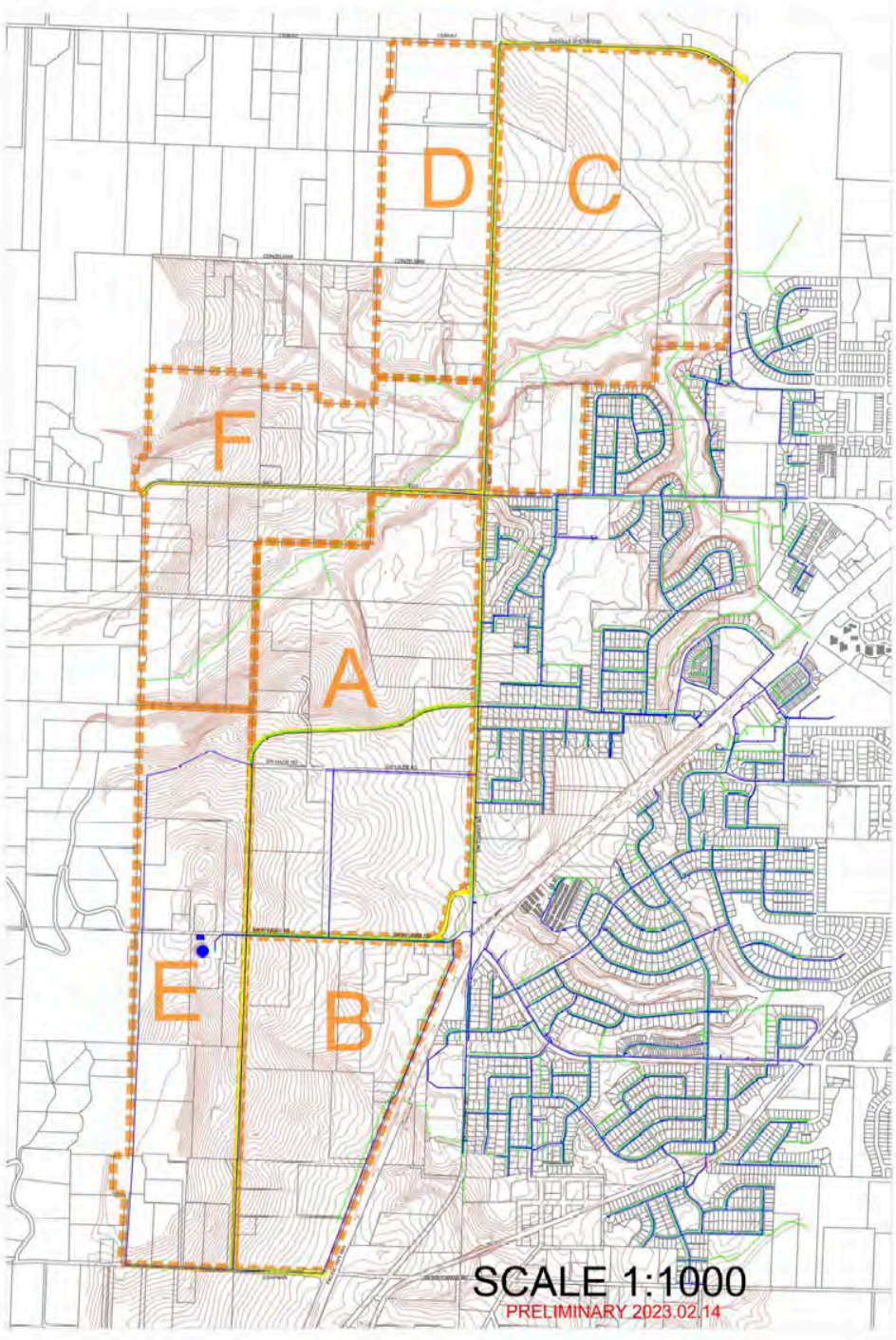
Development Programming

- To match development programming by Concept Plan "district," costs were summed as follows:
    - North ("C" & "D")
    - West/Southwest ("A," "B," "E")
    - Far West ("F")
- Mixed Use treated as Commercial, with no additional estimates for housing.

Revenue Calculation

- FAR of 0.35 was applied to programming acreage for non-residential land uses, and multifamily for water SDC revenue calculation when calculating connection charges for water, sewer, and park revenues.
- For sewer SDCs:
    - For City SDC calculation, an EDU is equivalent to 150 gallons per day. Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
    - For CWS SDC calculation, an EDU is equivalent to 16 "fixture units." Low/high flow counts for Mixed Employment and Commercial were provided by the City and used to generate a low and high-sewer revenue scenario.
- For stormwater SDCs:
    - The CWS Regional Storm Drainage Improvement Charge was not tracked because most users have these charges waived because their projects provide water quality and water detention services.
    - As with the CWS Regional Storm Drainage Improvement Charge, it is expected that many users will receive a 45% discount for designs that support water quality (a discount for water detention is not available for the City's SDC). For this reason, in the calculation of the City of Sherwood's stormwater SDC, only 55% of the charge was included. For this SDC, one equivalent service unit (ESU) of 2,640 feet is equivalent to one single-family residence. For other uses, calculations were area based, after removing 10% of land area as estimated non-pervious surface (for Multifamily, Mixed Employment, and Commercial/Mixed Use/Hospitality uses).
- For City of Sherwood transportation SDCs, fees associated with the following non-residential "Type" were used:
    - Mixed Employment: "General Light Commercial"
    - Commercial, Mixed Use, Hospitality: "Specialty Retail"

Appendix B: Sherwood West Preliminary Concept Plan Phasing



Sherwood West Concept Plan

Preliminary Infrastructure Funding Strategy

Date February 13, 2024

To Brian Varricchione, Mackenzie

From Ellen Bini, Leland Consulting Group
Chris Zahas, AICP, Leland Consulting Group

CC Eric Rutledge, City of Sherwood

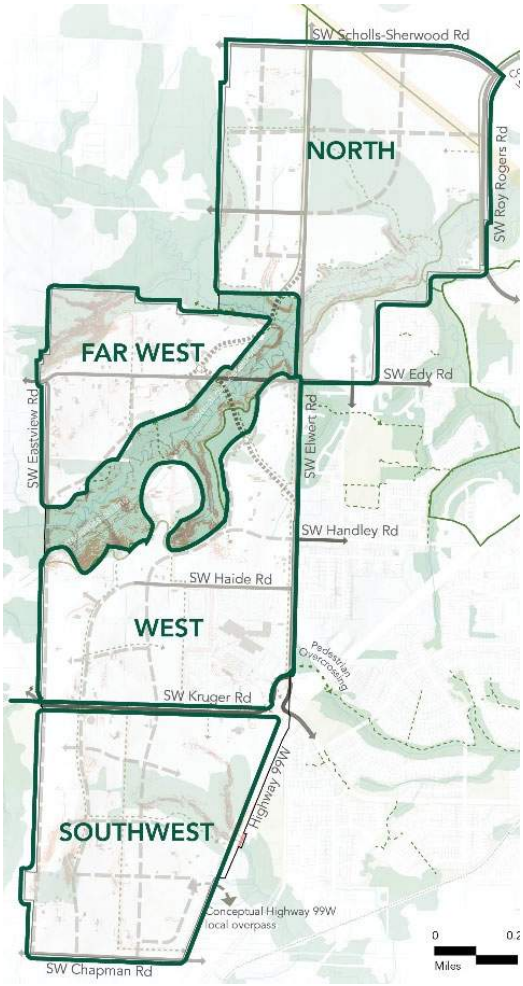
Introduction

This Infrastructure Funding Strategy memorandum accompanies the Sherwood West Concept Plan Refinement study by providing a high-level comparison of estimated infrastructure costs and revenues and by outlining potential tools for funding the development of priority districts in the Sherwood West area. It builds upon a preliminary exploration of infrastructure costs and funding tools that was developed during the 2016 Sherwood West Preliminary Concept Plan and replaces an earlier Preliminary Infrastructure Funding Strategy provided in March 2023.

This memorandum is organized as follows:

- **Infrastructure Funding Gap Analysis.** We present a high-level summary of expected infrastructure costs required to make the various subdistricts of Sherwood West developable and compare them to the system development charges (SDCs) and other development impact fees that would be generated by new development in Sherwood West to help pay for such infrastructure. This calculation identifies funding gaps that will need to be addressed for Sherwood West to build out. The types of infrastructure evaluated in this memorandum include water, sanitary sewer, storm water, parks, and transportation.
- **Funding Toolkit and Strategy.** To address the anticipated funding gaps, the memo identifies potential funding tools and strategies that could supplement the baseline SDC revenues to make development feasible. This memo builds upon the tools discussed in the 2016 Sherwood West Preliminary Concept Plan and recommends those that have the most promise for filling any funding shortfalls.

In all steps of this analysis and throughout this memorandum, the focus is on regional infrastructure necessary to provide access or utility service to development parcels. For the most part, this means major arterials, collectors and trunk utility lines that will serve multiple parcels within Sherwood West. Roads and infrastructure internal to development sites are not considered here and are assumed to be a developer cost.



Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that the North, West, and Southwest districts will develop first. Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. This analysis, therefore, takes a close look at the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

- **North District.** The North District is best suited for employment uses that support the City's economic development goals, and the 2023 Concept Plan accordingly shows a future focus on mixed employment uses in this area. As in all districts, transportation projects account for the largest share—54 percent—of infrastructure costs anticipated in this district (Table 1). Park projects are the second highest-cost category in the North District, at 17 percent, followed by sanitary sewer at 13 percent. It is expected that a large proportion of transportation project costs will be paid by developers on a project-by-project basis, though the City will need to plan for capital projects serving the area (e.g., the Elwert and Scholls-Sherwood intersection). Serving this area with appropriate infrastructure will require considerable investment, as summarized in Table 1 and outlined in Mackenzie's February 2024 Sherwood West Concept Plan Refinement report.
- **West/Southwest Districts.** Development of the West District has already begun with the new high school, finished in 2021. The concept plan shows this district is expected to be developed with a mixture of housing types and employment uses adjacent to Highway 99W. The highest-cost categories for these districts include transportation (55 percent), followed by water (19 percent) and parks (15 percent). According to the City's 2023 infrastructure and phasing analysis, this area can more readily accommodate most needed infrastructure improvements relative to the North District. However, road construction and financing will pose significant costs and challenges throughout Sherwood West given the terrain, the presence of significant natural areas, and the current parcelization of the area.

A list of the highest-cost projects for both areas can be found in Table 2.

Table 2. Highest-Cost Infrastructure Projects, North and West/Southwest Districts

North District		
Park Development and Land Acquisition	$18,388,890	Park
Widen Roy Rogers Road	$10,800,000	Transportation
Widen Scholls-Sherwood Road	$8,800,000	Transportation
Southern collector street	$8,800,000	Transportation
Highway 99W Undercrossing at Cedar Creek	$8,700,000	Transportation
Northern collector street	$8,200,000	Transportation
West/Southwest Districts		
Highway 99W Pedestrian Bridge at Elwert	$14,898,401	Transportation
Park Development and Land Acquisition	$11,270,610	Park
Replacement of Fieldhouse	$8,775,000	Park
New Collector (2-lane),* Sector "A"	$7,880,000	Transportation
New Collector (2-lane),* Sector "B"	$6,256,000	Transportation
Elwert Road (Full)*	$4,500,000	Transportation
Pump Facility*	$4,500,000	Water
Regional Trails	$3,770,000	Park
Finish Loop*	$3,440,000	Water

* Project cost estimates include hard costs only, or those excluding design, construction management, and land acquisition.

Infrastructure Funding Gap Analysis

Methodology

Table 3 compares expected infrastructure costs and revenues to calculate the funding surplus (positive amounts) or gap (negative amounts) that would be generated through development fees. Some notes on the methodology used are included below, with a detailed account of the methodology found in Appendix A.

Revenues. The primary revenues that will be used to fund infrastructure in Sherwood West include the City's system development charges (SDCs) and regional development impact fees, described further below. Some additional funds may be available from other public agencies and other local funding tools, described at the end of this memorandum. All revenues shown are based on a full build out of the area, and the land use programs identified in the Land Use Plan section of the 2023 Concept Plan. A gap analysis was calculated for both low and high housing scenarios, with the low housing scenario assuming 0 percent middle housing (plexes, townhomes, and cottage clusters) built in areas designated for single-family homes, and the high scenario assuming 20 percent middle housing built in those areas. This analysis does not consider the timing of infrastructure costs or revenues.

- **City System Development Charges.** The City of Sherwood System Development Charges (SDC) are "one-time fees charged to new development to help pay a portion of the water, sewer, storm, parks and street costs associated with building infrastructure to meet needs created by growth."[1]

[1] City of Sherwood, System Development Charges, accessed February 12, 2024.

- **Clean Water Services (CWS) Regional Connection Charge (RCC).** Clean Water Services is a water resources management utility providing sanitary sewer and surface water management in Washington County. This analysis assumes RCC revenue will be available for funding sanitary sewer infrastructure expansion in Sherwood West.
- **County Transportation Development Tax (TDT).** The TDT, passed by Washington County voters in 2008, is a one-time charge on development (like an SDC) that funds transportation capital improvements designed to accommodate growth. A list of eligible projects is maintained by the County and is "generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects."[2]

Costs. Infrastructure costs for water, sanitary sewer, storm water, and transportation facilities were provided by the City engineering team, with the exception of costs for the North District—which were supplied by Mackenzie. Mackenzie also provided regional trail cost estimates—tracked under the parks category—and park costs were based on estimates provided in the City's 2021 Parks and Recreation Master Plan, adjusted for inflation (see Appendix D for construction cost index values used in the inflation adjustment). A share of costs for planned capital improvement projects that will either entirely or partially be built outside of Sherwood West but still serve the area was also supplied by City engineers. Not included are costs internal to development projects, such as site preparation and construction, that will be paid by private developers. Though the findings below show a funding surplus for some utilities, if construction costs continue to increase as rapidly as they have in recent years, future market conditions may lead to a deficit.

[2] Washington County Department of Land Use and Transportation, Transportation Development Tax Annual Reports 2009–Present.

Table 3. Sherwood West Infrastructure Funding Gap Analysis

Preliminary Gap Analysis: Low Density Housing (0% Middle Housing)

	Water	Sanitary Sewer		Storm	Parks	Transportation		Total w/ all Revenues	Total w/ City Revenues Only
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT		
North ("C" & "D")	$6,151,837	$921,150	$3,946,841	$2,070,650	$7,319,177	$2,774,549	$15,673,044	$38,857,249	$19,237,364
Far West ("F")	$5,107,450	$521,652	$3,613,308	$467,866	$8,572,248	$1,125,504	$5,612,205	$25,020,233	$15,794,720
West/Southwest ("A," "B," "E")	$18,231,546	$2,414,470	$53,942,295	$2,798,613	$39,281,132	$32,739,960	$110,090,947	$259,498,965	$95,465,722
Total Sources	**$29,490,834**	**$3,857,272**	**$61,502,444**	**$5,337,129**	**$55,172,557**	**$36,640,014**	**$131,376,197**	**$323,376,446**	**$130,497,805**
Costs to City of Sherwood									
North ("C" & "D")	$10,745,000	$18,162,500		$10,932,500	$23,428,890	$72,850,000		$136,118,890	$136,118,890
Far West ("F")	$8,367,000	$4,801,500		$2,775,000	-	$26,920,000		$42,863,500	$42,863,500
West/Southwest ("A," "B," "E")	$29,164,800	$10,099,350		$6,177,500	$23,815,610	$85,787,301		$155,044,561	$155,044,561
Total Uses	**$48,276,800**	**$33,063,350**		**$19,885,000**	**$47,244,500**	**$185,557,301**		**$334,026,951**	**$334,026,951**
Funding Surplus/Gap	-$18,785,966	$32,296,366		-$14,547,871	$7,928,057	-$17,541,090		-$10,650,505	-$203,529,146

Preliminary Gap Analysis: High Density Housing (20% Middle Housing)

	Water	Sanitary Sewer		Storm	Parks	Transportation		Total w/ all Revenues	Total w/ City Revenues Only
Revenues to City of Sherwood	City SDC	City SDC	CWS RCC	City SDC	City SDC	City SDC	County TDT		
North ("C" & "D")	$6,819,915	$989,057	$4,424,521	$2,131,427	$8,453,476	$2,863,323	$16,116,844	$41,798,562	$21,257,197
Far West ("F")	$8,132,886	$829,174	$5,776,516	$743,100	$13,708,998	$1,527,524	$7,621,985	$38,340,182	$24,941,681
West/Southwest ("A," "B," "E")	$23,948,378	$2,995,560	$58,029,871	$3,318,692	$48,987,484	$33,499,612	$113,888,607	$284,668,206	$112,749,727
Total Sources	**$38,901,178**	**$4,813,790**	**$68,230,908**	**$6,193,220**	**$71,149,957**	**$37,890,459**	**$137,627,437**	**$364,806,950**	**$158,948,605**
Costs to City of Sherwood									
North ("C" & "D")	$10,745,000	$18,162,500		$10,932,500	$23,428,890	$72,850,000		$136,118,890	$136,118,890
Far West ("F")	$8,367,000	$4,801,500		$2,775,000	-	$26,920,000		$42,863,500	$42,863,500
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Total Uses	**$48,276,800**	**$33,063,350**		**$19,885,000**	**$47,244,500**	**$185,557,301**		**$334,026,951**	**$334,026,951**
Funding Surplus/Gap	-$9,375,622	$39,981,349		-$13,691,780	$23,905,457	-$10,039,405		$30,779,999	-$175,078,346

Findings

Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.

The calculation of storm water revenues assumed no CWS Regional Storm Drainage Improvement Charges would be collected due to credits given for water detention and water quality projects, per City guidance. With an additional 45% reduction in assumed City storm water SDC collection (due to participation in water quality projects), a shortfall of roughly $13.7–14.5 million is found for stormwater under both housing scenarios. It is not unexpected to find a deficit for transportation infrastructure—even when including sizeable TDT revenues and excluding the Chicken Creek Bridge from the cost estimates—when considering that many local governments are challenged with funding road development and maintenance.

This is a preliminary analysis and should be revisited as the City conducts additional infrastructure planning, as development is implemented, and as other aspects of development in Sherwood West change—including any significant changes to costs or timing of development.

Funding Toolkit and Strategy

Recommended Funding Strategies

A broad range of tools can be considered for supplementing the estimated development impact fee revenues identified above. LCG's recommendations are informed by recent development experience in the region and review of existing resources, including the Phasing and Funding Strategy prepared by ECONorthwest for the Preliminary Concept Plan in 2016, and the 2020 Washington County Infrastructure Funding Plan Toolkit (which provides guidance on funding transportation infrastructure in urban reserve areas specifically).

Federal Funding Sources. Particularly for the North District, the City should keep an eye on funding opportunities offered by the Economic Development Administration for the development of employment lands, and consider partnering with regional economic development entities such as Greater Portland Inc when applying for federal funding.

State Funding Sources. Business Oregon operates industrial and employment land readiness programs that may have the potential to fund infrastructure development in Sherwood West, particularly in the North District. Additional opportunities for road construction supporting economic development as well as regional trail development are available through the Oregon Department of Transportation (ODOT), with further opportunities for funding parks and trails available through the Oregon Parks and Recreation Department.

- **Special Public Works Fund.** Business Oregon's Special Public Works Fund provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation. Eligible projects include capital improvements (acquisition, preliminary and final design, & engineering) or planning projects (technical and financial feasibility studies) that assist in developing industrial lands, supporting an immediate job creation/retention/expansion opportunity, or replacement of essential community facilities. Loan funding is available for financing small to large projects with favorable interest rates and terms up to 30 years or the useful life of the project, whichever is less, for most projects.
- **Community Paths Grants.** ODOT's Oregon Community Paths Program is "dedicated to helping communities create and maintain connections through multiuse paths, with the goal of complementing and expanding existing active transportation programs across the state."[3] Grants are awarded on an annual basis, with the current round of applications due January 2025.
- **Immediate Opportunity Fund.** The purpose of this ODOT-administered fund is to support economic development through the construction and improvement of streets and roads. This fund may only be used when other sources of financial support are unavailable or insufficient.
- **Oregon Parks and Recreation Department Local Government Grant Program.** Grants of up to $1,000,000 are available to help fund park and trail planning, land acquisition, and development—and with a population under 25,000, Sherwood is not required to provide matching funds. Grants are awarded on an annual basis, with the current round of applications due starting April 2024.
- **Emerging Opportunities.** The City should watch the state legislature for additional funding opportunities and re-authorization of past funding sources. Examples include the state's Regionally Significant Industrial Sites (RSIS) program, through which local governments can receive state income tax reimbursements to help fund industrial site development, and the Semiconductor Industrial Lands Loan Program (SILL).

[3] ODOT, Oregon Community Paths Program, accessed February 12, 2024.

Regional Sources. In addition to potential state sources mentioned above, securing "outside" funding sources for needed infrastructure can help reduce costs on a dollar-for-dollar basis. Therefore, the City should seek to leverage additional existing funding through other government sources, including:

- **Major Streets Transportation Improvement Program (MSTIP).** MSTIP is a county-wide road improvement program funded by countywide property taxes. The 2023-2028 System of Countywide Interest Map identifies Elwert Road as an "eligible arterial/principal," and may receive funding through MSTIP as a major road. There is MSTIP funding for SW Roy Rogers Road, but not currently for the portion adjacent to Sherwood West.
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- **Regional Flexible Funding**. Regional flexible funding for transportation projects, administered by Oregon Metro, provides "federal funding for investments in sidewalks, trails, and roadways in communities across the region." Regional funds not already allocated for ongoing commitments may be applied for by regional jurisdictions through a project selection process. Projects for the 2025-2027 cycle were selected in October 2022, but the City can plan to submit a project proposal for the next funding cycle. To be eligible for funding, the project will need to demonstrate alignment with regional investment priorities.

Supplemental SDC. Based on recent development experience in the region, especially Frog Pond West in Wilsonville, LCG recommends considering Supplemental SDCs to meet any funding gaps not closed by other sources. Supplemental SDCs are essentially additional SDCs for a sub-area of the City, paid by developers. By using the SDC tool, costs can be shared across multiple developers over time. As with standard SDCs, developers can be credited and/or reimbursed for oversized infrastructure that they construct that benefits other developers and/or the city as a whole. As with any development cost, the costs of supplemental SDCs will ultimately get passed on to homebuyers and commercial and residential tenants in the form of higher housing costs and rents. The next steps to implementing a supplemental SDC would involve the following, which should be managed by City staff with the support of a municipal finance consultant:

- Ongoing refinement of project engineering and costs;
- Outreach to property owners and developers to refine development projections and phasing and to negotiate the specifics of a potential fee;
- Financial modeling of a potential fee, including identification of specific projects that would be included in the fee and exploration of scenarios that might vary the fee in different parts of Sherwood West;
- Engagement of the Sherwood City Council and Planning Commission;
- Development of a final proposal for adoption.

Additional funding strategies

Additionally, the three funding tools identified as preferred in the Preliminary Concept Plan (in addition to supplemental SDCs) could also be considered, but would be a lower priority than supplemental SDCs, regional, and state sources:

- **Local Improvement District (LID).** "An LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open

[4] Oregon Metro, Regional Flexible Funding Allocation Overview, accessed February 12, 2024.

space."[5] With LIDs, landowners within the district are assessed a fee based on the proportional benefits they receive from the district, established at inception. LIDs typically require the approval of 60 percent of the affected property owners in the district. Owners benefit from paying costs over time and the City's access to a lower interest rate than typically available through commercial lending.[6] LIDs would have much the same impact as a supplemental SDC, therefore LCG recommends focusing on a supplemental SDC as the primary tool before considering using LIDs.

- **Utility fees**: Utility fees for regional infrastructure are much less common in Oregon and, while allowed, would be relatively unique and less familiar to developers than a supplemental SDC. A utility fee also would be paid by end users (homeowners and tenants) and could therefore create a timing issue where revenues aren't realized until after the infrastructure is built.
- **Property Tax (GO) Bonds**: While citywide general obligation (GO) bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. Given the need for a public vote and the greater ease of implementing other tools, LCG does not recommend GO bonds as a funding tool for Sherwood West.

Urban Renewal was also considered in the previous Phasing and Funding Strategy, but not as a preferred tool. Nevertheless, it could potentially be used with some caveats as discussed here. Through tax increment financing, urban renewal can help pay for infrastructure through the increase in property taxes that occur in the urban renewal area over time. Urban renewal is typically implemented in existing areas of a city where revitalization is desired or there is a need to address specific infrastructure deficiencies that are barriers to new investment, and its use in new undeveloped areas of the city may face political challenges in implementation. There are also strict limits on how much of a city can be within an urban renewal district, both by taxable value and geographically. This would need to be considered since Sherwood already has two existing urban renewal areas.

Conclusion

Key findings of this preliminary infrastructure funding strategy analysis include:

- Development envisioned for the focus areas of this analysis include employment uses in the North and a mix of housing (including middle housing intermixed with low and medium-density single family development) and employment uses along Highway 99W in the West/Southwest.
- Several infrastructure projects are catalytic to making development possible in these areas. For both the North and West/Southwest districts, transportation projects are projected as the highest-cost, including the widening of Roy Rodgers and Scholls-Sherwood roads in the North, and a new 2-lane collector in the West/Southwest. Additional catalytic projects include the construction of regional trails and the 27 acres of regional parks in the North and West/Southwest districts and expanding water service in the West/Southwest.
- Preliminary analysis shows a shortfall for water, storm and transportation, and a surplus in parks and sanitary sewer when regional connection charge revenues to Clean Water Services are included.
- A range of funding tools for supplementing shortfalls exist—including regional and state sources, as well as supplemental SDCs.
- Next steps involve continued refinement of projects and costs and financial modeling and discussions with developers on a potential supplemental fee.

[5] ECONorthwest, Preliminary Concept Plan Phasing and Funding Strategy, 2016.
[6] Municipal Research and Services Center of Washington, Local Improvement Districts (LIDs), November 2023.

Appendix A: Methodology

The following assumptions were made for the Sherwood West Concept Plan Preliminary Infrastructure Funding Strategy revenue gap analysis, which compares estimated System Development Charge (SDC) revenues and other impact fees from future development to the costs of necessary infrastructure improvements for Sherwood West.

Development Programming

- Because infrastructure costs were provided by sector boundaries defined in the 2016 Concept Plan, to match development programming by Concept Plan "district," costs were summed as follows. See Appendix B for a map that city engineers used to develop sector cost estimates.
    - North District (Sectors "C" & "D")
    - West/Southwest District (Sectors "A," "B," "E")—Southwest included with West because Sector "E" spans both West and Southwest
    - Far West District (Sector "F")
- Mixed Use treated as Commercial, with no additional estimates for housing.
- Cottage clusters are categorized as single family for all SDC types, per City guidance.

Cost Calculation

- Costs were supplied by the City for areas A, B, E, and F, with costs for C and D supplied by Mackenzie—with the exception of parks costs, which were derived from estimates in the 2021 Parks and Recreation Master Plan. Park cost estimates were adjusted for inflation using the Engineering News-Record (ENR) Construction Cost Index for Seattle, using figures for April 2021 and December 2023 (see Appendix D). Regional trail cost estimates were supplied by Mackenzie and tracked under the Parks category.
- Additional cost assumptions for planned offsite capital improvement projects were attributed to the North and West/Southwest districts per City guidance.

Revenue Calculation

	Residential	Non-Residential
Water	Water SDC fees are based on the water connection size. For all residential uses: **Units # * SDC** • For single family and middle housing, a sum of reimbursement, improvement, and administrative SDC charges for the 5/8-3/4" meter size was applied per unit. • For multifamily housing, the sum of charges for the 1-1/2" meter size was applied per multifamily development. The number of multifamily developments was estimated by dividing the number of units programmed for the district by 24 units per acre (the density for all multifamily units programmed for Sherwood West).	For all employment, school, and park uses: **Net acreage * 2.05 * 5/8-3/4" meter SDC** • The 2.05 multiplier is derived from the 2015 Sherwood Water Master Plan's estimate of 437 gallons per day per buildable acre for non-residential uses, divided by the 213 gallon per day per Equivalent Residential Unit (ERU) per buildable acre estimate.

Sanitary Sewer	Sanitary sewer SDCs are based on Equivalent Dwelling Units (EDUs), equating to 150 gallons per day for the City SDC and 16 "fixture units"—or the number of fixtures (such as sinks) contributing to the sanitary sewer system for Clean Water Services' Regional Connection Charge. For all residential uses: **Units # * SDC or CWS RCC** • For City SDCs, a sum of reimbursement and improvement charges per was applied per unit. • For CWS fees, the regional connection charge (RCC) was applied for each unit. Note: Technically multifamily CWS RCC fees are calculated based on the fixture count method (described at right, under the non-residential section); though the estimated fixture units per dwelling unit—including a toilet, bath/shower, two sinks and a domestic dishwasher (see CWS rate schedule pg. 21) equate to the 16 fixture unit Dwelling Unit Equivalent, so the flat RCC was applied per multifamily unit—as with other housing types.	***City SDC*** For all employment, school and park uses, an estimated gallon per day multiplier was applied to net acreage. **Net acreage * 2.91 * SDC** • The 2.91 multiplier is derived from the 2015 Sherwood Water Master Plan's estimate of 437 gallons per day per buildable acre of water use for non-residential uses divided by the 150 gallon per day to convert to EDUs.[7] • The SDC reimbursement and improvement charge for the UGB Minus Brookman and Tonquin Employment Area was used. ***CWS RCC calculation*** CWS RCC charges for nonresidential uses are based on a fixture count method—or the number of fixtures (such as sinks) contributing to the sewage system. According to the CWS rate schedule (pg. 20), 1 Dwelling Unit Equivalent = 16 fixture units. Employment land was translated into fixture units (FU) as follows: ***Commercial Land*** **((Net acreage * FAR * 43,560)/avg SF per business) * (multiplier * RCC)** For commercial lands, an FAR assumption was applied to net acreage, and divided by average square foot for business assumptions. • Mixed Employment: FAR 0.35; 46,000 SF per business • Commercial, Mixed Use, Hospitality: FAR 1.5; 6,000 SF per business

[7] The City's 2016 Sewer Master Plan estimates 850 gallons-per-acre per day (gpad) for employment industrial and 1,000 gpad for commercial zones. However, since sewage uses are conventionally balanced with water use, the lower and more conservative water use number was used for sanitary sewage SDC revenue calculations.

		The resulting estimated business count was multiplied by the RCC charge, with a multiplier applied based on estimated sanitary sewer intensity of the business type. This multiplier was based on average fixture units for industrial and commercial businesses, using data provided by the City: • Mixed Employment: 3.1 = 50 average FU divided by 16 • Commercial/Mixed Use/Hospitality: 5.6 = 90 average FU divided by 16 ***Schools*** The RCC was multiplied by 3.5 (assuming one toilet at 6 FU, and 1 sink at 2 FU, per 30 people, divided by 16) for each school. ***Parks*** The RCC was multiplied by 0.5 (assuming one toilet at 6 FU, and 1 sink at 2 FU, divided by 16) for each park.
Stormwater	Stormwater system SDCs are based on equivalent service units (ESU), where 1 ESU = 2,640 square feet of impervious surface area. **(Impervious acres*(43,560/2,640)) * SDC** • For single family and middle housing, a discounted ESU rate was applied per dwelling unit. • For multifamily, impervious area (estimated at 80% of net acreage) was converted into ESUs, multiplied by a discounted ESU rate. • The ESU rate was discounted by 45% with the expectation that many users will receive a 45% discount for designs that support water quality. Note: the CWS Regional Storm Drainage Improvement Charge was not tracked because most users have charges waived because their projects provide water quality as well as water detention services.	Calculated the same as multifamily housing, with the following changes in assumptions for percent impervious surface, based on existing schools and parks in the city: • 55% for middle schools • 40% for elementary schools • 20% for parks

Parks	A set fee is identified for residential uses. **Units # * SDC** • The single family rate was applied for both single family and middle housing, per unit. The multifamily rate was applied per multifamily unit.	For non-residential uses, a fee per employee is charged. Number of employees was estimated based on Floor Area Ratio (FAR) assumptions and square foot per job assumptions. **(Net acreage * FAR * (43,560/SF per job)) * SDC** Floor Area Ratio (FAR) assumptions: • Mixed Employment: 0.35 • Commercial, Mixed Use, Hospitality: 1.5 • Schools: 0.20 • Parks: no FAR applied SF per job assumptions: • Mixed Employment: 1,000 SF per job (conservative assumption based on manufacturing category estimates from City data) • Commercial, Mixed Use, Hospitality: 470 SF per job (retail estimate from City data) • Schools: 1,300 SF per job, based on U.S. Energy Information Administration building energy consumption data • Parks: 416,900 SF per job, based on current parks jobs and space in the city The non-residential SDC rate was applied per job for all non-residential uses.

Transportation	Transportation SDCs are based on average weekday trip generation rates for different housing and land use types. **Units # * SDC or TDT** • For both City SDCs and the Washington County Transportation Development Tax (TDT), the respective rate for single family, middle housing ("condominium/townhouse"), or multifamily type was applied per unit.	***Commercial Land*** For both City SDCs and County TDTs on commercial and industrial lands, fees were applied per 1,000 square feet of gross floor area (TSFGFA), after applying an FAR assumption to net acreage. Estimates for schools are based on student count. **(Net acreage * FAR * (43,560/1,000)) * SDC or TDT** Floor Area Ratio (FAR) assumptions: • Mixed Employment: 0.35 • Commercial, Mixed Use, Hospitality: 1.5 SDCs and TDTs for the following "Types" were used: • Mixed Employment: average of "General Light Industrial" and "Manufacturing" rates • Commercial, Mixed Use, Hospitality: "Shopping Center" ***Schools*** For schools, rates for middle and elementary schools were applied per student, with student count estimates supplied by Washington County, based on average middle and elementary school sizes. ***Parks*** Park SDCs were applied per net acre of park development in the Concept Plan, applying the City Park rate for City SDCs, and Park rate for County TDTs.

TECHNICAL MEMORANDUM

City of Sherwood
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Councilors
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Doug Scott
Dan Standke

City Manager Pro Tem
Craig Sheldon

Assistant City Manager
Kristen Switzer

Date: January 26th, 2024

To: Eric Rutledge, Community Development Director, City of Sherwood

From: Jason Waters, P.E., City Engineer, City of Sherwood

Project: Sherwood West UGB Expansion

Phase: Final Concept Plan, Re-Look Project (FY23-24)

Subject: Cost Estimates for Public Transportation & Utility Infrastructure

Dear Eric,

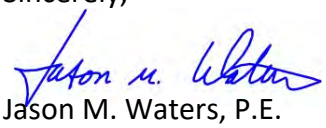
City Engineering Department staff has completed a final review of the cost estimates and made the following changes which resulted in a slight reduction in the total anticipated public infrastructure costs. Based on comments and feedback from the last TAC meeting, we revisited our estimates and increased the cost per linear foot of new collectors and arterials after comparison with more recent cost estimates prepared by Kittelson & Associates for nearby projects. We also re-evaluated the cost estimates prepared for SW Elwert Rd and made adjustment that accounted for realignment of the Edy-Elwert intersection. Lastly, we reduced storm infrastructure costs associated with regional stormwater management facilities to be constructed with adjacent private development projects and less common for the regional stormwater management facilities to be constructed by the City with the Public Improvements.

Cost estimates and bid item pricing were compared to the same cost estimating indices utilized for annual SDC rate adjustments (ENR, Seattle Index) and average bid item prices published by ODOT. Additionally, Engineering Department staff compared these costs against similar planning level cost estimates prepared by private consultants for Washington County DLUT in 2022 for the SW Edy Rd Improvements and in 2023 for the SW Ice Age Drive Improvements to ensure the cost estimates enclosed here for the Sherwood West UGB expansion area align with current industry standards and best practices.

For ease of review all of the cost estimating tables and associated maps for each of the 6 sectors have been included here (see Attachments 1 & 2). Please let me know if you

have any questions or need additional information related to the infrastructure cost estimates prepared for the Sherwood West UGB expansion area.

Sincerely,



Jason M. Waters, P.E.
City Engineer | City of Sherwood
Attachments: 1. Updated Public Transportation & Utility Infrastructure Cost Estimate Summary Tables (7 pages) and 2. Public Transportation & Utility Infrastructure Location Map (7 pages)

Cc: File, e-file, Craig Christensen (COS), City Manager's Office, Planning Manager

Attachment 1 Cost Estimate Summary Tables and Detailed Cost Estimates (7 pages total)

COST ESTIMATE TABLE 1 - ENTIRE SHERWOOD WEST STUDY AREA (SECTORS A THRU F)				
Cost Estimate for Public Infrastrucure for Sherwood West (Summary) - January 26, 2024				
Sector	Street	Storm	Sanitary	Water	Sector Total
A	$ 49,647,500.00	$ 3,402,500.00	$ 2,250,600.00	$ 14,701,500.00	$ 70,002,100.00
B	$ 16,551,400.00	$ 2,775,000.00	$ 1,428,750.00	$ 8,287,300.00	$ 29,042,450.00
C	$ 20,541,000.00	$ 4,725,000.00	$ 2,913,750.00	$ 9,469,350.00	$ 37,649,100.00
D	$ 3,570,000.00	$ -	$ 617,500.00	$ 594,000.00	$ 4,781,500.00
E	$ 4,690,000.00	$ -	$ -	$ 6,176,000.00	$ 10,866,000.00
F	$ 26,920,000.00	$ 2,775,000.00	$ 4,801,500.00	$ 8,367,000.00	$ 42,863,500.00
Total	$ 121,919,900.00	$ 13,677,500.00	$ 12,012,100.00	$ 47,595,150.00	**$ 195,204,650.00**

SECTOR A			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road	1500	$ 2,000.00	$ 3,000,000.00
Elwert/Handley Signal	1	$ 1,000,000.00	$ 1,000,000.00
Elwert Road (Full)	1500	$ 3,000.00	$ 4,500,000.00
Edy Road (Full)	1500	$ 2,000.00	$ 3,000,000.00
Elwert/Edy R-A-B	1	$ 1,000,000.00	$ 1,000,000.00
Chicken Creek Crossing (No Bridge)	1	$ 2,000,000.00	$ 2,000,000.00
Remove Edy Road	1	$ 500,000.00	$ 500,000.00
New Collector (2-lane)	4925	$ 1,600.00	$ 7,880,000.00
Kruger Road (full)	875	$ 2,000.00	$ 1,750,000.00
Kruger Road (partial)	1900	$ 800.00	$ 1,520,000.00
		Subtotal	$ *26,150,000.00*
		Design Costs	$ 5,230,000.00
		Construction Mangement	$ 5,230,000.00
		Land Acquisition	$ 6,500,000.00
		Contingency (25% of Const.)	$ 6,537,500.00
		Total	$ 49,647,500.00
Storm Improvements			
Elwert Road	0	$ 600.00	$ -
Elwert/Handley Signal	1	$ -	$ -
Elwert/Edy Intersection	1	$ 350,000.00	$ 350,000.00
New Collector (2-lane)	0	$ 400.00	$ -
Kruger Road (full)	0	$ 1,000.00	$ -
Kruger Road (partial)	0	$ 600.00	$ -
Regional Facilities	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	$ *1,850,000.00*
		Design Costs	$ 370,000.00
		Construction Mangement	$ 370,000.00
		Land Acquisition	$ 350,000.00
		Contingency (25% of Const.)	$ 462,500.00
		Total	$ 3,402,500.00
Sanitary Improvements			
Elwert Road	970	$ 500.00	$ 485,000.00
New Collector	2930	$ 300.00	$ 879,000.00
		Subtotal	$ *1,364,000.00*
		Design Costs	$ 272,800.00
		Construction Mangement	$ 272,800.00
		Contingency (25% of Const.)	$ 341,000.00
		Total	$ 2,250,600.00
Water Improvements			
Elwert Road	900	$ 600.00	$ 540,000.00
Elwert Road	2500	$ 600.00	$ 1,500,000.00
Elwert Road PRV	1	$ 200,000.00	$ 200,000.00
Haide Road PRV	1	$ 200,000.00	$ 200,000.00
Pump Facility	1	$ 4,500,000.00	$ 4,500,000.00
New Collector	4925	$ 400.00	$ 1,970,000.00
		Subtotal	$ *8,910,000.00*
Design Costs			$ 1,782,000.00
Construction Mangement			$ 1,782,000.00
Contingency (25% of Const.)			$ 2,227,500.00
		Total	$ 14,701,500.00
		Total ALL	$ **70,002,100.00**

SECTOR B			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
New Collector (2-lane)	3910	$ 1,600.00	$ 6,256,000.00
Chapman Road (full)	1130	$ 2,000.00	$ 2,260,000.00
		Subtotal	*$ 8,516,000.00*
		Design Costs	$ 1,703,200.00
		Construction Mangement	$ 1,703,200.00
		Land Acquisition	$ 2,500,000.00
		Contingency (25% of Const.)	$ 2,129,000.00
		Total	$ 16,551,400.00
Storm Improvements			
New Collector (2-lane)	0	$ 400.00	$ -
Chapman Road (full)	0	$ 1,000.00	$ -
	0	$ -	$ -
Regional Facilities	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	*$ 1,500,000.00*
		Design Costs	$ 300,000.00
		Construction Mangement	$ 300,000.00
		Land Acquisition	$ 300,000.00
		Contingency (25% of Const.)	$ 375,000.00
		Total	$ 2,775,000.00
Sanitary Improvements			
Highway 99	1550	$ 500.00	$ 775,000.00
	0	$ -	$ -
		Subtotal	*$ 775,000.00*
		Design Costs	$ 155,000.00
		Construction Mangement	$ 155,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 193,750.00
		Total	$ 1,428,750.00
Water Improvements			
Highway 99	4200	$ 600.00	$ 2,520,000.00
Chapman Road	1130	$ 600.00	$ 678,000.00
Chapman Road PRV	1	$ 200,000.00	$ 200,000.00
New Collector	3910	$ 400.00	$ 1,564,000.00
		Subtotal	*$ 4,962,000.00*
		Design Costs	$ 992,400.00
		Construction Mangement	$ 992,400.00
		Land Acquisition	$ 100,000.00
		Contingency (25% of Const.)	$ 1,240,500.00
		Total	$ 8,287,300.00
		Total ALL	**$ 29,042,450.00**

SECTOR C			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road	3500	$ 2,000.00	$ 7,000,000.00
Elwert/Chapman Intersection	1	$ 1,500,000.00	$ 1,500,000.00
Remove Elwert Road	1	$ 600,000.00	$ 600,000.00
Scholls Sherwood (partial)	3050	$ 800.00	$ 2,440,000.00
		Subtotal	*$ 11,540,000.00*
		Design Costs	$ 2,308,000.00
		Construction Mangement	$ 2,308,000.00
		Land Acquisition	$ 1,500,000.00
		Contingency (25% of Const.)	$ 2,885,000.00
		Total	$ 20,541,000.00
Storm Improvements			
Extension to Chicken Creek	0	$ 500.00	$ -
Elwert Road	0	$ 1,000.00	$ -
Scholls-Sherwood (Partial)	0	$ 500.00	$ -
Scholls-Sherwood Facility	1	$ 1,250,000.00	$ 1,250,000.00
Elwert Facility	1	$ 1,250,000.00	$ 1,250,000.00
Chicken Creek Crossing	0	$ 1,000,000.00	$ -
(Assume No Bridge)			$ -
		Subtotal	*$ 2,500,000.00*
		Design Costs	$ 500,000.00
		Construction Mangement	$ 500,000.00
		Land Acquisition	$ 600,000.00
		Contingency (25% of Const.)	$ 625,000.00
		Total	$ 4,725,000.00
Sanitary Improvements			
Trunk Line	2600	$ 500.00	$ 1,300,000.00
Chicken Creek Crossing	500	$ 750.00	$ 375,000.00
		Subtotal	*$ 1,675,000.00*
		Design Costs	$ 335,000.00
		Construction Mangement	$ 335,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 418,750.00
		Total	$ 2,913,750.00
Water Improvements			
Scholls-Sherwood	3050	$ 600.00	$ 1,830,000.00
Elwert Road	3455	$ 600.00	$ 2,073,000.00
Roy Rogers	3060	$ 600.00	$ 1,836,000.00
		Subtotal	*$ 5,739,000.00*
		Design Costs	$ 1,147,800.00
		Construction Mangement	$ 1,147,800.00
		Contingency (25% of Const.)	$ 1,434,750.00
		Total	$ 9,469,350.00
		Total ALL	**$ 37,649,100.00**

SECTOR D			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Elwert Road (Full)	600	$ 3,000.00	$ 1,800,000.00
		Subtotal	*$ 1,800,000.00*
		Design Costs	$ 360,000.00
		Construction Mangement	$ 360,000.00
		Land Acquisition	$ 600,000.00
		Contingency (25% of Const.)	$ 450,000.00
		Total	$ 3,570,000.00
Storm Improvements			
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
			$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Sanitary Improvements			
Trunk Line	700	$ 500.00	$ 350,000.00
		Subtotal	*$ 350,000.00*
		Design Costs	$ 70,000.00
		Construction Mangement	$ 70,000.00
		Land Acquisition	$ 40,000.00
		Contingency (25% of Const.)	$ 87,500.00
		Total	$ 617,500.00
Water Improvements			
Elwert Road	600	$ 600.00	$ 360,000.00
		$ -	$ -
		$ -	$ -
		Subtotal	*$ 360,000.00*
		Design Costs	$ 72,000.00
		Construction Mangement	$ 72,000.00
		Contingency (25% of Const.)	$ 90,000.00
		Total	$ 594,000.00
		Total ALL	**$ 4,781,500.00**

SECTOR E			
Public (Street) Transportation Infrastructure			
Street Segment	Length	Cost per Length	Cost
Chapman Road (full)	1300	$ 2,000.00	$ 2,600,000.00
		Subtotal	*$ 2,600,000.00*
		Design Costs	$ 520,000.00
		Construction Mangement	$ 520,000.00
		Land Acquisition	$ 400,000.00
		Contingency (25% of Const.)	$ 650,000.00
		Total	$ 4,690,000.00
Storm Improvements			
Chapman Road (full)	0	$ 1,000.00	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
	0	$ -	$ -
			$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Sanitary Improvements			
Trunk Line	0	$ -	$ -
		Subtotal	*$ -*
		Design Costs	$ -
		Construction Mangement	$ -
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ -
		Total	$ -
Water Improvements			
Finish Loop	8600	$ 400.00	$ 3,440,000.00
		$ -	$ -
		$ -	$ -
		Subtotal	*$ 3,440,000.00*
		Design Costs	$ 688,000.00
		Construction Mangement	$ 688,000.00
		Land Acquisition	$ 500,000.00
		Contingency (25% of Const.)	$ 860,000.00
		Total	$ 6,176,000.00
		Total ALL	**$ 10,866,000.00**

SECTOR F

Public (Street) Transportation Infrastructure

Street Segment	Length	Cost per Length	Cost
Elwert Road (full)	2000	$ 3,000.00	$ 6,000,000.00
Edy Road (full)	3650	$ 2,000.00	$ 7,300,000.00
Trib. Creek Crossing (No Bridge)	1	$ 500,000.00	$ 500,000.00
Elwert /Edy R-A-B	1	$ 1,000,000.00	$ 1,000,000.00
		Subtotal	*$ 14,800,000.00*
		Design Costs	$ 2,960,000.00
		Construction Mangement	$ 2,960,000.00
		Land Acquisition	$ 2,500,000.00
		Contingency (25% of Const.)	$ 3,700,000.00
		Total	$ 26,920,000.00

Storm Improvements

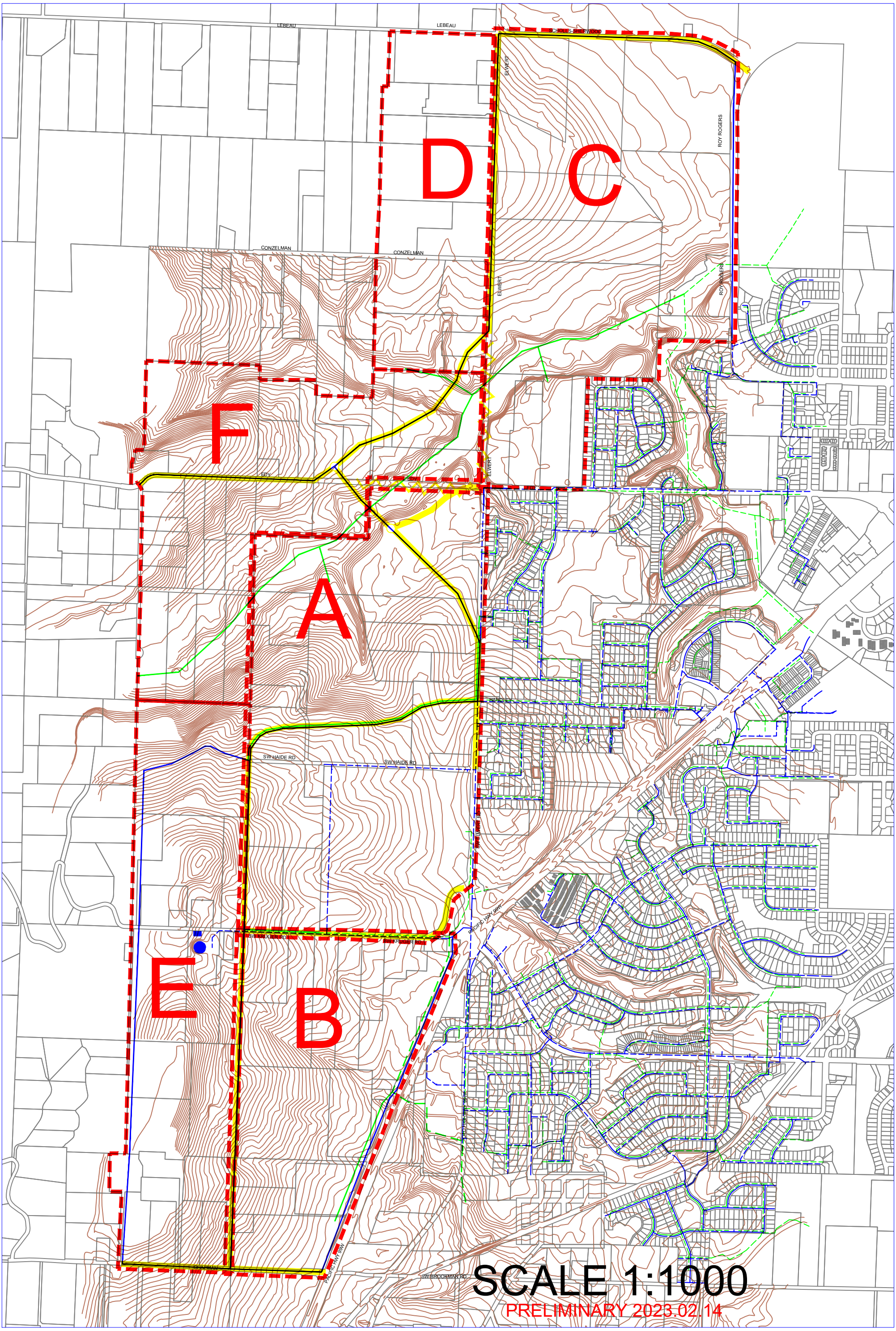
Edy Road (full)	0	$ 1,000.00	$ -
Chicken Creek Crossing	0	$ 1,000,000.00	$ -
Edy Road Facility	1	$ 1,500,000.00	$ 1,500,000.00
		Subtotal	*$ 1,500,000.00*
		Design Costs	$ 300,000.00
		Construction Mangement	$ 300,000.00
		Land Acquisition	$ 300,000.00
		Contingency (25% of Const.)	$ 375,000.00
		Total	$ 2,775,000.00

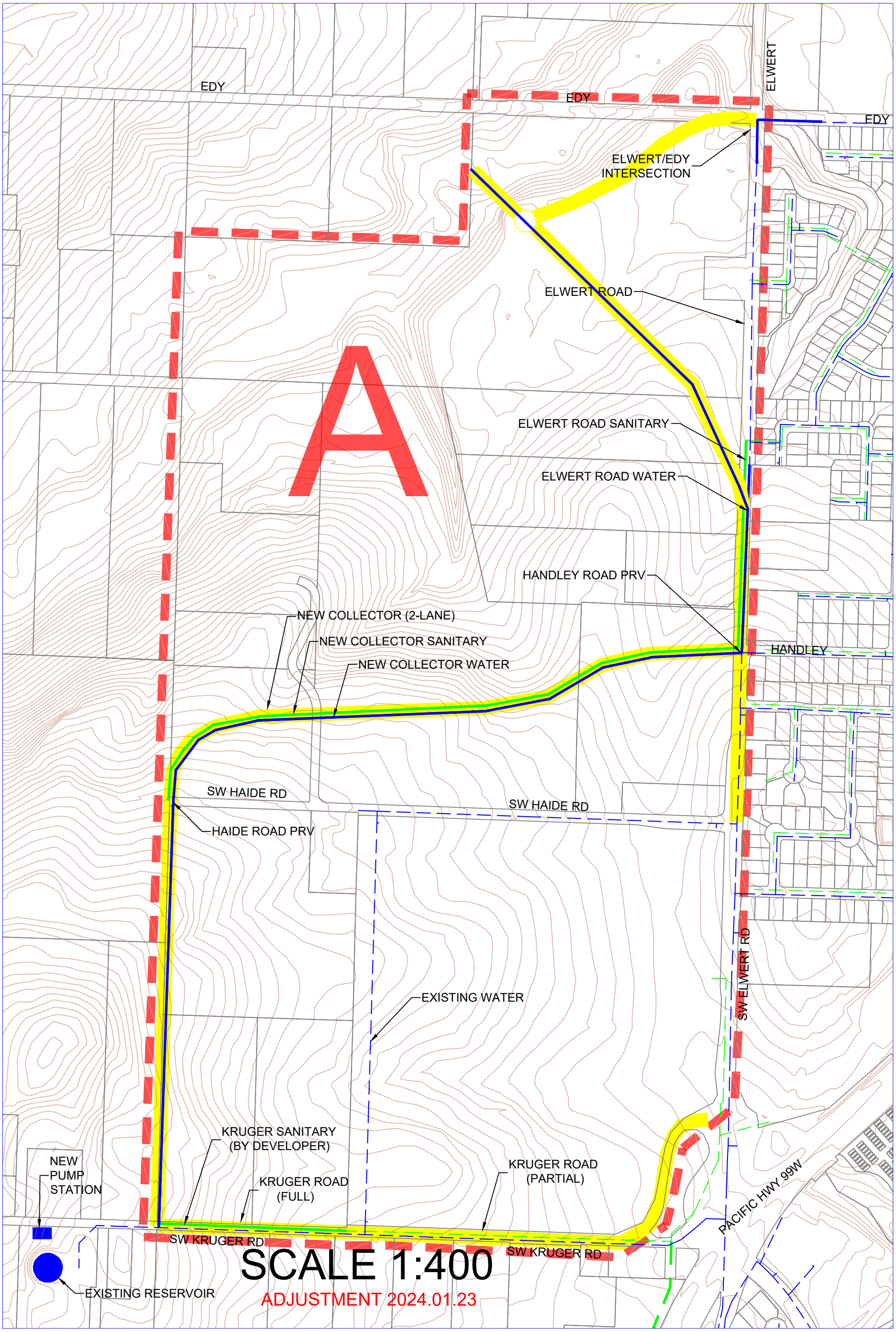
Sanitary Improvements

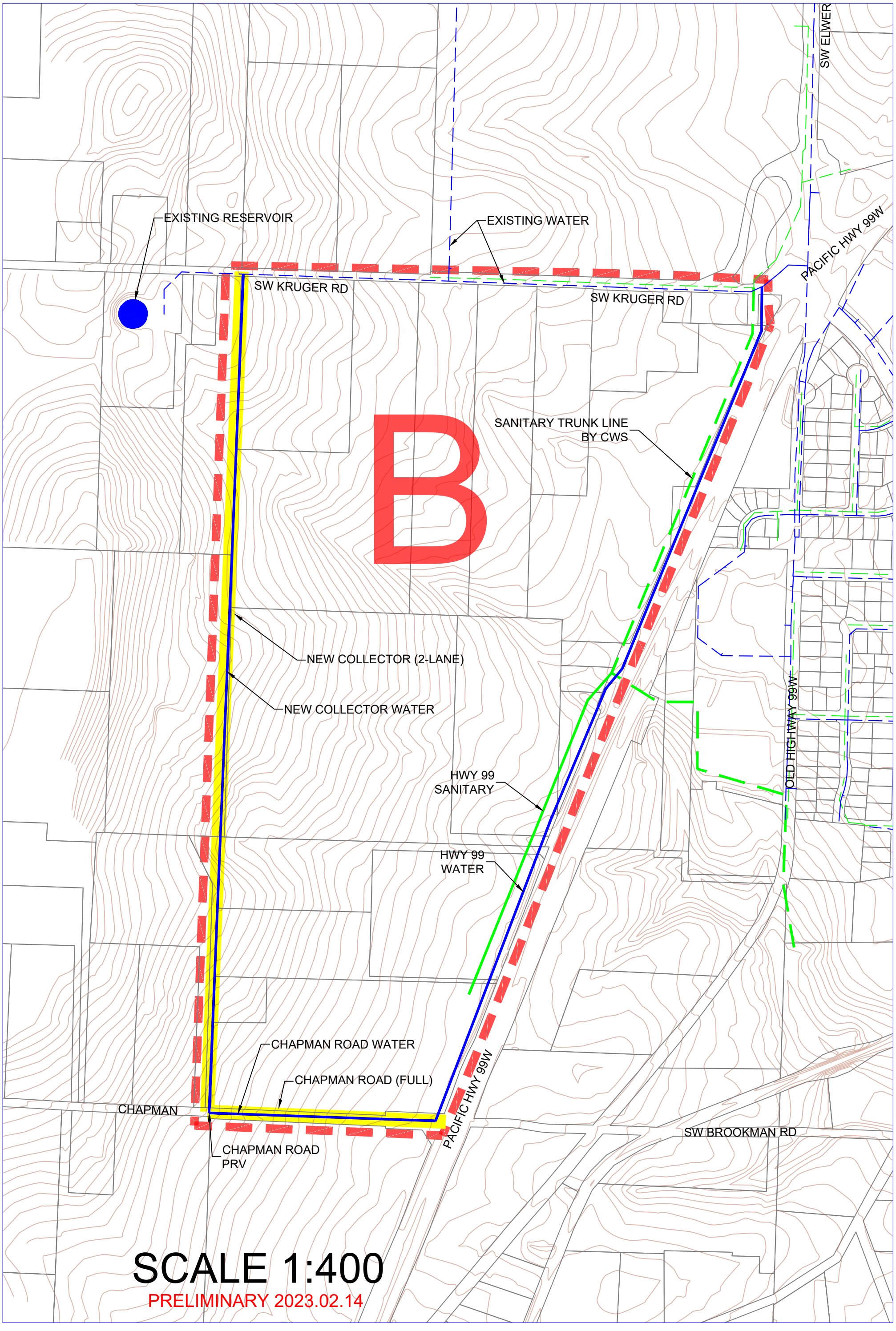
Trunk Line	4770	$ 500.00	$ 2,385,000.00
Chicken Creek Crossing	300	$ 750.00	$ 225,000.00
Chicken Creek Crossing	400	$ 750.00	$ 300,000.00
		Subtotal	*$ 2,910,000.00*
		Design Costs	$ 582,000.00
		Construction Mangement	$ 582,000.00
		Land Acquisition	$ -
		Contingency (25% of Const.)	$ 727,500.00
		Total	$ 4,801,500.00

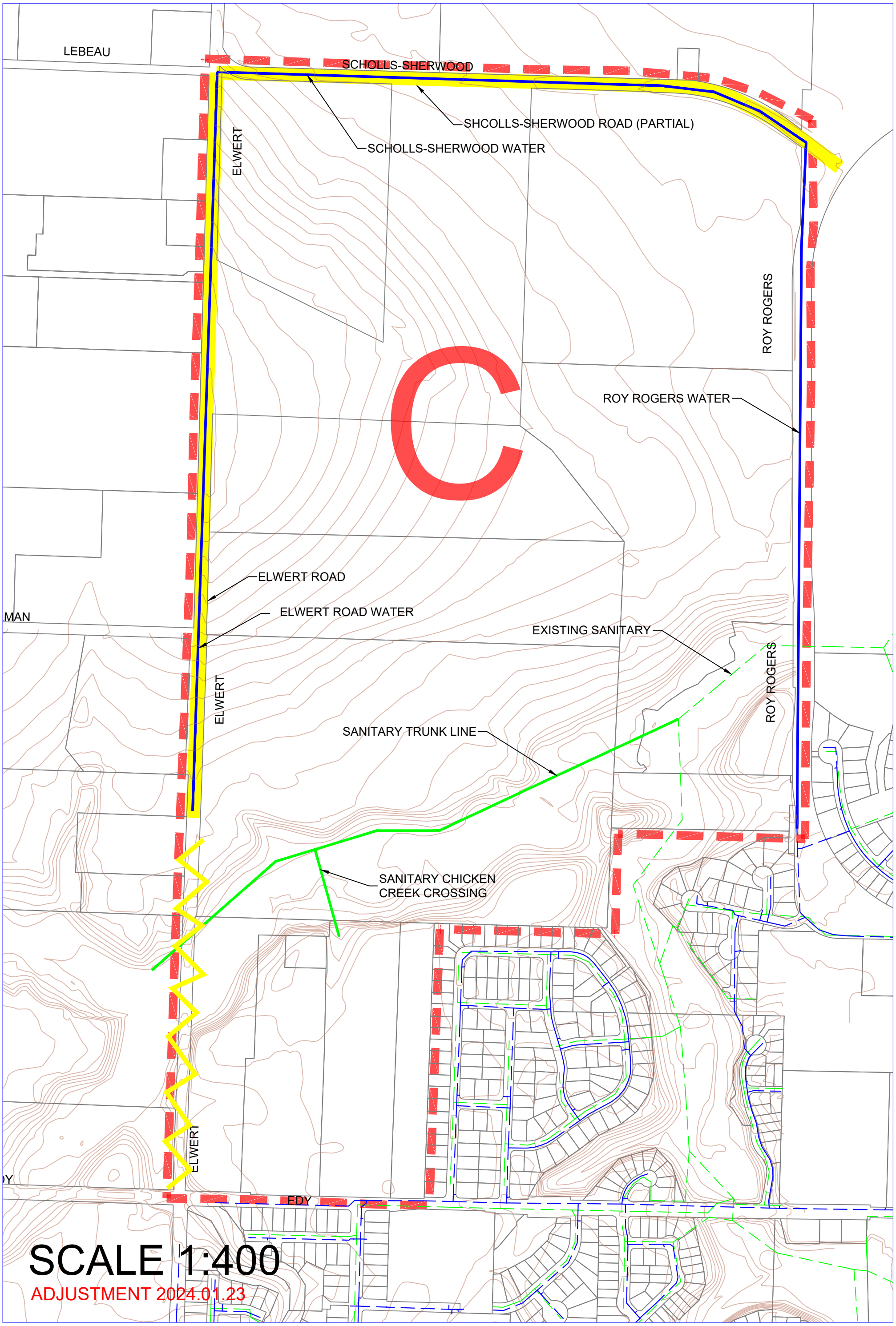
Water Improvements

Edy Road	4550	$ 600.00	$ 2,730,000.00
Pump Station	1	$ 2,250,000.00	$ 2,250,000.00
		$ -	$ -
		Subtotal	*$ 4,980,000.00*
		Design Costs	$ 996,000.00
		Construction Mangement	$ 996,000.00
		Land Acquisition	$ 150,000.00
		Contingency (25% of Const.)	$ 1,245,000.00
		Total	$ 8,367,000.00
		Total ALL	**$ 42,863,500.00**


LEBEAU
LEBEAU
SCHOLLS-SHERWOOD
ELWERT
ROY ROGERS
D
C
CONZELMAN
CONZELMAN
ELWERT
ROY ROGERS
F
EDY
EDY
EDY
ELWERT
A
HANDLEY
SW HAIDE RD
SW HAIDE RD
SW ELWERT RD
SW KRUGER RD
SW KRUGER RD
PACIFIC HWY 99W
E
B
PACIFIC HWY 99W
PACIFIC HWY 99W
SW BROOKMAN RD
SCALE 1:1000
PRELIMINARY 2023.02.14


EDY
EDY
EDY
ELWERT
ELWERT/EDY
INTERSECTION
ELWERT ROAD
A
ELWERT ROAD SANITARY
ELWERT ROAD WATER
HANDLEY ROAD PRV
NEW COLLECTOR (2-LANE)
NEW COLLECTOR SANITARY
NEW COLLECTOR WATER
HANDLEY
SW HAIDE RD
SW HAIDE RD
HAIDE ROAD PRV
SW ELWERT RD
EXISTING WATER
KRUGER SANITARY
(BY DEVELOPER)
KRUGER ROAD
(FULL)
KRUGER ROAD
(PARTIAL)
NEW
PUMP
STATION
PACIFIC HWY 99W
SW KRUGER RD
SW KRUGER RD
EXISTING RESERVOIR
SCALE 1:400
ADJUSTMENT 2024.01.23


EXISTING RESERVOIR
EXISTING WATER
SW KRUGER RD
SW KRUGER RD
SW ELWER
PACIFIC HWY 99W
B
SANITARY TRUNK LINE
BY CWS
NEW COLLECTOR (2-LANE)
NEW COLLECTOR WATER
HWY 99
SANITARY
HWY 99
WATER
OLD HIGHWAY 99W
CHAPMAN ROAD WATER
CHAPMAN ROAD (FULL)
CHAPMAN
CHAPMAN ROAD
PRV
PACIFIC HWY 99W
SW BROOKMAN RD
SCALE 1:400
PRELIMINARY 2023.02.14


LEBEAU
SCHOLLS-SHERWOOD
SHCOLLS-SHERWOOD ROAD (PARTIAL)
SCHOLLS-SHERWOOD WATER
ELWERT
ROY ROGERS
ROY ROGERS WATER
ELWERT ROAD
ELWERT ROAD WATER
MAN
EXISTING SANITARY
ROY ROGERS
SANITARY TRUNK LINE
SANITARY CHICKEN
CREEK CROSSING
ELWERT
EDY
SCALE 1:400
ADJUSTMENT 2024.01.23

LEBEAU

LEBEAU

ELWERT

SCHOLLS-SHERWOOD

ELWERT

D

CONZELMAN

CONZELMAN

ELWERT

SANITARY TRUNK LINE

SCALE 1:400

EDY

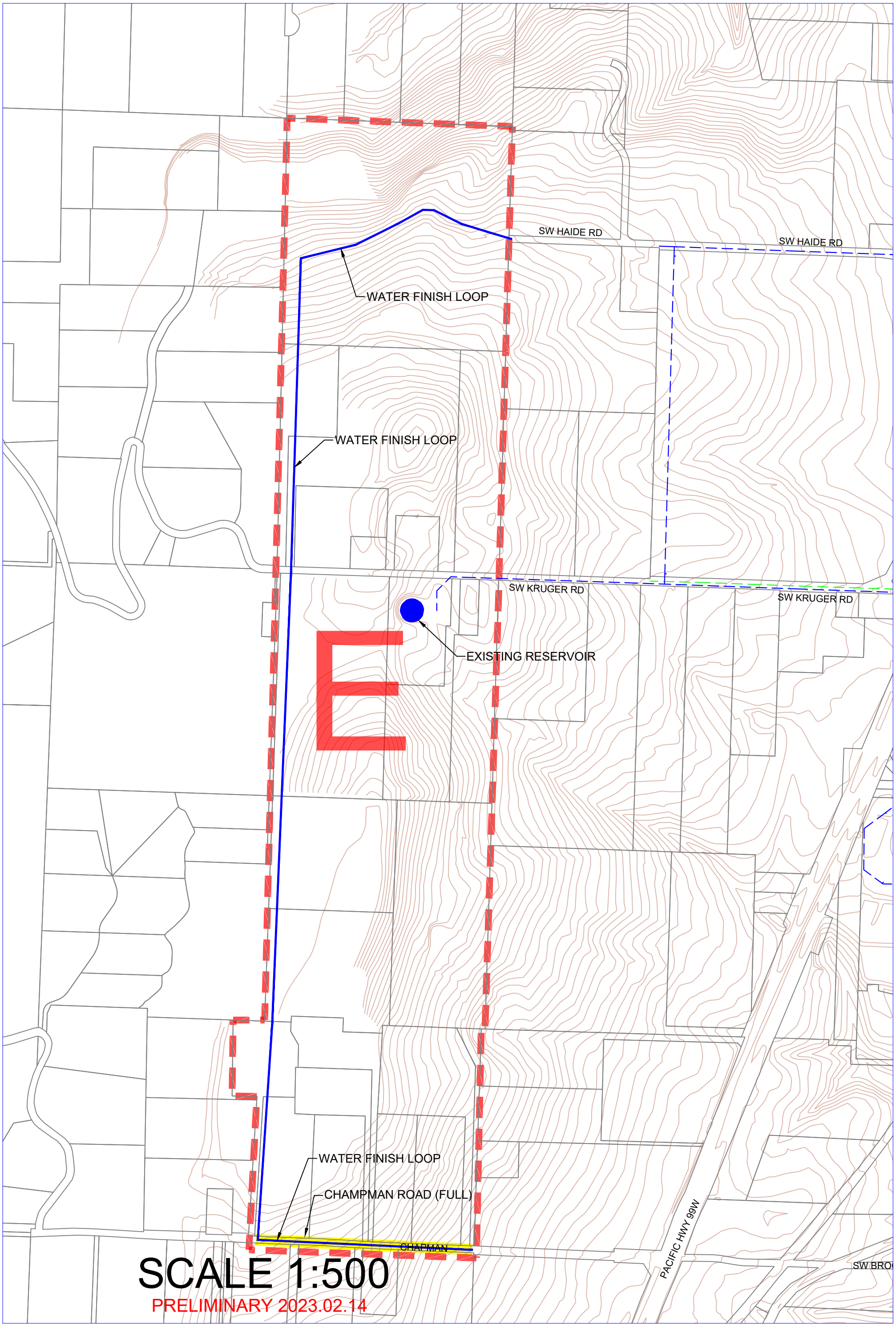
EDY

ELWERT

EDY

ADJUSTMENT 2024.01.24

007424


SW HAIDE RD
SW HAIDE RD
WATER FINISH LOOP
WATER FINISH LOOP
SW KRUGER RD
SW KRUGER RD
EXISTING RESERVOIR
WATER FINISH LOOP
CHAMPMAN ROAD (FULL)
CHAPMAN
PACIFIC HWY 99W
SCALE 1:500
PRELIMINARY 2023.02.14

CONZELMAN

CONZELMAN

ELWERT

SANITARY CHICKEN CREEK CROSSING

EDY ROAD (FULL)

EDY

EDY ROAD WATER

EDY

ELWERT

SANITARY TRUNK LINE

SANITARY CHICKEN CREEK CROSSING

HANDLEY

SW HAIDE RD

SW HAIDE RD

SW ELWERT RD

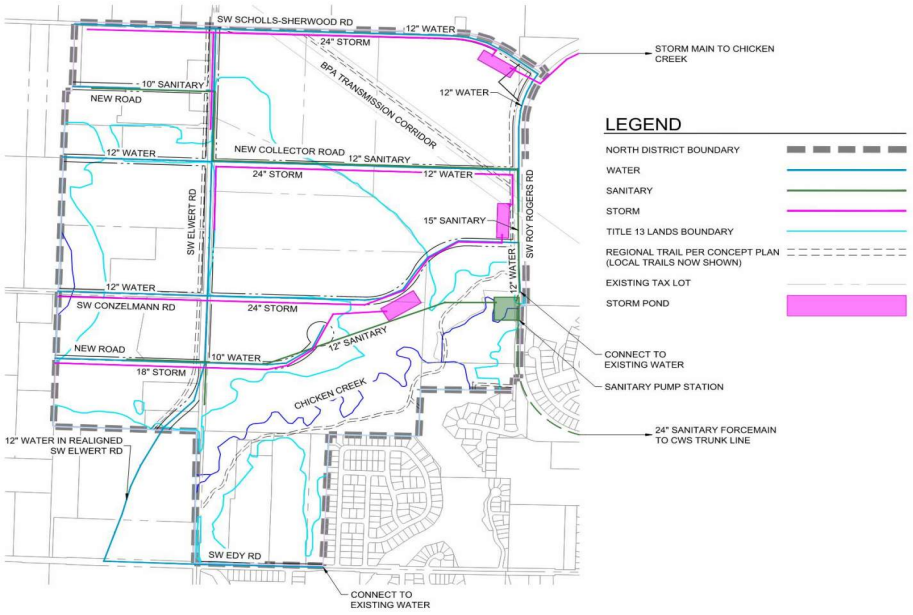
SCALE 1:500

ADJUSTMENT 2024.01.23

MACKENZIE.

Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution

Existing Water Infrastructure

Nearest Water Location: **Eastern and Southern boundaries of Sherwood West**
Water Provider: **City of Sherwood**
Water Service Area: **380 West Zone**
Distance to Site: **Adjacent to East and South**

Proposed Water Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000
12"	13,100 LF	$400	$ 5,240,000
* 12"	11,400 LF	$400	$ 4,560,000

Total Water Improvements Cost: $ 10,745,000

Other Water Notes:

* Indicates priority improvements to be constructed with or prior to initial development.

Water Design: 12 months
Water Permit / Construction: 18 months

Sanitary Sewer

Existing Sewer Infrastructure

Nearest Sewer Location: **OR-99W CWS Trunk Line**
Sewer Provider: **City of Sherwood**
Sewer Service Basin: **Cedar Creek Basin**
Distance to Site: **18,000 LF**

Proposed Sewer Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	3,000 LF	$275	$ 825,000
12"	5,500 LF	$350	$ 1,925,000
* 15"	1,200 LF	$375	$ 450,000
* 24" FM	18,000 LF	$350	$ 6,300,000
* Pump Station	10.5 MGD	$825,000	$ 8,662,500

Total Sanitary Sewer Improvements Cost: $18,162,500

Other Sewer Notes:

Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan.
Cost estimates for 24" FM and Chicken Creek pump station are from CWS master plan, project DU21C-27a.
* Indicates priority improvements to be constructed with or prior to initial development.

Sewer Design: 18 months
Sewer Permit / Construction: 24 months

Storm Drainage

Existing Storm Infrastructure

Nearest Storm Location: **Chicken Creek**
Storm Provider: **City of Sherwood**
Storm System Outfall: **Chicken Creek**
Distance to Site: **Adjacent to South**

Proposed Storm Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
18"	3,200 LF	$400	$ 1,280,000
24"	12,300 LF	$425	$ 5,227,500
30"	2,200 LF	$500	$ 1,100,000
Pond:	9.5 ac	$350,000	$ 3,325,000

Total Storm Improvements Cost: $ 10,932,500

Other Storm Notes:

Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River.

* Indicates priority improvements to be constructed with or prior to initial development.

Storm Design: 12 months
Storm Permit / Construction: 18 months

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$2,000	$ 8,800,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$2,000	$ 8,200,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$2,000	$ 8,800,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$2,000	$ 5,200,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$2,000	$ 2,600,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$3,000	$ 2,250,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$2,000	$ 6,800,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$2,000	$ 10,800,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$2,000	$ 2,200,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$1,500,000	$ 7,500,000	6 months	12 months

Total Transportation Improvement Cost: $ 64,150,000

Note: transportation improvement construction estimates based on unit costs provided by Washington County and City of Sherwood, January 31, 2024

Mackenize Project No. 2230332.00 Revision Date: 2/9/2024

MACKENZIE.

Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

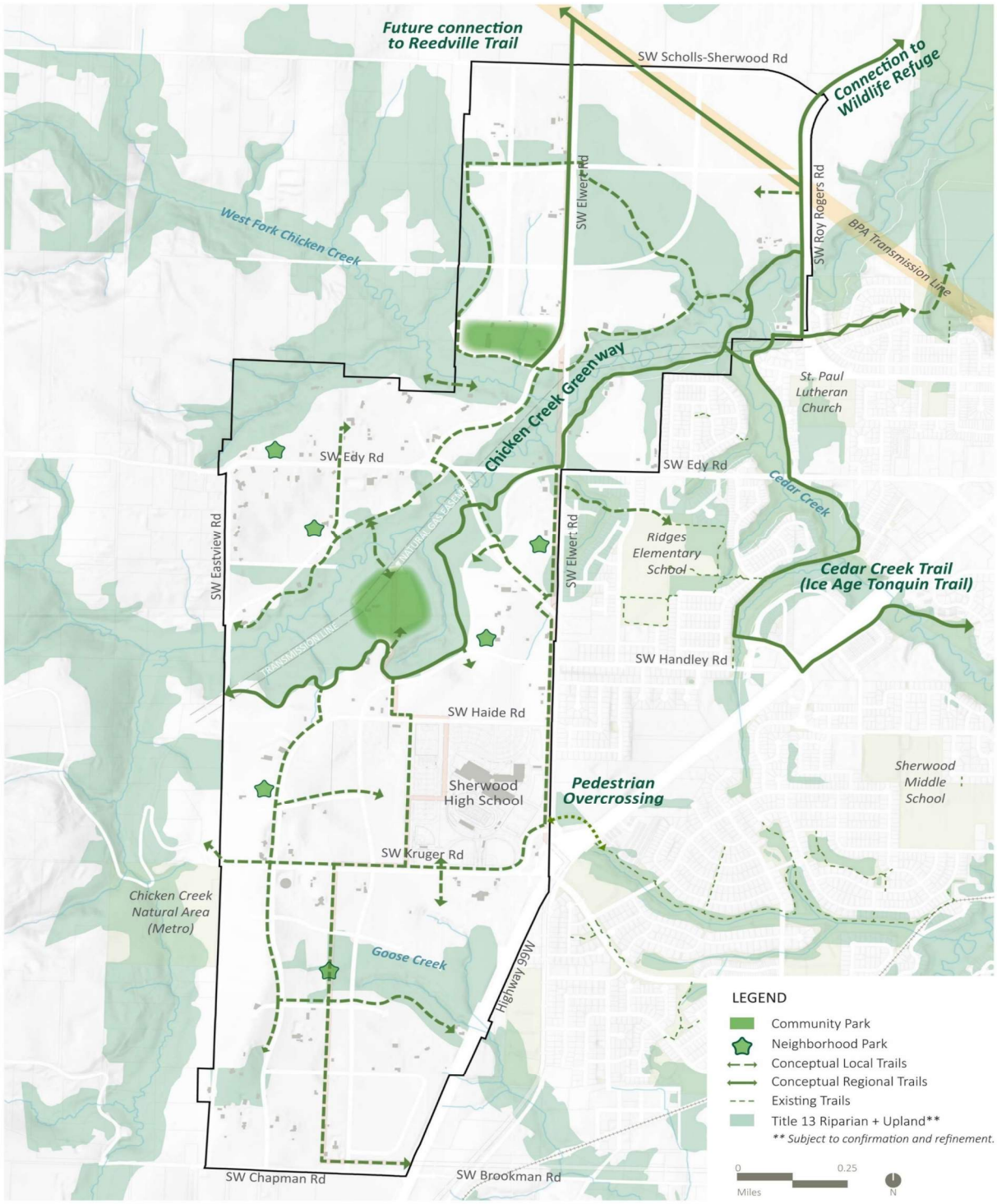


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 2/9/2024

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and material prices. Historical data and details for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index

ANNUAL INFLATION RATE

+3.8%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	11849.31	+0.8%	+3.8%
COMMON LABOR	24253.88	+0.4%	+1.4%
WAGE $/HR.	46.59	+0.4%	+1.4%

The Construction Cost Index's annual escalation is up 3.8%, while the monthly component rose 0.8%

Building Cost Index

ANNUAL INFLATION RATE

+6.1%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	6612.50	+1.0%	+6.1%
SKILLED LABOR	10805.01	0.0%	+1.7%
WAGE $/HR.	59.73	0.0%	+1.7%

The Building Cost Index is up 6.1% on an annual basis, while the monthly component increased 1.0%.

Materials Cost Index

ANNUAL INFLATION RATE

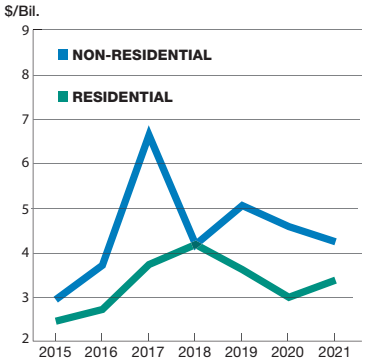
+2.6%

APR. 2021

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	4018.82	+2.6%	+14.0%
CEMENT $/TON	151.10	+1.0%	+3.5%
STEEL $/CWT	58.68	+1.4%	+5.0%
LUMBER $/MBF	820.75	+5.1%	+35.4%

The MCI rose 2.6% on a monthly basis, while the annual escalation rate increased 14%.

Construction starts in the Philadelphia metro area are expected to rise 0.6% in 2021, to $7.6 billion, according to Dodge Data & Analytics. Dodge predicts a 17.5% decrease in non-residential construction, while residential work is expected to rise 13.1%. Office and warehouse construction are expected to decline, while single-family homes and hotel work will see increases.



SOURCE: DODGE DATA & ANALYTICS

ENR's Cost Indexes by City

1913=100
1967=100
R=REVISED

	CONSTRUCTION COST		BUILDING COST		COMMON LABOR		SKILLED LABOR		MATERIALS	
	APR '21: 1913	% CHG. YEAR	APR '21: 1913	% CHG. YEAR	APR '21: 1967	% CHG. YEAR	APR '21: 1967	% CHG. YEAR	APR '21: 1967	% CHG. YEAR
ATLANTA	7038.96	+4.4	4959.08	+7.8	825.83	0.0	728.97	+2.6	945.46	+13.1
BALTIMORE	9708.25	+6.5	6030.69	+12.4	1214.52	0.0	885.81	+2.3	1012.73	+25.4
BIRMINGHAM	7674.41	+2.5	4901.32	+4.3	978.68	0.0	823.99	+0.7	812.84	+8.5
BOSTON	15924.08	+7.8	8400.12	+6.1	1698.09	+6.3	1496.53	+2.1	867.67	+16.2
CHICAGO	17124.05	+1.3	8280.96	+3.8	1690.57	0.0	1442.24	+1.5	720.93	+9.8
CINCINNATI	10927.74	+7.6	5769.24	+7.7	1077.82	+4.8	907.12	+0.8	860.32	+17.9
CLEVELAND	12753.77	+2.3	6396.81	+8.0	1086.20	–0.7	949.75	+2.8	834.61	+16.9
DALLAS	6259.18	+5.0	4868.50	+6.6	742.23	0.0	738.08	0.0	829.71	+13.5
DENVER	7718.50	+1.9	5320.92	+2.8	818.18	0.0	854.73	0.0	781.93	+6.7
DETROIT	12492.27	+3.0	6798.44	+6.7	1068.28	0.0	1020.67	+1.5	785.76	+16.6
KANSAS CITY	12028.81	+4.4	6721.57	+7.3	1308.17	+0.8	1238.10	+0.7	825.13	+19.8
LOS ANGELES	12139.56	+0.7	6436.93	+0.8	1111.66	0.0	1053.90	–0.9	751.18	+4.0
MINNEAPOLIS	13389.45	+2.5	6883.33	+5.6	1339.26	0.0	1238.40	+0.9	814.96	+14.6
NEW ORLEANS	6652.07	+5.1	4632.37	+8.1	749.82	0.0	653.79	+1.2	889.10	+14.6
NEW YORK CITY	20598.65	+1.1	9894.03	+4.2	1626.07	0.0	1456.81	+2.3	848.10	+10.4
PHILADELPHIA	13971.72	+4.3	7811.75	+4.5	1538.40	+2.9	1356.72	+1.6	881.40	+11.6
PITTSBURGH	11719.00	+7.8	6681.94	+9.4	1178.28	+5.2	1027.72	+4.6	781.74	+18.4
ST. LOUIS	12763.26	+3.2	6727.43	+7.6	1096.32	0.0	1029.32	+2.2	927.99	+17.4
SAN FRANCISCO	13157.41	+2.7	7863.57	+4.5	1046.50	0.0	1091.49	0.0	1006.58	+12.9
SEATTLE	12945.18	+6.6	6870.90	+7.1	1210.11	+6.0	1195.72	+5.9	933.67	+9.5

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and materials prices. Historical data for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index

ANNUAL INFLATION RATE

+2.6%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13514.76	0.0%	+2.6%
COMMON LABOR	25080.22	0.0%	+1.8%
WAGE $/HR.	48.30	0.0%	+1.8%

The Construction Cost Index's annual escalation rose 2.6%, while the monthly component held steady.

Building Cost Index

ANNUAL INFLATION RATE

+3.8%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	8272.36	+0.1%	+3.8%
SKILLED LABOR	11697.70	0.0%	+3.4%
WAGE $/HR.	64.60	0.0%	+3.4%

The Building Cost Index was up 3.8% on an annual basis, while the monthly component rose 0.1%.

Materials Cost Index

MONTHLY INFLATION RATE

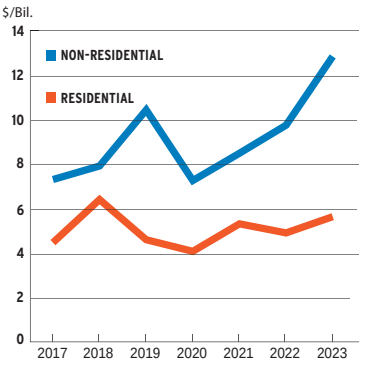
+0.1%

DEC. 2023

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	6150.35	+0.1%	+4.4%
CEMENT $/TON	211.76	+2.1%	+21.6%
STEEL $/CWT	99.19	–0.6%	+7.8%
LUMBER $/MBF	1072.26	–0.1%	–2.1%

The Materials Cost Index rose 0.1% this month, while the annual escalation rate increased 4.4%.

Construction starts in the Boston metro area are expected to rise 25.5% in 2023, to $18.6 billion, according to Dodge Construction Network. Dodge predicts a 31.6% increase in non-residential starts, while residential is expected to rise 13.5%. Hotel and health care starts are expected to increase, while office work is predicted to drop.



SOURCE: DODGE CONSTRUCTION NETWORK

ENR's Cost Indexes by City

1913=100
1967=100
R=REVISED

	CONSTRUCTION COST		BUILDING COST		COMMON LABOR		SKILLED LABOR		MATERIALS	
	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR	DEC '23: 1967	% CHG. YEAR
ATLANTA	8217.17	–4.6	6272.56	–5.4	825.83	0.0	770.13	+1.4	1380.10	–9.5
BALTIMORE	10490.51	–6.5	7143.23	–8.8	1214.52	0.0	980.21	+1.3	1283.00	–16.5
BIRMINGHAM	8653.91	–2.0	6018.33	–2.4	978.68	0.0	868.43	+0.9	1151.58	–4.9
BOSTON	17736.92	–0.4	10194.29	+0.8	1756.25	0.0	1609.60	+2.6	1318.55	–1.9
CHICAGO	20105.48	+10.3	10175.12	+6.2	1859.31	+10.0	1536.02	+3.2	1172.52	+11.4
CINCINNATI	12629.61	+4.9	7635.32	+8.9	1077.82	0.0	953.18	+1.0	1441.16	+16.2
CLEVELAND	14480.68	+5.8	8134.18	+10.9	1095.01	0.0	972.70	0.0	1378.68	+23.7
DALLAS	7757.88	+1.8	6368.27	+2.2	742.23	0.0	738.52	0.0	1320.59	+3.5
DENVER	9285.75	+7.8	7198.79	+10.6	818.18	0.0	943.19	+0.4	1310.49	+21.0
DETROIT	13673.70	–0.3	8231.00	+2.9	1078.49	0.0	1104.00	+6.5	1119.59	–1.2
KANSAS CITY	13901.25	+4.7	8212.88	+4.8	1390.03	+3.7	1300.95	+2.6	1234.35	+7.4
LOS ANGELES	15257.92	+11.7	8541.63	+7.3	1287.67	+15.8	1193.11	+13.2	1274.26	+0.6
MINNEAPOLIS	14367.74	+2.2	8328.76	+5.2	1339.26	0.0	1371.67	+2.3	1128.67	+9.4
NEW ORLEANS	7729.80	–2.6	6337.51	–2.2	749.82	0.0	848.69	+2.5	1268.13	–5.4
NEW YORK CITY	22480.00	+2.8	11824.32	+7.2	1663.39	0.0	1547.48	+2.3	1368.11	+18.8
PHILADELPHIA	15966.73	+3.0	9322.89	+6.2	1637.07	0.0	1421.38	+1.3	1335.92	+14.6
PITTSBURGH	12921.81	+3.8	8174.95	+8.2	1178.28	0.0	1099.94	+3.5	1150.19	+14.4
ST. LOUIS	13948.95	–0.2	7974.69	+0.4	1112.34	0.0	1082.07	+1.3	1293.68	–0.7
SAN FRANCISCO	15515.00	+3.6	10767.24	+11.2	1076.13	+2.8	1277.98	+17.1	1704.37	+5.2
SEATTLE	15174.36	+0.4	8591.26	+0.7	1314.48	0.0	1302.87	0.0	1444.00	+1.6

APPENDIX P

Metro Title 11 Findings

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TITLE 11 FINDINGS FOR SHERWOOD WEST

Compliance with Metro Code 3.07.1110

FROM: Eric Rutledge, Community Development Director
DATE: March 2024

INTRODUCTION

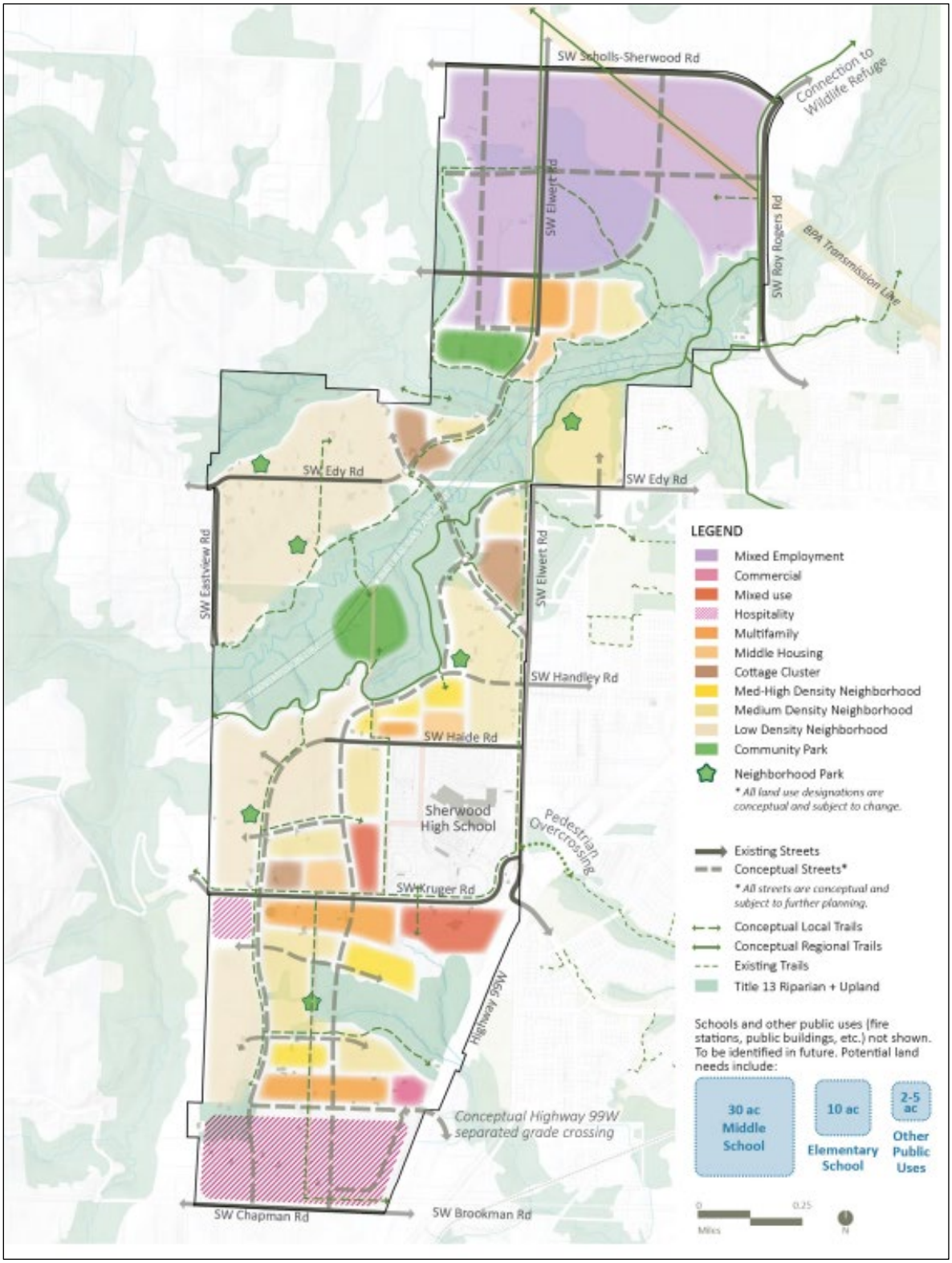
The Sherwood West Concept Plan (Concept Plan) is a long-range plan intended to guide Sherwood community members, decision makers, and staff as they make plans and decisions about future growth in Sherwood West. The Concept Plan illustrates how Sherwood West, Metro's Urban Reserve Area 5b, can be incorporated into the fabric of the city over time in a manner that builds on the strong sense of community and livable neighborhoods in Sherwood today.

The City is requesting expansion of the entire Sherwood West planning area as part of the 2024 Urban Growth Management Decision. The City acknowledges the requirements of Metro Code Section 3.07.1420 - 1425, Legislative Amendment to the UGB, and has actively participated in the growth management process being led by Metro. If a regional need for additional residential and employment land exists, the City respectfully requests Sherwood West be brought into the Urban Growth Boundary in 2024.

The findings in this memorandum demonstrate the plan's compliance with Title 11 of Metro's Urban Growth Management Functional Plan (UGMFP). Specifically, these findings address Metro Code Section 3.07.1110, Planning for Designated Urban Reserves, which are concept planning requirements. Once Sherwood West, or portions thereof, are brought into the UGB, Sherwood will begin the comprehensive planning process.

The Sherwood West Concept Plan was accepted by the Sherwood City Council on July 18, 2023 and re-accepted on March 5, 2024 to incorporate the North District Refinement Study.

Figure 1: Sherwood West Concept Plan Area



METRO TITLE 11: PLANNING FOR NEW URBAN AREAS

Section 3.07.1110 Planning for Areas Designated Urban Reserve

(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

Response: The City of Sherwood will provide governance and most urban services in Sherwood West. The City has taken the lead on concept planning the area through a Metro Planning and Development Grant. Engaging with Sherwood residents and urban service providers was considered essential for producing a plan that reflects community values while creating a livable community with high quality public services. Metro, Washington County, and other key service districts were included in the planning process. The Sherwood West Citizen's Advisory Committee (CAC) and Technical Advisory Committee (TAC) guided staff in development of the plan over the course of 26 public meetings (13 with each committee).

The CAC was made up of 16 community members who live or own property in Sherwood city limits and Sherwood West, including city residents serving on Sherwood's Parks Board, Planning Commission, City Council, and one representative from the Sherwood School District. The TAC was comprised of representatives of urban service providers, local jurisdictions, and stakeholder groups including Metro, Washington County Department of Land Use and Transportation, City of King City, Tualatin Valley Fire and Rescue, Clean Water Services, Oregon Department of Transportation, Tualatin River National Wildlife Refuge, Home Building Association of Greater Portland and the Commercial Real Estate Development Association.

The City acknowledges the requirements of Metro Code Section 3.07.1420 – 1425 and has participated in the 2024 growth management decision process. Staff and elected officials from the City are serving on the Land Use Technical Advisory Committee (LUTAG) and Stakeholder Roundtable group.

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(A) A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection (c);

Response: Sherwood has a history of providing high quality public services and Sherwood West has been planned to extend these systems in practical and efficient manner. Sherwood residents enjoy a high quality of life provided in part by well-maintained infrastructure (streets, water, sewer, etc.) but also a local arts center, senior center, and library. Sherwood takes an innovative and equity-oriented approach to the provision of public services by understanding the importance of high-speed broadband and offering Sherwood Broadband to residents and surrounding rural communities.

Sherwood West proposes a mixture of land uses that will continue to build on Sherwood's history of providing efficient public services. The mixture of housing and employment types is expected to result in compact development where residents can live, work, shop, and recreate within walking or biking distance to their home. The proposed land uses are also expected to complement and reinforce the 2040 Growth Concept and existing regional Town Center in Sherwood. The commercial and mixed-use zones in Sherwood West are envisioned to be neighborhood serving while the existing Town Center will offer larger format and more intense commercial and mixed-use services. A summary of the proposed land uses is provided below.

The Concept Plan Appendix N "Infrastructure and Phasing Analysis" as well as Appendix Q "Preliminary Infrastructure Funding Strategy" provide a detailed account of the location and cost of non-local infrastructure needed to serve Sherwood West, including how identified gaps in funding will be addressed.

Residential Land Use Mixture

The Concept Plan proposes a mixture of housing types including single-family attached and detached, missing middle, and multi-family. The mixture of housing responds to Sherwood's need for smaller and more affordable units. The mixture of housing types is also expected to result in efficient use of the existing and future public systems by increasing density and the opportunity for compact development.

The estimated amount of housing in Sherwood West ranges from 3,120 to 5,580 units. The housing provided depends on how much middle housing will be developed in the Neighborhood designations (see Table 2 below). The low end of the range represents no middle housing being developed in the Low-Density, Medium-Density, and Medium-High Density Neighborhood designations while the high end represents 50% of these areas being developed as middle housing at maximum allowable densities.

Based on current development trends and consultation with housing developers and economists, a realistic estimate is somewhere between 5-10% of single-family areas could be developed with middle housing for areas not developed as a Master Planned Community. Table 4 calculates estimated housing units based on a range of middle housing scenarios in the Neighborhood designations: 0%, 10%, 20%, and 50%. This results in an estimated overall density of 9.2 to 10.6 units per acre (or up to 16.4 in the 50% middle housing scenario). Average density is slightly lower factoring in the 15% open space that is required by the Sherwood Community Development Code.

The location and diversity of residential land uses, combined with the employment and mixed-use land uses in the plan, are expected to make efficient use of public services in Sherwood West.

Table 1: Residential Land Use Designations

DESIGNATION	PURPOSE AND ATTRIBUTES
	RESIDENTIAL
Multifamily	• **Purpose:** To provide intentional locations for apartments and condominiums in Sherwood West. • **Housing Types:** Apartments, condominiums, townhomes, triplexes, and quadplexes would be permitted in this designation. • **Density:** 16.8-24 dwelling units/acre (based on High Density Residential [HDR] zone).
Middle Housing	• **Purpose:** To provide intentional locations for specific middle housing choices of duplexes, townhomes, and cottage clusters. These middle housing types are most favored by the CAC and Sherwood community, and would provide different housing choices—including options for more affordable homeownership as compared to single detached dwellings. • **Housing Types:** Duplexes, townhomes, and cottage clusters would be permitted in this designation. • **Density:** 5.5-11 dwelling units/acre
Cottage Cluster	• **Purpose:** To provide intentional locations for cottage cluster housing. • **Housing Types:** This designation would only allow cottage cluster housing. Cottage clusters are groupings of relatively small homes clustered around a shared courtyard or open space. Their smaller footprints and shared amenities can make cottage cluster housing appealing to many seniors, small households, and first-time homebuyers. • **Density:** 12.8-16 dwelling units/acre
Neighborhood Designations	• **Purpose:** To provide land for a range of single and middle housing types, ensuring open space with each project. • **Housing Types:** These are the designations for single detached homes; by law, the full range of middle housing (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) must also be allowed unless following a Master Planned Community pursuant to OAR 660-046-0205(2)(b). • **Densities:** See below. (Note that state law limits how cities can regulate density for middle housing.)
• Medium-High Density Neighborhood	• **5.5-11 units/acre –** This designation would likely be applied in flatter areas with larger sites where there would be more flexibility for creation of smaller lots. (Based on Medium Density Residential High [MDRH] zone.)
• Medium Density Neighborhood	• **5.6-8 units/acre –** This designation is also likely to be applied in flatter areas with larger sites. (Based on Medium Density Residential [MDRL] zone.)
• Low Density Neighborhood	• **3.5-5 units/acre –** This designation would likely be applied in hillside and hilltop areas, and in parcelized areas with existing homes, where lots would be larger and densities would be lower. This would better accommodate topography, utility access, partial development, and other features, which would typically require larger lots. (Based on Low Density Residential [LDR] zone.)

Table 2: Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Employment Land Use Mixture

Economic Development is a top priority for the Sherwood City Council and the City is focused on working with public and private sector partners to develop a self-sustaining and vibrant local economy consistent with Statewide Planning Goal 9 (Economic Development). Expanding existing businesses and attracting new employment to Sherwood—particularly the right kind of jobs in the right places—will provide opportunities provide efficient public services and reduce local and regional vehicle miles traveled (VMT).

Providing additional employment land in Sherwood West is also an equity issue. In recent years Sherwood has seen strong growth in the manufacturing sector which provides for low barrier, living wage jobs consistent with local and regional equity goals. In 2020, the largest employer in Sherwood was Wal-Mart, while in 2021 the largest employer in the city was Lam Research. This shift from retail services to advanced manufacturing provides opportunities for higher wages and career advancement for many in the workforce without a college degree. Based on the City's 2023 EOA, growth in the advanced manufacturing sector is expected to continue and Sherwood may play an outsized role in providing new jobs in the region relative to other jurisdictions.

Table 3 presents the estimated employment potential for Sherwood West, based on Concept Plan Figure 13. Based on these estimates, the total employment potential in Sherwood West is roughly 4,500 jobs. When combined with the residential land uses, land uses in Sherwood West are planned at a mixture and intensity that will allow for the efficient provision of public services with an adequate tax base in the face of property tax limitations under Measure 5 and Measure 50.

The potential jobs-to-housing ratio for Sherwood West is calculated by comparing the total housing and employment estimates, see Table 4 below. The estimated ratio ranges from 0.8 to 1.5, depending on how much middle housing is built in the Neighborhood designations. A reasonable outcome is 1.3 jobs for each unit of housing.

Table 3: Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Table 4: Sherwood West Jobs-to-Housing Ratio

	Middle Housing Scenario		
	0% MH	10% MH	50% MH
Total housing units	3,117	3,610	5,582
Total jobs	4,524	4,524	4,524
Jobs-Housing Ratio	**1.5**	**1.3**	**0.8**

(B) A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;

Response: The Concept Plan calls for active transportation options to connect parks, green spaces, schools, neighborhoods, and employment areas to encourage walking, rolling, and biking (see Concept Plan Figure 23).

The City has already started to invest in an active transportation system that will meet this criterion. The new Highway 99W Pedestrian Bridge will connect existing city limits to Sherwood West. The bridge will serve as a crucial grade separated crossing of the highway and serve generations of Sherwood residents to come. The bridge will connect the high density and mixed-use areas of Sherwood West with the trail friendly Woodhaven neighborhood in existing city limits. Woodhaven has ample off-street trails that connect to Old Town Sherwood and the designated Town Center. An additional off-street connection between Sherwood West and the Town Center will be provided by the Cedar Creek / Ice Age Trail.

Within Sherwood West, the location of retail and professional services will be centrally located near the new Sherwood High School and higher density residential areas. See Figures 11 and 12 of the Concept Plan (West and Southwest Districts). It is expected that all development in Sherwood West will provide sidewalks and trails to connect land uses and provide active transportation options to access commercial services.

The Concept Plan also helps Sherwood West to be "transit ready" by planning land uses, key streets, and trails to accommodate and support future transit service. The Concept Plan also proposes micromobility services, like bikesharing and scooters, that can help people to get around more easily without a car. Micromobility stations could be included at schools, employment and commercial areas, and near existing transit stops. Access to micromobility services can help people access transit and make the "first and last mile" of a trip and provides options for getting to and from school, work, and leisure activities.

(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

Response: The Portland region and state of Oregon are experiencing a housing shortage crisis. The severe shortage of housing has increased costs and reduced affordability for residents of Sherwood, the Portland region, and the state. It is estimated by 2040, the Portland Metro region will need nearly 295,000 new housing units[1]. Likewise the 2022 Oregon Housing Needs Analysis (HNA) identified a need for over 550,000 new housing units statewide through 2042[2]. At the local level, Sherwood has a need for 1,728 new housing units through 2039[3]. Based on the City's 2019-2039 HNA, 608 of the new dwelling units needed through 2039 cannot be accommodated within current city limits or the UGB. The Sherwood West Concept Plan proposes a minimum of 3,120 new housing units to address the City's current deficit of residential land and additional demand that is expected while the region and state continue to face a housing crisis.

Planning for a variety of housing choices that will meet the needs of a wide range of future residents was a key objective of the Sherwood West planning process. The City envisions a future where all residents can attain housing that is appropriate for their stage in life, from being a young family to aging in place. Providing opportunities for first-time home buyers, seniors, and low- and moderate-income households will require a wider range of housing types than has typically been provided in Sherwood.

Tables 1 and 2 above provide a summary of the residential land use designations and the estimated number of units in each designation that are intended to provide housing choices. Table 5 below describes how many units the City is short within its current UGB for each zone.

[1] DLCD Presentation on Regional Housing Needs Analysis at Washington County Coordinating Committee, December 14, 2020

[2] Oregon Housing Needs Analysis: Legislative Recommendations Report, December 2022

[3] City of Sherwood 2019-2039 Housing Needs Analysis

Table 5: Comparison of capacity of existing residential land with demand for new dwelling units (2019 HNA Table 9).

Zone	Capacity (Needed Densities)	Housing Demand	Comparison Capacity *minus* Demand (dwelling units)
Very Low Density Residential	76	95	-19
Low Density Residential	144	182	-38
Medium Density Residential-Low	382	536	-154
Medium Density Residential-High	266	518	-252
High Density Residential	253	398	-145
Total	**1,121**	**1,729**	**-608**

Source: ECONorthwest
Note: DU is dwelling unit.

Sherwood West has been planned to meet the housing land deficits shown in Table 5 above, with additional capacity to help address the region's shortage of housing at all sizes and price points. For example, Sherwood has a deficit of 145 high density units within its Urban Growth Boundary. Sherwood West is planned to accommodate approximately 800 high density units, making a significant local contribution towards the region's housing supply shortage. The Sherwood West Concept Plan proposes to supply land to meet the City's deficit for all density ranges per the 2019 HNA and more.

Maintaining Affordability and Community Character

In Sherwood West, examples of housing that are often lower cost per unit than a single-family detached home include cottage clusters, townhomes, duplexes, triplexes, fourplexes, garden apartments, and mid-rise apartments. The proposed residential designations and associated housing types have been shaped by three key issues discussed by the Sherwood Community during the Concept Plan planning process.

(1) Housing Mix - The Concept Plan proposes an innovative approach to address the missing middle housing shortage by implementing "middle housing only" zones that will not permit single-family detached units. Currently, HB 2001 only requires that cities allow for the *opportunity* for middle housing to be constructed in residential zones that also allow single-family residences. Based on current market conditions, developers are choosing to build single-family detached housing even through the right exists to build middle housing under HB 2001. This trend is demonstrated by the City's latest Annual Housing Report that showed that over 90% of new housing constructed in the Sherwood was single-family detached in 2023. The City's goal in Sherwood West is to ensure a minimum number of middle housing units are created in these custom land use designations of "Cottage Cluster" and "Middle Housing" only zone.

The Middle Housing zone provides intentional locations for specific middle housing types of duplexes, townhomes, and cottage clusters. The planning process has confirmed that these are the housing types

most appropriate for Sherwood West to provide more affordable renting and ownership opportunities. Examples of high-quality middle housing including duplexes and townhomes can be seen throughout the Southwest Metro region at Reeds Crossing in Hillsboro and Villebois in Wilsonville.

The Cottage Cluster zone provides intentional locations for cottage cluster development within Sherwood West. Cottage housing can be an attractive option for a wide variety of community members including seniors, empty nesters, and young adults because it is more accessible than a typical two-story detached home. These units are also more attainable to first time home buyers and low and moderate-income households. The ensure these middle housing only zones are successful, the City will consider incentivizing these zones through SDC reductions, expedited review timelines, and other policies that lower barriers to production.

In addition to the middle housing zones described above, Sherwood West will include a range of other residential zones with varying densities. Low density, medium density, and medium-high density zones are planned throughout the 1,291-acres. These zones will allow single-family attached / detached and duplex housing consistent with state law. They will also allow middle housing types pursuant to HB 2001 and OAR 660-046. Multi-family zoning will also be provided to ensure that a minimum number of high-density units are provided at a lower rent or purchase price than single-family and even middle housing choices.

(2) Demographic trends and market demand **-** Sherwood's housing stock is predominantly single-family detached at roughly 75%[4]. Sherwood's population growth and shifting demographics shape future needs in the city's housing market. Consistent with state and regional trends, Sherwood's median age is increasing. At the same time, Sherwood has a higher percentage of households with children compared to surrounding communities and the region. Both of these trends require more housing choices. Staff and elected officials have heard anecdotally that empty nesters are beginning to move out of Sherwood and first-time home buyers are being priced out due to the lack of smaller and more affordable housing options.

The aging population will continue to increase demand for smaller single-family housing (detached and attached), multi-family housing, and senior living facilities. The presence and growth of families with children demands a wider variety of housing at lower price points including small single-family housing (cottage), townhouses, duplexes, and multi-family. The residential designations within Sherwood West promote these housing options at varying price-points.

In addition to the housing types proposed in the Concept Plan, Sherwood West will be included as part of the City's Housing Production Strategy, which the City will be required to adopt by 2027. As part of that process, the City will consider various strategies to promote housing development in Sherwood West that provides a variety of housing choices and options and that is affordable to the full range of income levels,

[4] 2021 American Community Survey, US Census

including low- and moderate-income households. The City envisions a future where all Sherwood residents can find a home that meets their needs and is within their budget at any given time in their life.

(3) Community Character - Design standards will shape the look and feel of housing in Sherwood West. The City adopted Residential Design Standards in 2021 to ensure middle housing and other housing types fit into the City's desired neighborhood character. The standards focus on entry location and orientation, design of garage and off-street parking areas, window coverage, minimum landscaping in all residential zones, and other design details. These new standards also will apply in Sherwood West to ensure that new housing maintains the scale and design of existing development in the community.

Additional Information
The Concept Plan Appendix B "Housing Policy Implications Memo", Appendix M "Housing Memo", and Appendix Q "Master Planned Communities and Middle Housing Memo" provides additional background on housing needs in Sherwood and how the Sherwood West Concept Plan is consistent with state and regional requirements. Appendix Q is most current and takes into account HB 2001 rulemaking in 2022 for Master Planned Communities.

(D) Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;

Response: One of the main goals for updating the Sherwood West Concept Plan was to plan for additional employment land identified as a need in the 2023 Economic Opportunities Analysis (EOA). The 2023 EOA recognizes that Sherwood does not have an adequate land capacity within the City or its current UGB to accommodate forecasted needs. The overall demand for industrial and employment land exceeds the available inventory by 277 acres. Adequately planning for the Sherwood's deficit of employment land will result in benefits to surrounding communities and the region. Sherwood West provides the opportunity for more Sherwood residents to live and work in the community rather than commuting elsewhere for work. This has regional benefits in terms of less traffic congestion and pollution in neighborhood communities and lower vehicle miles traveled for the region.

To understand the opportunities for economic development in Sherwood West, the project team studied the economic opportunities and development trends and evaluated the area's assets and constraints. The project team also obtained input from local industrial developers and stakeholders, economic development practitioners, and economists. This process demonstrated that opportunities exist for strong employment growth in Sherwood West to serve the City and region. To Concept Plan proposes two distinct employment areas that take advantage of their attributes and location:

The North District's Mixed-Employment Zone. The mixed-employment zone will be the primary employment area for Sherwood West and will accommodate office, light industrial, and flex employment uses. The North District offers favorable physical characteristics for siting employment land uses including the existing large lot sizes, relatively flat topography (less than 4-5% slopes), and convenient access to

major roads. The North District Refinement Study (Concept Plan Appendix R) assesses the suitability of the land within the mixed-employment zone for various industries. The study concludes that the land characteristics and planned infrastructure are appropriate for clean technology, advanced manufacturing, general manufacturing, and research and design campuses, among other uses.

The proposed mixed employment zone creates the opportunity for technology and traded sector businesses to grow in the region – providing a space for stable, high paying jobs. The mixed-employment zone has been planned with anticipation of new development occurring in the SW Roy Rogers Rd. and SW 175th Ave. corridor in Washington County. The communities of River Terrace 1.0 and 2.0, King City West, and South Cooper Mountain will all be within a short transit or bike commute to Sherwood West.

It is expected that Sherwood West and the North District will be attractive to employers because the area will be built out as a well-planned community with access to expanded transportation and transit-ready facilities and other infrastructure such as water, sewer and storm drainage facilities, extensive green spaces which are attractive to technology firms, and a large labor force.

The Southwest District's Hospitality Zone. The Hospitality Zone is approximately 80-acres and is located at the southern tip of Sherwood West at the intersection of Highway 99W and Chapman Road. The Hospitality Zone will take advantage of Sherwood's location as the gateway to wine country. The Hospitality Zone will bridge rural and urban land uses under a common theme – food and wine. Sherwood sits at the base of the Willamette Valley's Chehalem Mountains, home to some of Oregon's oldest and most celebrated wineries. The Concept Plan envisions locally driven lodging, restaurants, tasting rooms, small-scale retail, and other uses associated with wine and specialty agriculture that defines our region. As Willamette Valley is an important regional and statewide draw of leisure and tourism – there is a strong opportunity to attract unique lodging, restaurants, tasting rooms, agri-tourism, and small retail shops to this area of Sherwood West.

Land and Transportation Characteristics of Employment Areas

Mixed-Employment Zone. The mixed-employment zone is topographically flat with large parcels, and located near major arterials (Highway 99W, SW Roy Rogers Rd., and SW Tualatin-Sherwood Rd.) which connects the zone to the surrounding communities (Tigard, Beaverton, Tualatin, etc.) and to Interstate-5. Washington County is widening Roy Rogers and Tualatin-Sherwood Road to complete a continuous 5-lane arterial between Sherwood West's North District and I-5. Washington County also completed an extension of 124th Avenue as a two-lane arterial between Tualatin Sherwood Road and Grahams Ferry Road. The extension of SW 124th Avenue was identified as a critical transportation link to serve future industrial lands being planned by the cities of Tualatin, Wilsonville, and Sherwood. Employers and employees of the North District will have access to a safe, modern, and functional freight system that connects to surrounding communities and Interstate 5.

Hospitality Zone. The Hospitality Zone is located on Highway 99W and is surrounded by vineyards and tasting rooms of the northern Willamette Valley and Chehalem Mountains. The land is flat near Highway 99 and slopes up towards the west end. The average lot sizes range from 5 – 7 acres providing opportunities for single-lot or assembled development sites. The flatter areas of the zone along the Highway are suitable for a wide range of land uses and formats. The hillsides towards the west end of

hospitality zone will provide opportunities for smaller-scale restaurants, tasting rooms, and other leisure-oriented services to provide views of the surrounding mountains and Tualatin River Valley.

(E) Well-connected systems of streets, bikeways, parks, recreational trails and public transit that link to needed housing so as to reduce the combined cost of housing and transportation;

Response: Residents of Sherwood experience longer commute times and higher transportation costs than residents of more centrally located communities. Nearly half of all Sherwood residents leave the city each day for workplaces in Portland, Hillsboro, Tualatin, and other employment centers[5]. Less than 5% of residents of Sherwood have also found work in the city. A key vision of the Sherwood West Concept Plan is to create a complete community where future residents can go to work and meet their daily needs without relying on a vehicle.

To achieve this vision, the Concept Plan proposes a well-connected transportation system linking streets, trails, and greenways to housing and employment areas. Higher density housing is proposed near the employment centers to maximize opportunities for walking and biking to work. When the Highway 99W Pedestrian Bridge is completed in 2025-2026, residents of the West and Southwest Districts of Sherwood West will have walking and biking opportunities to Old Town and the Town Center for additional employment opportunities. Going in the opposite direction, residents of existing neighborhoods south of Highway 99W will have access to Sherwood High School and the planned mixed-use neighborhoods surrounding the high school.

The Concept Plan illustrates the potential for a bicycle and pedestrian network that is safe, connected, and serves all ages and abilities. Key elements include:

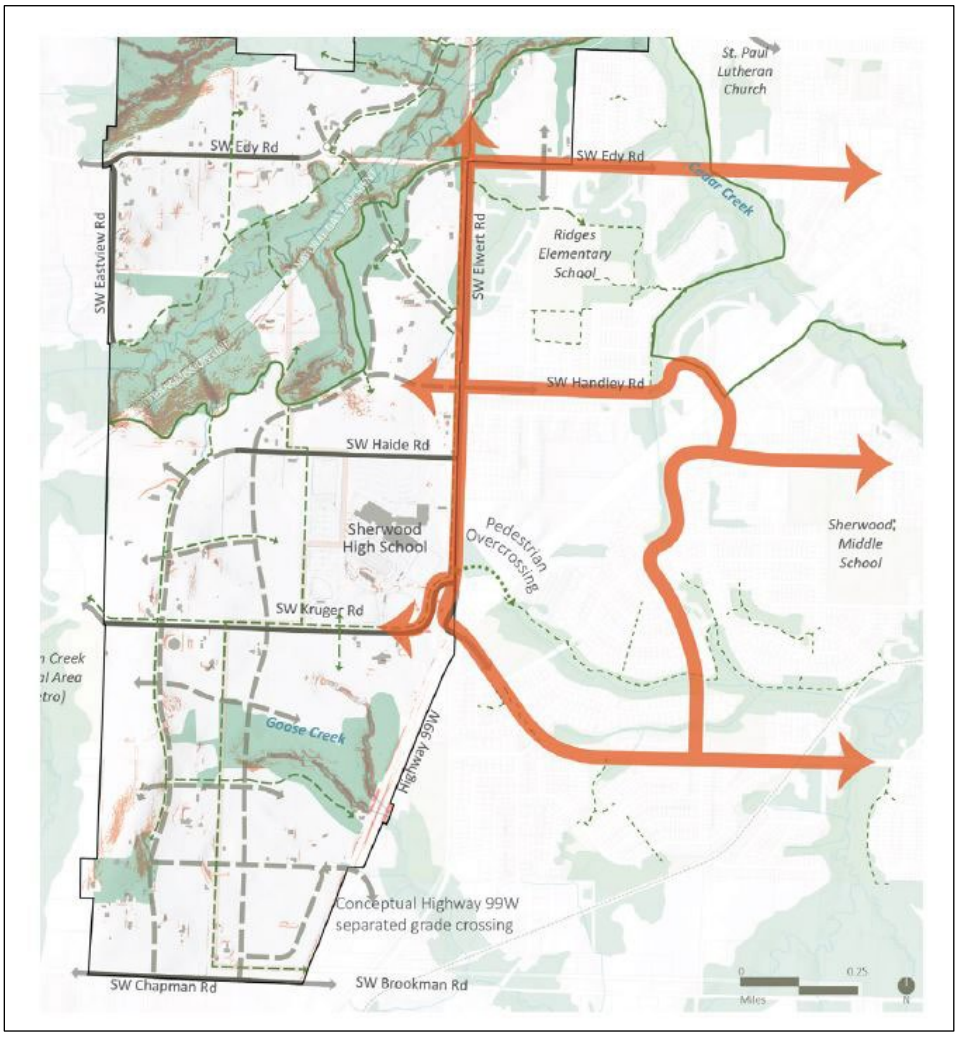
- Chicken Creek Regional Trail;
- Local trails serving every neighborhood and providing continuous routes throughout Sherwood West (north to south and east to west);
- Key connections to Sherwood at SW Edy Road, SW Chapman Road, and SW Elwert Road / SW Sunset Boulevard, with associated pedestrian and bicycle improvements;
- A pedestrian overcrossing of Highway 99W connecting to Sherwood High School; and
- Safe routes to Ridges Elementary School at SW Handley Street, SW Copper Terrace and via trail connections from SW Elwert Road and SW Edy Road.

The Concept Plan also explores how to make the Sherwood West area “transit-ready” with transit-supportive land use and sufficient connectivity of the street system. Both major employment areas are

[5] 2023 EOA – Figure 2.16 Net inflow-outflow of employees (2019)

located on arterials (Highway 99W and Roy Rogers Road) which provide opportunity for future transit service. Highway 99W is identified as a High Capacity Transit Corridor in the region's 2023 High Capacity Strategy Update.

Figure 2: Potential transit routes connecting Sherwood West with the Town Center



(F) A well-connected system of parks, natural areas and other public open spaces;

Response: Sherwood is known for its livability and access to parks, trails, and open space. Sherwood's landscape is defined by the creek corridors that flow through the city leading to the Tualatin River National Wildlife Refuge. The Concept Plan identifies the following parks, trails, natural areas, and open spaces to be provided in Sherwood West and integrated into the city's existing system parks and open space (see Concept Plan Figure 25):

- Chicken Creek Greenway Concept
- Chicken, Cedar Creek and Goose Creeks tributaries
- Two community parks (10 to 20 acres)
- Future neighborhood parks (2 to 5 acres)

- Trail/open space utilizing the regional utility easements
- Trails embedded within new residential and mixed-use developments
- Other public areas identified during the comprehensive and master Planning

One of community's desired outcomes for Sherwood West was protection of the Chicken Creek Greenway that will ultimately connect Sherwood West to the Tualatin River National Wildlife Refuge. Chicken Creek forms a natural greenway through the area, flowing southwest to northeast and eventually draining into the Tualatin River. It is fed by several other waterways including Cedar Creek, Goose Creek, and West Fork Chicken Creek. The future Chicken Creek Greenway preserves and enhances these natural corridors by providing wildlife crossings, incorporating stormwater management practices, and providing access to nature through a network of connected walking trails to the two community parks that are adjacent to the greenway. As conceptualized, the Chicken Creek Greenway will incorporate the creek corridor as well as the surrounding riparian and upland habitat areas creating a continuous system of green space throughout the corridor.

The Concept Plan also identifies conceptual locations for smaller neighborhood parks linked by the trail system. The location and alignment of parks and trails have been planned for future connection to other destinations such as the Tualatin River National Wildlife Refuge and the Town Center.

(G) Protection of natural ecological systems and important natural landscape features; and

Response: Concept Plan Figure 25 identifies natural resource areas subject to Metro Title 13 regulations, including upland and riparian habitat. Three creeks are located within the planning area (Goose Creek, Cedar Creek, and Chicken Creek) and each was an important consideration in the layout of the plan. Two community parks are located along the Chicken Creek Greenway and will conserve additional green space for passive and active recreation. As part of the next step of comprehensive planning, the City will analyze riparian and other habitat areas subject to Metro Title 13 and Statewide Planning Goal 5; make determinations about their significance; undertake an Economic, Social, Environmental and Energy (ESEE) analysis to evaluate protection programs for significant natural resources; and adopt plans for resource protection through the Sherwood Comprehensive Plan and Development Code. Through discussion with Metro staff, the City understands that the previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development to identify the amount of allowable habitat impact in conformance with Title 13 and Goal 5.

(H) Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands

Response: Sherwood West abuts a rural reserve designation to the west and rural property owners participated throughout the planning process. Their feedback informed the location and intensity of land uses in the Concept Plan. The western edge of Sherwood West is made up of the lowest density residential designations in the plan while the north and south ends are designated for employment. It was discussed during the planning process that employment uses in conjunction with a buffer implemented at the time

of development can minimize impacts of urban uses with adjacent farm and forestry practices and vice versa. The City is committed to crafting a development code that carefully considers land use compatibility where development will occur near the rural reserve.

The approximately 80-acre hospitality district is intended to complement the surrounding farm and forest practices by providing an employment center focused on food and wine from the northern Willamette Valley. In this regard the Concept Plan not only minimizes the adverse effects of urbanization, but actively brings urban and rural land uses and property owners together at the edge of the UGB.

(2) If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:

Response: This section does not apply as Sherwood West exceeds 100 acres.

(c) A concept plan shall:

(1) Show the general locations for any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph (2);

Response: The City of Sherwood places a high priority on well-planned, efficient land uses and public infrastructure to serve new development. Figures 8 and 13 of the Concept Plan show the proposed land use and transportation system for Sherwood West. Based on the residential and employment land designations, housing and job capacities were estimated for each category. This information was used to review and plan for the public infrastructure needed to serve the study area. The Concept Plan's Preliminary Infrastructure Funding Strategy (Concept Plan Appendix O) is consistent with City priorities and implements Concept Plan Goal #6, which states "growth and development are well-planned, and implementation of the area is pragmatic."

The Preliminary Infrastructure Funding analysis includes planning level cost estimates for non-local infrastructure projects in Sherwood West and compares those to potential revenues that will be generated under current City, County, and CWS System Development Charges (SDCs). Local infrastructure is expected to be provided by the developer. The analysis shows a revenue shortfall for water, transportation, and storm and a surplus for sanitary sewer and parks. Between all infrastructure categories, the total shortfall in funding is $10,650,505. This represents just 3.3% of the total projected revenue of $323,376,446 for non-local infrastructure. This amounts to less than $18,000 for each net acre of developable land in Sherwood West[6].

The funding gap analysis includes a wide range of options for how the City will make up the difference in revenue including supplemental SDCs specific to Sherwood West, Local Improvement Districts, and grants and loans, among other options. The cost and revenue estimates for this analysis are rough estimates and will be refined in subsequent planning phases. Please see the Infrastructure and Phasing Memo, Concept

[6] $10,650,505 deficit / 605 net developable acres = $17,604.14 deficit per acre of developable land in Sherwood West

Plan Appendix N, and the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O for full details.

(2) For proposed sewer, park and trails, water and storm water systems and transportation facilities, provide the following:

(A) The general locations of proposed sewer, park and trail, water and stormwater systems;

Response: The general locations of the facilities listed in subsection (A) above are described and depicted throughout the Concept Plan. Relevant Concept Plan Figures and Appendices include:

- Concept Plan Figure 8 Composite Concept Plan Map
- Concept Plan Figure 13 Land Use Plan Map
- Concept Plan Figure 14 Conceptual Street Framework
- Concept Plan Figure 15 Contextual Design Concepts for Elwert Rd.
- Concept Plan Figure 22 Overall Transportation Framework for Sherwood West
- Concept Plan Figure 24 Trails and Open Space Network
- Concept Plan Appendix N Infrastructure and Phasing Analysis
- Concept Plan Appendix O Preliminary Infrastructure Funding Strategy

(B) The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit and trail facilities and freight intermodal facilities;

Response: The Conceptual Street Framework, Concept Plan Figure 14 shows the location of existing and planned roads within Sherwood West. Figure 21 shows the potential for transit to connect Sherwood West development and trip generators in the existing city limits. The Infrastructure and Phasing memo, Concept Plan Appendix N, describes the arterials and collectors in additional detail. Three transportation concepts in the plan include:

Transit Readiness: Sherwood West is planned to be transit ready. The plan helps Sherwood West be transit ready by planning land uses, streets, and trails to accommodate and support future transit service. Concept Plan Figure 22 identifies potential future transit routes connecting Sherwood West and the regional Town Center.

Elwert Rd. Design: SW Elwert Road is a Washington County street and key north-south arterial providing access to and defining urban design in Sherwood West. Design concepts for the roadway are aimed at making Elwert Rd. a livable and positive addition to Sherwood West and the existing neighborhoods on its east side. SW Elwert Rd. is proposed as a safe, connected, and attractive boulevard with buffered sidewalks, bike lanes, a planted median with canopy trees, safe crossings, and path connections to key sites and destinations.

Potential Elwert Rd. Realignment: The Concept Plan examined whether to maintain the SW Elwert Rd. / SW Edy Rd. intersection at its current location or re-align the intersection to minimize impacts to existing wetlands and natural resources. The CAC and project team recommended the realignment approach, however, further analysis including a more in-depth environmental, engineering, and cost analysis will be necessary before the decision about the road's alignment is finalized. The Implementation section of the Concept Plan provides further details regarding the needs for these analyses, including coordination with Washington County.

(C) The proposed connections of these systems and facilities, if any, to existing systems;

Response: With development of Sherwood High School, the Highway 99W / SW Elwert Rd. intersection was improved by Washington County. Frontage improvements along the high school property were also completed to urban arterial standards. In this regard, a key intersection and gateway to Sherwood West has already been improved and connects to the existing transportation system in the city.

As stated above, the City is building on these investments by improve building a new pedestrian bridge across the highway at SW Elwert Rd. The Highway 99W pedestrian bridge will connect the Woodhaven neighborhood with Sherwood West, providing a grade-separated crossing of Highway 99W for walking, bicycling, and other active transportation modes.

All proposed connections for streets and trails, including arterials and state highways, are shown on the Overall Transportation Framework map (2023 Concept Plan Figure 23). New infrastructure proposed in the plan is described in the Infrastructure and Phasing memo, Concept Plan Appendix N, as updated in the North District by the 2024 Refinement report (Appendix R).

(D) Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;

Response: The cost and feasibility of infrastructure was a major focus of the planning process. Planning level design and cost estimates for infrastructure are included in the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O. Costs estimates were broken down by sectors A-F which coincided with the different districts (North, West, etc.) in Sherwood West. The analysis demonstrated that potential revenues generated at full buildout of Sherwood West will yield a surplus for sanitary sewer and parks and a deficit for water, transportation, and storm infrastructure. Between all infrastructure categories, the total shortfall in funding is $10,650,505. This represents just 3.3% of the total projected revenue for non-local infrastructure and less than $17,000 of deficit per net developable acre. The 3.3% shortfall is expected to be addressed through supplemental SDCs, Local Improvement Districts, Urban Renewal, grants, and other funding mechanisms. The City has a history of providing high quality public infrastructure and services and finding reliable ways to fund needed infrastructure.

Two areas in Sherwood West were identified as "catalyst" areas that when developed, would open up the opportunity for additional development. These areas are the North and portions of the West and

Southwest Districts near the high school. Through public investment and private development, attention in these districts will help lay the foundation for the long-term success of Sherwood West. Appendix O describes in detail the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

The cost and revenue estimates will be refined in subsequent planning phases. Please see the Infrastructure and Phasing Memo, Concept Plan Appendix N, and the Preliminary Infrastructure Funding Strategy, Concept Plan Appendix O for full details.

(E) Proposed methods to finance the systems and facilities; and

Response: Local infrastructure is generally provided by developers with development. Non-local infrastructure will be funded with a variety of methods. The City and Washington County collect SDCs for transportation and other urban utilities. Where existing rates of SDCs do not cover the cost of infrastructure, the Preliminary Infrastructure Funding Strategy (Appendix O) identifies potential funding sources and strategies to close the gap. These sources include:

- Federal funding sources such as the Economic Development Administration
- State Funding Sources including:
    - Special Public Works Fund
    - Community Paths Grants
    - Immediate Opportunity Fund
    - Oregon Parks and Recreation Department Local Government Grant Program
    - Emerging Opportunities within the state legislature (i.e. SB 1537; 2023)
- Regional Sources including:
    - Major Streets Transportation Improvement Program (MSTIP)
    - Metropolitan Transportation Improvement Program (MTIP)
    - Regional Flexible Funding
- Supplemental System Development Charges (SDCs), paid by developers

Additional sources of funds for infrastructure development identified as lower-priority options include:

- Local Improvement Districts (LIDs)
- Utility Fees
- Property Tax (General Obligation) Bonds
- Urban Renewal

(F) Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

Response: There are no existing or planned state highway interchanges in the Sherwood West area.

(3) If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;

Response: The Mixed Employment zone in the North District is envisioned as an industrial zone. This zone has favorable characteristics for siting industrial uses including large sites, relatively flat topography (less than 3-5% slopes), few property owners, and easy access to major freight routes. The North District Refinement Study evaluated opportunities to create and protect parcels greater than 50-acres (Table 6). The study concluded that opportunity exists on the east side of SW Elwert Rd. within the mixed-employment zone to create parcels larger than 50-acres. Taking into account City and County standards for streets and access, Table 6 indicates that an 83-acre net developable site can be created. Smaller parcels between 8 – 27 acres can be created on the west side of SW Elwert Rd. within the mixed-employment zone. While this criterion addresses large sites, the region is experiencing is a need for smaller industrial sites that can also be accommodated in Sherwood West.

Table 6: Mixed-employment zone parcel size analysis (Concept Plan Appendix R – Table 2)

TABLE 2: SCENARIO B POTENTIAL DEVELOPMENT SITES				
Site	**East or West of SW Elwert Road**	**Gross Area (acres)**	**Title 13 Area (acres)**	**Area outside Title 13 Area (acres)**
B1	West	15.4	0	15.4
B2	West	20.0	7.7	12.3
B3	West	35.3	7.8	27.5
B4	West	12.0	3.7	8.3
Total (West)	**West**	**82.7**	**19.2**	**63.5**
B5	East	95.8	12.7	83.1
B6	East	54.3	47.1	7.2
Total (East)	**East**	**150.1**	**59.8**	**90.3**
Total		**232.8**	**79.0**	**153.8**

Need for Large Sites

The 2023 Sherwood Economic Opportunities Analysis (EOA) indicates that the remaining employment land in the City's UGB is primarily composed of smaller lots of less than 10 acres and that there are no industrial building sites within the city or its UGB over 10 acres. The remaining small-sized parcels will not be suitable for the types of traded sector industries being targeted by the City and supported by recent state and federal initiatives (i.e. CHIPS). These include semiconductors and electronics, cleantech, advanced manufacturing, software and media, and other technology-focused companies that will create higher-paying jobs.

To accommodate the City's employment needs, the EOA indicates there is a need for 277 acres of additional land outside of the current UGB. Sherwood West represents the only viable location for the

growth of these targeted industries in the urban reserve since traded sector companies require larger, flatter sites that can be assembled for maximum flexibility and productivity. Parcel sizes within the Sherwood West's North Employment District offer the necessary parcel sizes and slopes of less than 3 percent.

Based on feedback from the Technical Advisory Committee and local real estate brokers, maintaining flexibility in lot size is valuable in making sites attractive for development by employers. Thus, the City's preference is to have Metro designate the Mixed Employment portion of the North District as an Employment Area rather than an Industrial Area or a Regionally Significant Industrial Area.

(4) If the area subject to the concept plan calls for designation of land for residential uses, the concept plan will describe the goals for meeting housing needs for the concept planning area in the context of housing needs of the governing city, the county and the region if data on regional housing needs are available. As part of this statement of objectives, the concept plan shall identify the general number, price and type of market and non-market provided housing. The concept plan shall also identify preliminary strategies, including fee-waivers, subsidies, zoning incentives and private and nonprofit partnerships, that will support the likelihood of achieving the outcomes described in subsection B of this section;

Response: The Concept Plan proposes land use designations with a variety housing types, densities, and price points. As required by state law, the Concept Plan provides the opportunity for at least 50% of new housing in Sherwood West to be single-family attached or multi-family. The estimated amount of housing in Sherwood West will range from 3,120 to 5,580 units, depending on how much middle housing is developed in the Neighborhood designations.

As described in the response to Metro Code Section 3.07.1110(b)(1)(C) above, new housing constructed in Sherwood West is expected to help address the region's housing crisis. The mixture of housing types and densities in Sherwood West will the City's projected needs in each category and will provide additional high-density housing beyond what the city needs, thus serving a regional demand.

The City will consider zoning incentives, fast-track reviews, and other policies that support housing production during the Comprehensive Planning process. Sherwood will be undertaking a Housing Production Strategy (HPS) as required under House Bill 2003 and OAR 660-008. The law requires Sherwood to evaluate a broad range of strategies to meet local housing needs—which may include policies, programs, funding tools, incentives, partnerships, and more. The City will be required to adopt its first HPS by 2027.

Outside of formal policies, the City has a track record of working productively with developers during the land use and permitting stage of development. In the last 10 years, the City has approved 100% of variance requests for housing projects.

(5) Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of this chapter;

Response: Natural resources were mapped as part of the Concept Plan including those identified in Titles 3 and 13 (Concept Plan Figure 4). As part of the comprehensive planning process, the City will undertake an Economic, Social, Environmental, and Energy (ESEE) analysis to evaluate and determine protection programs for significant natural resources. Through discussion with Metro staff, the City understands that the previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development to identify the amount of allowable habitat impact.

(6) Be coordinated with comprehensive plans and land use regulations that apply to nearby lands already within the UGB;

Response: As described in subsections (3) and (4) above, the Concept Plan proposes land uses to address the City's shortage of residential and employment lands pursuant to the adopted HNA and EOA. In this regard, the Concept Plan is coordinated with City's Comprehensive Plan and the allowed densities and employment uses in the implementing regulations. Other coordination points include the Brookman Road Concept Plan, 2021 Parks Master Plan, 2016 Transportation System Plan, and other utility master plans. All of the adopted Master Plans, Concept Plans, and system plans were taken into consideration when planning for Sherwood West.

(7) Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined in Oregon Revised Statutes (ORS) 195.065(4), when the area is urbanized;

Response: The City and project team coordinated with service providers throughout the planning process. The application includes a copy of the existing Urban Planning Area Agreement between the City of Sherwood and Washington County and a new Intergovernmental Agreement between the jurisdictions. The application also includes Letters of Support from applicable urban service providers defined in ORS 195.065(4). A summary is provided below:

Table 7: Governance and Urban Services for the Sherwood West area

Urban Service	Likely Provider	Agency Coordination
Streets and Roads	City of Sherwood and Washington County	UPAA, IGA, Letter of Support
Sanitary Sewer	City of Sherwood and Clean Water Services	Letter of Support
Mass Transit	TriMet	Letter of Support
Fire Protection	Tualatin Valley Fire & Rescue	Letter of Support
Water	City of Sherwood	-

Urban Service	Likely Provider	Agency Coordination
Parks, Recreation and Open Space	City of Sherwood	-

(8) Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;

Response: The City of Sherwood and Washington County have an existing Urban Planning Area Agreement that defines responsibilities for comprehensive planning and annexation authority in Sherwood West. The agreement has been included as part of the application. The City is responsible for long-range planning and annexation of the Urban Reserve 5b (Sherwood West).

(9) Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulation to the area intended to comply with subsection C of section 3.07.1120; and

Response: Comprehensive Planning of Sherwood West will occur after the UGB expansion is approved and will comply with Metro Code section 3.07.1120(C) including any Conditions of Approval assigned in the approval ordinance. In addition to compliance with Metro Code and any Conditions of Approval, the City's Comprehensive Plan policies will apply. The City is also considering new annexation policy that would apply to areas within the UGB.

Sherwood 2040 Comprehensive Plan
Goal 3 – Ensure that the rate, amount, type, location and cost of new development will preserve and enhance Sherwood's quality of life so that it is accessible to all community members.

POLICY 3.3: Provide for compatible, phased, and orderly transition from rural to suburban or urban uses, reflecting Sherwood's landform on adjacent land outside Sherwood city limits or the Metro urban Growth Boundary.

POLICY 3.4: Ensure annexation to the City occurs in an orderly and coordinated manner, and services are provided to support urban growth consistent with the 2040 Vision.

(10) Be coordinated with school districts, including coordination of demographic assumptions.

Response: Sherwood West will be served by the Sherwood School District. As such, a representative of the School District served on the Citizens Advisory Committee and provided input on the plan throughout the planning process. The proposed schools within Sherwood West are based on demographic

assumptions and include one new middle school and one new elementary school. The School District has provided a Letter of Support for Sherwood West which is included in the application.

APPENDIX Q

Master Planned Communities and Middle Housing Memo

City of Sherwood
Oregon

Home of the Tualatin River National Wildlife Refuge

MEMORANDUM

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
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To: Planning Commission and City Council

From: Eric Rutledge, Community Development Director and Carrie Richter, Contract Legal Counsel

Subject: Sherwood West Implementation Questions

Date: October 3, 2023

Background:
During the Sherwood West Concept Plan Re-Look ("Concept Plan") process, Planning Commission and City Council raised a number of implementation questions related to middle housing, master planning, and annexations. This memo will provide a high-level summary of the required steps between concept plan and development and then address the questions raised:

1. Can Cottage Cluster and Middle Housing only zones be created in Sherwood West?
2. What are the benefits of a City-led master plan for certain portions of Sherwood West and how is HB 2001 implemented through a master plan?
3. How can annexation agreements or policies be used to best achieve the City's desired outcomes for Sherwood West?

The following information was also requested by council during the September 5, 2023 Work Session:

- Vacant Residential Land Map (Attach 1)
- Procedural questions regarding Metro approval process (Attach 2)

Path from Concept Plan to Development
Concept Plan implementation will require that the City achieve multiple planning land use decision-making mileposts before any urban-scale development can occur. Many of the terms used to describe these various steps are similar so it is important to clarify their meaning and requirements:

Step 1: Urban Growth Boundary (UGB) Amendment: This process starts with the City issuing a Letter of Intent (LOI) indicating the City's interest in expanding the

Metro UGB and then following up with the filing of an application. During the September 5, 2023 Work Session, City Council raised a number of procedural questions related to the Metro approval process. Metro staff has provided written responses to the questions raised, included as Attachment 3 to this memo.

Step 2: Comprehensive plan and zoning code implementation: This will include creating comprehensive plan policies, amending the City facilities, utilities and transportation plans, applying zoning map designations and the adoption of development and design standards to implement the comprehensive plan. With respect to areas that are planned and zoned for residential, the City may elect to proceed with a "Master Planned Community" designation, an area that is exempt from the state middle housing rules (OAR 660-046-0205(2), if it is at least 20 acres in size and either includes either: (1) infrastructure adequate to serve 20 units per acre; (2) a variable rate system development charge (SDC) reduction for middle housing or (3) provides a mix of middle housing types. Duplexes are still required in all zones that permit single-family residences. Custom regulation of middle housing through a Master Planned Community is discussed in greater detail below. In areas where housing is allowed, the zoning regulations must include at least one clear and objective track to development. Finally, these code amendments would include any area-specific annexation policies, such as prioritized annexation arrangement, that allows for the orderly extension of urban services or the requirement for a development agreement. These may be specific to Sherwood West or generally applicable city-wide.

Step 3: Annexation with application of the newly implemented plan and zoning regulation. This step would include negotiating an annexation agreement that would outline specific obligations with respect to utilities or other infrastructure necessary to serve future development.

Step 4: Development. This is the final step where an applicant seeking to develop would file an application for a subdivision, planned unit development, or site plan review.

Moving now to respond to the specific questions asked:

1. Exclusive Cottage Cluster and Middle Housing Only Zones

As part of the Concept Plan, the City is proposing a cottage cluster-only zone and a separate middle housing-only zone within Sherwood West. At this conceptual stage, single-family detached homes are not planned to be permitted within these zones. HB 2001, and the rules implementing it, OAR 660-046, require that any zoning district that allows single-family detached homes also allow all middle housing types

within that zone, except with regard to Master Planned Communities (discussed further below). Since single-family detached homes will not be permitted in the Cottage Cluster or Middle Housing Zone, the City is not obligated to require all middle housing types within the cottage cluster or middle housing zone. The City may want to consider incentives for certain types of middle housing within these zones to ensure development occurs in a timely and efficient manner.

2. Master Planned Communities and Middle Housing Regulation

As noted above, the middle housing rules require that the City must allow for all types of middle housing (duplexes, triplexes, quadplexes, townhouses and cottage clusters) in any area zoned for single family residential uses (OAR 660-046-0205(2). However, the rule provides three alternative approaches to regulating middle housing in "Master Planned Communities." A "Master Planned Community" must be a minimum of 20-acres as defined in the rules. The city may regulate the location and design of middle housing in Master Planned Communities through implementation of one or more of the following actions:

- Plan to provide urban services to accommodate 20 units / acre within the Master Planned Community
- Variable rate SDC for middle housing within the Master Planned Community (i.e. reduced rate for middle housing units)
- Require a mix of residential types including at least two middle housing types other than duplexes within the Master Planned Community

City staff has conferred with DLCD staff regarding the answers to questions 1 and 2 above.

3. Annexation Policy and Annexation Agreements

The City is likely to adopt new annexation policy for Sherwood West in order to ensure growth occurs in an orderly, safe and efficient manner. The City can adopt new annexation policy as part of the Comprehensive Planning process. Draft annexation code is provided as Attachment 4. Annexation requires City Council approval through a Type V application.

Sherwood does not currently require annexation agreements between the city and property owners, however, such a requirement may also be considered for Sherwood West. When executed correctly, annexation agreements ensure timely delivery of infrastructure while providing certainty to property owners, the city, and the public. The draft annexation code requires an annexation agreement unless waived by the City.

SB 1573

SB 1573 (2016) requires cities to approve certain annexation applications without any voting requirements from the general electorate. While SB 1573 limits the circumstances under which the general electorate is able to vote on annexations, it does not prevent the city council from setting new annexation policy and does not prevent the city from requiring annexation agreements prior to development.

Attachments:

1. Vacant Residential Land Map
2. Metro responses to questions raised during September 5, 2023 Work Session
3. Draft Annexation Policy

APPENDIX R

Sherwood West Refinement Study

MACKENZIE.

SHERWOOD WEST NORTH DISTRICT CONCEPT PLAN REFINEMENT

To
City of Sherwood

Dated
February 13, 2024
(Revised February 19, 2024)

Project Number
2230332.00

MACKENZIE
Since 1960

RiverEast Center | 1515 SE Water Avenue, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mackenzie.inc

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2. Notes from December 6, 2023 Technical Advisory Committee Meeting
3. Notes from January 31, 2024 Technical Advisory Committee Meeting
4. Notes from December 7, 2023 Portland General Electric Meeting
5. PGE Sherwood West Concept Plan Refinement Map, January 19, 2024
6. Business Oregon Industrial Development Competitiveness Matrix
7. Mackenzie Infrastructure Cost Estimates for North District and Regional Trails
8. Preliminary Infrastructure Funding Strategy Memo, Leland Consulting Group

I. INTRODUCTION

Project Overview and Objectives

The City of Sherwood (City) has been planning for the 1,291-acre Sherwood West area—containing one of Metro's designated urban reserves—for many years. In 2016 the City adopted a Concept Plan for the area, but due to a change in City Council policy direction, a second look at the area was initiated in 2021, with a revised Concept Plan accepted by City Council in summer 2023.

In fall 2023, the City engaged Mackenzie and Leland Consulting Group (LCG) to assist in refining the North District of the 2023 Concept Plan. This effort provides additional detail regarding the North District and its Mixed Employment zone, particularly related to Mixed Employment development potential and the costs of providing public infrastructure. Taken together, the 2023 Concept Plan and this 2024 Concept Plan Refinement report will provide information for the City Council to use as the basis for a request for Metro to expand the Urban Growth Boundary (UGB) to include Sherwood West. These reports will also provide information to be incorporated into future updates to the Transportation System Plan and utility master plans following a determination by Metro of which portions of Sherwood West may be included in the UGB.

This report documents the results of this analysis, and includes the following elements:

- Existing conditions information on the North District and prior planning efforts.
- Analysis of opportunities to create large sites (50 acres and larger) within the Mixed Employment area.
- Assessment of existing and planned transportation and infrastructure improvements.
- North District Concept Plan refinement scenarios and associated transportation and infrastructure projects and construction costs.
- Evaluation of the Mixed Employment area to accommodate target employment types.
- Discussion of Sherwood West transportation and infrastructure construction costs and funding.

Study Area Context

The Sherwood West planning area comprises approximately 1,300 acres west of downtown Sherwood and Oregon Highway 99W. Most of Sherwood West (approximately 1,205 acres) is located immediately west of the City of Sherwood, just outside the UGB, in Metro's urban reserve 5B, while the remaining approximately 85 acres are within the UGB and City limits and contain the Sherwood High School. Sherwood West is divided into multiple districts, of which the North District consists of approximately 400 acres. The North District is bounded on the north by SW Scholls-Sherwood Road and SW Lebeau Road, on the east by SW Roy Rogers Road, and on the south by SW Edy Road. The western boundary of the North District does not align with existing roadways. SW Elwert Road passes through the central portion of the North District in a north-south orientation, while SW Conzelmann Road passes through the central portion in an east-west orientation, terminating at SW Elwert Road. The southeastern edge of the North District coincides with the existing UGB and City limits. See Figure 1.

Existing land uses in the North District consists of rural residential properties, agricultural land, and forested areas. The Bonneville Power Administration (BPA) has an electrical transmission line that bisects the North District, crossing diagonally from SW Roy Rogers Road to SW Scholls-Sherwood Road. See Figure 2.

FIGURE 1
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT CONTEXT
SHERWOOD, OREGON

LEGEND

- Urban Growth Boundary (UGB)
- Sherwood City Limits
- Sherwood West
- North District

0 750 1,500 3,000 Feet

N

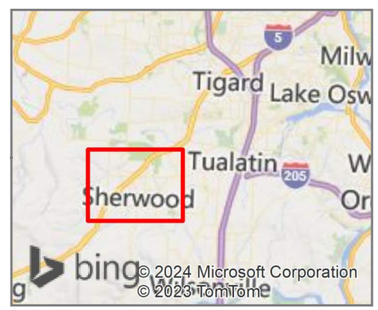
1 inch = 1,500 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Sherwood West_North District

Map Created By: BJV
Project No: 2230332.00



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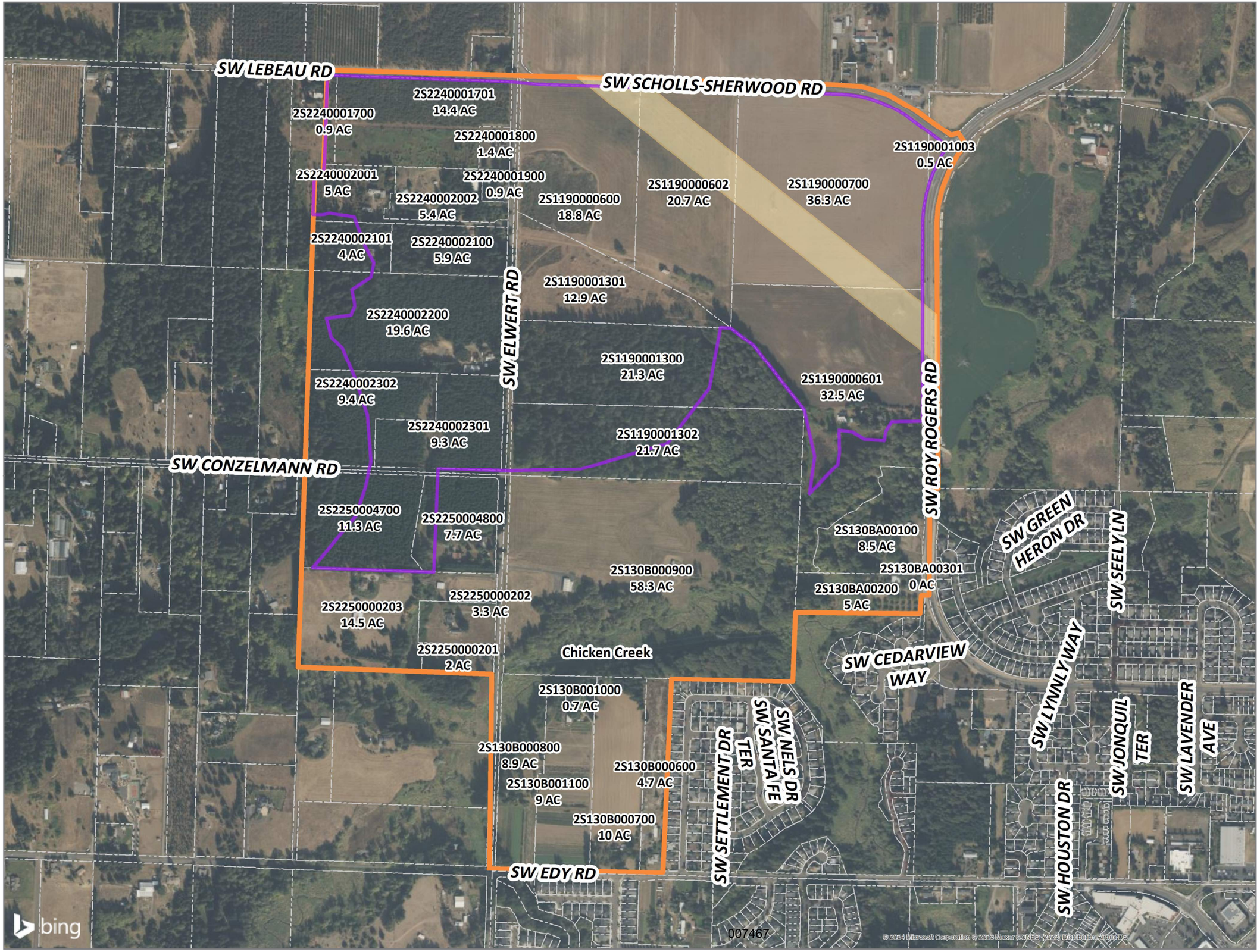


FIGURE 2
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
AERIAL
SHERWOOD, OREGON

LEGEND

- North District
- Mixed Employment
- Tax Lots
- BPA Transmission Corridor

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Aerial Taxlots_ND

Map Created By: BJV
Project No: 2230332.00



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Chicken Creek passes through the North District, entering at SW Elwert Road and flowing northeasterly toward SW Roy Rogers Road. Cedar Creek joins Chicken Creek shortly before it flows out of the North District. Both creeks have areas of Special Flood Hazard (the 1% annual chance flood, or 100-year floodplain) and regulatory floodway, as illustrated on Figure 3. Wetland areas in the vicinity of Chicken Creek are noted in Figure 4.

Based on the presence of creeks and forested areas, Metro has designated portions of the North District as Title 13 ("Nature in Neighborhoods") habitat, more specifically:

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

These areas are also depicted in Figure 4. A review of this map reveals that some of the designated Title 13 areas may no longer serve as habitat, such as in instances where forest cover has been reduced subsequent to the Title 13 designation.

The topography of the North District varies from a high of 280 feet above mean sea level (AMSL) in the northwestern portion to 130 feet AMSL along Chicken Creek. Figure 5 illustrates that most of the North District has slopes under 10% with pockets of areas between 10% and 25% slope and some areas exceeding 25% slope.

FIGURE 3
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
FLOODPLAIN
SHERWOOD, OREGON

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
Chicken Creek
West Fork Chicken Creek
Cedar Creek
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD
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LEGEND

- North District
- Mixed Employment
- Tax Lots
- Streams
- 1% Annual Chance Flood Hazard
- Regulatory Flooodway

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Floodplain

Map Created By: BJV
Project No: 2230332.00



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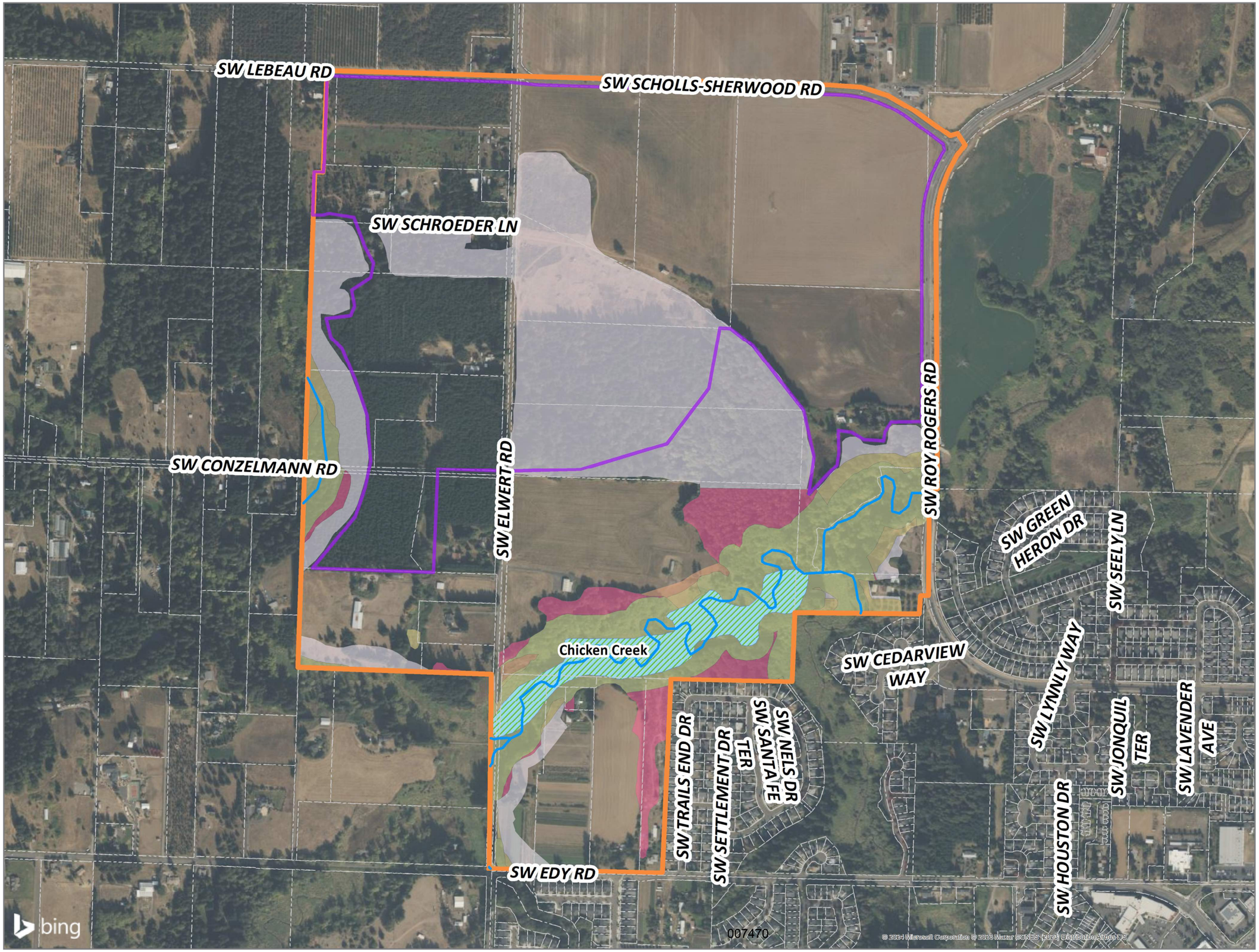


FIGURE 4
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
WETLANDS & TITLE 13
SHERWOOD, OREGON

LEGEND

- North District
- Tax Lots
- Mixed Employment
- Streams
- Wetland

Metro Title 13 Areas

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Wetlands_Title 13

Map Created By: BJV
Project No: 2230332.00



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FIGURE 5
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
CONTOURS & SLOPE
SHERWOOD, OREGON

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW ROY ROGERS RD
SW CONZELMANN RD
SW ELWERT RD
Chicken Creek
SW EDY RD
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW CEDARVIEW WAY
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR

LEGEND

- North District
- Mixed Employment
- 10 ft Contours
- 10%-25% Slope
- Over 25% Slope

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Contours and Slopes_ND

Map Created By: BJV
Project No: 2230332.00



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Focus of Concept Plan Refinement Study

The City's intent in retaining Mackenzie and Leland Consulting Group for this study was to have the consulting team perform additional analysis related to the following focus areas, as an evolution of the 2023 Concept Plan:

- Determining the viability of assembling large (50 acres and larger) development sites within the Mixed Employment portion of the North District and identifying potential measures to encourage these large sites.
- Refining the North District conceptual roadway network, identifying general alignments for future public utilities, and estimating construction costs for transportation and public utility improvements (water, sewer, storm).
- Comparing transportation, public utility, regional parks, and regional trails construction costs to potential revenues from system development charges (SDCs) and the Washington County Transportation Development Tax (TDT), and identifying potential funding mechanisms to supplement available revenues where needed.

Discussion of the findings of this analysis is included in the following sections.

To assist in this evaluation, the City reconvened its 2023 Concept Plan Technical Advisory Committee (TAC) to provide input in a manner similar to the 2021-2023 Concept Planning effort. Members of the TAC included representatives from:

- Bonneville Power Administration (BPA)
- City of King City
- Clean Water Services (CWS)
- Friends of Tualatin River National Wildlife Refuge
- Home Building Association (HBA)
- Metro
- Oregon Department of Transportation (ODOT)
- Portland General Electric (PGE)
- Tualatin Valley Fire & Rescue (TVF&R)
- Washington County

Notes from the TAC meetings are provided in Appendices 2 and 3.

II. LARGE SITE CREATION WITHIN THE NORTH DISTRICT MIXED EMPLOYMENT AREA

As laid out in the 2023 Concept Plan, the 405-acre North District is envisioned to have the following mix of uses:

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Metro Title 13 Riparian/Upland Habitat

These areas, and a conceptual network of existing roadways and future streets, are depicted in Figure 6.

To assess the opinions of existing property owners regarding future development of the areas identified for Mixed Employment, in November 2023, the City mailed a survey to all property owners within the North District. The results of that survey are depicted in Figure 8.[1]

Factors Affecting Developability for Mixed Employment Uses

To assess the viability of the Mixed Employment area for large scale employment development, Mackenzie reviewed the information compiled in the included maps.

- Figure 2 indicates that within the Mixed Employment area there are seven residences west of SW Elwert Road and one residence east of SW Elwert Road.
- Figure 2 demonstrates that the BPA electrical transmission corridor constrains several properties within the North District. Buildings cannot be located within the BPA's easement, though passenger vehicle parking and vehicle parking are generally allowed.
- Figure 3 demonstrates that the Mixed Employment area is not within the regulated floodway or the Special Flood Hazard Area (1% annual chance flood area).
- Figure 4 demonstrates that the Mixed Employment area has no identified wetlands, no Metro Title 13 Riparian Wildlife Habitat, and some areas of Upland Wildlife Habitat Class B. Title 13 habitat areas could restrict development locations and add permitting requirements that would extend development timelines.
- Figure 5 demonstrates that the majority of the Mixed Employment area has slopes under 10%. There are scattered regions with slopes over 10% (primarily west of SW Elwert Road) and one small pocket of slope over 25% south of SW Conzelmann Road. Slopes in excess of 10% increase the grading requirements (and associated cost) necessary to create the flat sites desired for large employers.[2]
- Figure 6 demonstrates that the existing transportation network is insufficient to serve the North District, and that additional roadways will be needed. The conceptual roadway locations shown

[1] This map only reflects information provided by property owners and their representatives and does not reflect other information sources (e.g., purchase offers by developers).

[2] As discussed in Appendix G (Economic Opportunities Memo) of the 2023 Concept Plan, "…developers of industrial and, to a slightly lesser extent, office projects typically require regularly-shaped tracts of flat land with slopes of less than 3.0 percent. A campus-style development may be able to accommodate a greater variety of topographical conditions." City and Metro GIS data grouped all slopes under 10% into a single category so identification of areas with 3-5% slopes was not performed.

in this figure (which match those from the 2023 Concept Plan) have been refined as part of this study, as described in Section IV of this report.

- Figure 7 demonstrates that existing parcel sizes in the Mixed Employment area range from approximately 0.5 acres to approximately 36 acres. In general, larger parcels are located east of SW Elwert Road. Some of the parcels are located partially inside and partially outside the Mixed Employment area.
- Figure 7 also demonstrates that there are 16 owners[3] within the Mixed Employment area, including instances where the same entity owns multiple contiguous parcels. This condition would make it easier for developers to assemble large sites by purchasing multiple parcels.
- Figure 8 shows that owners of six parcels within the Mixed Employment area are interested in developing or selling their land for employment, while owners of three parcels are interested in developing their land with residential uses. The owners of three parcels are not interested in development, and the owners of the remaining nine parcels did not respond to the City's survey. For property owners who have indicated they are not interested in developing, those parcels may eventually be developed (for instance, if there is a change in ownership), but those properties would likely not be in the first phase of annexation and development.

[3] Property ownership is counted as a distinct owner name for each parcel. In some cases, a company or person may own property under different names and the actual number of owners may be less than listed here.

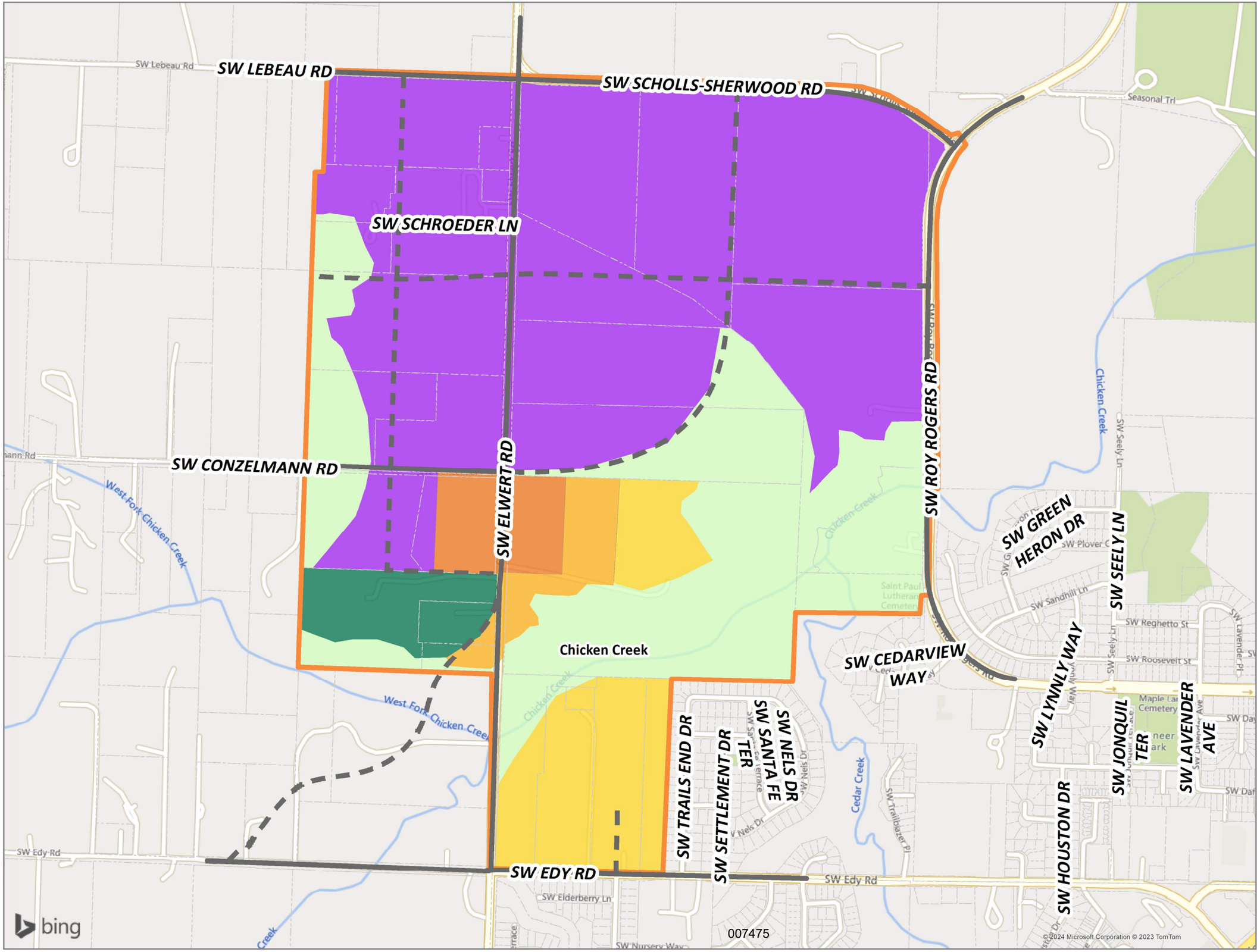


FIGURE 6
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
LAND USE & ROADS
SHERWOOD, OREGON

LEGEND

- North District
- Tax Lots

Land Use per 2023 Concept Plan

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Title 13 Riparian/Upland

0 300 600 Feet 1,200

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Land Use_ND

Map Created By: BJV
Project No: 2230332.00



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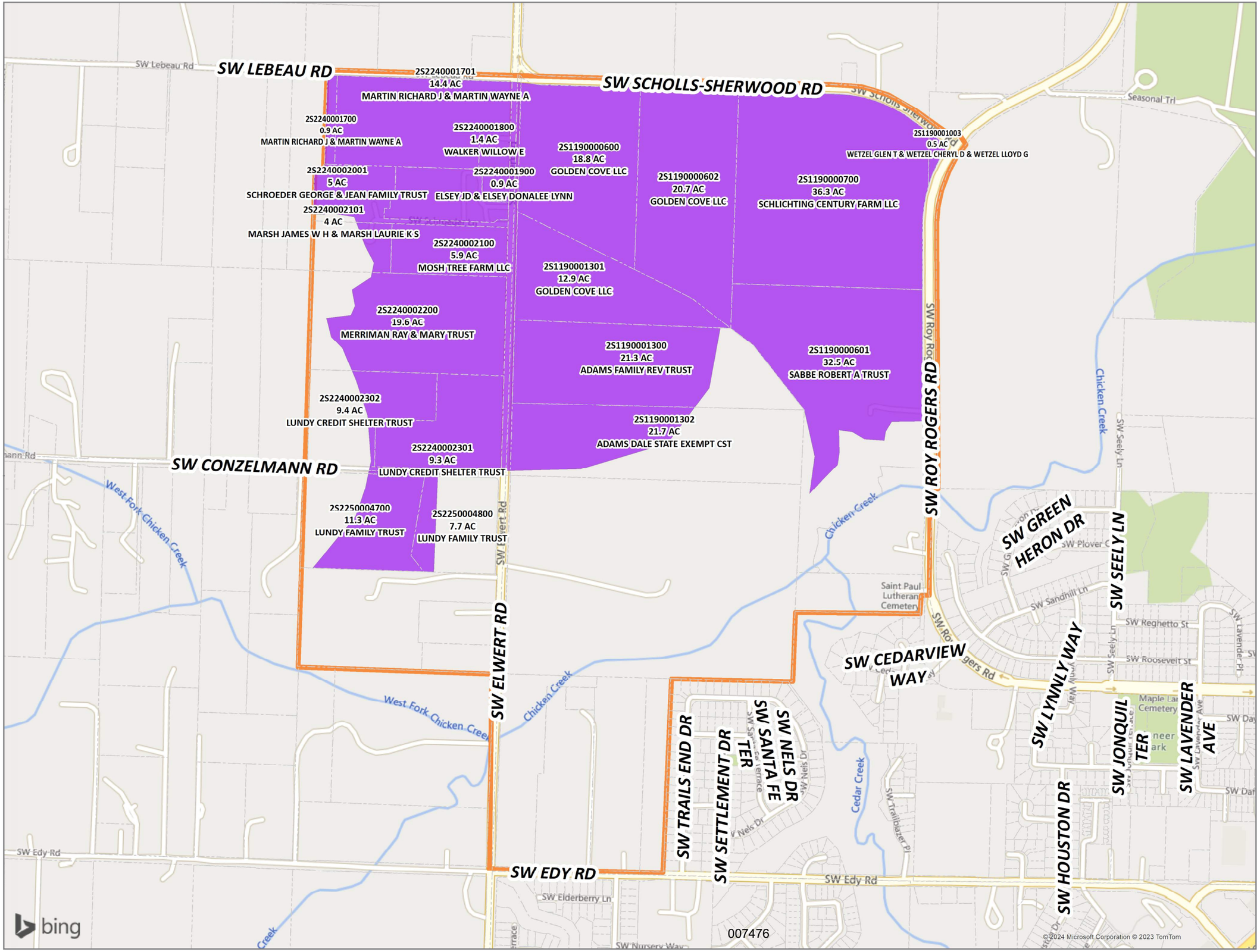


FIGURE 7
SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
MIXED EMPLOYMENT OWNERSHIP
SHERWOOD, OREGON

LEGEND

- North District
- Tax Lots
- Mixed Employment per Concept Plan

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/9/2024
File: Parcel Ownership_ME

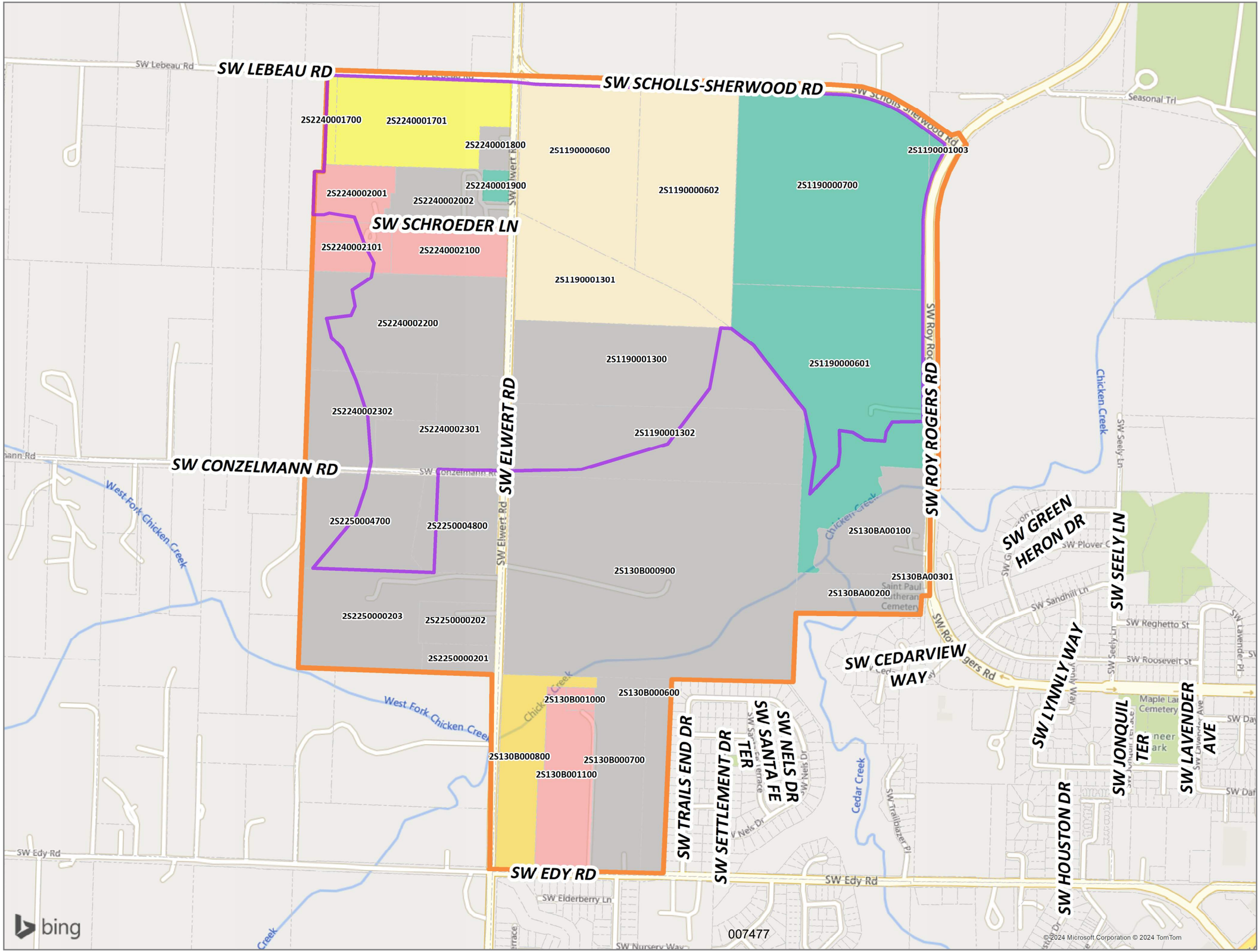
Map Created By: BJV
Project No: 2230332.00



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FIGURE 8
SHERWOOD WEST CONCEPT PLAN
PROPERTY OWNER DEVELOPMENT INTEREST
SHERWOOD, OREGON



LEGEND

- North District
- Mixed Employment
- Tax Lots

Survey Response

- Development Interest (for Emp.)
- Development Interest (for Res.)
- Available for Sale (for Emp.)
- Available for Sale (for Res.)
- Not Available or Interested
- No Response

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 2/14/2024
File: Owner Devt Interest_ME

Map Created By: BJV
Project No: 2230332.00

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Analysis

Utilizing the Mixed Employment area for large employment development for target industries requires sites that may be composed of multiple properties and ownerships. Based on the factors identified above, the area east of SW Elwert Road is more conducive to large-scale mixed employment development, while the area west of SW Elwert Road is more appropriate for smaller-scale development, for the following reasons:

- Existing parcel sizes are generally larger east of SW Elwert Road, so there are fewer owners overall to aggregate/assemble (six owners east of the road and 10 owners west of the road).
- There are fewer existing residences east of SW Elwert Road.
- There are very few areas with slopes exceeding 10% east of SW Elwert Road. The gentler slopes east of SW Elwert Road are more amenable for large employers. Slopes greater than 10% can be problematic for mixed employment development, particularly many industrial users who prefer not to exceed 5%.
- The combined acreage of properties with owners interested in selling or developing their land is higher east of SW Elwert Road (though one owner of three parcels expressed interest in residential development rather than employment development). No owners east of SW Elwert Road indicated that they had no interest in development.

While the area east of SW Elwert Road does contain Upland Wildlife Habitat Class B, some of this would likely be removed from Metro's Title 13 inventory upon further analysis (e.g., where trees have been removed from formerly forested areas).

The conceptual roadway network depicted in the 2023 Concept Plan would yield development sites with a maximum size of approximately 30 acres. Therefore, to assess opportunities to create sites larger than 50 acres in the Mixed Employment area, Mackenzie drafted multiple preliminary scenarios of potential site configurations and reconfigured roadways and shared those with the TAC (see Appendix 2). In general, utilizing fewer roads would yield larger site sizes, ranging from approximately 50 acres in one configuration to 150 acres in another which eliminated most conceptual roads east of SW Elwert Road. The specific layouts are not reproduced here since the intent was not to compare and contrast specific options but rather to gain feedback from the TAC on general concepts. Observations shared at the December 6, 2023, TAC meeting included:

- The City can undertake a future study to determine the significance of Metro's Title 13 areas as part of future Comprehensive Planning efforts. At this time, the City should not assume that all Title 13 upland habitat areas could be converted to development sites or roadways.
- Large development sites can hinder pedestrian and bicycle access, so if roadways are minimized then providing trails could maintain access for those users.
- Roadway connectivity is likely more important than the City's maximum block size standards, which are more geared towards residential development.
- Certain large employers may have preferred site sizes ranging from 35 acres to over 100 acres.
- While the BPA transmission corridor cannot be used for buildings, it can accommodate parking and vehicle maneuvering space. The BPA does not support planting trees near the BPA easement.
- PGE requests to reserve at least five acres for an electrical substation. Preferably, the substation site would be located in a central location to efficiently serve the North District.
- The City could consider relocating the North District community park to Title 13 upland habitat area to potentially allow other land to be developed with different uses.

- The City has to balance competing interests (e.g., walkability, block size, targeted industries, and upland habitat).

Separately, the City of Sherwood Economic Development Manager and a local real estate broker shared the following comments:

- Development sites of 20-30 acres are reasonable target sizes from a user demand perspective. While larger sizes are more attractive, maintaining flexibility in lot size is preferable over mandating 50-acre sites.
- Roadway locations need to consider circulation and access needs but should maximize developable land to maintain flexibility and minimize development costs.
- Multiple utilities (public utilities, electricity, natural gas, and communications) will be needed to serve future development.
- Preserving large sites provides flexibility for target employment types and changing market conditions and allows employers to grow over time.
- There is current market demand for multi-tenant industrial buildings to accommodate a range of company sizes.
- Rectangular sites are preferred but may not be possible throughout the entire Mixed Employment area.
- Some users will be concerned about public trails or other public easements through development sites due to security needs and truck maneuvering.
- The smaller parcels west of SW Elwert Road provide opportunities for smaller companies.

Potential Strategies for Creating and Protecting Large Sites

Based on the input gathered above and Mackenzie's experience designing business parks and industrial and commercial developments, the following strategies for creating and protecting large sites in the Mixed Employment area were considered.

1. *Large-lot County zoning prior to annexation.*

   Under current Washington County zoning, property east of SW Elwert Road is zoned Exclusive Farm Use (EFU) or Agriculture & Forest (AF-20), both of which has a minimum 80-acre parcel size. While some parcels west of SW Elwert Road are also zoned AF-20, others are zoned Agriculture & Forest 10-acre minimum (AF-10) or Agriculture & Forest 5-acre minimum (AF-5). Coordinating with the County to preserve the current zoning in the near term is advisable to prevent further parcelization prior to City of Sherwood annexation.

2. *City purchase and assembly of parcels.*

   The City or its Urban Renewal Agency (URA) could purchase properties from different owners and assemble them to create larger development sites from smaller parcels. This is an effective strategy if the City or URA have sufficient capital reserves to acquire the needed sites and patiently wait/hold for future development.

3. *Financial incentives for larger sites.*

   The City could make a policy choice to provide financial incentives for employment sites over a minimum threshold size. Incentives could include reduced development review or permit fees,

reduced SDCs, City funding for public infrastructure improvements, or tax abatement for a specified period.

4. *Accelerated review timelines for larger sites.*

   The City could make a policy choice to accelerate land use review and permit review timelines for employment sites over a minimum threshold size. The City could also provide additional support and assistance to coordinate permits required by other agencies.

5. *Tailored development standards for larger sites.*

   The City could enact development standards (potentially via overlay zone) which are tailored to large sites to make them more attractive to developers, such as reduced setbacks, increased height limits, simpler design standards, and block spacing standards correlated with large sites.

6. *Development agreements*

   To advance the City's economic goals, the City could require development agreements focused on aggregation/consolidation of parcels under common ownership to ensure availability for larger employers.

7. *50-acre minimum site size for development.*

   This strategy would guarantee that large sites are available. However, this approach is not recommended as it precludes smaller sites from developing and could delay development if a developer is unable to assemble the requisite parcels to satisfy the minimum size. This could also delay development if market conditions lead to multiple smaller users needing sites but who would not be able to develop if the sites are too below the minimum threshold.

Regardless of the strategies used, Mackenzie recommends that the City provide flexibility for varying user needs by accommodating smaller sites west of SW Elwert Road and larger sites (minimum 30 acres) east of SW Elwert Road.

To maintain connectivity for cyclists and pedestrians, the City could require larger development sites to provide public trail easements through and around private property in lieu of public street connections per the City's block length standards. However, to provide flexibility for site layout, the City should not prescribe the precise alignment of these easements. This concept should be developed further through future Comprehensive Planning efforts to determine the appropriate level of trails to balance circulation, site layout, and site security needs.

III. EVALUATION OF NORTH DISTRICT TRANSPORTATION NETWORK AND INFRASTRUCTURE SYSTEMS

The consultant team reviewed adopted transportation and utility master plans and existing conditions information to identify applicable standards and improvements necessary to accommodate development in the North District.

Transportation Review

Mackenzie reviewed documentation of the existing transportation conditions as well as planned improvements presented in the City of Sherwood Transportation System Plan (TSP), Washington County TSP, currently adopted Sherwood West Concept Plan, and Washington County Urban Reserves Transportation Study. This section discusses the transportation network that serves the North District illustrated in Figure 2 and Figure 6.

Existing and Planned Roadway Conditions

Below is a review of existing roadways within the North District area. Because Sherwood West is currently outside City limits, roadways listed below are generally not improved to City standards. Similarly, County roadways are not currently constructed to their ultimate cross-section.

SW Elwert Road

This County Arterial is currently two lanes wide within the North District spanning from SW Scholls-Sherwood Road to the north, SW Edy Road east of SW Elwert Road to the south, and Chicken Creek west of SW Elwert Road to the south. SW Elwert Road will serve as the primary north-south route through the North District. The County's TSP identifies the ultimate configuration of SW Elwert Road as having three lanes with sidewalks and bike lanes south of SW Edy Road; the same configuration should be continued north of SW Edy Road.

SW Edy Road

This County Collector creates the southern boundary of the North District east of SW Elwert Road. The roadway is currently two lanes wide. The County's TSP identifies SW Edy Road as a future three-lane Collector with sidewalks and bike lanes between SW Borchers Drive and City limits.

SW Scholls-Sherwood Road

This County Arterial creates the northern boundary of the North District east of SW Elwert Road. The roadway continues north of the North District (north-south) and is currently two lanes wide. There is currently no documented plan by Washington County to widen this roadway.

SW Roy Rogers Road

This County Arterial creates the eastern boundary of the North District. The roadway is currently two lanes wide but has been identified to be widened to 4-5 lanes in the future.

Local Street Connections

The following identifies local rural roadways within Sherwood West and areas immediately west of the North District.

- SW Lebeau Road – This rural local road creates the northern boundary of the North District west of SW Elwert Road, opposite SW Scholls-Sherwood Road. The roadway is currently two lanes wide.
- SW Conzelmann Road – This rural local road intersects SW Elwert Road north of Chicken Creek. This roadway is currently two lanes wide. This roadway consists of rolling terrain west of the Sherwood West area.

Transit Service

TriMet serves downtown Sherwood with Routes 94 and 97. TriMet's Southwest Service Enhancement Plan is anticipated to provide service along portions of SW Roy Rogers Road and SW Sherwood Boulevard, starting about three-quarters of a mile east of the North District.

Access Spacing Standards

Sherwood Municipal Code (SMC) Section 16.106.040(M) dictates that private access to arterials should be minimized, with access taken on a lower classified alternative whenever possible. The following spacing standards generally apply to new driveway and roadway access points:

- Local streets – 10 feet from the point of curvature or 25 feet if no radius exists.
- Neighborhood routes – 50 feet.
- Collectors – 100 feet.
- Arterials – 600 feet.

City of Sherwood Engineering Design and Standard Details Manual Section 210.6(E) dictates that roadways/full access intersections and driveways should be spaced according to the following per roadway classification, as measured between centerlines:

- Local streets – 200 feet minimum for intersections, 530 feet maximum for driveways.
- Neighborhood routes – 200 feet minimum for intersections, 530 feet maximum for driveways.
- Collectors – 200 feet minimum for driveways and 400 feet minimum for intersections, 530 feet maximum.
- Minor Arterials – 300 feet minimum for driveways and limited access intersections (such as accesses limited to right-in/right-out movements and sometimes left-in movements), 600 feet minimum for full access intersections.
- Major Arterials – 500 feet minimum for driveways and limited access intersections (such as accesses limited to right-in/right-out movements and sometimes left-in movements), 1,000 feet minimum for full access intersections.

Direct private access onto SW Elwert Road should be minimized based on its arterial designation. This roadway should serve as the main thoroughfare for the North District. This is a consideration in the case where direct access is needed from SW Roy Rogers Road or SW Scholls-Sherwood Road, two County arterials that bound the North District. Additionally, only collector roadways are allowed to take access from County arterials.

Transportation Improvements Review

The Transportation Impact Analysis (TIA) prepared by DKS Associates (Appendix L of the 2023 Sherwood West Concept Plan) indicated that the SW Elwert Road/SW Lebeau Road/SW Scholls-Sherwood Road intersection operated acceptably under existing conditions but would need capacity improvements by 2040 to accommodate the projected Sherwood West traffic. Either a traffic signal or roundabout should be considered as a future improvement at the SW Elwert Road/SW Lebeau Road/SW Scholls-Sherwood Road intersection.

The DKS Associates TIA did not provide recommendations for additional improvements. However, we note existing City and County streets and new City streets serving the North District will need to be improved/constructed to applicable cross-section standards. Sidewalks and bike lanes on both SW Scholls-Sherwood Road and SW Roy Rogers Road will be needed to provide cross-circulation for bicyclists and pedestrians to and from the North District.

Public Infrastructure Review

Mackenzie reviewed documentation of the existing infrastructure conditions, as well as proposed improvements for water distribution, sewer collection and treatment, and storm drainage systems.

Water Infrastructure

Municipal water service for Sherwood West is expected to be provided by the City of Sherwood. Existing service is provided to the eastern and southern boundaries of the Sherwood West employment area, and expansion to the area is described in the 2015 Water System Master Plan. A diagram of existing and proposed water infrastructure is included as Figure 9.

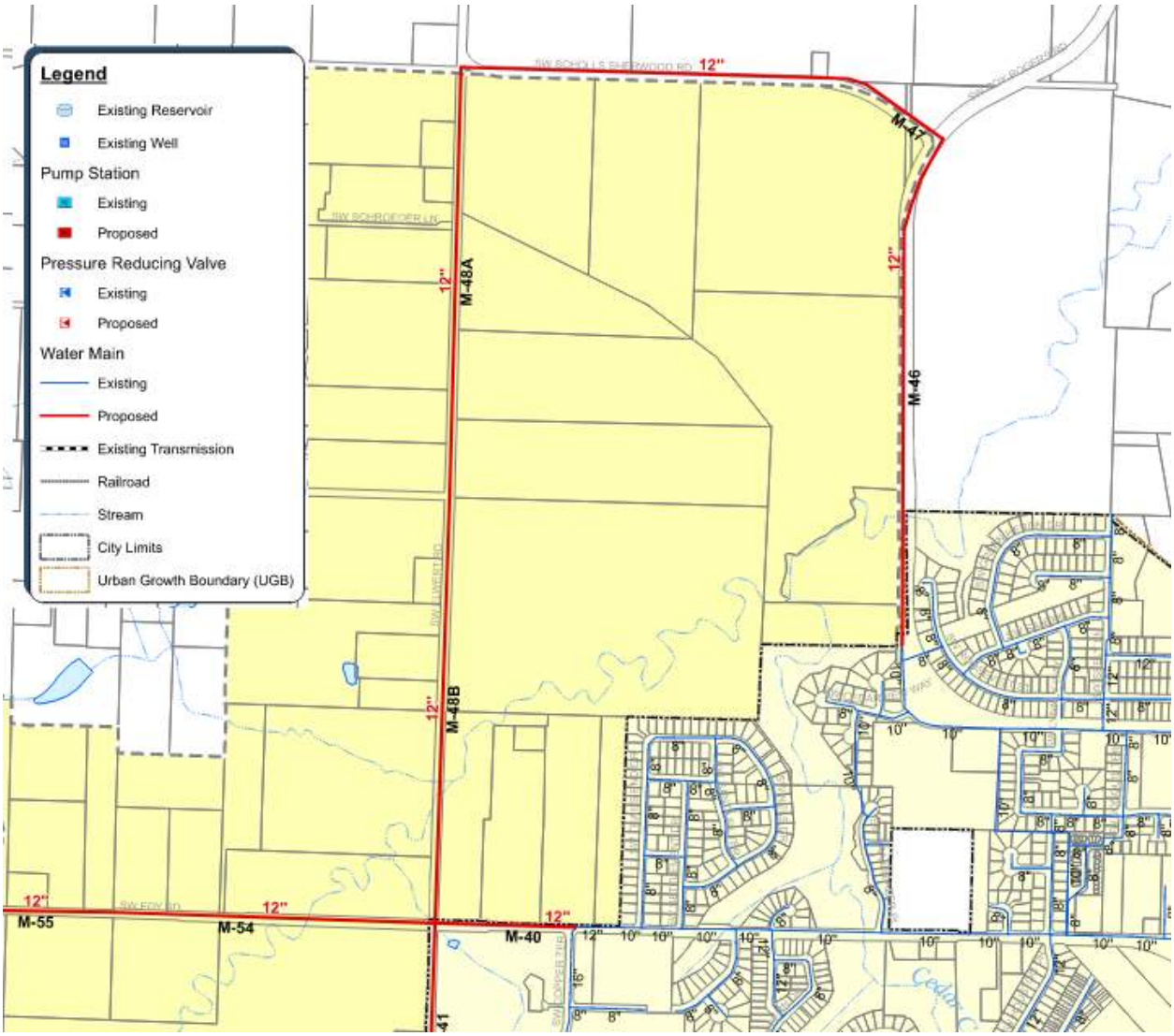


Figure 9: Water Plan
Source: 2015 Water System Master Plan

The Sherwood West area will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. This existing zone is served by two reservoirs with an existing capacity of 6.0 million gallons (MG). The 2015 Water System Master Plan Update indicates the 380-foot Pressure Zone reservoirs will experience a 0.61-MG deficit at full build-out of the entire plan service area. However, since the 380-foot zone covers such a large area of the City including other significant growth areas, it is not clear that the expected storage deficit will be due to Sherwood West development. As noted in the Master Plan, the expected deficiency is far enough out on the development timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from the Willamette River Water Treatment Plant (WRWTP) located in Wilsonville. The City's ownership and capacity was expanded at the WRWTP, bringing the City's capacity from 5 million gallons per day (MGD) to 6.7MGD. In addition, the City has a number of groundwater wells with a combined capacity of 2.6 MGD. The groundwater wells are currently serving the City as an emergency/redundant water supply.

The Master Plan projects Sherwood West development within the 380-foot pressure zone to contribute up to 1.97-MGD demand to the system at full build-out, which represents approximately 21.9% of the total demand on the City's system. While it is unlikely that build-out of the Mixed Employment area of the North District would trigger the need for additional supply from the WRWTP, the North District represents a significant increase in demand to the existing system. The demand projection does not appear to include process water uses. Adding high-demand mixed employment users in the study area could potentially exceed the demand estimates and trigger a need for additional supply sooner than originally projected.

The distribution system in the North District is proposed to extend new 12-inch water lines within SW Elwert Road, SW Scholls-Sherwood Road, and SW Roy Rogers Road creating a looped system. This water main size is expected to be sufficient for most mixed employment uses; however, high-demand users could require higher peak flows and larger mains than are currently planned.

Sanitary Sewer Infrastructure

Municipal sewer service for the Sherwood West area is expected to be provided by the City of Sherwood. A diagram of existing and proposed sanitary sewer infrastructure is included as Figure 10.

The 2021 CWS master plan anticipates a new Chicken Creek pump station to be located within the North District, which will receive flows from the Sherwood West urban reserve area as well as existing flows currently carried by the Sherwood trunk line. A new 24-inch force main approximately 18,000 feet long from the pump station will convey wastewater to an existing 42-inch trunk main located in Oregon Highway 99W, which will allow the district to abandon the existing Sherwood trunk sewer line through the Tualatin Wildlife Refuge.

The City's 2016 Sanitary Sewer Master Plan does not specifically address the Sherwood West expansion, and the improvements identified in that plan are now out-of-date.

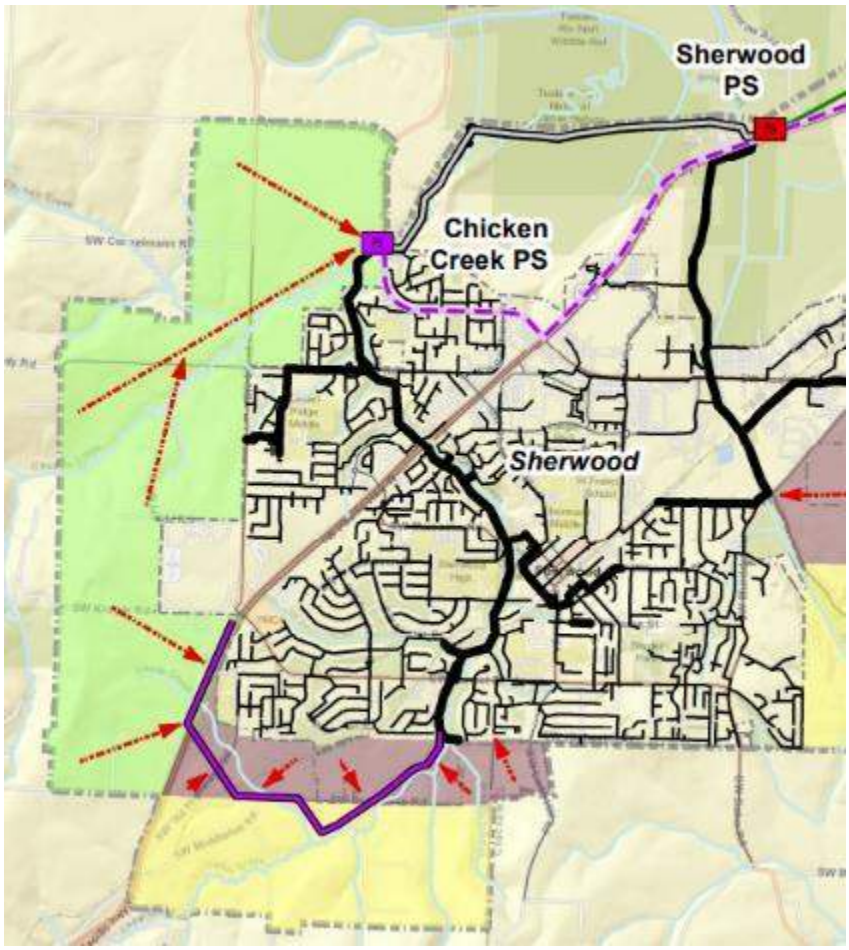


Figure 10: Sewer Plan
Source: 2021 CWS Sewer Master Plan

Stormwater Infrastructure

The Sherwood West study area is split between two regional drainage basins. The majority of the area drains to Chicken Creek, which runs through the area to the northeast and eventually discharges to the Tualatin River. Approximately 35 acres of the North District drains north directly to the Tualatin River.

The North District is expected to be annexed into CWS; therefore, storm management facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. Regional facilities may be designed and constructed as individual properties develop; alternatively, the City may opt to provide a sub-area plan and establish regional facilities in a more comprehensive design.

The City's 2016 Stormwater Master Plan did not extend into the Sherwood West urban reserve area, so no specific improvements are noted. The plan indicates the Chicken Creek basin drains a total of approximately 4,875 acres comprising a mix of developed and undeveloped land. Chicken Creek drains to the Tualatin River.

Current CWS mapping indicates the reach of Chicken Creek that runs through the study area is designated as high hydromodification risk. This risk category indicates that new development will be required to

reduce downstream runoff peak flows below pre-development levels, which generally results in larger detention storage volumes required than for sites in other categories.

Hydrologic soil mapping of the study area indicates the near-surface soils in the Sherwood West area generally consist of Group B, C, and C/D soils. These categories represent relatively low infiltration capacity of the native soils. In general, lower infiltration rates result in the need for larger detention storage facilities.

A diagram of existing stormwater infrastructure in and near the North District is included as Figure 11.

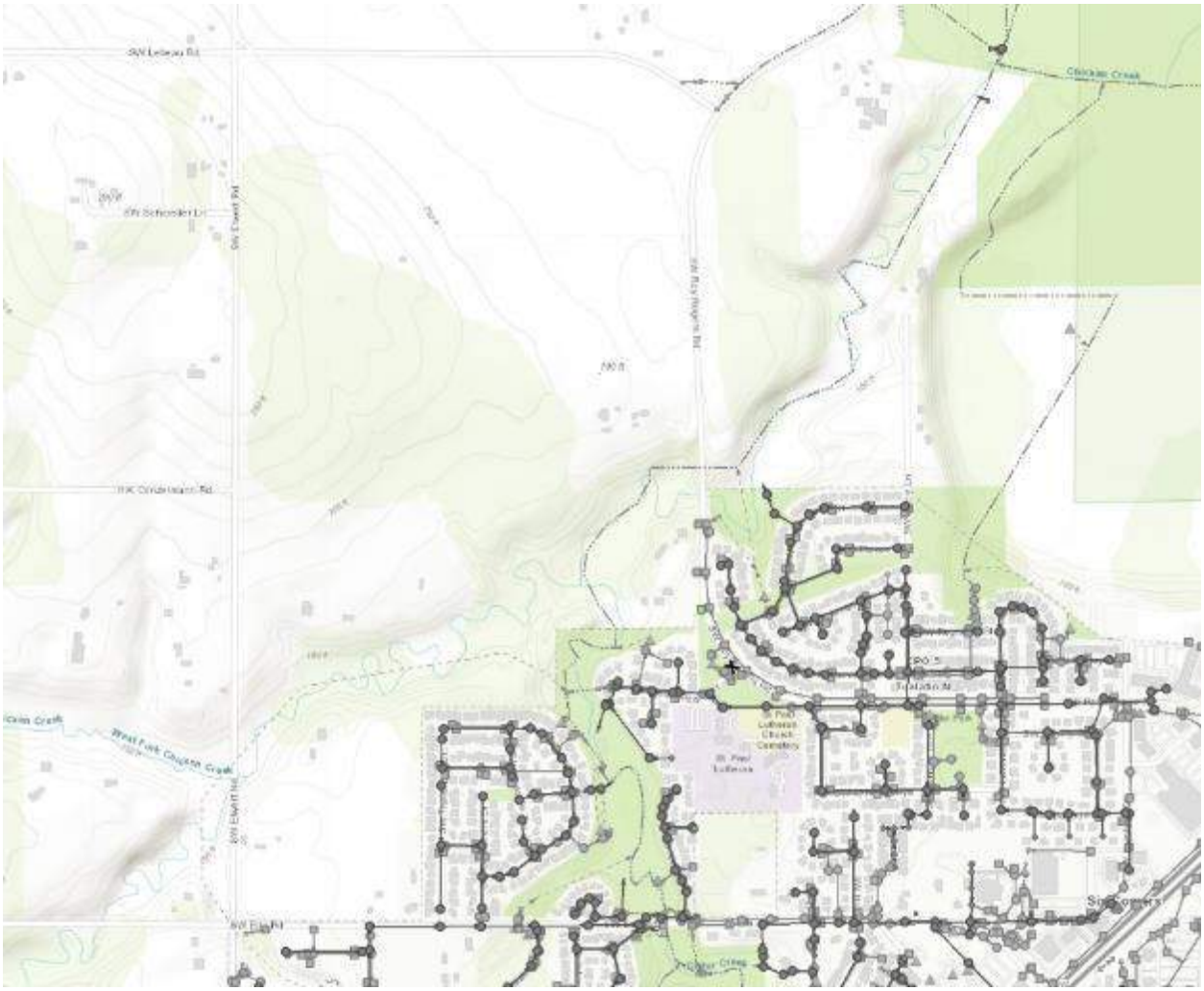


Figure 11: Storm Plan
Source: CWS Stormwater Mapping GIS (accessed January 2024)

Energy and Communications Infrastructure Review

Energy utilities serving the study area include Northwest Natural Gas (NW Natural) and Portland General Electric (PGE).

NW Natural has not provided specific planning information for this study. NW Natural mapping shows two pipes within SW Elwert Road, a 10-inch diameter line along the west edge, and a 24-inch diameter transmission pipeline along the east edge.



Figure 12: Natural Gas Plan
Source: NW Natural GIS mapping (accessed January 2024)

PGE staff met with City staff and Mackenzie as a part of this project to help inform the conceptual transportation and utility corridors in the North District, as well as to identify PGE's land needs for an electrical substation. PGE indicated that Sherwood West is not currently served with power infrastructure to support the proposed urban development expansion. New infrastructure is expected to include overhead transmission lines, substation(s), and underground distribution conduits. In general, PGE prefers substation lot footprints of approximately five acres located within the development area, with 60-foot-wide transmission corridors connecting to the regional power grid, following roadways to the extent possible to reduce the challenges associated with accessing off-road infrastructure. Distribution corridors would be 10 feet wide, such as in roadside public utility easements. PGE staff also provided a preliminary sketch (for illustrative purposes only) denoting the locations of existing electrical infrastructure and potential future corridors within the North District. The sketch also denoted one possible substation location, though PGE staff clarified that the location was flexible. See Appendices 4 and 5.

BPA has an easement for overhead power lines that crosses the northern section of the North District; however, these are not available for direct customer access. BPA staff has not indicated that there would

be any need to widen the corridor in the future. The separation requirement from these utilities to any buildings reduces the developable portion of affected sites. As noted previously, buildings may not be located under the BPA power lines. However, parking and stormwater areas may be allowed under certain conditions provided there is adequate clearance from the power lines.

Private communications providers in the general area include CenturyLink, Verizon, and Comcast, while the City of Sherwood operates a fiber optic municipal broadband network (Sherwood Broadband) that provides high-speed internet service throughout the City and could be expanded to serve Sherwood West.

IV. REFINEMENT OF CONCEPTUAL LAND USE, TRANSPORTATION NETWORK, AND INFRASTRUCTURE SYSTEMS

This section describes proposed refinements to the North District of the Sherwood West Concept Plan to optimize road and utility layout while allowing for large employment sites east of SW Elwert Road. Key projects and planning-level infrastructure construction cost estimates are provided as well.

Concept Plan Refinement Scenarios

To illustrate a range of potential employment land lot configurations and transportation and utility corridors in the North District, Mackenzie has prepared two different scenarios of how the area could develop in the future. The scenarios attempt to balance competing needs such as large employment sites, connectivity, protection of Title 13 habitat, trail locations, livability, site security, etc. Through discussion with Metro staff, the City understands it can undertake a future Economic, Social, Environmental, and Energy (ESEE) analysis to determine the value of the upland habitat and evaluate how much development, if any, can occur in the area. The previous ESEE analysis completed by Metro in 2005 likely considered rural development in its alternatives analysis. Once brought into the UGB, the ESEE analysis completed by the City will instead consider the benefits of urban development. To account for the uncertainty related to the extent of allowable development in Title 13 areas (which will depend on future site assessment), the two scenarios present varying degrees of upland habitat impact.

Notably, the scenarios are for illustrative purposes only, as a means to draw conclusions about the developability of the study area and will require further refinement during Comprehensive Planning efforts if Metro adds Sherwood West to the UGB.

The following overarching aims informed each of the two scenarios:

- Preserving opportunities for large employment sites in the Mixed Employment area east of SW Elwert Road, with smaller employment sites west of SW Elwert Road. Combined, these areas will accommodate a range of building and site sizes since specific users are not known.
- Accounting for the location of the BPA transmission corridor in the northeast portion of the District by proposing large employment sites that could accommodate buildings placed outside the power line corridor.
- Maintaining the residential areas from the 2023 Concept Plan as previously planned.
- Keeping the North District community park in the location shown in the 2023 Concept Plan. The current location contains steep slopes not conducive to employment uses, is contiguous to Title 13 habitat so it would serve as a connection between open space areas and is close to planned residential uses which can promote walking and bicycling between the two areas.
- Utilizing SW Elwert Road as the major north-south transportation spine, with realignment at the south end of the North District as proposed in the 2023 Concept Plan.
- Providing east-west roadways between SW Elwert Road and SW Roy Rogers Road to allow for efficient circulation.
- Providing roadway locations that comply with applicable County and City minimum spacing standards.
- Limiting the length of roadways through Title 13 upland habitat areas where feasible.
- Extending public utilities within the proposed public streets as much as possible and minimizing utility corridors outside of roadways.
- Accounting for the future extension of electrical transmission lines along roadways, while not specifying their specific location nor the location of a future electrical substation.

- Utilizing regional stormwater ponds at the downstream (eastern) side of the North District. Regional ponds may be designed to accommodate runoff from a mix of public right-of-way and private development. Ponds may be designed and constructed as individual sites develop; alternatively, the City may elect to prepare a sub-area drainage plan with CWS to design stormwater drainage treatment and management for the entire basin, including an implementation schedule.
- Keeping the regional trails the same as shown in the 2023 Concept Plan. While local trails have not been illustrated, the intent would be that they connect from sites and roadways to the regional trail network. Trail connectivity would need to maintain the maximum trail spacing of 300 feet as dictated by SMC Section 16.106.030(B), or a separate standard (e.g., special overlay standards) should be established for the Mixed Employment area if the 300-foot spacing cannot be achieved.

Scenario A

Scenario A utilizes a series of east-west roadways to provide access to development areas while minimizing the need for site access from SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road. Two of the east-west roadways (a new collector road and the eastward extension of SW Conzelmann Road) would connect to SW Roy Rogers Road.

As depicted in Figure 13, within the Mixed Employment Area, Scenario A illustrates seven potential development sites as summarized in Table 1:

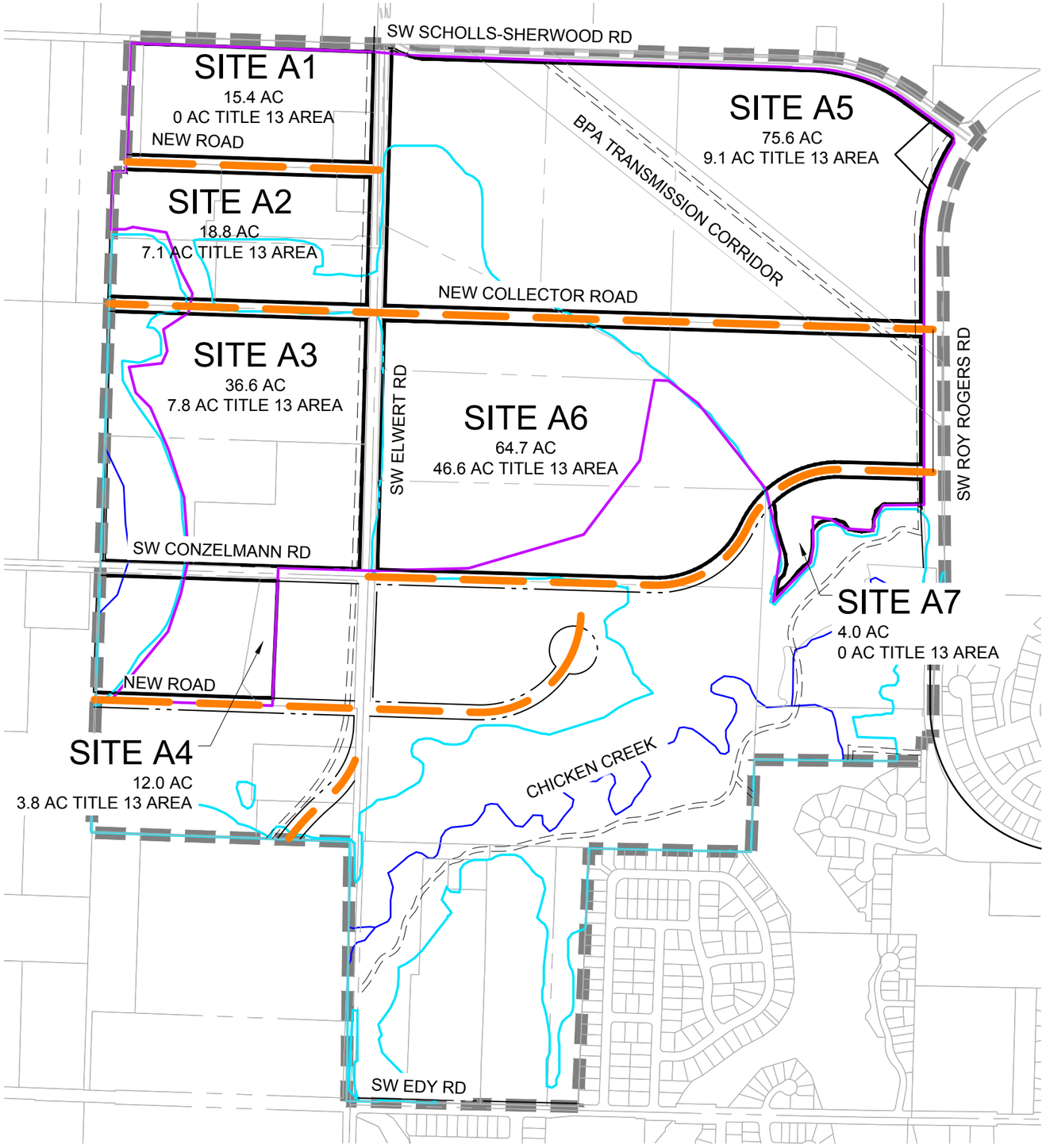
TABLE 1: SCENARIO A POTENTIAL DEVELOPMENT SITES

Site	East or West of SW Elwert Road	Gross Area (acres)	Title 13 Area (acres)	Area outside Title 13 Area (acres)
A1	West	15.4	0	15.4
A2	West	18.8	7.1	11.7
A3	West	36.6	7.8	28.8
A4	West	12.0	3.8	8.2
Total (West)	**West**	**82.8**	**18.7**	**64.1**
A5	East	75.6	9.1	66.5
A6	East	64.7	46.6	18.1
A7	East	4.0	0	4.0
Total (East)	**East**	**144.3**	**55.7**	**88.6**
Total		**227.1**	**74.4**	**152.7**

Site A6 diverges from the 2023 Concept Plan by including approximately 13 gross acres from area that had been designated Title 13 Riparian/Upland rather than Mixed Employment.

Potential access locations to Mixed Employment development sites are shown in Figure 14, as dictated by the spacing standards for arterials (SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors.

FIGURE 13



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN

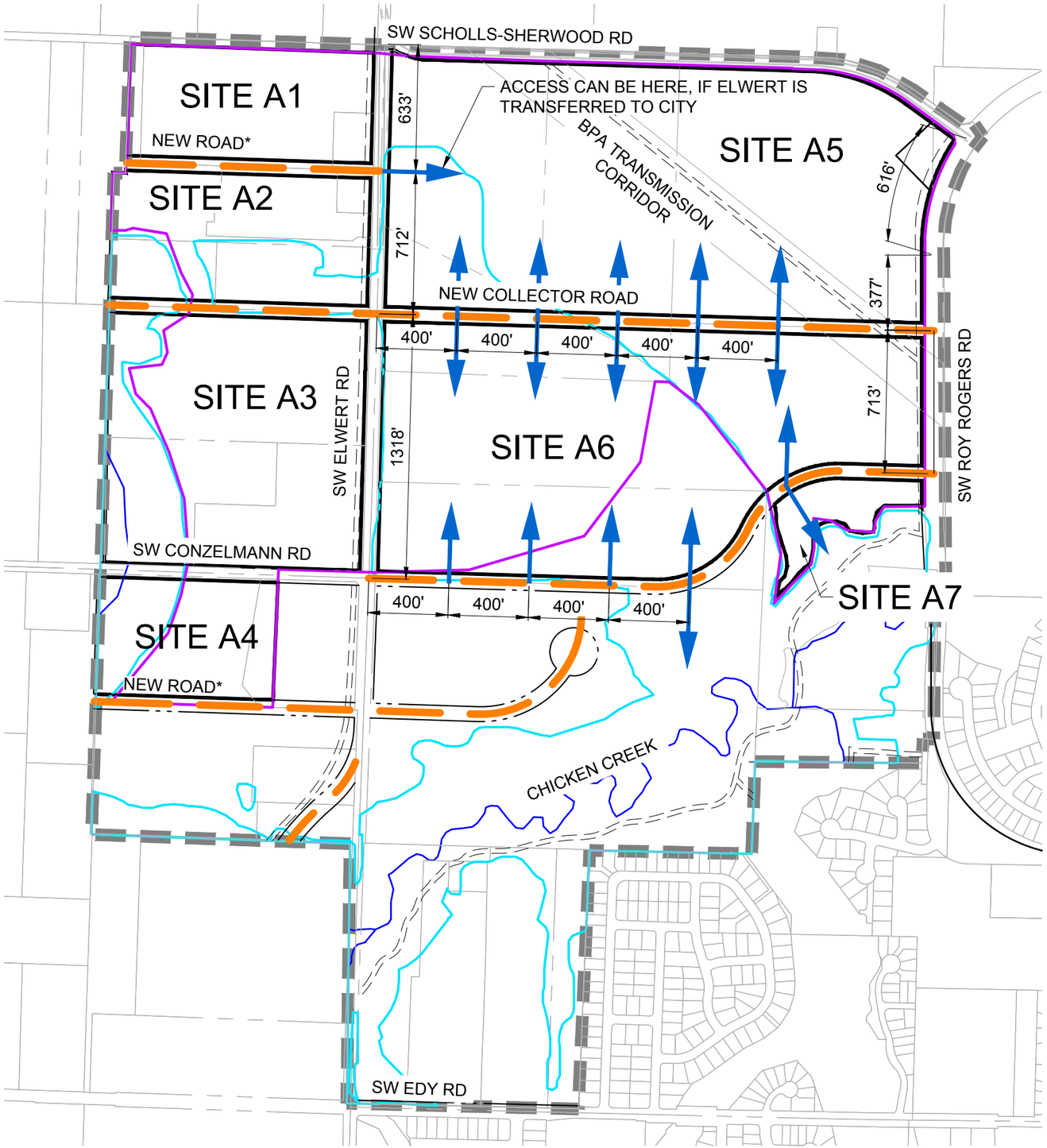
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2230332001\DRAWINGS\CIVIL\EXHIBIT\332-FIG 13 - OPT A STREET EXHIBIT.DWG BMR 02/09/24 16:09 1:600

FIGURE 14



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY
- POTENTIAL SITE ACCESS

STREET/DRIVEWAY SPACING STANDARDS

ARTERIAL - 600' MINIMUM, 1,000' MAXIMUM
COLLECTORS - 100' MINIMUM, 400' MAXIMUM

*FUNCTIONAL CLASSIFICATION TO BE COLLECTOR IF ELWERT ROAD IS MAINTAINED UNDER COUNTY OWNERSHIP AND MAINTENANCE. FUNCTIONAL CLASSIFICATION MAY BE LOCAL ROAD IF ELWERT ROAD IS TRANSFERRED TO CITY.

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN - WITH INTERSECTION SPACING

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2230332\00\DRAWINGS\CIVIL\EXHIBIT\332-FIG 14 - OPT A STREET EXHIBIT - INTERSECTION.DWG BMR 02/09/24 16:10 1:600

Scenario B

Scenario B utilizes fewer east-west roadways than Scenario A, but still provides access to development areas while minimizing the need for site access from SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road. In this scenario, SW Conzelmann Road would extend eastward to terminate in a cul-de-sac, while the new collector road would connect to SW Roy Rogers Road.

As depicted in Figure 15, within the Mixed Employment Area, Scenario B illustrates the following potential development sites as summarized in Table 2:

TABLE 2: SCENARIO B POTENTIAL DEVELOPMENT SITES

Site	East or West of SW Elwert Road	Gross Area (acres)	Title 13 Area (acres)	Area outside Title 13 Area (acres)
B1	West	15.4	0	15.4
B2	West	20.0	7.7	12.3
B3	West	35.3	7.8	27.5
B4	West	12.0	3.7	8.3
Total (West)	**West**	**82.7**	**19.2**	**63.5**
B5	East	95.8	12.7	83.1
B6	East	54.3	47.1	7.2
Total (East)	**East**	**150.1**	**59.8**	**90.3**
Total		**232.8**	**79.0**	**153.8**

Site B6 diverges from the 2023 Concept Plan by including approximately 17 gross acres from area that had been designated Title 13 Riparian/Upland rather than Mixed Employment.

Potential Scenario B access locations to Mixed Employment development sites are shown in Figure 16, as dictated by the spacing standards for arterials (SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors.

Comparison of Scenarios

Scenario A provides seven sites in 227.1 gross acres, while Scenario B provides six sites in 232.8 gross acres. Scenario B provides larger sites east of SW Elwert Road, which could potentially accommodate larger employers. However, the buildable acreage in each scenario is dependent on the degree to which Title 13 areas may be developed, as both scenarios have nearly the same areas outside Title 13 (152.7 acres for Scenario A and 153.8 acres for Scenario B).

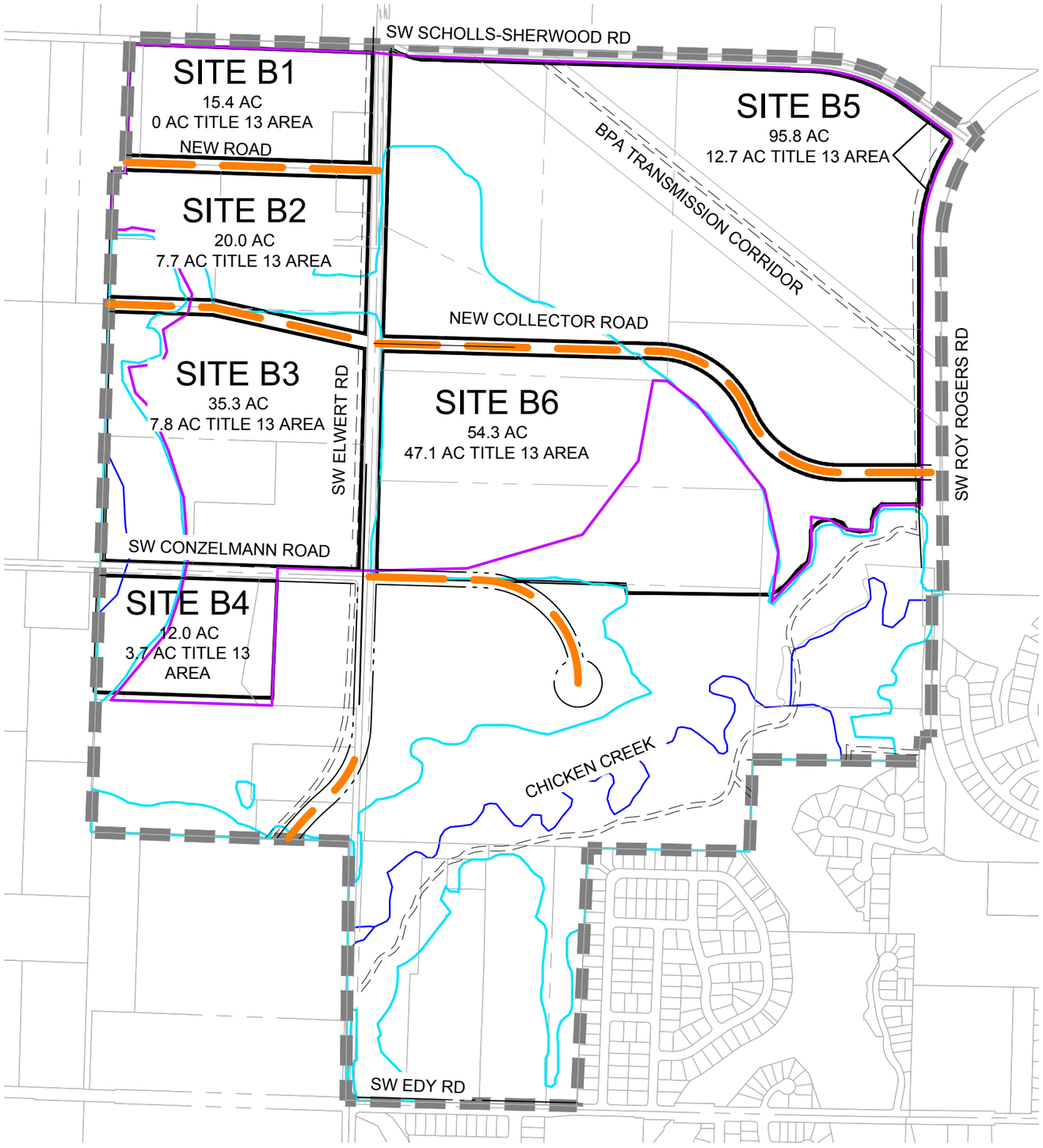
With two new east-west roadways to SW Roy Rogers Road, Scenario A would require more infrastructure and transportation investment than Scenario B, which has a single new east-west roadway to SW Roy Rogers Road.

The two scenarios were shared with the TAC members to seek input. Observations shared at the January 31, 2024 TAC meeting included:

- Scenario B may create more flexibility in lot size and lower road construction costs.

- The City will need to keep Title 13 regulations in mind when identifying developable areas as part of future Comprehensive Planning efforts if Metro adds the area the UGB. The City may perform an ESEE analysis as part of that process.
- Transportation connections to County arterials (e.g., SW Elwert Road, SW Scholls-Sherwood Road, SW Roy Rogers Road) is limited to collector streets.
- Providing trail circulation through the North District would increase connectivity but developers and employers may have hesitation about public trails through their sites.

FIGURE 15



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN

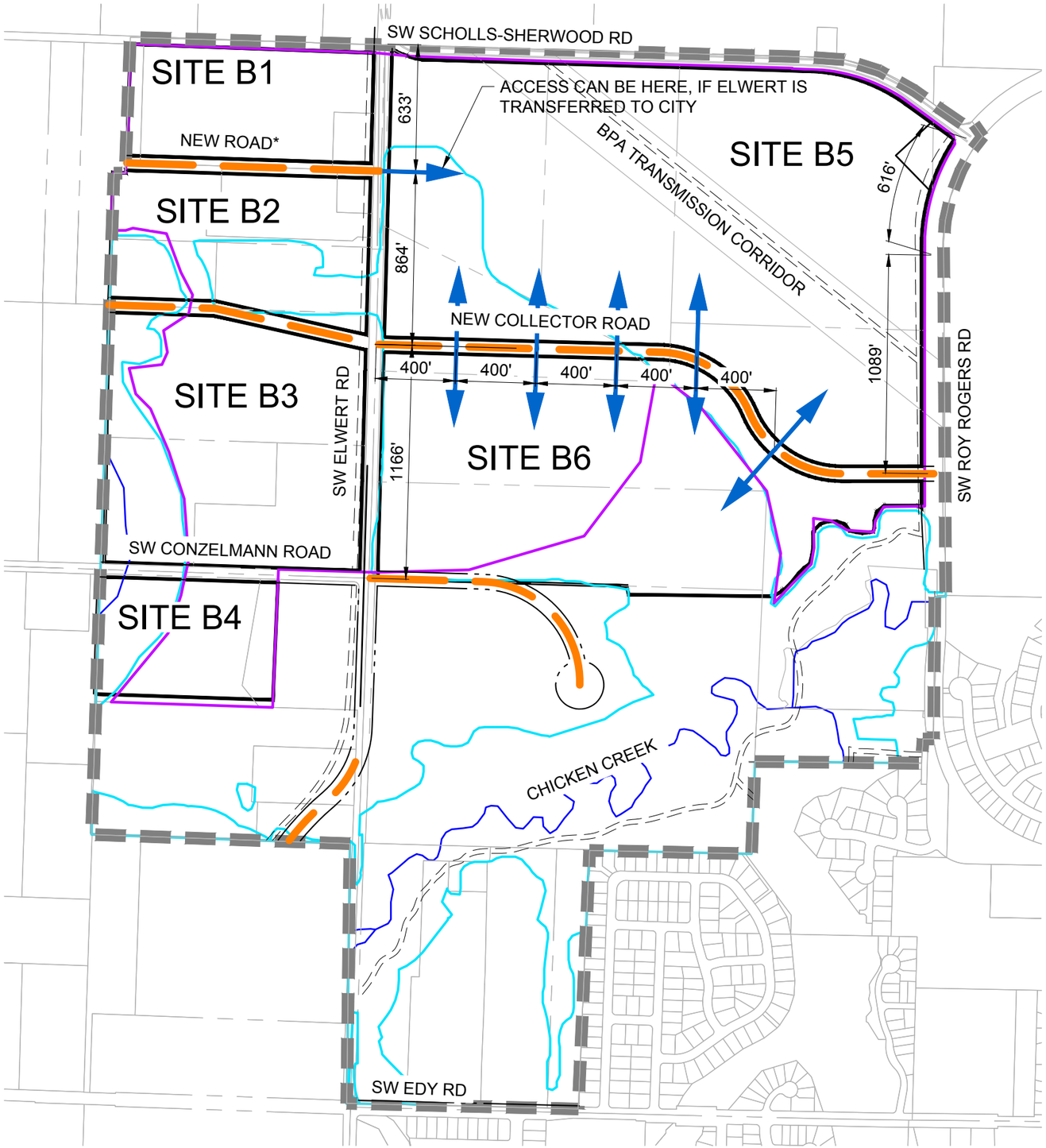
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2230332001\DRAWINGS\CIVIL\EXHIBIT\332-FIG 15 - OPT B STREET EXHIBIT.DWG BMR 02/09/24 16:10 1:600

FIGURE 16



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED NEW ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOT SHOWN)
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY
- POTENTIAL SITE ACCESS

STREET/DRIVEWAY SPACING STANDARDS

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SCENARIO B STREET PLAN - WITH INTERSECTION SPACING

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2230332\00\DRAWINGS\CIVIL\EXHIBIT\332-FIG 16 - OPT B STREET EXHIBIT - INTERSECTION.DWG BMR 02/09/24 16:11 1:600

Transportation and Infrastructure Improvements

Transportation Improvements

The roadway network necessary to support the North District will require improvements per City and County cross-section standards. Table 3 below presents our recommendations on new roadway classifications with the corresponding cross-section standards based on either City or County requirements.

TABLE 3: RECOMMENDED CLASSIFICATIONS AND CORRESPONDING ROADWAY CROSS-SECTION STANDARDS

Roadway	Extents	Jurisdiction	Functional Classification	Right-of-Way Width
SW Elwert Road	SW Scholls-Sherwood Road to SW Edy Road	City of Sherwood [1]	Arterial	78 feet
SW Scholls-Sherwood Road	SW Lebeau Road to SW Roy Rogers Road	Washington County	Arterial	90 feet
SW Conzelmann Road (Scenario A)	SW Elwert Road to SW Roy Rogers Road	City of Sherwood	Collector [2]	74 feet
New east-west Collector	SW Elwert Road to SW Roy Rogers Road	City of Sherwood	Collector	74 feet

1. Elwert Road is currently a County arterial. Transferring ownership to the City would allow the City to provide direct local road access from Elwert Road to the planned community park and residential uses in the North District.
2. SW Conzelmann Road is currently a local road but to maintain compliance with County access standards, we recommend this roadway to be re-designated as a Collector if extension to SW Roy Rogers Road is planned.

The extension of SW Conzelmann Road to SW Roy Rogers Road is only recommended with Scenario A, as noted above.

To account for the transportation improvements identified in the refined Concept Plan, the City's TSP should be updated to reflect the transportation network improvements needed to facilitate development of the North District and the remainder of Sherwood West. Some of the recommendations below refer to either Scenario A or Scenario B. If no scenario is identified with the recommendation, the recommendation applies to both Scenario A and Scenario B.

City TSP Recommendations

- Identify SW Elwert Road as the primary north/south arterial roadway serving the North District.
- Identify a project to widen SW Elwert Road to the three-lane arterial standard with bike lanes and sidewalks, if ownership is transferred to the City.
- Identify a project to extend SW Conzelmann Road eastward to SW Roy Rogers Road as a Collector (Scenario A).
- Identify a project to construct a new east-west Collector extending from the area west of SW Elwert Road to SW Roy Rogers Road.
- Identify a project to improve the SW Elwert Road/SW Conzelmann Road intersection (Scenario A).
- Identify a project to improve the SW Elwert Road/new east-west Collector intersection.

- If SW Elwert Road remains a County arterial, identify a project to construct a new east-west collector road serving park and residential uses.
- If SW Elwert Road becomes a City arterial, identify a project to construct a new east-west local road serving park and residential uses.
- Identify a trail network through the North District.
- Require trail connections where public streets dead-end to provide cross-circulation for pedestrians and cyclists through the roadway network.

County TSP Recommendations

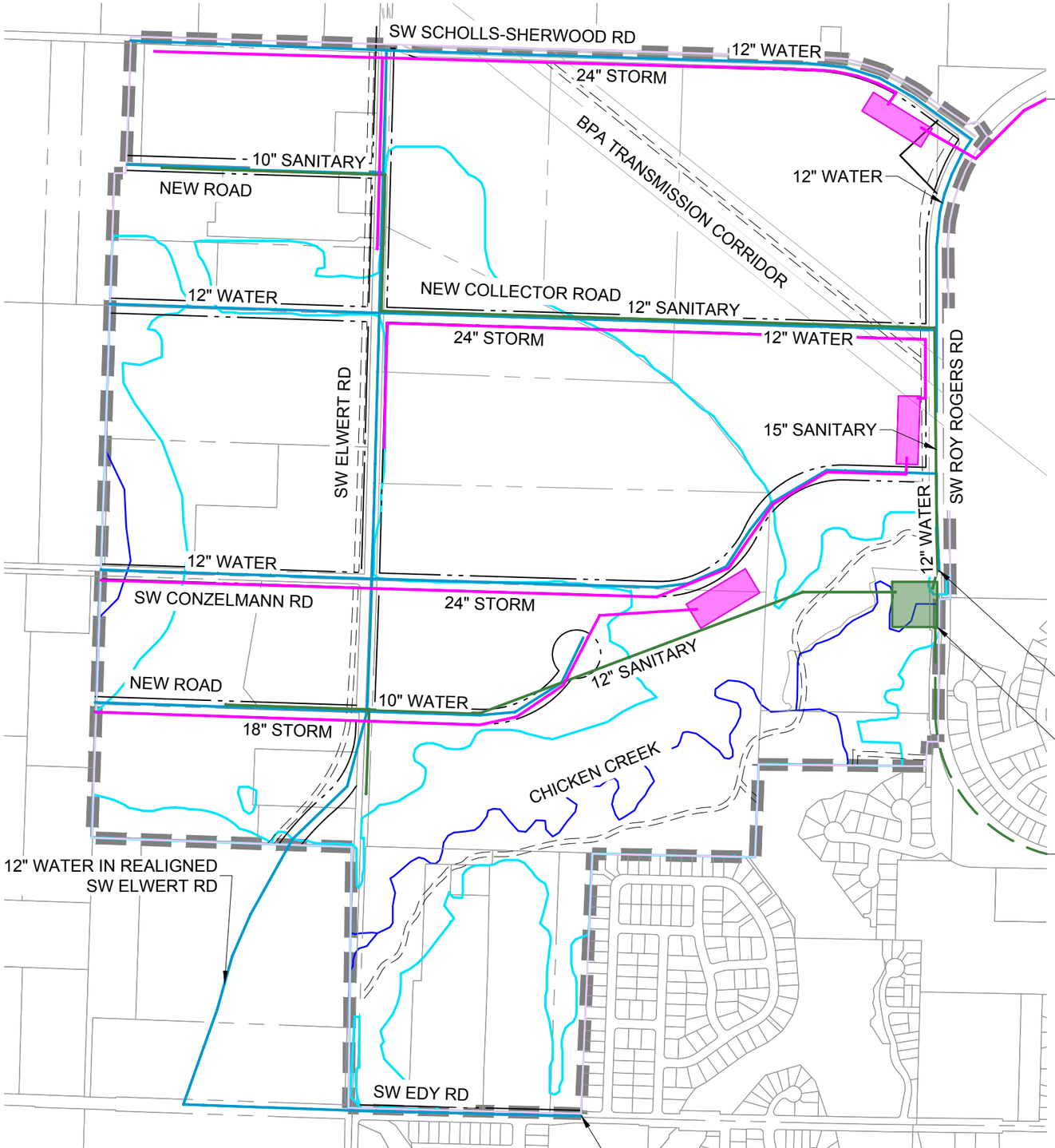
Similarly, improvements to County facilities may be needed. Washington County should update its TSP to include transportation network improvements that have been identified in the 2020 Washington County Infrastructure Analysis:

- Identify a project to widen SW Elwert Road to the three-lane arterial standard with bike lanes and sidewalks, if ownership is maintained by County.
- Identify a project to improve the SW Elwert Road/SW Scholls-Sherwood Road intersection.
- Identify a project to improve the future SW Roy Rogers Road/SW Conzelmann Road intersection (Scenario A).
- Identify a project to improve the future SW Roy Rogers Road/new east-west Collector intersection (Scenario B).
- Identify a project to improve the southern half of SW Scholls-Sherwood Road to the County's arterial standard with bike lanes and sidewalks.
- Identify a project to improve the west half of SW Roy Rogers Road to the County's arterial standard with bike lanes and sidewalks.

Public Infrastructure Improvements

Public utility infrastructure is required to support mixed employment development within the North District. As shown in Figure 17 and Figure 18, improvements are expected for public water, sanitary sewer, and stormwater systems. To be conservative, utility improvement quantities listed below are based on Scenario A (which depicts more roadways and utilities).

FIGURE 17



STORM MAIN TO CHICKEN CREEK

CONNECT TO EXISTING WATER

SANITARY PUMP STATION

24" SANITARY FORCEMAIN TO CWS TRUNK LINE

CONNECT TO EXISTING WATER

LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- TITLE 13 LANDS BOUNDARY
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOW SHOWN)
- EXISTING TAX LOT
- STORM POND

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A UTILITY LAYOUT

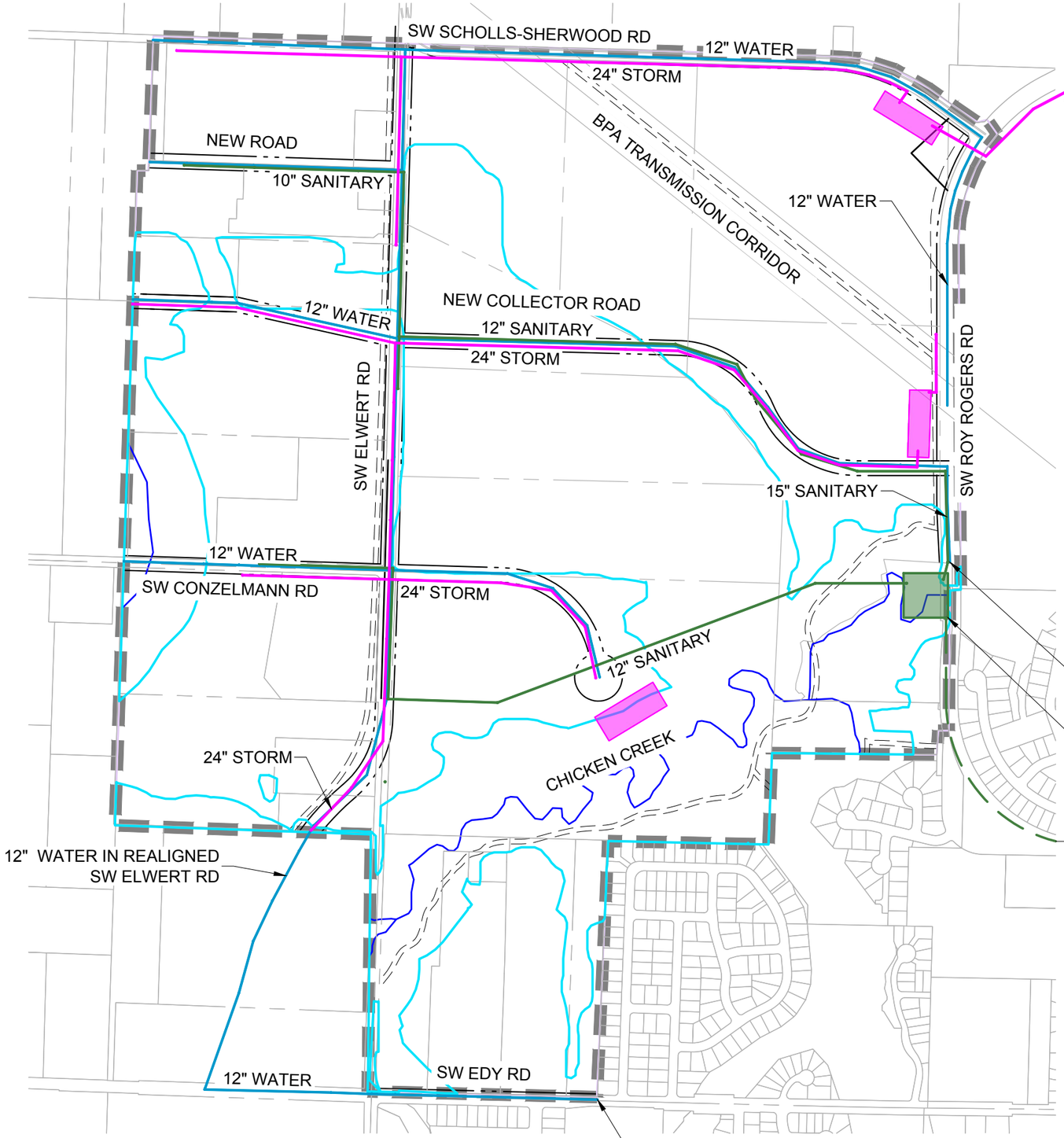
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2230332\DRAWINGS\CIVIL\EXHIBIT\332-FIG 17 - OPT A EXHIBIT.DWG BMR 02/09/24 16:11 1:600

FIGURE 18



LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- TITLE 13 LANDS BOUNDARY
- REGIONAL TRAIL PER CONCEPT PLAN (LOCAL TRAILS NOW SHOWN)
- EXISTING TAX LOT
- STORM POND

SHERWOOD WEST
SCENARIO B UTILITY LAYOUT

FEBRUARY 9, 2024
Job # 2230332.00

SCALE: 1"=600'
0 300 600

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"223033200" C:\TEMP\ACPUBLISH_28284\332-FIG 18 - OPT B EXHIBIT.DWG 8MR 02/09/24 16:12 1:600

Water

Construct new water lines to be located generally within new public roadway rights-of-way, expected to consist of:

- Approximately 24,500 linear feet (LF) of 12-inch water pipes.
- Approximately 2,700 LF of 10-inch water pipes.
- Connections to existing City of Sherwood water system at SW Edy Road and SW Roy Rogers Road.
- Ongoing improvements to the City's water system through the Willamette Water Supply project, including a new water treatment plant. Costs associated with the Willamette Water Supply improvements are not included in this study.

Sanitary Sewer

Construct new sanitary sewer lines and facilities to be located within new public roadway rights-of-way to the extent possible, expected to consist of:

- Chicken Creek sanitary sewer CWS pump station.
- Approximately 18,000 LF of 24-inch CWS sanitary sewer force main.
- Approximately 1,200 LF of 15-inch gravity sanitary sewer pipes.
- Approximately 5,500 LF of 12-inch gravity sanitary sewer pipes.
- Approximately 3,000 LF of 10-inch gravity sanitary sewer pipes.

Stormwater

Construct new storm drainage lines and facilities to be located generally within new public roadway rights-of-way, expected to consist of:

- Approximately 9.5 acres (total) of regional storm treatment pond facilities.
- Approximately 2,200 LF of 30-inch storm drainpipes.
- Approximately 12,300 LF of 24-inch storm drainpipes.
- Approximately 3,200 LF of 18-inch storm drainpipes.

Key Projects

Following is a list of key transportation, water, sanitary sewer, and storm projects required to serve the North District at full development capacity:

Transportation

- SW Elwert Road/SW Scholls-Sherwood Road intersection improvements.
- Widening of SW Elwert Road to include bike and pedestrian facilities.
- Designate roadway connections west of SW Elwert Road.
- Designate new Collector roads running east/west in TSP update.
- Improve the SW Elwert Road/SW Scholls-Sherwood Road intersection with signalization or roundabout.
- Improve the SW Elwert Road/SW Conzelmann Road intersection with signalization or roundabout (Scenario A).
- Improve the SW Elwert Road/East-West Collector intersection with signalization or roundabout.

Water

- Approximately 11,400 LF of water line installation is considered high priority to construct a water line loop through the North District. Dead-end lines extended from the existing water system boundaries are unlikely to be able to support development of the larger mixed employment sites within the North District without a looped connection.

Sanitary Sewer

- Priority sewer projects include the pump station, force main, and 15-inch sewer line to support initial mixed employment development within the North District. Subsequent improvements are expected to be constructed with adjacent site development.

Storm

- Since storm drainage is required for all new public and private development, priority storm improvements are likely to be aligned with the initial site development and roadway construction.

Transportation and Infrastructure Construction Cost Estimates

Development of the 405 acres in the North District will require transportation improvements and installation of public utilities. Mackenzie prepared a preliminary (planning-level) construction cost estimates for these improvements as detailed in Table 4 below. Estimates were only prepared for Scenario A since it had longer roadway and pipe networks.

TABLE 4: SCENARIO A PLANNING-LEVEL TRANSPORTATION AND INFRASTRUCTURE COSTS	
Category	**Estimated Cost (2024 dollars)**
Public Water	$10,745,000
Public Sanitary Sewer	$18,162,500
Public Storm Drain	$10,932,500
Public Roadways	$64,150,000
Total	**$103,990,000**

The total infrastructure cost of nearly $104 million equates to approximately $6 per square foot, based on the 405 gross acres in the North District. However, as some portions of the North District will not be developed, the effective cost per square foot will be even higher.

Detailed breakdowns of the cost estimates are attached in Appendix 7.

The above costs exclude the following:

- Site development costs (e.g., earthwork, paving, and landscaping).
- Building costs (as they vary depending on construction type and level of finish).
- Soft costs, such as permitting, design consultants, City staff, and overhead costs such as contingency.

The City should consider who constructs new roadways. If new core roadways are constructed by the City that may facilitate quick development of sites within the North District. Alternatively, if developers are required to build entire roadways that may narrow the pool of developers interested in the North District, although they may be reimbursed for the improvements through SDC and TDT credits. Who constructs the improvements may also impact the sequence of development-ready areas.

V. EVALUATION OF MIXED EMPLOYMENT AREA FOR TARGET EMPLOYMENT TYPES

The 2023 Concept Plan notes the following with respect to target employment sites that may be applicable to the North District:

- *Employment/Industrial. There is strong potential for mixed employment and industrial development, considering the increasing demand for, and limited supply of, high-quality buildable employment land in the region, particularly large sites.*
- *Tech Clusters. Sherwood is centrally located between existing tech clusters in Wilsonville and the Sunset Corridor, and developers are looking for opportunities elsewhere in the region. The Sherwood area is beginning to draw interest from existing tech companies in Hillsboro and elsewhere.*
- *Plan for Mixed Employment. Most of the opportunities for long-term job creation will likely require a mixed employment approach—namely industrial, flex, and office. Mixed Employment in centers/parks of 20-100 acres is the strongest market.*
- *Reserve large, flat parcels with transportation access for employment uses. Land needs for mixed employment range from 40 to 50 acres per "center" or "park." The City should target areas of Sherwood West with the largest and flattest contiguous tracts of land for these developments, with slopes of less than 3.0 percent.*
- *Be Flexible. Maintain as much flexibility (zoning, land, tools, approach) as possible in planning for employment growth as market cycles and trends over the next 20 years are unclear. This means maintaining large, contiguous sites but not mandating large-lot sites.*

(Source: Sherwood West Concept Plan, July 2023, pp. 21-22)

Furthermore, the 2023 Economic Opportunities Analysis (EOA), adopted by the City Council in June 2023, identified the following Target Industries for the City as a whole:

- *Manufacturing*
  - *Technology and Advanced Manufacturing*
  - *Machinery Manufacturing*
  - *Clean Tech*
- *Professional and Business Services*
  - *Software and Media*
  - *Clean Tech*
  - *Athletics and Outdoors*
  - *Other Services*
- *Wholesale*
- *Services for Visitors*
- *Services for Residents*
  - *Medical Services*
  - *Legal Services*
  - *Financial Services*
  - *Retail*
  - *Personal Services*
  - *Restaurants*

(Source: Sherwood Economic Opportunities Analysis, April 2023, Figure 3.01)

To evaluate whether the development areas depicted in the two scenario diagrams could accommodate development in the City's target industries, Mackenzie referred to preferred characteristics for different industries, based on Business Oregon's Industrial Development Competitiveness Matrix included in Appendix 6. The characteristics identified in Table 5, which are reproduced from Appendix 6, are from those industry types in the Business Oregon matrix which are closest to the City's target employment uses.

TABLE 5: INDUSTRIAL PREFERRED SITE CHARACTERISTICS					
Factor	***High-Tech/Clean-Tech Manufacturing***	***Advanced Manufacturing and Assembly***	***General Manufacturing***	***Industrial Business Park and R&D Campus***	***Local Warehouse/ Distribution***
Competitive site acreage	5 - 100+	5 - 25+	5 - 15+	20 - 100+	10 - 25+
Competitive maximum slope	0 - 5%	0 - 7%	0 - 5%	0 - 7%	0 - 5%
Railroad Access	Preferred	Not Required	Preferred	Preferred	Preferred
Minimum water service diameter	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"
Minimum sanitary sewer service diameter	12" - 18"	10"-12"	6" - 8"	10"-12"	4"
Preferred natural gas service diameter	6"	6"	4"	6"	2"
Minimum electrical service demand (megawatts)	4-6 MW	1 MW	0.5 MW	0.5 MW	1 MW
Fiber optic communications	Required	Required	Preferred	Required	Preferred

Source: Mackenzie, Business Oregon Industrial Development Competitive Matrix

Target Industry Suitability Assessment

Based on Table 5 and Appendix 6:

- The site sizes in Scenario A range from four acres to 75 acres, while those in Scenario B range from 12 acres to 95 acres. These sizes are generally in line with the competitive acreage ranges for the target industries, with the exception of very large High-Tech/Clean-Tech Manufacturing and Industrial Business Park and R&D Campus users, some of which seek sites over 100 acres.
- Some of the Mixed Employment land (primarily west of SW Elwert Road) has slopes over 10% which could limit the types of development that occur on those sites (e.g., these sites could

accommodate smaller format employment buildings such as office or small flex space but not large industrial employers that need large, flat sites for single-level floor plates). By contrast, the majority of Mixed Employment land east of SW Elwert Road has slopes under 10%, which is more conducive to the target industries.

- The water main size depicted in Figure 13 is 12-inch in the Mixed Employment area. This size is generally sufficient for the target industries, with the exception of high-demand users that may require higher peak flows and larger water mains than are currently planned.
- The sanitary sewer line sizes depicted in Figure 13 include 10-inch in the northwest portion west of SW Elwert Road and 12-inch or 15-inch lines elsewhere in the Mixed Employment area. These sizes are generally sufficient for the target industries, with the exception of high-demand users that may require higher peak flows and larger sanitary sewer lines than are currently planned.
- The storm drain sizes depicted in Figure 13 include 24-inch lines in the Mixed Employment area, which should be sufficient for the anticipated amount of impervious surface.
- While there may be a need for system-wide improvements identified in utility master plans, such analysis of those plans is beyond the scope of this project.

Recommendations

To help promote development of the Mixed Employment area with the target employment types, the City can consider the following approaches:

- Implement some of the strategies for creating and protecting large sites identified in Section II.
- Engage a natural resources consultant to evaluate the condition of Mixed Employment areas designated by Metro as Title 13 habitat and to assist the City with economic, social, environmental and energy (ESEE) analysis to determine the appropriate level of protection considering urban land uses.
- Continue engagement with Portland General Electric and initiate engagement with NW Natural to plan for the energy needs of the Mixed Employment area.
- Coordinate with Sherwood Broadband staff and other communications providers to plan for the communication needs of the Mixed Employment area.
- Facilitate annexation and development discussions with property owners to explain the annexation process, timeline, and costs. Consider whether to provide annexation assistance to property owners.
- Coordinate with Washington County and Oregon Department of Transportation regarding transportation needs for both employment and residential uses.
- Coordinate with Clean Water Services regarding storm drainage and sanitary sewer planning.
- Coordinate with TriMet regarding service planning for Sherwood West in general and the North District in particular.
- Amend the TSP and utility master plans and capital improvement plan to incorporate key projects identified above.
- Construct key projects identified above in section IV.

VI. TRANSPORTATION AND INFRASTRUCTURE FUNDING CONSIDERATIONS FOR SHERWOOD WEST

As part of the project, Leland Consulting Group (LCG) prepared a summary memo to discuss Sherwood West transportation and infrastructure construction costs and funding. Highlights from the memo—which is attached as Appendix 8—are presented below.

Construction Cost and Revenue Comparison

LCG analyzed the transportation, infrastructure, regional parks, and regional trails construction costs for all of Sherwood West (using cost estimates provided by Mackenzie for the North District and for regional trails, together with City of Sherwood City Engineering cost estimates for the remainder of Sherwood West). LCG then estimated potential revenues from development, such as system development charges (SDCs) and the Washington County Transportation Development Tax (TDT).

The financial analysis demonstrated that potential revenues generated at full buildout of Sherwood West are likely sufficient to cover estimated infrastructure construction costs for sanitary sewer and parks; however, revenues are expected to be insufficient to cover construction costs for water, transportation, and storm infrastructure. This analysis is preliminary and will require further refinement during Comprehensive Planning, but points to the fact that additional funding sources may be needed to cover some construction costs.

Potential Funding Sources

LCG identified a range of funding tools that could be used to supplement shortfalls, including the following:

- Federal funding sources such as the Economic Development Administration.
- State funding sources such as the Special Public Works Fund, Community Paths Grants, Immediate Opportunity Fund, Oregon Parks and Recreation Department Local Government Grant Program, and other emerging opportunities.
- Regional funding sources such as Washington County's Major Streets Transportation Improvement Program (MSTIP) or the Metropolitan Transportation Improvement Program (MTIP) or other regional flexible funding overseen by Metro.
- Local funding mechanisms such as supplemental SDCs, a Local Improvement District (LID), utility fees, general obligation bonds, or urban renewal tax increment financing.

While each of these funding sources would require further evaluation to determine applicability and viability, it does appear that there are supplemental funding sources that could be used to bolster the revenues expected from SDCs and TDT.

VII. CONCLUSION

Development of the North District of the Sherwood West urban reserve area can be implemented in a manner that advances the City's long-term goals including economic development, provision of housing, and conservation of natural resources.

The Mixed Employment area designated in the 2023 Concept Plan appears appropriate for development with the City's target employment types, and infrastructure can be constructed to serve the area in an orderly manner. Roadway improvements and public utility extensions would be required for the development, but the necessary improvements are typical of development in new areas.

Competing interests for infrastructure within the North District specifically include a need or desire for large sites (up to 50 acres), maintaining City block length standards, providing reasonable cross-circulation for pedestrians and bicyclists, and minimizing or avoiding impact on protected habitat areas. We have provided two potential scenarios for roadway layout and site creation that attempts to balance these competing interests while providing flexibility on lot size for future developers and users.

Public utilities to the North District are generally expected to be extended from the existing boundary of City services. Fortunately, the City appears to be proactive in expanding capacity for water and sanitary sewer in cooperation with the Willamette River Water Treatment Plant and CWS sewer basin improvements. However, the extension of these utilities from existing service boundaries and through the North District present significant costs. Partnership with cooperating agencies such as CWS will likely be key to establishing robust infrastructure within the North District.

The City may elect to construct key public infrastructure projects to facilitate development within the North District, which would provide certainty in roadway and utility alignments. Any pre-emptive infrastructure should be constructed in locations to maintain flexibility of site layouts. In particular, key infrastructure such as locating an electrical substation for PGE and installing the sewer pump station and force main for CWS can help early developers overcome significant hurdles.

Both roadway scenarios presented above provide east-west cross-circulation through the North District, providing continuity to smaller sites west of SW Elwert Road and larger sites east of SW Elwert Road. Scenario A assumed greater impact to Title 13 areas with two east-west collectors extending to SW Roy Rogers Road whereas Scenario B only assumes one east-west collector extending to SW Roy Rogers Road. As Scenario A has more roadways and utilities, Mackenzie estimated construction costs only for this scenario, totaling nearly $104 million.

Leland Consulting Group's financial analysis indicates that at full buildout, SDC and TDT revenues are likely sufficient to cover estimated infrastructure construction costs for sanitary sewer and parks but are likely insufficient to cover construction costs for water, transportation, and storm infrastructure. Therefore, LCG identified a range of potential funding sources for the City to consider as it moves into the Comprehensive Planning stage if Metro approves the request to add Sherwood West to the UGB.

APPENDIX 1

NOVEMBER 2023 CITY OF SHERWOOD LETTER TO PROPERTY OWNERS REGARDING INTEREST IN DEVELOPMENT

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.sherwoodoregon.gov

Mayor
Tim Rosener

Council President
Keith Mays

Councilors
Renee Brouse
Taylor Giles
Doug Scott
Dan Standke
Kim Young

City Manager
Keith Campbell

November 13, 2023

Dear Sherwood West Property Owner:

As part of the City of Sherwood's ongoing long-term planning for the Sherwood West area, the City is gathering information on parcel size and property owner interest regarding future development **in the mixed-employment district** envisioned for the **northern portion** of Sherwood West. Please see the map on backside of letter.

This effort is part of the Sherwood West Concept Plan, a long-range planning document that will guide Sherwood community members, decision-makers, and staff as they make plans and decisions about future growth in Sherwood West. Metro has designated Sherwood West as an "urban reserve," which means that at some point in the future, it will be added to the Urban Growth Boundary. The Concept Plan has been informed by extensive public involvement, with the Preliminary Concept Plan approved in 2016 and further revisions accepted by the Sherwood City Council this past summer. Further information is available on the City's website at

sherwoodoregon.gov/planning/page/sherwood-west-preliminary-concept-plan-re-look.

Determining property owners' interest in developing or selling their properties for employment uses will allow the City to form plans for preserving large lots and to determine the viability of future developers and employers to create large building sites by purchasing multiple smaller lots.

If your property is currently available for sale or lease –or you are interested in making it available for sale in the future–please indicate accordingly on the enclosed form and return it in the envelope provided, by fax, or by email. *If your property is NOT available and you are NOT interested in including it for use in the employment district, we ask that you please indicate this information to us as well.*

Please note: the City's intent is only to gather information at this point. The City does not become involved in the pricing of land or in sale or lease negotiations. The attached form does not obligate you in any way to sell your land.

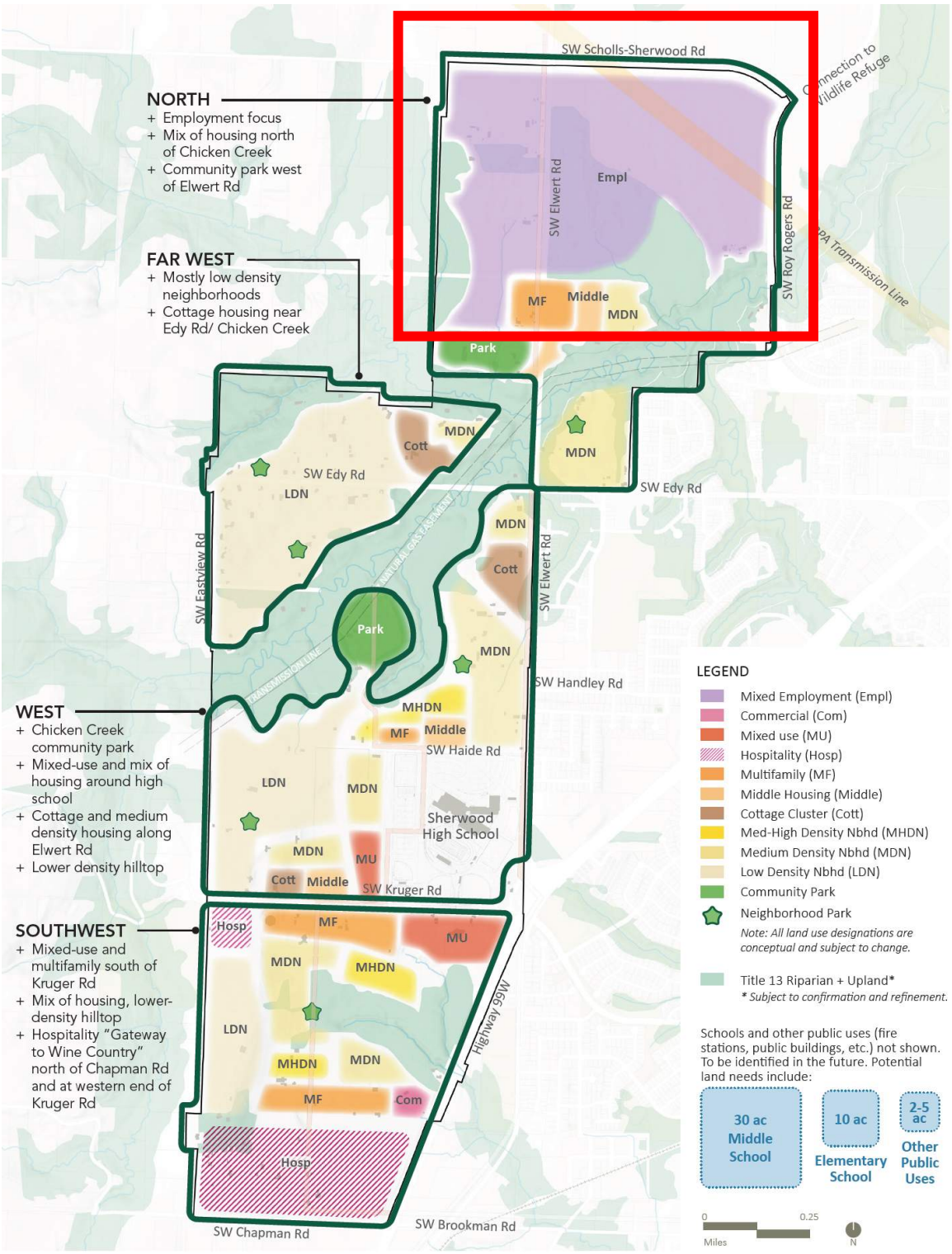
We would request that you return the enclosed form to the City by **Monday, November 27, 2023,** in the return envelope provided or call Erika Palmer, Planning Manager at the City of Sherwood, with your response.

If you have any questions or require additional clarification, please feel free to contact the project representative:

Erika Palmer, Planning Manager at City of Sherwood
Phone Number: (503) 625-4208
Email: palmere@sherwoodoregon.gov

Sincerely,
Erika Palmer, Planning Manager

Mixed-Employment Zone



City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.sherwoodoregon.gov

Mayor
Tim Rosener

Council President
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Councilors
Renee Brouse
Taylor Giles
Doug Scott
Dan Standke
Kim Young

City Manager
Keith Campbell

Erika Palmer, Planning Manager
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

RE: Sherwood West Long-Term Concept Large Parcel Protection for Employment Uses

I, _____ as the owner/representative of the property located in Washington County, OR at address

_____

/tax lot _____, submit the following:

Check the box that represents your interest in selling, leasing, and/or developing your property for the purpose of contributing to the creation of a Mixed-Employment District. Please sign the letter and return either: in the envelope provided and addressed to City of Sherwood (see above), email to palmere@sherwoodoregon.gov, or fax it to 503-625-5524 by Monday, November 27, 2023.

☐ I am interested in developing my property in the future for employment uses.

☐ I am interested in making my property available for sale for future employment uses.

If property is already for sale:
Listing Agent/Representative: _____

Phone: _____

Parcel size (acres): _____

☐ My property is NOT available, and I am presently NOT interested in selling or developing it for employment uses.

Property owner signature: _____

Printed name:_____ Date: _____

Phone: _____ Email: _____

APPENDIX 2

NOTES FROM DECEMBER 6, 2023 TECHNICAL ADVISORY COMMITTEE MEETING

MACKENZIE.

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RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214

Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	December 20, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Erika Palmer, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang, Colleen Resch – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Matt Craigie, CJ Doxsee, Suzanne Savin – Washington County Mike Weston – City of King City Theresa Haskins – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen, Breezy Rinehart-Young, Scott Moore – Mackenzie

SUBJECT: Technical Advisory Committee (TAC) Meeting #1 (December 6, 2023)

INFORMATION ITEMS

1. City of Sherwood (Erik Rutledge) opened the meeting by providing a recap of Sherwood West history and a summary of next steps.
    A. The last Technical Advisory Committee (TAC) meeting for the Sherwood West area was held late last winter. City Council adopted the current concept plan in July 2023.
    B. The City recently submitted a letter of interest to Metro regarding a potential urban growth boundary (UGB) expansion of up to 1,200 acres.
    C. City's intent is to submit the Sherwood West Concept Plan to Metro in April 2024.
    D. Metro is looking for site development readiness for industrial users. The City views the employment area near the new Sherwood High School and the employment area in the North District catalysts for future economic growth.
    E. The current effort is on the North District where most jobs within the Sherwood West plan area would be located.
        I. Mackenzie's scope includes reviewing opportunities to create parcel sizes larger than 50 acres to better satisfy Metro Title 11 code requirements.
        II. Mackenzie's scope also includes looking at refinements to the transportation network and utility corridors in the North District and preparing infrastructure cost estimates.
2. Mackenzie (Brian Varricchione) shared maps conveying existing conditions. These maps are enclosed within Attachment B.
    A. The first map shows City limits, Sherwood West reserve area, and North District.

B. The second map shows existing lot lines within North District.

C. The third map shows floodplain, riparian corridors, and upland wildlife habitat areas as determined by Metro's Title 13 inventory.

D. The fourth map shows slopes which impact developability, particularly industrial users. Slopes greater than 10% can be problematic for development, and many industrial users prefer not to exceed 5%.

I. City of Sherwood (Erik Rutledge) noted it would be helpful to understand what acreage is remaining after excluding high slope areas.

E. The fifth map shows the land uses areas depicted in the July 2023 Concept Plan, along with the conceptual road alignments.

F. The sixth map shows owners of properties within the proposed Mixed Employment area.

G. The seventh map shows the response from property owners regarding willingness to sell their property. Brian pointed out many property owners did not respond to the City's survey.

I. City of Sherwood (Erik Rutledge) noted that while the map depicts little interest in property owners selling their land, there have been several "behind-the-scenes" purchase offers from developers for property within the North District.

H. The eighth map shows development considerations within the North District, such as the BPA easement at the northeast corner, the preclusion of large parcels due to block length and intersection spacing standards, smaller areas west of Elwert Road, and Title 13 habitat designation.

I. It is currently unclear how Title 13 habitat designations affect developability within the North District.

I. The ninth map shows intersection and driveway spacing standards.

3. Mackenzie (Brian Varricchione) shared maps conveying potential parcelization within North District to explore ways in which large parcels could be created to attract employers. These maps are enclosed within Attachment B.

A. Scenario A shows road alignments consistent with approved concept plan. The largest parcel size is about 30 acres, and one site may not be developable due to Title 13 habitat designation.

B. Scenario B shows removal of the north-south roadway running parallel to Elwert Road resulting in a 50-acre site in northeast corner.

C. Scenario C shows two large parcels at about 70 acres by extending Conzelman Road to the east and terminating at Roy Rogers Road north of the creek and removing the east-west concept road east of Elwert Road. This scenario also removes the north-south road west of Elwert Road.

D. Scenario D is similar to Scenario C but alignment of north-south road parallel to Elwert Road minimizes impacts to Title 13 habitat.

E. Scenario E is very similar to Scenario D but with a different east-west connection to Roy Rogers Road.

F. Scenario F only assumes extension of Conzelman Road to east on the eastern portion creating a 150-acre site east of Elwert Road.

4. Metro (Glen Hamburg) cautioned the group against assuming that the Title 13 upland habitat area is developable, but noted the City can undertake a study to determine significance of habitat area at the time of comprehensive planning if the area is added to the UGB. Glen also noted his preferred concept may be Scenario E but perhaps removing the east-west roadway traversing the Title 13 habitat area.

   A. Mackenzie (Brian Varricchione) pointed out there is a portion of land currently designated as Title 13 habitat area where trees have been recently removed.

   B. Metro (Glen Hamburg) confirmed that area could be removed from the Title 13 upland habitat as part of future efforts.

5. City of King City (Mike Weston) asked if there is a trail planned along power lines and cautioned against having block lengths that are too long for pedestrians. He urged the team to consider some public connections within large parcels such as trails through large development parcels.

6. ODOT (Glen Boden) asked if subdivision of smaller parcels would be prohibited to accommodate development, and if so, the City should "stick to their guns" about large parcels. Glen also noted connectivity is more important than roadway location standards, and one example of administrative flexibility can be to provide one frontage road per property.

7. PGE (Theresa Haskins) shared with the group that developers often complain there are no lots available that are large enough to accommodate certain users. She asked the City to consider if they want larger manufacturing or smaller user requests. The average acreage request from observation is 35 acres but can be as high as 100 acres.

8. Washington County (Matt Craigie) noted perhaps a community park can be sited within the upland habitat area, noting that it would not generate property taxes. He noted that may allow other land to be developed with different uses. He also suggested reviewing other examples and typologies with similar layouts to the area closest to the BPA easement corridor.

   A. Mackenzie (Scott Moore) noted there are certain design components that are often allowed within BPA easement areas such as maneuvering space for vehicles; however, buildings cannot be placed within the easement area.

   B. BPA (Darren Smith) noted that generally customers request stormwater detention, parking, lighting, etc. within BPA easements and cautioned against planting vegetation associated with parking near the BPA easement area.

9. PGE (Theresa Haskins) informed the group that PGE will want to reserve at least five acres for an electrical substation site and reminded the group there will be constraints with where the substation can be placed. As an example, a substation cannot be placed on a slope.

10. City of Sherwood (Erik Rutledge) reminded the group the next meeting will be more focused on utilities/infrastructure and other needs.

11. Mackenzie (Brent Nielsen) asked the group how they felt about eliminating the north-south roadway west of Elwert Road.

   A. City of Sherwood (Erik Rutledge) noted that the City has to balance competing interests (e.g., walkability, block size, targeted industries, and upland habitat). The City will look at

the target industries, easement locations, etc. to calibrate the land supply with the needs of target users. Removing this roadway may be fine as long as it is consistent with the goals of this exercise.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

Enclosure(s): Attachment A – Meeting Agenda
Attachment B – Meeting Materials

c: Present

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RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214
Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

MEETING AGENDA

PROJECT NUMBER:	2230332.00	**TODAY'S DATE:**	November 30, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

MEETING DATE:	December 6, 2023
MEETING TIME:	2:00 PM – 3:00 PM
MEETING PLACE:	Virtual
PARTICIPANTS:	Erika Palmer, Bruce Coleman, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Jessica Pelz, Matt Craigie, Theresa Cherniak, CJ Doxsee, Suzanne Savin – Washington County Eva Kristofik – Friends of Tualatin River National Wildlife Refuge Mike Weston – City of King City Preston Korst – Home Building Association (HBA) Ty Darby – Tualatin Valley Fire & Rescue (TVF&R) Theresa Haskins – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen, Breezy Rinehart-Young, Scott Moore - Mackenzie
FACILITATOR:	Erika Palmer (City of Sherwood), Brian Varricchione (Mackenzie)

SUBJECT: Technical Advisory Committee (TAC) Meeting #1

I. INTRODUCTIONS — Erika Palmer: 5 minutes

- Names and roles
- Previous Concept Plan involvement (if any)

II. PROJECT INTRODUCTION — Erika Palmer: 5 minutes

- TAC role and responsibilities

III. PROJECT GOALS & SCOPE OF WORK — Brian Varricchione: 10 minutes

- Schedule

IV. **TASK 1 PRESENTATION/WORK SESSION** Brian Varricchione: 35 minutes

- Consultant presentation
- TAC Discussion

V. NEXT STEPS & SCHEDULE Brian Varricchione: 5 minutes

MEETING PACKET

As you review the meeting packet materials prior to the meeting, the consultant team requests you consider and think about the following questions and comments and come to the meeting prepared to discuss.

A. Site sizes

1. The site size scenario sketches on pages 10-15 include a variety of site sizes, some of which exceed 50 acres to accommodate large employers. Which are your preferred scenarios?

B. Roadways

1. The Sherwood West Concept Plan includes multiple proposed/future roads. In efforts to create/preserve as many large industrial/employment sites as possible, some of the proposed/future roads, particularly west of Elwert Rd, may not be necessary as they create small sites (10 acres and smaller) as a result of bifurcation. What do you think of the consultant teams scenarios that eliminate or relocate roads from the Concept Plan?
2. Several scenarios in the meeting packet include potential road realignments in order to preserve/create large industrial/employment sites. What are your thoughts and are these alignments acceptable from your agency and perspective?
3. Page 9 of the meeting packet includes a map with intersection and driveway spacing standards. The consultant team used these standards to help identify potential site locations and configurations. What are your thoughts on deviating from the block length and/or spacing requirements to accommodate large employment sites?
4. Our assumption is within the North District Elwert Road should be designed based on City standards once the area is annexed to the City. Is that correct?

C. Utilities

1. We have received Sherwood's master plans for sewer, water, and storm drainage. Please provide the CWS master plan to verify downstream connection points for sanitary sewer.
2. Please confirm the City's preference for regional stormwater facilities or separated public/private approach.

3. Please confirm preferred power transmission corridors and substation footprints within the study area, if needed.

D. Natural Resources

1. The North District has many potential development constraints, including BPA transmission line, steep slopes, and Metro Title 13 upland wildlife habitat. Please share any information you have on these constraints and the potential to allow impacts to accommodate employment uses. Can new roadways be constructed through Metro Title 13 upland habitat areas?

c: Participants

SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT Sherwood, Oregon

11/30/23 DISCUSSION DRAFT

SW SCHOLLS-SHERWOOD RD
SW ELWERT RD
SW ROY ROGERS RD
SW CONZELMANN RD
SW EDY RD
City of Sherwood
Middleton

LEGEND

- Sherwood City Limits
- Sherwood West
- North District

0 700 1,400 2,800 Feet

1 inch = 1,474 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/29/2023
File: Sherwood West_North District

Map Created By: BJV
Project No: 2230332.00



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SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
AERIAL
Sherwood, Oregon

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW ELWERT RD
SW ROY ROGERS RD
SW CONZELMANN RD
SW EDY RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER

2S2240001701 14.4 AC
2S2240001700 0.9 AC
2S2240001800 1.4 AC
2S2240002001 5 AC
2S2240001900 0.9 AC
2S2240002002 5.4 AC
2S1190000600 18.8 AC
2S1190000602 20.7 AC
2S1190000700 36.3 AC
2S1190001003 0.5 AC
2S2240002101 4 AC
2S2240002100 5.9 AC
2S1190001301 12.9 AC
2S2240002200 19.6 AC
2S1190001300 21.3 AC
2S1190000601 32.5 AC
2S2240002302 9.4 AC
2S2240002301 9.3 AC
2S1190001302 21.7 AC
2S2250004700 11.3 AC
2S2250004800 7.7 AC
2S130BA00100 8.5 AC
2S130B000900 58.3 AC
2S2250000202 3.3 AC
2S130BA00200 5 AC
2S2250000203 14.5 AC
2S2250000201 2 AC
2S130B001000 0.7 AC
2S130B000800 8.9 AC
2S130B000600 4.7 AC
2S130B001100 9 AC
2S130B000700 10 AC

bing
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007523

LEGEND

- North District
- Tax Lots
- BPA Transmission Corridor

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

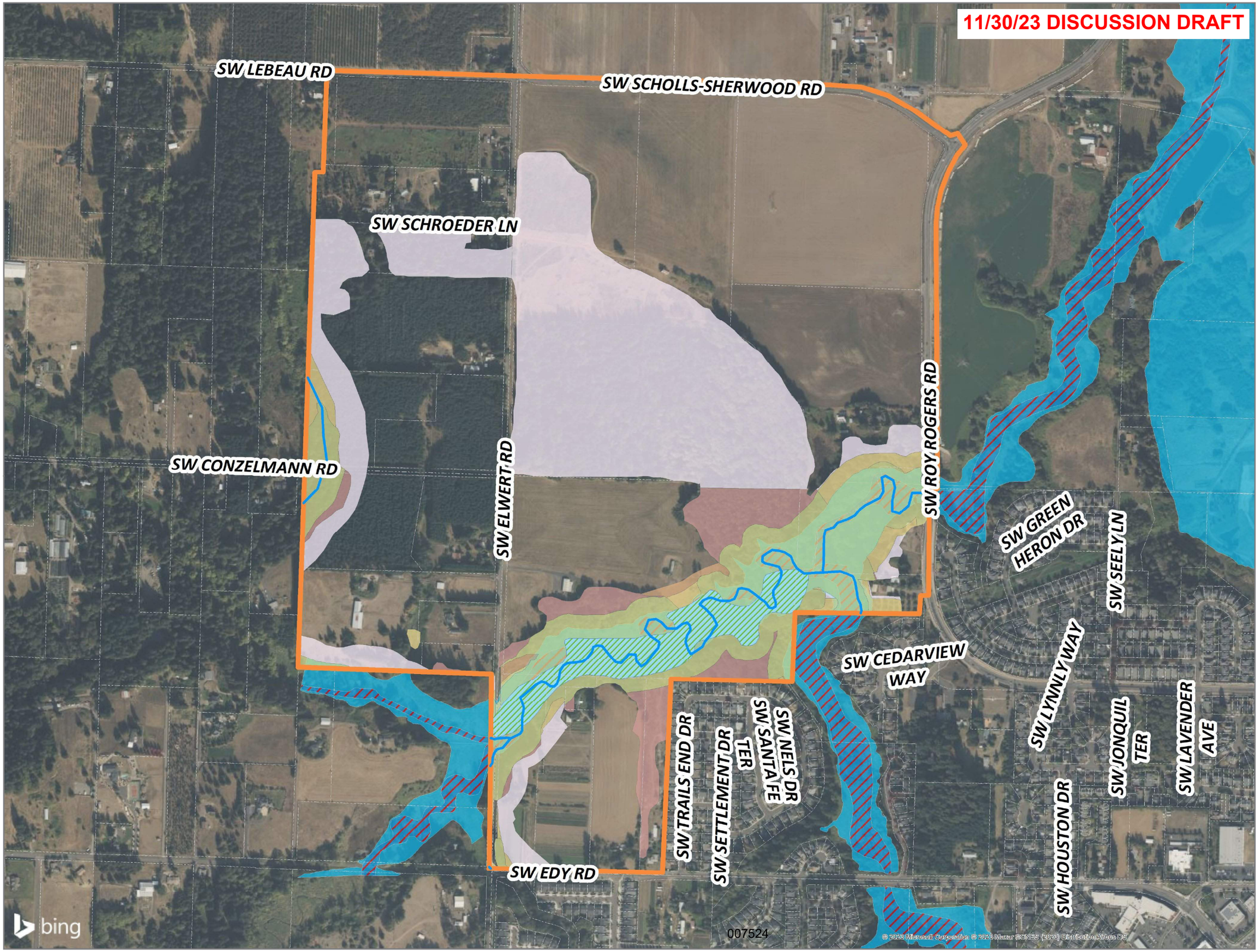
Date: 11/30/2023
File: Aerial Taxlots_ND

Map Created By: BJV
Project No: 2230332.00



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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT ENVIRONMENTAL

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Streams
- Wetland
- 1% Annual Chance Flood Hazard
- Regulatory Flooodway

Title 13

- Riparian Wildlife Habitat Class I
- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class A
- Upland Wildlife Habitat Class B

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

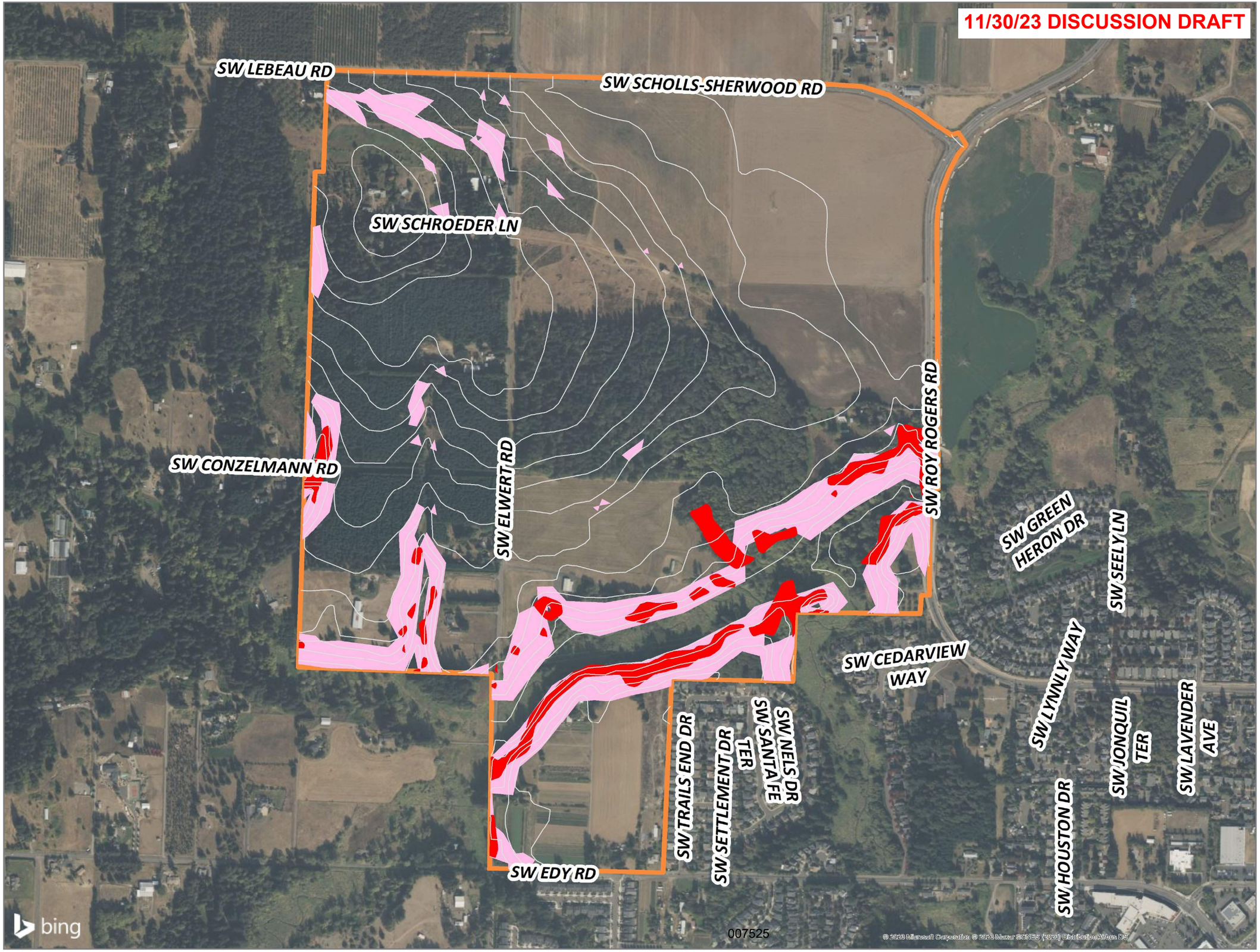
Date: 11/30/2023
File: Environmental_ND

Map Created By: BJV
Project No: 2230332.00



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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT CONTOURS & SLOPE Sherwood, Oregon

LEGEND

- North District
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Contours and Slopes_ND

Map Created By: BJV
Project No: 2230332.00



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11/30/23 DISCUSSION DRAFT

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW CEDARVIEW WAY
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD
SW Lebeau Rd
Seasonal Trl
West Fork Chicken Creek
Chicken Creek
Cedar Creek
SW Seely Ln
SW Sandhill Ln
SW Reghetto St
SW Roosevelt St
Maple Lane Cemetery
Saint Paul Lutheran Cemetery
SW Elderberry Ln
SW Nursery Way
SW Trailblazer Pl
SW Nels Dr
SW Edy Rd

007526

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SHERWOOD WEST CONCEPT PLAN NORTH DISTRICT LAND USE & ROADS Sherwood, Oregon

LEGEND

- Sherwood West
- Tax Lots

North District Land Use

- Mixed Employment
- Multifamily
- Middle Housing
- Medium Density Neighborhood
- Community Park
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Land Use_ND

Map Created By: BJV
Project No: 2230332.00



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11/30/23 DISCUSSION DRAFT

SHERWOOD WEST CONCEPT PLAN
NORTH DISTRICT
MIXED EMPLOYMENT
Sherwood, Oregon

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW EDY RD
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW CEDARVIEW WAY
SW GREEN HERON DR
SW SEELY LN
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW HOUSTON DR

2S2240001701
14.4 AC
MARTIN RICHARD J & MARTIN WAYNE A

2S2240001700
0.9 AC
MARTIN RICHARD J & MARTIN WAYNE A

2S2240001800
1.4 AC
WALKER WILLOW E

2S1190000600
18.8 AC
GOLDEN COVE LLC

2S1190001003
0.5 AC
WETZEL GLEN T & WETZEL CHERYL D & WETZEL LLOYD G

2S2240002001
5 AC
SCHROEDER GEORGE & JEAN FAMILY TRUST

2S2240001900
0.9 AC
ELSEY JD & ELSEY DONALEE LYNN

2S1190000602
20.7 AC
GOLDEN COVE LLC

2S1190000700
36.3 AC
SCHLICHTING CENTURY FARM LLC

2S2240002101
4 AC
MARSH JAMES W H & MARSH LAURIE K S

2S2240002100
5.9 AC
MOSH TREE FARM LLC

2S1190001301
12.9 AC
GOLDEN COVE LLC

2S2240002200
19.6 AC
MERRIMAN RAY & MARY TRUST

2S1190001300
21.3 AC
ADAMS FAMILY REV TRUST

2S1190000601
32.5 AC
SABBE ROBERT A TRUST

2S2240002302
9.4 AC
LUNDY CREDIT SHELTER TRUST

2S1190001302
21.7 AC
ADAMS DALE STATE EXEMPT CST

2S2240002301
9.3 AC
LUNDY CREDIT SHELTER TRUST

2S2250004700
11.3 AC
LUNDY FAMILY TRUST

2S2250004800
7.7 AC
LUNDY FAMILY TRUST

Chicken Creek
West Fork Chicken Creek
Cedar Creek
Saint Paul Lutheran Cemetery
Maple Lane Cemetery
Pioneer Park
Seasonal Trl
SW Sandhill Ln
SW Reghetto St
SW Roosevelt St
SW Plover Ct
SW Trailblazer Pl
SW Nursery Way
SW Elderberry Ln
SW Lavender Pl
SW Day
SW Daf

007527
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LEGEND

- North District
- Tax Lots
- Mixed Employment

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Parcel Ownership_ME

Map Created By: BJV
Project No: 2230332.00



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11/30/23 DISCUSSION DRAFT

SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT DEVELOPMENT INTEREST
Sherwood, Oregon

LEGEND

- North District
- Mixed Employment

Survey Response

- Interested in Developing
- Available for Sale
- Available for Sale (for MDR)
- Not Available or Interested
- No Response

0 300 600 Feet 1,200

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Owner Devt Interest_ME

Map Created By: BJV
Project No: 2230332.00



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Mixed Employment Development Considerations

11/30/23 DISCUSSION DRAFT

Parcelization west of SW Elwert Rd hampers opportunities to create large development sites

Limited development opportunities in steel slope areas

Roadway spacing/block spacing affects size of development sites

BPA electrical transmission corridor restricts building locations

Title 13 habitat significance not yet determined

SW LEBEAU RD
SW SCHOLLS-SHERWOOD RD
SW SCHROEDER LN
SW CONZELMANN RD
SW ELWERT RD
SW ROY ROGERS RD
SW GREEN HERON DR
SW SEELY LN
SW CEDARVIEW WAY
SW LYNNLY WAY
SW JONQUIL TER
SW LAVENDER AVE
SW TRAILS END DR
SW SETTLEMENT DR
SW NELS DR
SW SANTA FE TER
SW HOUSTON DR
SW EDY RD

007529

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Intersection Spacing Standards

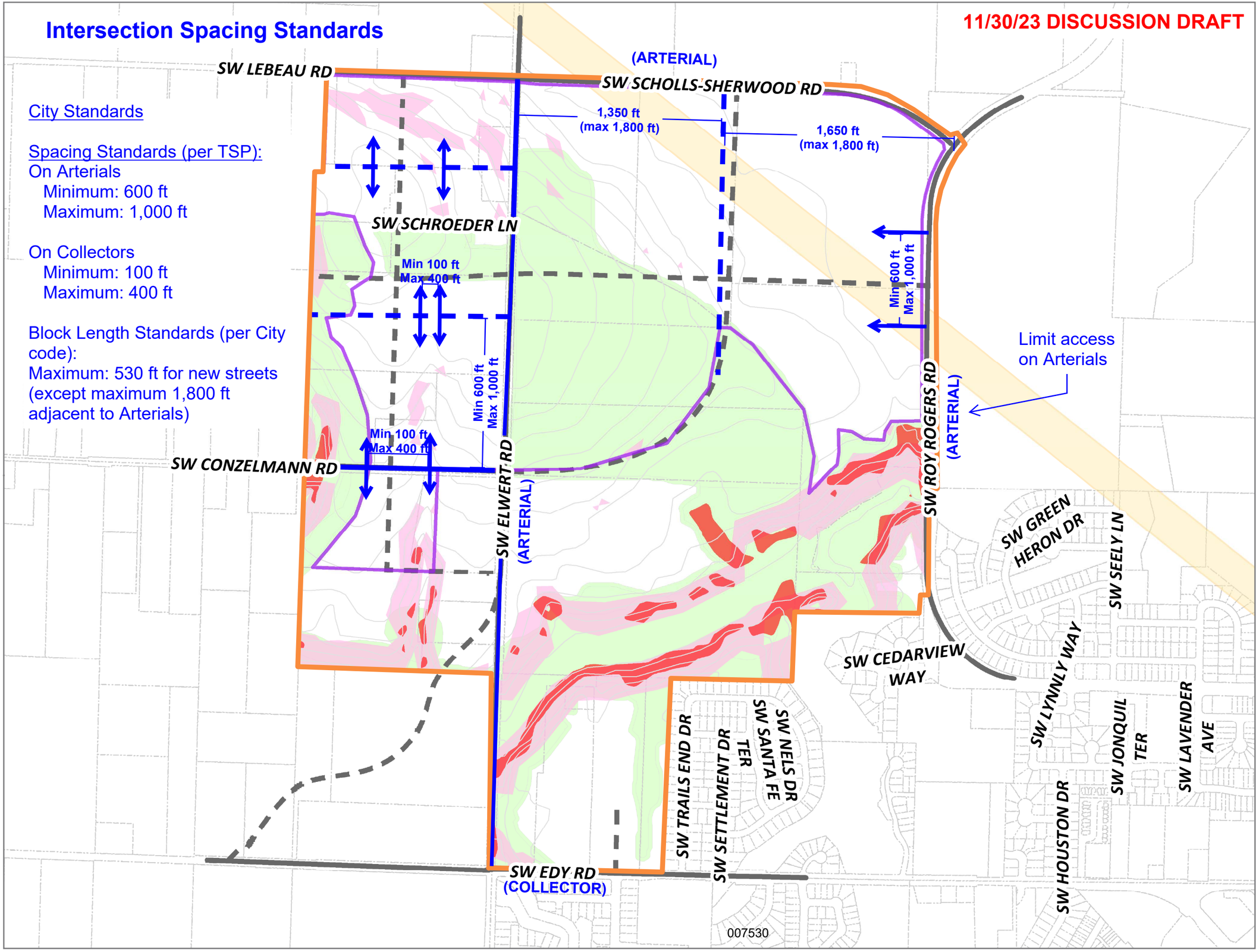
11/30/23 DISCUSSION DRAFT

City Standards

Spacing Standards (per TSP):
On Arterials
Minimum: 600 ft
Maximum: 1,000 ft

On Collectors
Minimum: 100 ft
Maximum: 400 ft

Block Length Standards (per City code):
Maximum: 530 ft for new streets (except maximum 1,800 ft adjacent to Arterials)



SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00

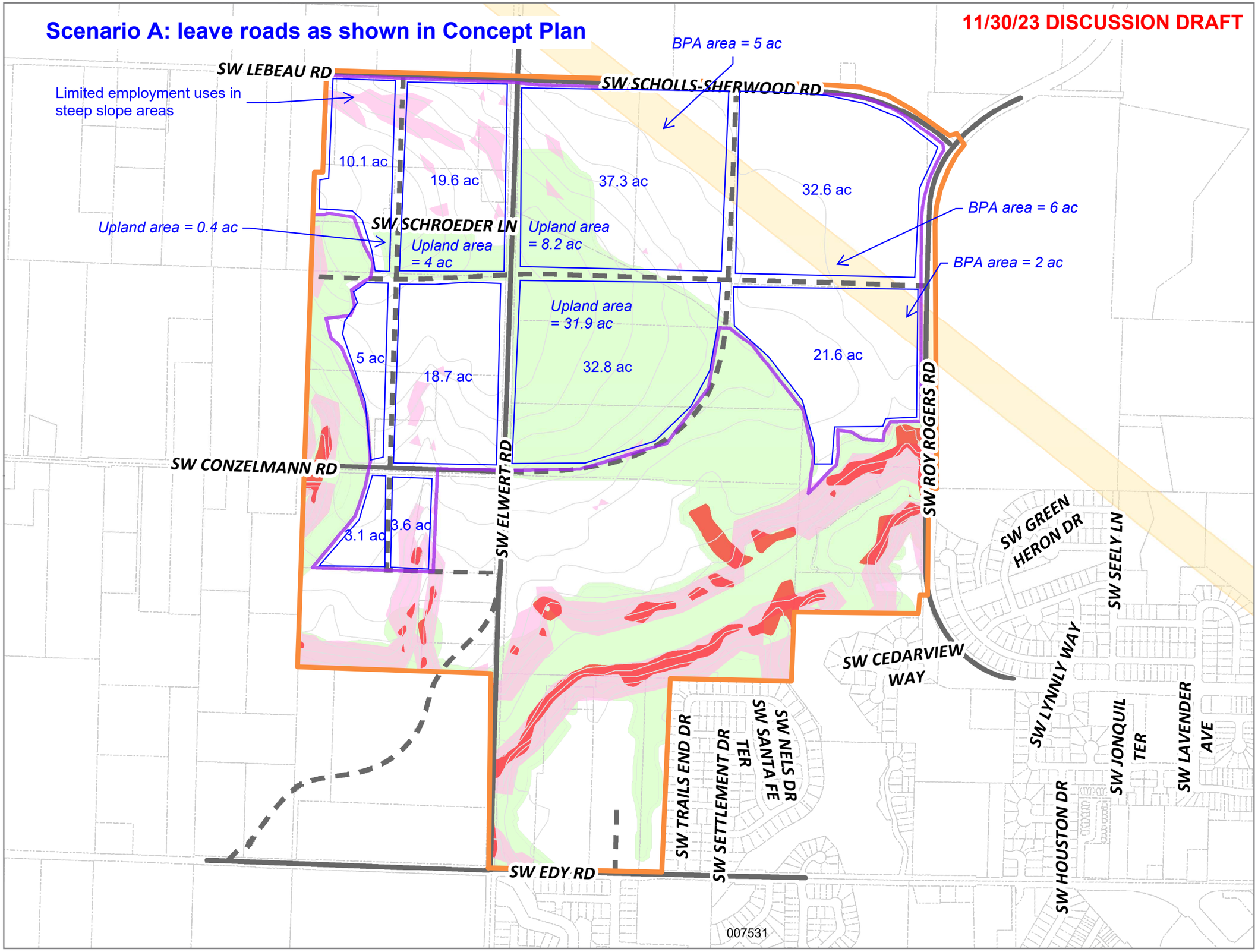


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Scenario A: leave roads as shown in Concept Plan

11/30/23 DISCUSSION DRAFT



SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario B: delete conceptual road segment

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW SCHROEDER LN

SW CONZELMANN RD

SW ELWERT RD

SW EDY RD

SW ROY ROGERS RD

SW CEDARVIEW WAY

SW GREEN HERON DR

SW SEELY LN

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

Limited employment uses in steep slope areas

BPA area = 11 ac

BPA area = 1 ac

Upland area = 0.4 ac

Upland area = 4 ac

Upland area = 8 ac

Upland area = 32 ac

Eliminate highlighted road segment

BPA area = 2 ac

10.1 ac

19.6 ac

21.5 ac

52.2 ac

5 ac

18.7 ac

32.8 ac

21.6 ac

3.1 ac

3.6 ac

007532

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario C: reconsider roadways

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW ELWERT RD

SW ROY ROGERS RD

SW CONZELMANN RD

SW EDY RD

SW GREEN HERON DR

SW SEELY LN

SW CEDARVIEW WAY

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

Limited employment uses in steep slope areas

Add road

14.1 ac

16.4 ac

Upland area = 5 ac

75.7 ac

70.2 ac

25.7 ac

7.8 ac

Upland area = 46 ac

BPA area = 5 ac

Eliminate highlighted road segment

BPA area = 10 ac

Eliminate highlighted road segment

Eliminate highlighted road segment

Realign road

Extend Conzelmann Road to Roy Rogers Road

007533

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario D: reconsider roadways

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW ELWERT RD

SW ROY ROGERS RD

SW CONZELMANN RD

SW EDY RD

SW EDER LN

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

SW CEDARVIEW WAY

SW GREEN HERON DR

SW SEELY LN

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

Limited employment uses in steep slope areas

Add road

14.1 ac

16.4 ac

Upland area = 5 ac

71.6 ac

58 ac

BPA area = 5 ac

Eliminate highlighted road segment

BPA area = 10 ac

Realign road

Eliminate highlighted road segment

Eliminate highlighted road segment

25.7 ac

Upland area = 44 ac

7.8 ac

Extend Conzelmann Road to Roy Rogers Road

007534

SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

N

1 inch = 600 feet

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



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Scenario E: reconsider roadways

11/30/23 DISCUSSION DRAFT

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW SCHROEDER LN

SW CONZELMANN RD

SW EDY RD

SW ELWERT RD

SW ROY ROGERS RD

SW GREEN HERON DR

SW SEELY LN

SW CEDARVIEW WAY

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW HOUSTON DR

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

Limited employment uses in steep slope areas

Add road

11.9 ac

19.1 ac

Upland area = 5 ac

21.5 ac

BPA area = 1 ac

Eliminate highlighted road segment

76.2 ac

BPA area = 14 ac

Realign road

Eliminate highlighted road segment

25.7 ac

31.6 ac

Upland area = 31.6 ac

7.8 ac

Extend Conzelmann Road to Roy Rogers Road

007535

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



SHERWOOD WEST CONCEPT PLAN
MIXED EMPLOYMENT

Sherwood, Oregon

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Scenario F: reconsider roadways

11/30/23 DISCUSSION DRAFT

Limited employment uses in steep slope areas

Add road

Eliminate highlighted road segment

Eliminate highlighted road segment

BPA area = 15 ac

11.9 ac

19.1 ac

Upland area = 5 ac

150 ac

25.7 ac

Upland area = 59 ac

7.8 ac

Extend Conzelmann Road to Roy Rogers Road

SW LEBEAU RD

SW SCHOLLS-SHERWOOD RD

SW SCHROEDER LN

SW CONZELMANN RD

SW ELWERT RD

SW ROY ROGERS RD

SW GREEN HERON DR

SW SEELY LN

SW CEDARVIEW WAY

SW LYNNLY WAY

SW JONQUIL TER

SW LAVENDER AVE

SW TRAILS END DR

SW SETTLEMENT DR

SW NELS DR

SW SANTA FE TER

SW HOUSTON DR

SW EDY RD

007536

LEGEND

- North District
- Tax Lots
- Mixed Employment
- BPA Transmission Corridor
- 10ft Contours
- 10%-25% Slope
- Over 25% Slope
- Title 13 Riparian/Upland

Roadways

- Existing
- Conceptual

0 300 600 1,200 Feet

1 inch = 600 feet

N

SOURCE DATA:
Metro RLIS Lite Base Data, October 2023

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 11/30/2023
File: Emp_50_acres

Map Created By: BJV
Project No: 2230332.00



SHERWOOD WEST CONCEPT PLAN MIXED EMPLOYMENT

Sherwood, Oregon

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APPENDIX 3

NOTES FROM JANUARY 31, 2024 TECHNICAL ADVISORY COMMITTEE MEETING

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MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	February 7, 2024
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Bruce Coleman, Craig Sheldon, Jason Waters, Eric Rutledge – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro CJ Doxsee, Suzanne Savin – Washington County Mike Weston – City of King City Hap English, Chris Lu, Tod Shattuck – Portland General Electric (PGE) Preston Korst – Home Building Association (HBA) Brian Varricchione, Gabriela Frask, Janet Jones, Brent Nielsen – Mackenzie
SUBJECT:	**Technical Advisory Committee (TAC) Meeting #2 (January 31, 2024)**

INFORMATION ITEMS

1. City of Sherwood (Eric Rutledge) provided an update on the project status.
   A. Staff has had numerous work sessions with the City Council to discuss Sherwood West and whether Council is interested in applying to Metro for the urban reserve to be added to the urban growth boundary (UGB). City Council has determined they want to include the entirety of Sherwood West in the UGB amendment request.
   B. The purpose of the current Concept Plan refinement project is to refine concept area and prepare cost estimates and revenue estimates.
   C. City Council will review the materials in March and submit the formal request to Metro in early April.
   D. The staff is seeking letters of support from agencies and service provider partners and is coordinating with Washington County.
2. Mackenzie (Brian Varricchione) provided a quick recap of Mackenzie's scope of work, which is to examine opportunities for large lots in the Mixed Employment area, refine the transportation network and utility corridors in the North District, prepare infrastructure cost estimates for the North District, and estimate regional trail costs throughout Sherwood West.
3. Mackenzie (Brian Varricchione) discussed the existing conditions graphics with the TAC.
   A. The existing conditions maps (Attachment B) have had minor updates since the 12/6/2023 TAC meeting.
   B. The existing parcels are smaller west of SW Elwert Road and larger east of SW Elwert Road. Floodplain and riparian corridors are outside the Mixed Employment area. Portions of the Mixed Employment area have identified Title 13 upland habitat. Due to the existing parcel

sizes and gentler slopes, the area east of SW Elwert Road lends itself more easily to large employment sites.

C. The map indicating property Owner interest in selling or developing for employment lands is based solely on Owner responses to the City's written survey, and may not portray all owner sentiment since many Owners did not respond to the City's mailing. City of Sherwood (Eric Rutledge) thinks there may be other interested Owners.

4. Mackenzie (Brian Varricchione, Brent Nielsen, and Janet Jones) shared maps regarding potential transportation, lot, and utility layouts.

   A. The two scenarios are meant to convey a range of potential options for the future, subject to additional revision during the comprehensive planning process if Metro approves the UGB expansion. Mackenzie is not asking the TAC members to pick one scenario over another.

   B. Scenario A depicts two east-west collectors connecting to SW Roy Rogers Road, with resulting parcel sizes in the Mixed Employment area ranging from 4 acres to 75 acres.

   C. Scenario B depicts a single east-west collector connecting to SW Roy Rogers Road, with resulting parcel sizes in the Mixed Employment area ranging from 12 acres to 95 acres.

   D. In both scenarios:

      I. The potential large lots are east of SW Elwert Road, with smaller rectangular lots west of SW Elwert Road.

      II. Roadway spacing and site access points conform to the spacing standards for arterials (on SW Elwert Road, SW Roy Rogers Road, and SW Scholls-Sherwood Road) and collectors (for the two proposed collectors). Access is prioritized on collectors, not arterials.

      III. The water main design is a series of loops extending from the City's existing water system.

      IV. Sanitary sewer service relies on a Clean Water Services pump station near Chicken Creek, which would pump to existing infrastructure in Highway 99W.

      V. Regional storm facilities are proposed for public right-of-way and private stormwater runoff.

5. City of Sherwood (Bruce Coleman) indicated that Scenario B may create more flexibility and lesser costs with roads. He likes the idea of larger lots on the east for large employers and smaller lots on the west side of SW Elwert Road, which could serve as incubator space. He inquired whether energy and technology infrastructure would be considered.

   A. Mackenzie (Brent Nielsen) noted that PGE provided feedback requesting room for a 5-acre substation, but they do not want to call out a specific location in order to maintain flexibility. Mackenzie (Brian Varricchione) indicated that PGE has said some high-tech users want redundant power which can mean from two power sources or from two substations.

   B. Mackenzie (Brian Varricchione) stated that coordination with NW Natural and communications providers is beyond the current scope.

C. Mackenzie (Brent Nielsen) commented that the utility sizes are intended for typical light industrial users and may need to be upsized for some high-tech users with high water demands.

6. Metro (Glen Hamburg) expressed a general preference for Scenario B, and inquired what the City's thoughts were regarding designating 50 acres of Title 13 upland habitat as mixed employment.

   A. City of Sherwood (Eric Rutledge) stated the City is supportive of upland and riparian habitat, and intends to look at upland habitat area more closely during comprehensive planning to comply with Metro standards. He noted the option to go through a detailed study to analyze Title 13 upland habitat and said he could envision a campus-type area that has protected habitat and trails and that preserves existing trees.

   B. Metro (Glen Hamburg) said the City's goal of protecting trees is good but cautioned the City about assuming the Title 13 area could be utilized as Mixed Employment. The City can embark on economic, social, environmental,. and Energy (ESEE) analysis but cannot prejudge the outcome. He appreciates the creativity with Scenario B and having the road around the Title 13 area.

7. Washington County (CJ Doxsee) shared several comments.

   A. Washington County is currently updating its significant natural resource regulations, which would apply prior to annexation.

   B. Arterial streets (SW Elwert Road, SW Scholls-Sherwood Road, SW Roy Rogers Road) should only have collector access, not neighborhood routes or local streets. The County encourages site access from collectors instead of arterials, which could be challenging around the BPA transmission corridor.

   C. The unit costs for improvements low for road widening (he suggested $2,000/linear foot) and intersection improvements (he suggested $1.5 million).

8. ODOT (Glen Bolen) explained that ODOT does not want to overload Highway 99W. He also observed that the City's economic opportunities analysis identified base employment and raised concerns about flexibility, noting it may lead to conflicts between abutting uses.

   A. City of Sherwood (Eric Rutledge) noted that the flexibility in this study is geared toward lot sizes, not necessarily to uses.

   B. City of Sherwood (Bruce Coleman) agreed that the flexibility should be geared toward lot sizes and building types and sizes, stating that the City is being strategic about uses. He observed that the City's Employment Industrial zone has been successful in attracting employers with quality jobs.

9. Mackenzie (Janet Jones) commented on the block length standards and how those interact with large parcel needs. Mackenzie recommends adequate trail circulation through the area to promote bicycling and pedestrians, but specific local trail locations are not illustrated.

   A. City of Sherwood (Eric Rutledge) liked the idea but indicated the City would likely get some developer pushback.

10. Mackenzie (Brian Varricchione) discussed the schedule, noting the April 5 deadline for the City to apply to Metro for the UGB amendment.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

Enclosure(s): Attachment A – Meeting Agenda
Attachment B – Meeting Materials

c: Present

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MEETING AGENDA

PROJECT NUMBER:	2230332.00	**TODAY'S DATE:**	January 25, 2024
PROJECT NAME:	Sherwood West Concept Plan Refinement		

MEETING DATE:	January 31, 2024
MEETING TIME:	1:30 PM – 3:00 PM
MEETING PLACE:	Virtual
PARTICIPANTS:	Bruce Coleman, Craig Sheldon, Jason Waters, Kristen Switzer, Eric Rutledge, Joy Chang – City of Sherwood Chris Faulkner – Clean Water Services (CWS) Glen Bolen – Oregon Department of Transportation (ODOT) Glen Hamburg – Metro Jessica Pelz, Matt Craigie, Theresa Cherniak, CJ Doxsee, Suzanne Savin – Washington County Eva Kristofik – Friends of Tualatin River National Wildlife Refuge Mike Weston – City of King City Preston Korst – Home Building Association (HBA) Ty Darby – Tualatin Valley Fire & Rescue (TVF&R) David Underwood, Chris Lu – Portland General Electric (PGE) Darin Smith – Bonneville Power Administration (BPA) Brian Varricchione, Janet Jones, Brent Nielsen – Mackenzie
FACILITATORS:	Eric Rutledge, City of Sherwood Brian Varricchione, Mackenzie

SUBJECT: Technical Advisory Committee (TAC) Meeting #2

I. INTRODUCTIONS — Eric: 5 minutes

- Names and roles

II. UPDATES FROM CITY OF SHERWOOD — Eric: 10 minutes

III. PROJECT RECAP AND SCOPE OF WORK — Brian: 5 minutes

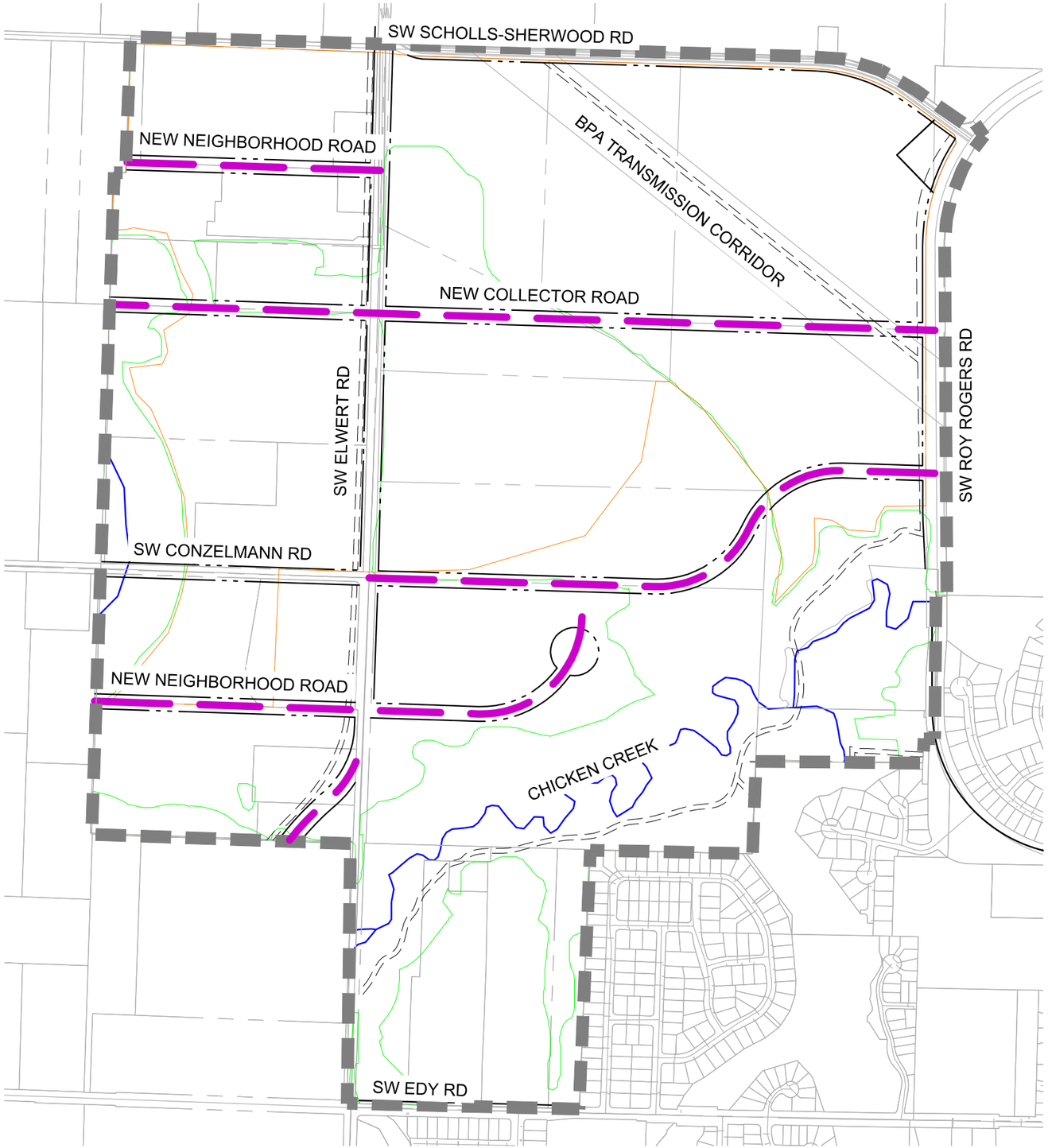
IV. TASK 2 PRESENTATION/WORK SESSION — Brian/Brent/Janet: 60 minutes

- Consultant presentation on road and utility layouts and potential development sites
- TAC Discussion

V. NEXT STEPS & SCHEDULE — Eric/Brian: 5 minutes

c: Participants

1/25/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- PROPOSED ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN
- TITLE 13 LANDS BOUNDARY
- EXISTING TAX LOT
- MIXED EMPLOYMENT AREA BOUNDARY

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A STREET PLAN

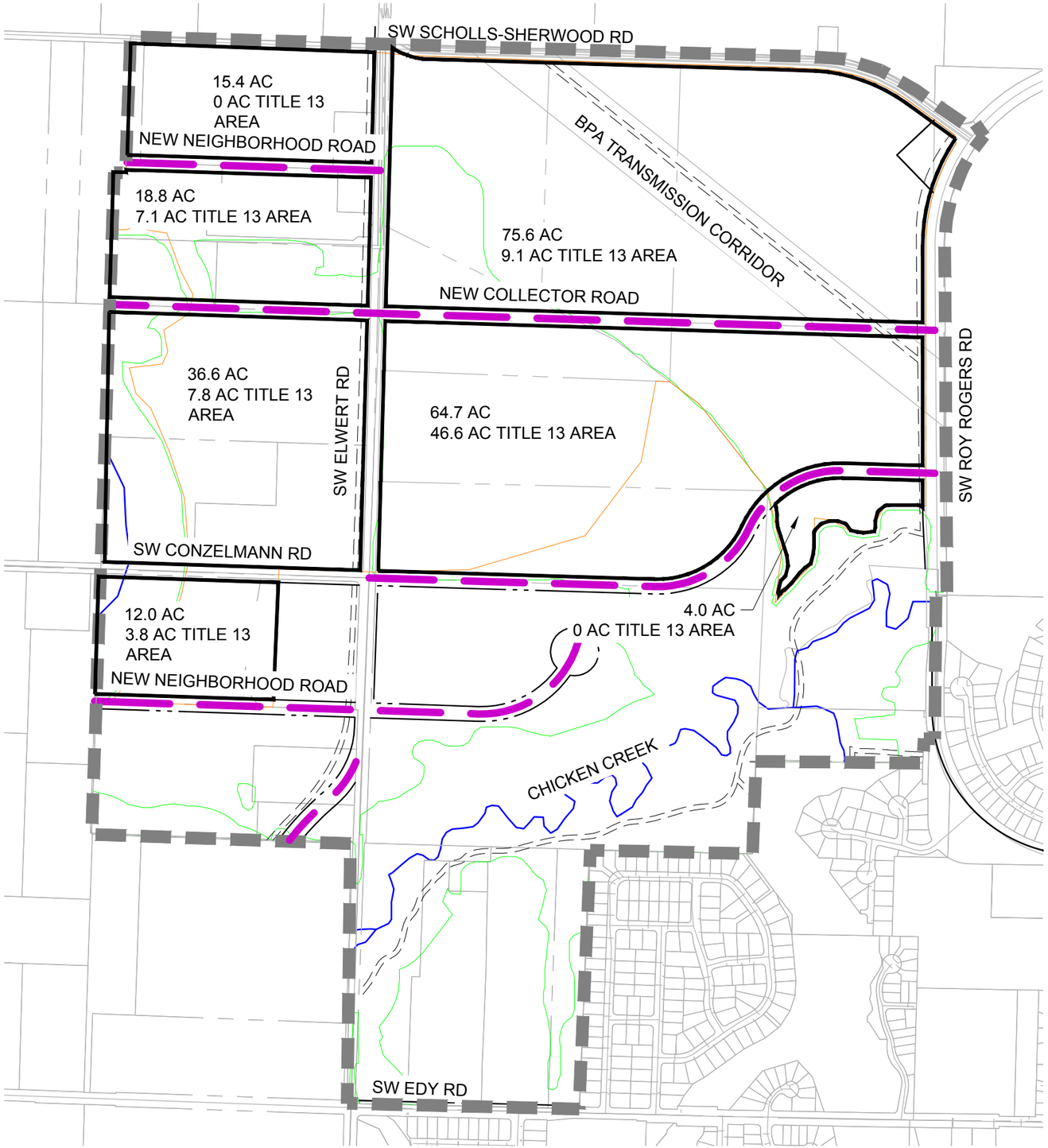
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Job # 2230332.00

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1/25/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- POTENTIAL DEVELOPMENT LOT BOUNDARY
- PROPOSED ROAD ALIGNMENT
- PROPOSED ROAD R.O.W.
- REGIONAL TRAIL PER CONCEPT PLAN
- TITLE 13 LANDS BOUNDARY
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SHERWOOD WEST - NORTH DISTRICT

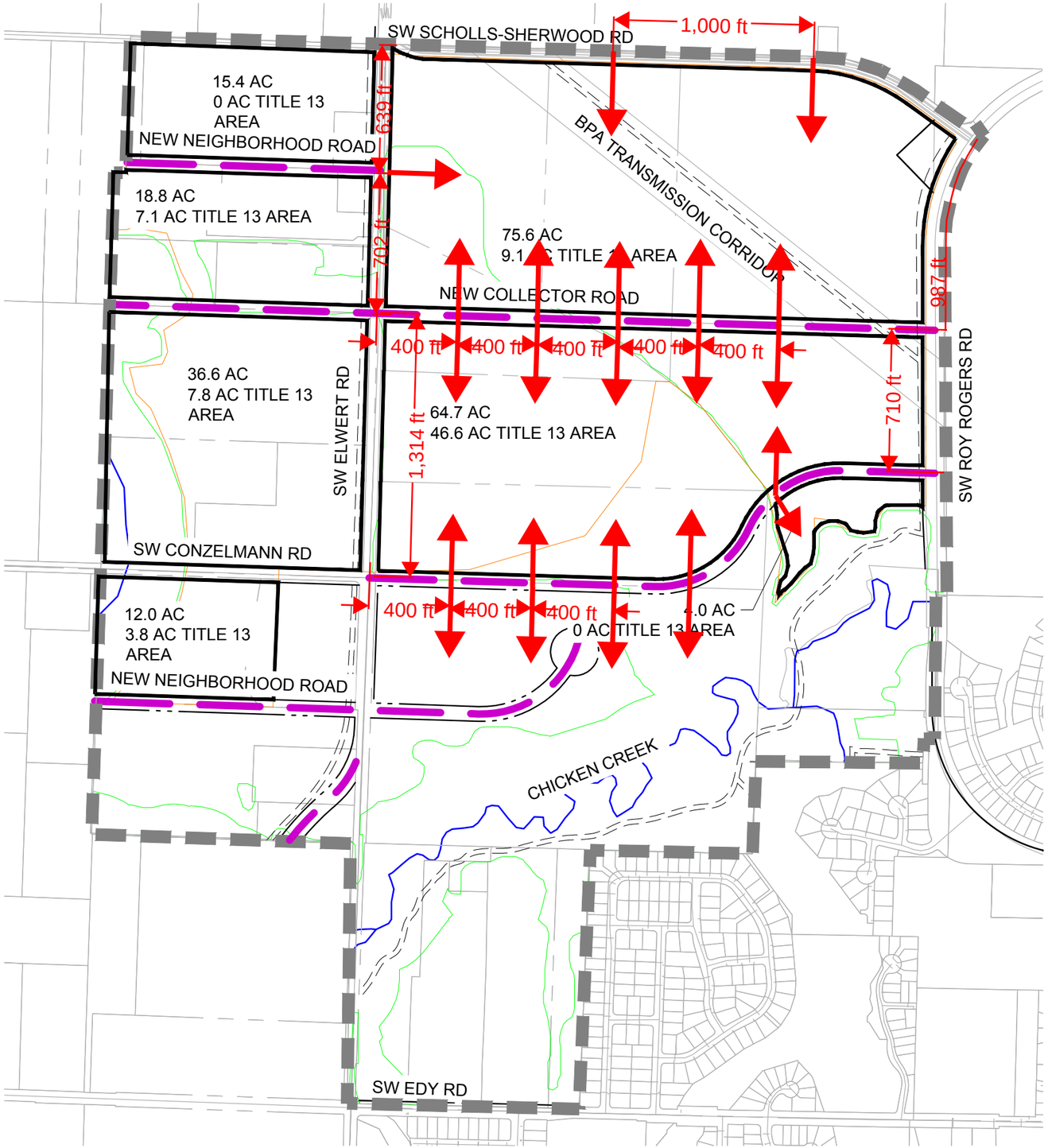
SCENARIO A STREET PLAN - WITH DEVELOPMENT AREAS

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1/25/24 DISCUSSION DRAFT



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Street/Driveway Spacing Standards

Arterials - 600' minimum, 1,000' maximum
Collectors - 100' minimum, 400' maximum

Potential site access

SHERWOOD WEST - NORTH DISTRICT

SCENARIO A STREET PLAN - WITH INTERSECTION SPACING

007545

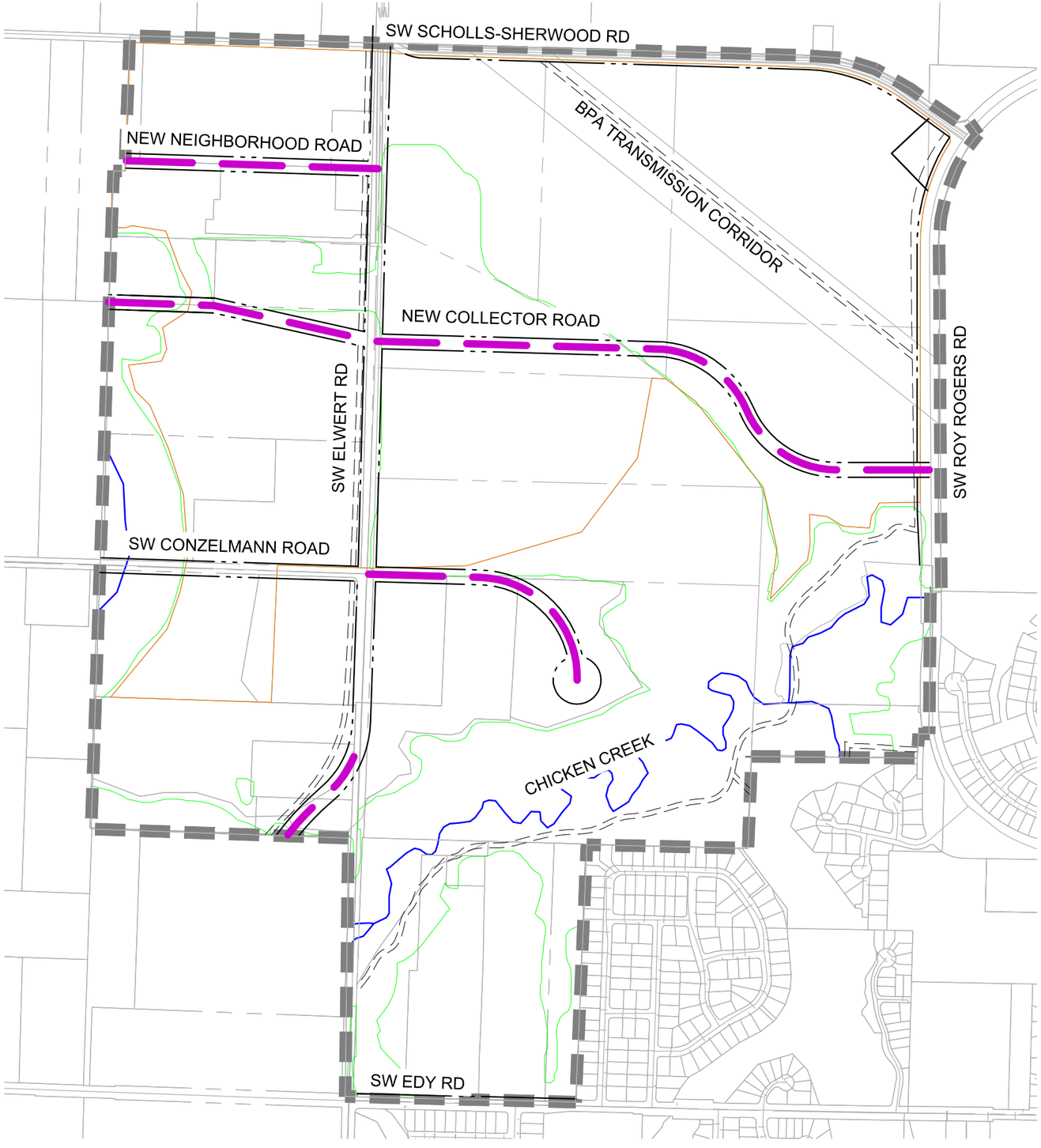
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1/25/24 DISCUSSION DRAFT



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SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN

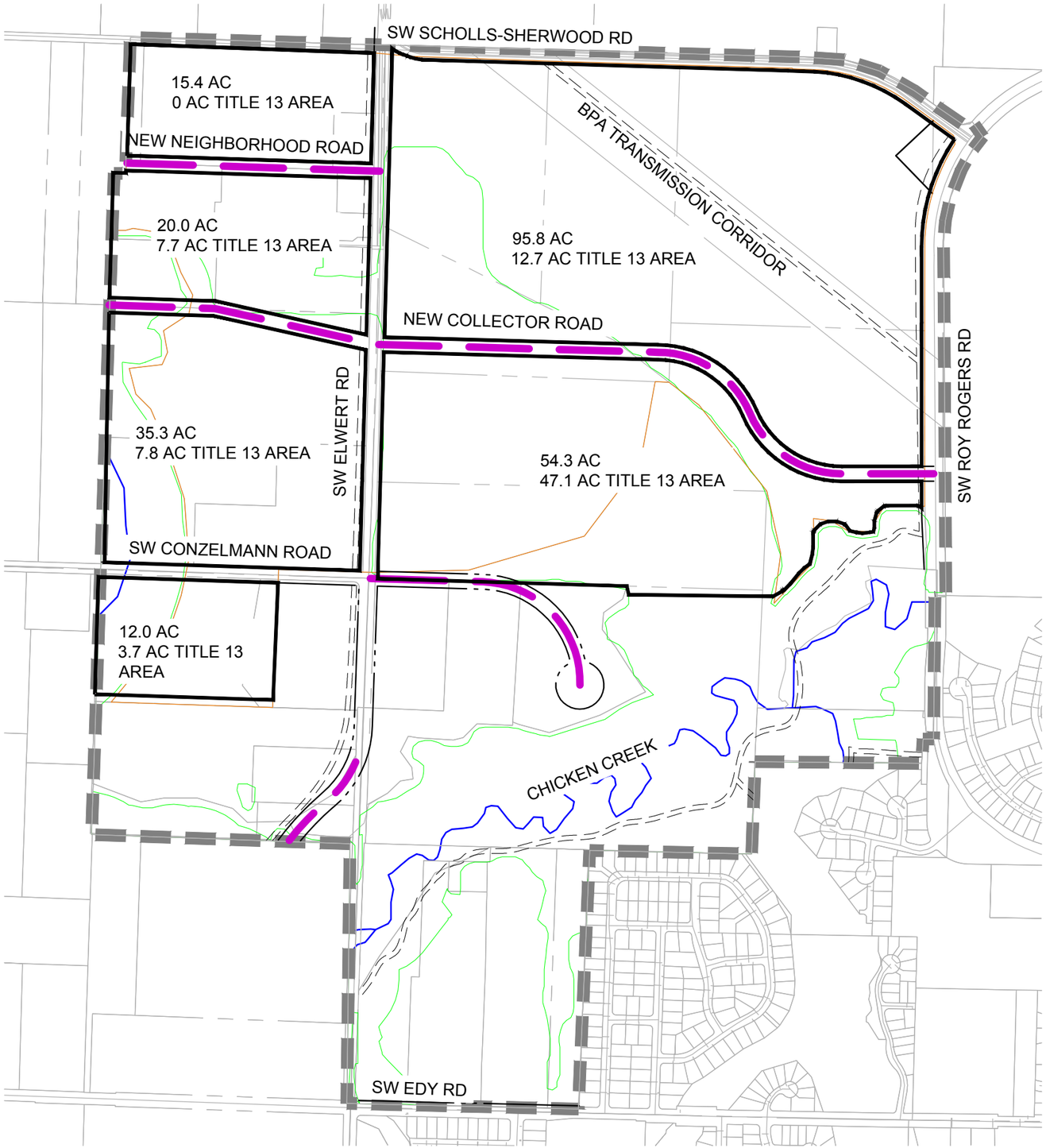
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1/25/24 DISCUSSION DRAFT



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SHERWOOD WEST - NORTH DISTRICT

SCENARIO B STREET PLAN - WITH DEVELOPMENT AREAS

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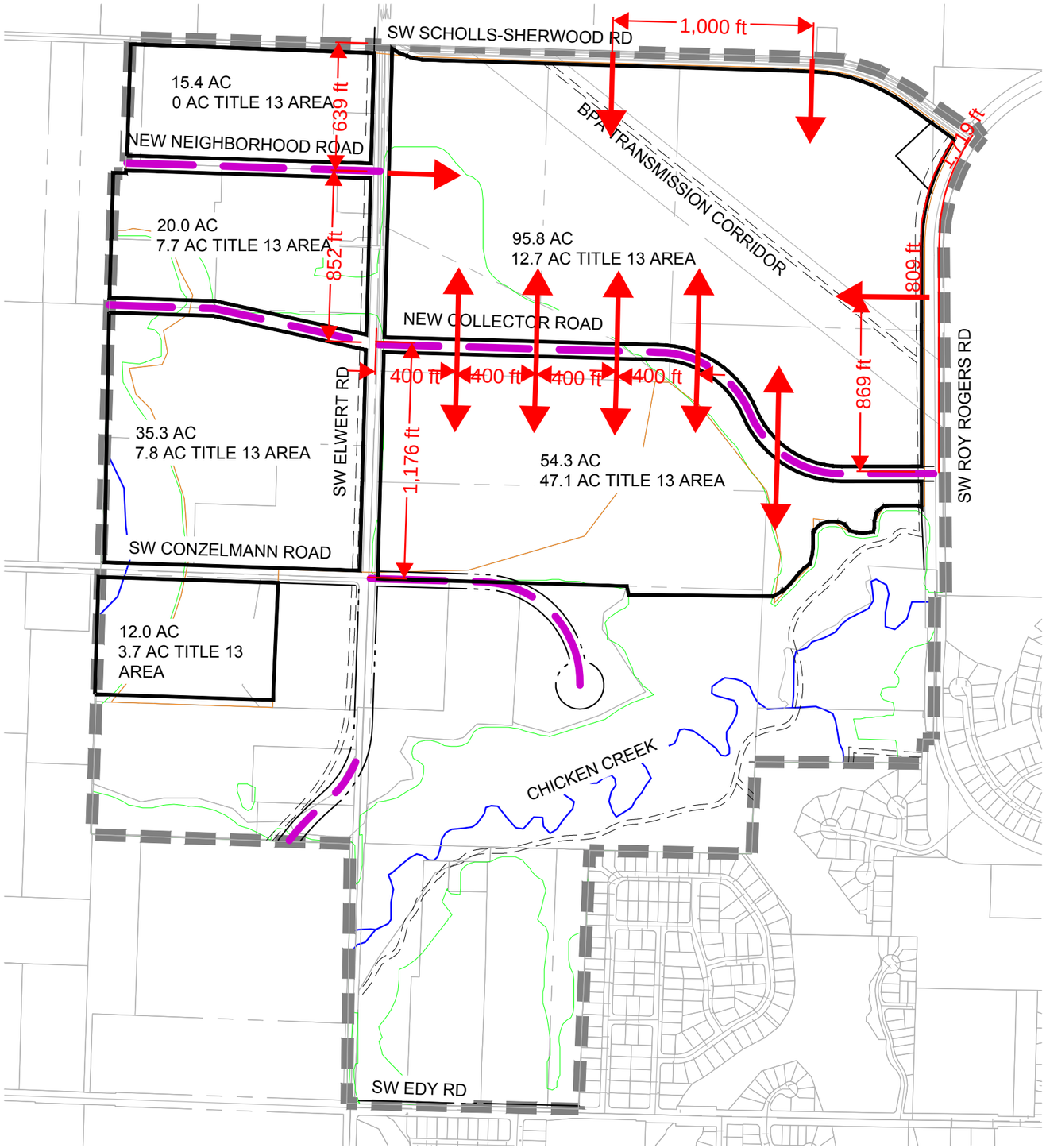
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1/25/24 DISCUSSION DRAFT



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Street/Driveway Spacing Standards

Arterials - 600' minimum, 1,000' maximum
Collectors - 100' minimum, 400' maximum

Potential site access

SHERWOOD WEST - NORTH DISTRICT
SCENARIO B STREET PLAN - WITH INTERSECTION SPACING

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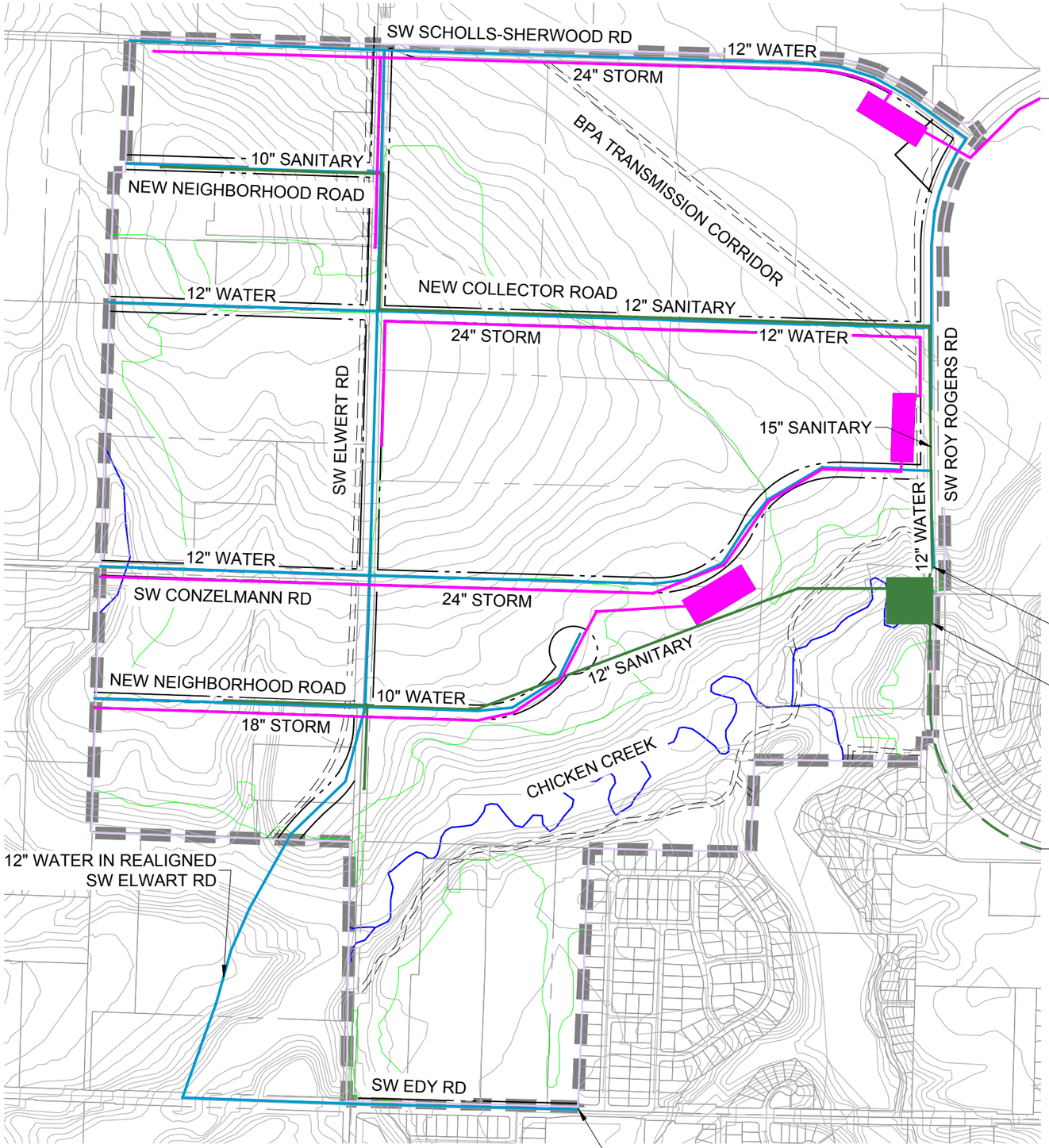
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1/25/24 DISCUSSION DRAFT



STORM MAIN TO CHICKEN CREEK

LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- EXISTING 5' CONTOURS
- TITLE 13 LANDS BOUNDARY
- EXISTING LAX LOT
- STORM POND

CONNECT TO EXISTING WATER

SANITARY PUMP STATION

24" SANITARY FORCEMAIN TO CWS TRUNK LINE

CONNECT TO EXISTING WATER

SHERWOOD WEST - NORTH DISTRICT
SCENARIO A UTILITY LAYOUT

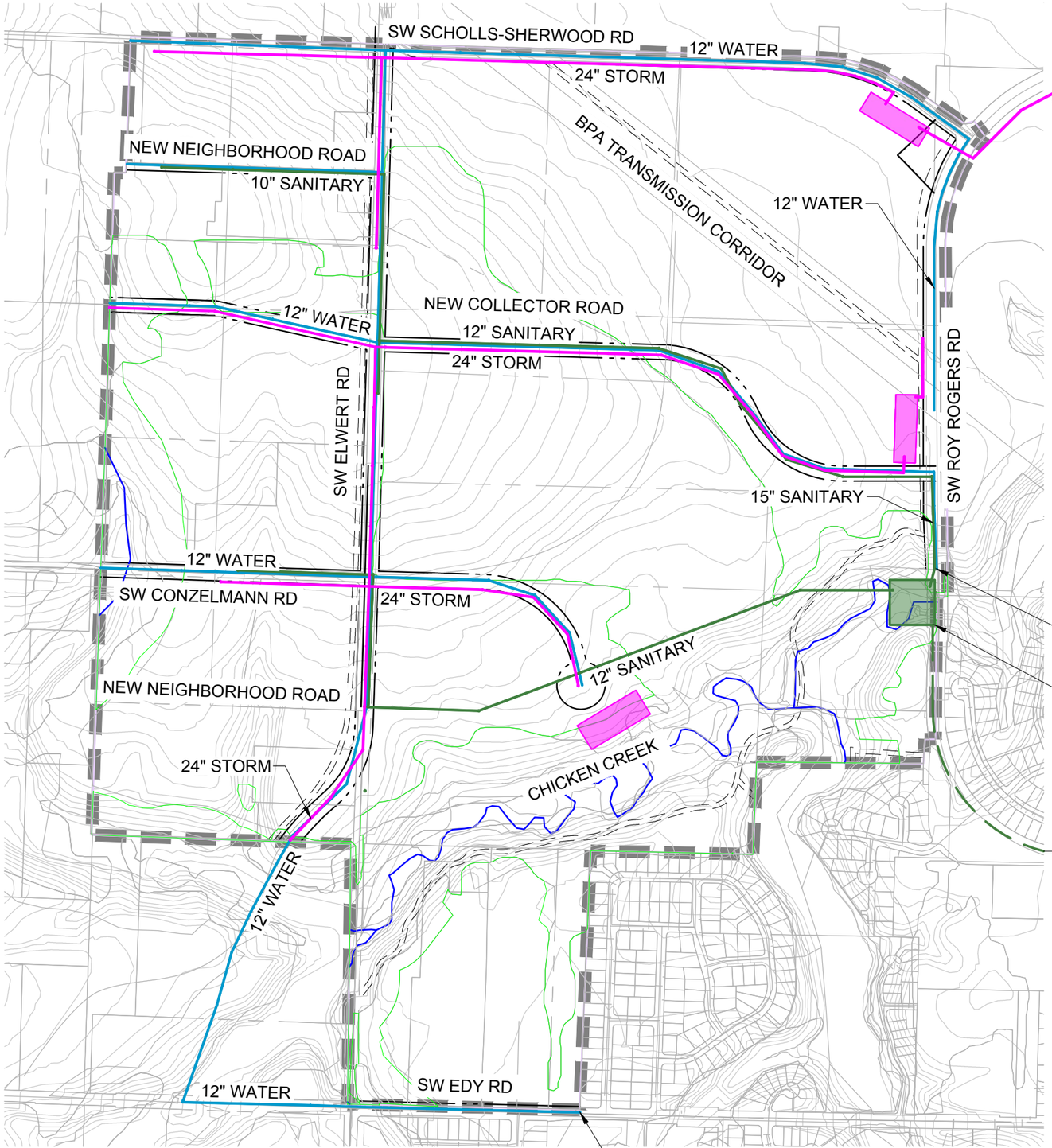
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1/30/24 DISCUSSION DRAFT



LEGEND

- NORTH DISTRICT BOUNDARY
- WATER
- SANITARY
- STORM
- EXISTING 5' CONTOURS
- TITLE 13 LANDS BOUNDARY
- EXISTING LAX LOT
- STORM POND

SHERWOOD WEST
SCENARIO B UTILITY LAYOUT

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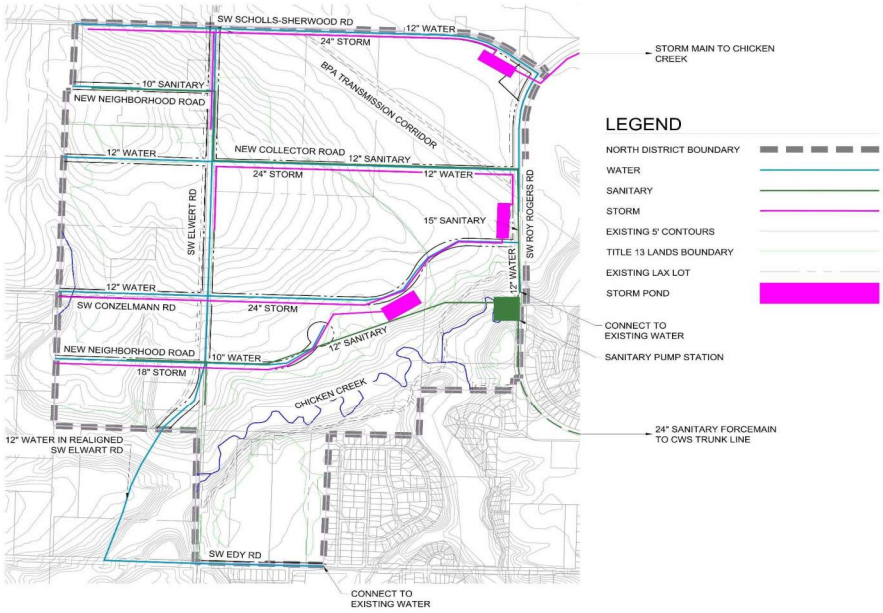
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Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution

Existing Water Infrastructure

Nearest Water Location: **Eastern and Southern boundaries of Sherwood West**
Water Provider: **City of Sherwood**
Water Service Area: **380 West Zone**
Distance to Site: **Adjacent to East and South**

Proposed Water Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000
12"	13,100 LF	$400	$ 5,240,000
* 12"	11,400 LF	$400	$ 4,560,000

Total Water Improvements Cost: $ 10,745,000

Other Water Notes:
* Indicates priority improvements to be constructed with or prior to initial development.

Water Design: 12 months
Water Permit / Construction: 18 months

Sanitary Sewer

Existing Sewer Infrastructure

Nearest Sewer Location: **OR-99W CWS Trunk Line**
Sewer Provider: **City of Sherwood**
Sewer Service Basin: **Cedar Creek Basin**
Distance to Site: **18,000 LF**

Proposed Sewer Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	3,000 LF	$275	$ 825,000
12"	5,500 LF	$350	$ 1,925,000
* 15"	1,200 LF	$375	$ 450,000
* 24" FM	18,000 LF	$350	$ 6,300,000
* Pump Station	10.5 MGD	$825,000	$ 8,662,500

Total Sanitary Sewer Improvements Cost: $18,162,500

Other Sewer Notes:
Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan.
* Indicates priority improvements to be constructed with or prior to initial development.

Sewer Design: 18 months
Sewer Permit / Construction: 24 months

Storm Drainage

Existing Storm Infrastructure

Nearest Storm Location: **Chicken Creek**
Storm Provider: **City of Sherwood**
Storm System Outfall: **Chicken Creek**
Distance to Site: **Adjacent to South**

Proposed Storm Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
18"	3,200 LF	$400	$ 1,280,000
24"	12,300 LF	$425	$ 5,227,500
30"	2,200 LF	$500	$ 1,100,000
Pond:	9.5 ac	$350,000	$ 3,325,000

Total Storm Improvements Cost: $ 10,932,500

Other Storm Notes:
Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River.
* Indicates priority improvements to be constructed with or prior to initial development.

Storm Design: 12 months
Storm Permit / Construction: 18 months

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$800	$ 3,520,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$1,600	$ 6,560,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$1,600	$ 7,040,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$1,600	$ 4,160,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$1,600	$ 2,080,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$2,000	$ 1,500,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$1,000	$ 3,400,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$800	$ 4,320,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$800	$ 880,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$750,000	$ 3,750,000	6 months	12 months

Total Transportation Improvement Cost: $33,580,000

Mackenize Project No. 2230332.00

Revision Date: 1/25/2024

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Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

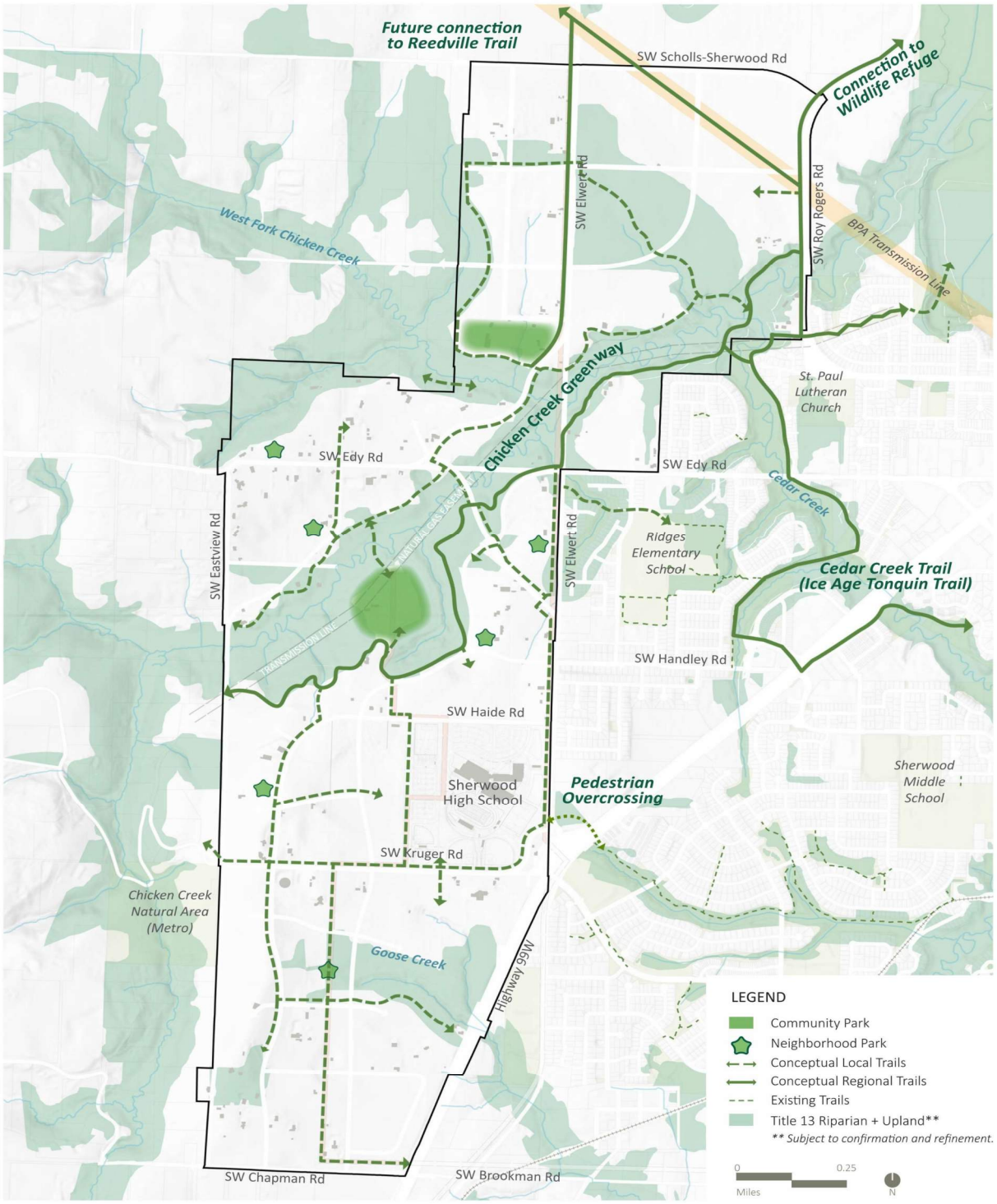


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 1/25/2024

APPENDIX 4

NOTES FROM DECEMBER 7, 2023 PORTLAND GENERAL ELECTRIC MEETING

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MEETING MINUTES

PROJECT NUMBER:	2230332.00	ISSUE DATE:	December 20, 2023
PROJECT NAME:	Sherwood West Concept Plan Refinement		

RECORDED BY:	Brian Varricchione – Project Manager
TO:	FILE
PRESENT:	Erika Palmer, Bruce Coleman – City of Sherwood Theresa Haskins, David Underwood, Chris Lu – Portland General Electric (PGE) Brian Varricchione, Brent Nielsen – Mackenzie

SUBJECT: Portland General Electric Meeting (December 7, 2023)

ACTION ITEMS

1.1 City of Sherwood (Erika Palmer), by 12/8/2023, to forward the 12/6/2023 Technical Advisory Committee maps to PGE staff.

1.2 City of Sherwood (Erika Palmer), by 12/15/2023, to forward the land use map(s) and other relevant information from the Concept Plan to PGE staff.

1.3 PGE (David Underwood and Chris Lu), by 12/22/2023, to share information with the City regarding the general locations of existing infrastructure and guidance on utility corridor orientation (e.g., north-south, east-west, etc.).

INFORMATION ITEMS

1. The intent of the meeting was to gather information from PGE to help inform the conceptual transportation and utility corridors in the Sherwood West Concept Plan's North District, as well as to identify PGE's land needs for an electrical substation.

2. City staff noted that they wish to maintain maximum flexibility to accommodate future employers. They would prefer to have high-tech users rather than distribution centers.

3. PGE attendees noted the following:

   A. The Bonneville Power Administration's (BPA's) 500 kV line is not available for direct customer access.

   B. Their electrical designs are based on load density, which varies based on land use, so it will be helpful for PGE to know the anticipated land uses throughout the Sherwood West area, not just the North District.

   C. The City should consider whether they will allow data centers as not, as that affects power demand and location.

   D. Assume that electrical corridors follow roadways to the extent possible, to reduce the challenges associated with accessing off-road infrastructure. PGE lines would not need to parallel the BPA corridor.

E. PGE needs to know the locations of critical facilities (hospitals, pump stations, fire stations, etc.) to ensure they have reliable power.

F. Some users what redundant power. Depending on the user, this could either mean feeds from multiple substations or perhaps only feeds from different transformers within a single substation. The anticipated users would likely be satisfied with a single substation.

G. Transmission corridors would be 60 feet wide while distribution corridors would be 10 feet wide (e.g., in an easement). Underground power would be limited to local distribution, not transmission.

H. PGE would want to know about future transportation projects (e.g., road widening, road removal) prior to establishing the specific location of infrastructure.

I. Clean Water Services will need a pump station in the North District. PGE recommends that it be located near a substation but not directly adjacent (to minimize underground utility congestion and to ensure adequate room for future expansion).

J. The Concept Plan should plan for a minimum of 1 substation. PGE's preference for a substation site is flat, square/rectangular, free of wetlands, and at least 5 acres. Once a site has been purchased or identified, the lead time for design and construction is 2-3 years due to market demand and supply chain issues.

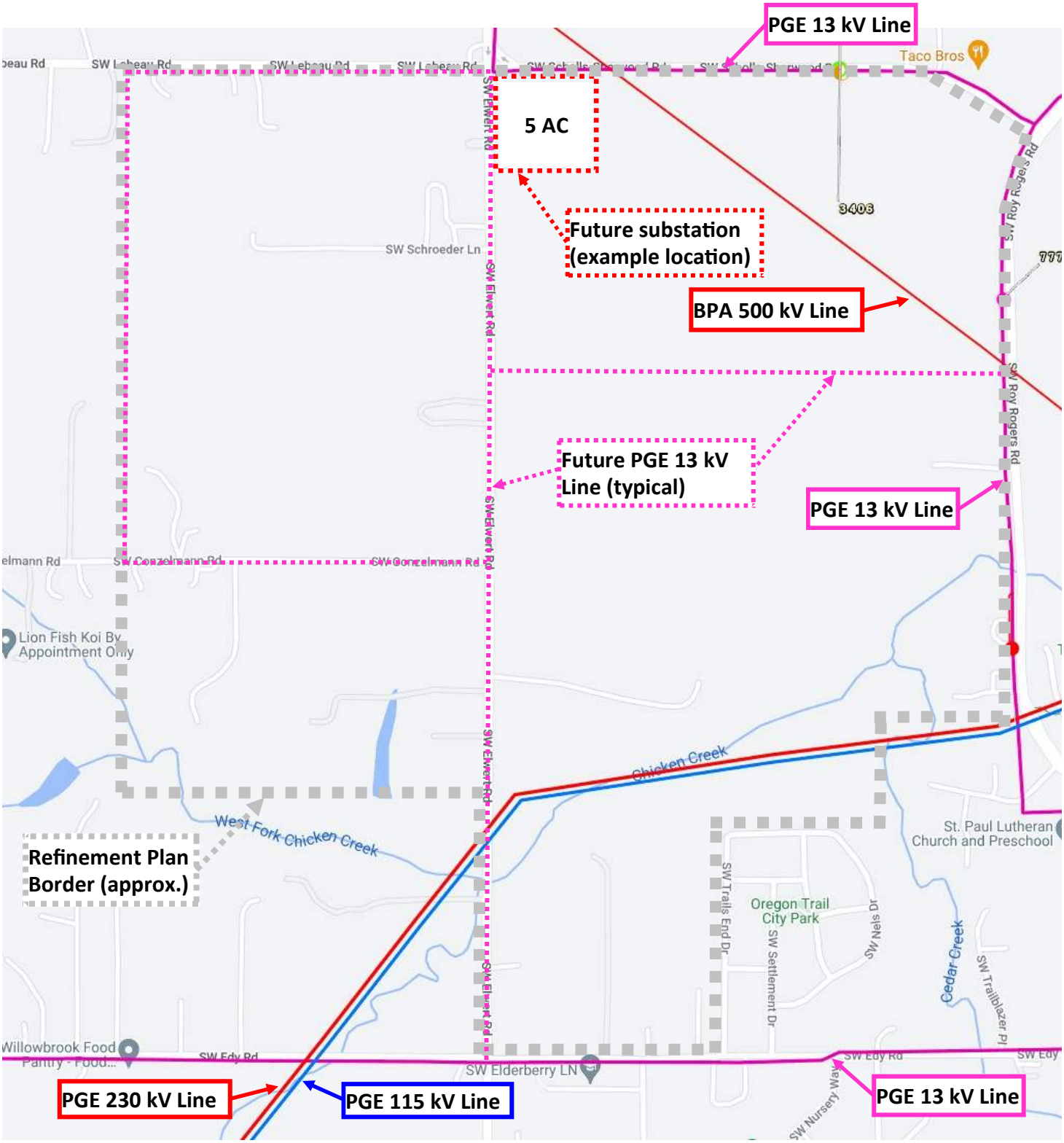
K. There is also a lead time for planning and constructing transmission lines.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

c: Present

APPENDIX 5

PGE SHERWOOD WEST CONCEPT PLAN REFINEMENT MAP, JANUARY 19, 2024



Sherwood West

Concept Plan Refinement

Response to Action Item 1.3
from 12/20/23 meeting minutes.

By: Ken Spencer and Josh Davis at PGE

Date: 1/19/24

APPENDIX 6

BUSINESS OREGON INDUSTRIAL DEVELOPMENT COMPETITIVENESS MATRIX

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

			Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
	PROFILE		A	B	C	D	E	F	G	I	H	J	K	L
	CRITERIA		Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)
13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	**SPECIAL CONSIDERATIONS:**		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located withn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.

* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.

**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space

† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).

‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.

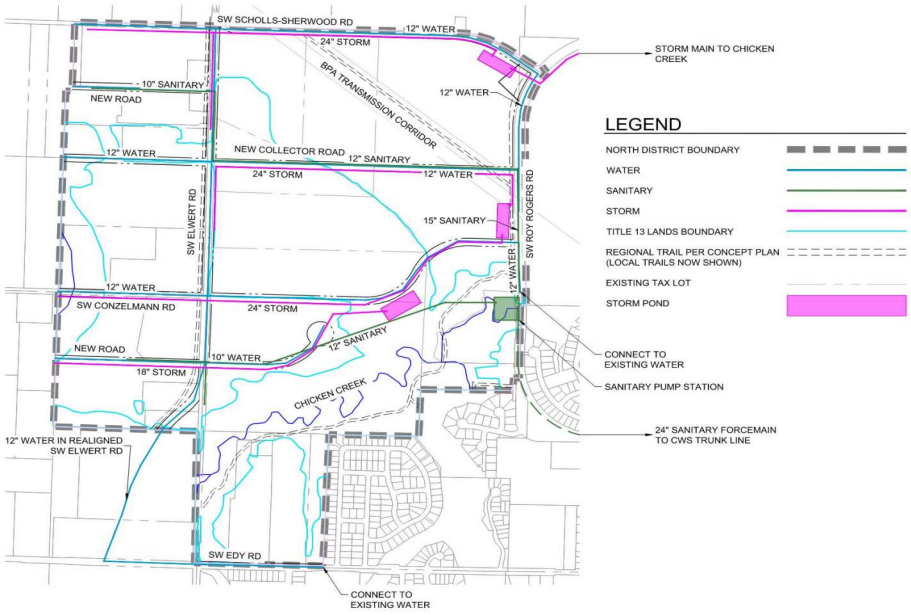
APPENDIX 7

MACKENZIE INFRASTRUCTURE COST ESTIMATES FOR NORTH DISTRICT AND REGIONAL TRAILS

MACKENZIE.

Sherwood West - North District

City of Sherwood
Public Infrastructure Summary



Water Distribution

Existing Water Infrastructure

Nearest Water Location: **Eastern and Southern boundaries of Sherwood West**
Water Provider: **City of Sherwood**
Water Service Area: **380 West Zone**
Distance to Site: **Adjacent to East and South**

Proposed Water Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	2,700 LF	$350	$ 945,000
12"	13,100 LF	$400	$ 5,240,000
* 12"	11,400 LF	$400	$ 4,560,000

Total Water Improvements Cost: $ 10,745,000

Other Water Notes:

* Indicates priority improvements to be constructed with or prior to initial development.

Water Design: 12 months
Water Permit / Construction: 18 months

Sanitary Sewer

Existing Sewer Infrastructure

Nearest Sewer Location: **OR-99W CWS Trunk Line**
Sewer Provider: **City of Sherwood**
Sewer Service Basin: **Cedar Creek Basin**
Distance to Site: **18,000 LF**

Proposed Sewer Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
10"	3,000 LF	$275	$ 825,000
12"	5,500 LF	$350	$ 1,925,000
* 15"	1,200 LF	$375	$ 450,000
* 24" FM	18,000 LF	$350	$ 6,300,000
* Pump Station	10.5 MGD	$825,000	$ 8,662,500

Total Sanitary Sewer Improvements Cost: $18,162,500

Other Sewer Notes:

Forcemain to OR-99W 42" gravity main is required per CWS East Basin master plan.
Cost estimates for 24" FM and Chicken Creek pump station are from CWS master plan, project DU21C-27a.
* Indicates priority improvements to be constructed with or prior to initial development.

Sewer Design: 18 months
Sewer Permit / Construction: 24 months

Storm Drainage

Existing Storm Infrastructure

Nearest Storm Location: **Chicken Creek**
Storm Provider: **City of Sherwood**
Storm System Outfall: **Chicken Creek**
Distance to Site: **Adjacent to South**

Proposed Storm Improvements

Pipe Size	Pipe Length	Unit Cost	Total Cost
18"	3,200 LF	$400	$ 1,280,000
24"	12,300 LF	$425	$ 5,227,500
30"	2,200 LF	$500	$ 1,100,000
Pond:	9.5 ac	$350,000	$ 3,325,000

Total Storm Improvements Cost: $ 10,932,500

Other Storm Notes:

Majority of area drains to Chicken Creek. Small portion in the north drains to the Tualatin River.

* Indicates priority improvements to be constructed with or prior to initial development.

Storm Design: 12 months
Storm Permit / Construction: 18 months

Proposed Transportation Improvements

Description	Size	Length	Unit Cost	Total Cost	Design	Permitting & Construction
Widen Scholls-Sherwood Road	1 Lane 1 Frontage	4,400 ft	$2,000	$ 8,800,000	6 months	12 months
Northern collector street	2 Lanes Full Street	4,100 ft	$2,000	$ 8,200,000	12 months	12 months
Southern collector street	2 Lanes Full Street	4,400 ft	$2,000	$ 8,800,000	12 months	18 months
Neighborhood Road	2 Lanes Full Street	2,600 ft	$2,000	$ 5,200,000	9 months	9 months
NW Collector street	2 Lanes Full Street	1,300 ft	$2,000	$ 2,600,000	6 months	9 months
Elwert Road southern realignment	2 Lanes Full Street	750 ft	$3,000	$ 2,250,000	6 months	12 months
Elwert Road removal to Edy Rd	2 Lanes Removal	2,000 ft	$500	$ 1,000,000	6 months	12 months
Widen Elwert Road	1 Lane 2 Frontage	3,400 ft	$2,000	$ 6,800,000	6 months	12 months
Widen Roy Rogers Road	1 Lane 1 Frontage	5,400 ft	$2,000	$ 10,800,000	12 months	12 months
Widen Edy Road	1 Lane	1,100 ft	$2,000	$ 2,200,000	9 months	12 months
Intersection Improvements (Signals)		5 EA	$1,500,000	$ 7,500,000	6 months	12 months

Total Transportation Improvement Cost: $ 64,150,000

Note: transportation improvement construction estimates based on unit costs provided by Washington County and City of Sherwood, January 31, 2024

Mackenize Project No. 2230332.00 Revision Date: 2/9/2024

MACKENZIE.

Sherwood West - Regional Trails

City of Sherwood
Public Infrastructure Summary

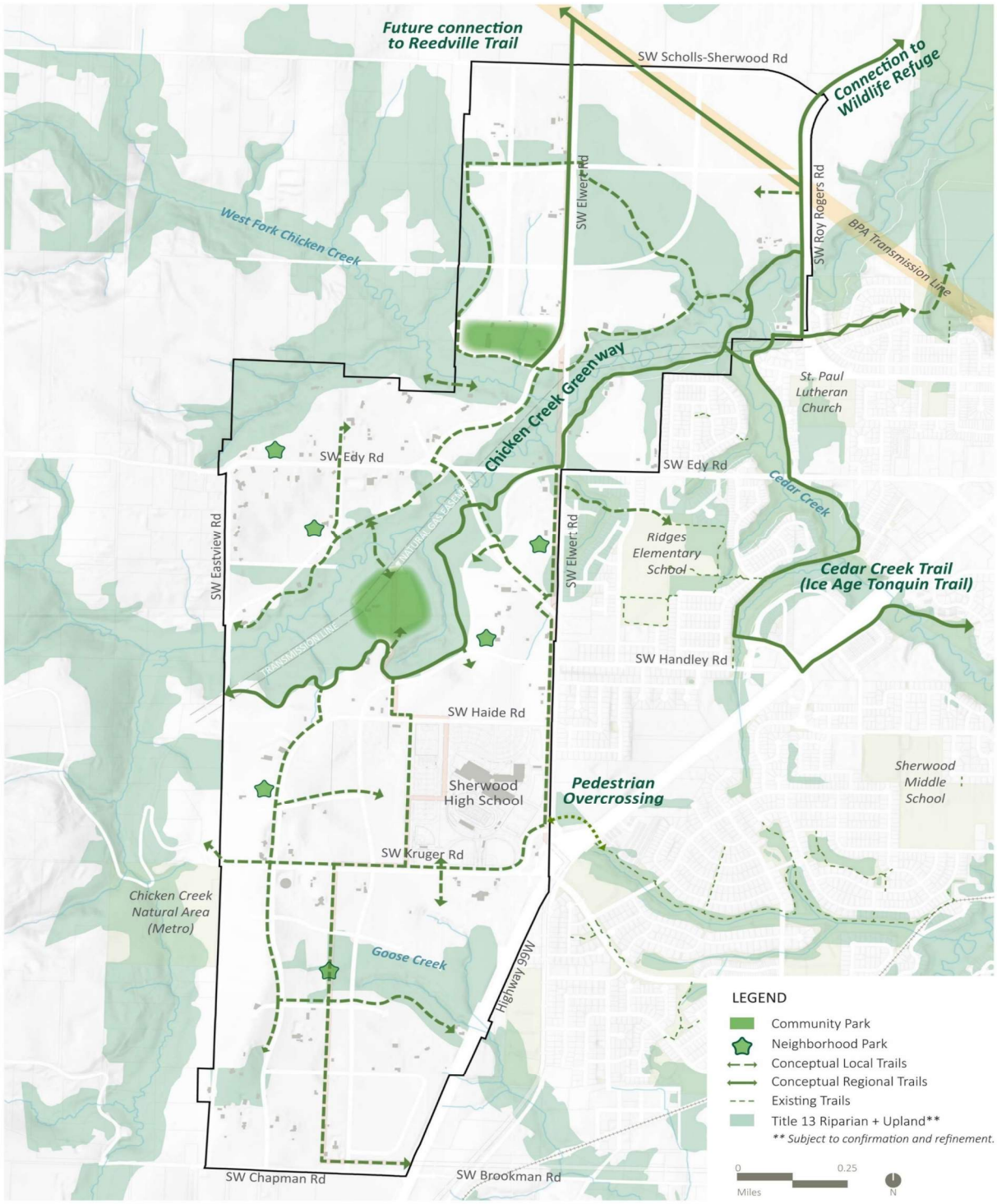


Image source: Sherwood West Concept Plan, July 2023

Proposed Regional Trail Improvements

Description	Length	Unit Cost	Total Cost	Design & Permitting	Construction
12' Regional Trail (North District)	12,600 ft	$400	$ 5,040,000	6 months	9 months
12' Regional Trail (West District)	7,700 ft	$400	$ 3,080,000	6 months	9 months
Bridge (West District)	1 EA	$300,000	$ 300,000	6 months	9 months
Boardwalk Segments (West District)	600 ft	$650	$ 390,000	6 months	9 months
Total Regional Trail Improvement Cost:			**$8,810,000**		

Mackenize Project No. 2230332.00

Revision Date: 2/9/2024

APPENDIX 8

PRELIMINARY INFRASTRUCTURE FUNDING STRATEGY MEMO, LELAND CONSULTING GROUP

See Concept Plan Appendix O

Sherwood West Urban Growth Boundary Expansion Proposal 2024

Table of Contents

A. Cover Letter
B. Title 14 Findings
C. Sherwood West Concept Plan
    I. Plan Appendices
D. City Council Resolutions
E. Intergovernmental Agreement with Washington County
F. Letters of Support
    I. Service Providers
    II. Housing & Employment Stakeholders
    III. Property Owners and the Public
G. Housing Needs Analysis Confirmation
H. Map of Proposed Expansion Area



City of Sherwood Oregon

SHERWOOD WEST CONCEPT PLAN

Attachment D

City Council Resolutions



City of Sherwood Oregon

Home of the Tualatin River National Wildlife Refuge

RESOLUTION 2024-013

ACCEPTING A REFINEMENT STUDY TO THE SHERWOOD WEST CONCEPT PLAN AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO SUBMIT AN URBAN GROWTH BOUNDARY EXPANSION APPLICATION TO METRO

WHEREAS, the Sherwood City Council accepted the Sherwood West Concept Plan (Concept Plan) on July 18, 2023 via Resolution 2023-060; and

WHEREAS, after acceptance of the Concept Plan, a refinement study was undertaken to identify in greater detail the infrastructure needs for the North District and to refine cost estimates and revenues for the entire Concept Plan study area; and

WHEREAS, the City received a 2040 Planning and Development Grant from Metro to fund a portion of the refinement study, and the City awarded a professional services contract to Mackenzie Architecture to lead the study; and

WHEREAS, the Sherwood West Concept Plan Re-Look Technical Advisory Committee was reconvened to provide feedback on the refinement including public meetings in December 2023 and January 2024; and

WHEREAS, a City Council work session was held on the refinement study on February 20, 2024 to inform council and the public of the findings; and

WHEREAS, the findings of the refinement study have been incorporated into the Concept Plan for consistency and the refinement study has also been included as an appendix to the plan; and

WHEREAS, the updated Sherwood West Concept Plan is included as Attachment 1 to this resolution and the updated Concept Plan Appendices are included as Attachment 2 to this resolution; and

WHEREAS, Metro's administrative guidance for cities proposing an Urban Growth Boundary expansion requires an adopted resolution from a city's governing body in support of an expansion proposal prior to submittal.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Council hereby accepts the refinement study and updated Sherwood West Concept Plan as a foundational tool on which to base future planning decisions for Sherwood West, otherwise known as Urban Reserve 5b.

Section 2. The City Council authorizes the City Manager or their designee to submit an Urban Growth Boundary Expansion application to Metro during the 2024 expansion cycle for the entirety of Sherwood West as described in the Concept Plan.

Section 3. This Resolution shall take effect immediately upon its passage by the Council and signature by the Mayor.

Duly passed by the City Council this 5th day of March 2024.

Tim Rosener, Mayor

Attest:

Sylvia Murphy, MMC, City Recorder

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

RESOLUTION 2024-015

AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY FOR TRANSPORTATION PLANNING IN THE SHERWOOD WEST URBAN GROWTH BOUNDARY EXPANSION AREA

WHEREAS, the City of Sherwood (City) is preparing to apply for an Urban Growth Boundary expansion for an approximately 1,200-acre Urban Reserve area known as Sherwood West; and

WHEREAS, Sherwood City Council accepted the Sherwood West Concept Plan (Concept Plan) on July 18, 2023 via Resolution 2023-060; and

WHEREAS, City Council accepted a refinement study to the Concept Plan on March 5, 2024 via Resolution 2024-013; and

WHEREAS, a Concept Plan was developed in coordination with Washington County (County) pursuant to Metro Code Chapter 3.07; and

WHEREAS, the Concept Plan was developed jointly by the City and County in conformance with Section III(C) of the Urban Planning Area Agreement (UPAA) between the City and County; and

WHEREAS, the UPAA Section III(C)(1) requires an agreement between the City and County regarding expectations for road funding, jurisdictional transfer of roadways, and access management for county roads in an Urban Reserve Planning Area; and

WHEREAS, the City and County have developed an Intergovernmental Agreement for Transportation Planning in Urban Growth Boundary Expansion Areas included as Attachment 1 to the resolution.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Council hereby authorizes the City Manager to enter into an Intergovernmental Agreement for Transportation Planning in Proposed Urban Growth Boundary Expansion Areas with Washington County, in a form substantially similar to Attachment 1.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 19th day of March 2024.

Kim Young, Council President

Attest:

Sylvia Murphy, MMC, City Recorder

Intergovernmental Agreement for Transportation Planning in Proposed Urban Growth Boundary Expansion Areas

This Intergovernmental Agreement (IGA) is entered into by the following parties: WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY of SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as "CITY."

Recitals:

A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.

B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.

C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.

D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.

E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.

F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.

G. The COUNTY intends to update the existing Urban Planning Area Agreement with the CITY to include this area.

H. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.

I. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.

2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.

3. The CITY and COUNTY will agree on access management standards for COUNTY roads, and will attempt to close existing access points through the development process where they exist out of compliance with current standards.

4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all of the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.

5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.

6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UBG expansion request is as shown in Exhibit A.

7. This Agreement may be terminated by mutual agreement of the parties.

8. Modifications to this Agreement are valid only if made in writing and signed by all parties.

9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.

10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

_____	_____
Signature	Date
_____	_____
Printed Name	Title

WASHINGTON COUNTY

_____	_____
Signature	Date
_____	_____
Printed Name	Title

SHERWOOD WEST CONCEPT PLAN

Attachment E

IGA with Washington County



Intergovernmental Agreement for Transportation Planning in the Proposed Sherwood West Urban Growth Boundary Expansion Area

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A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.

B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.

C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.

D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.

E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.

F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.

G. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.

H. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

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Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.

2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.

3. The CITY and COUNTY will agree on access management standards for COUNTY roads and will attempt to close existing access points through the development process where they exist out of compliance with current standards.

4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.

5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.

6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UBG expansion request is as shown in Exhibit A.

7. This Agreement may be terminated by mutual agreement of the parties.

8. Modifications to this Agreement are valid only if made in writing and signed by all parties.

9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.

10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

DocuSign Envelope ID: 3704A1B9-7F9F-4DA1-8463-A2975BF7F2A5

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

DocuSigned by:
Craig Sheldon
67DE63A25255470...
Signature

4/3/2024 | 15:02 PDT
Date

Craig Sheldon
Printed Name

City Manager Pro Tem
Title

WASHINGTON COUNTY

DocuSigned by:
Marni Kuyl
802F57129067492...
Signature

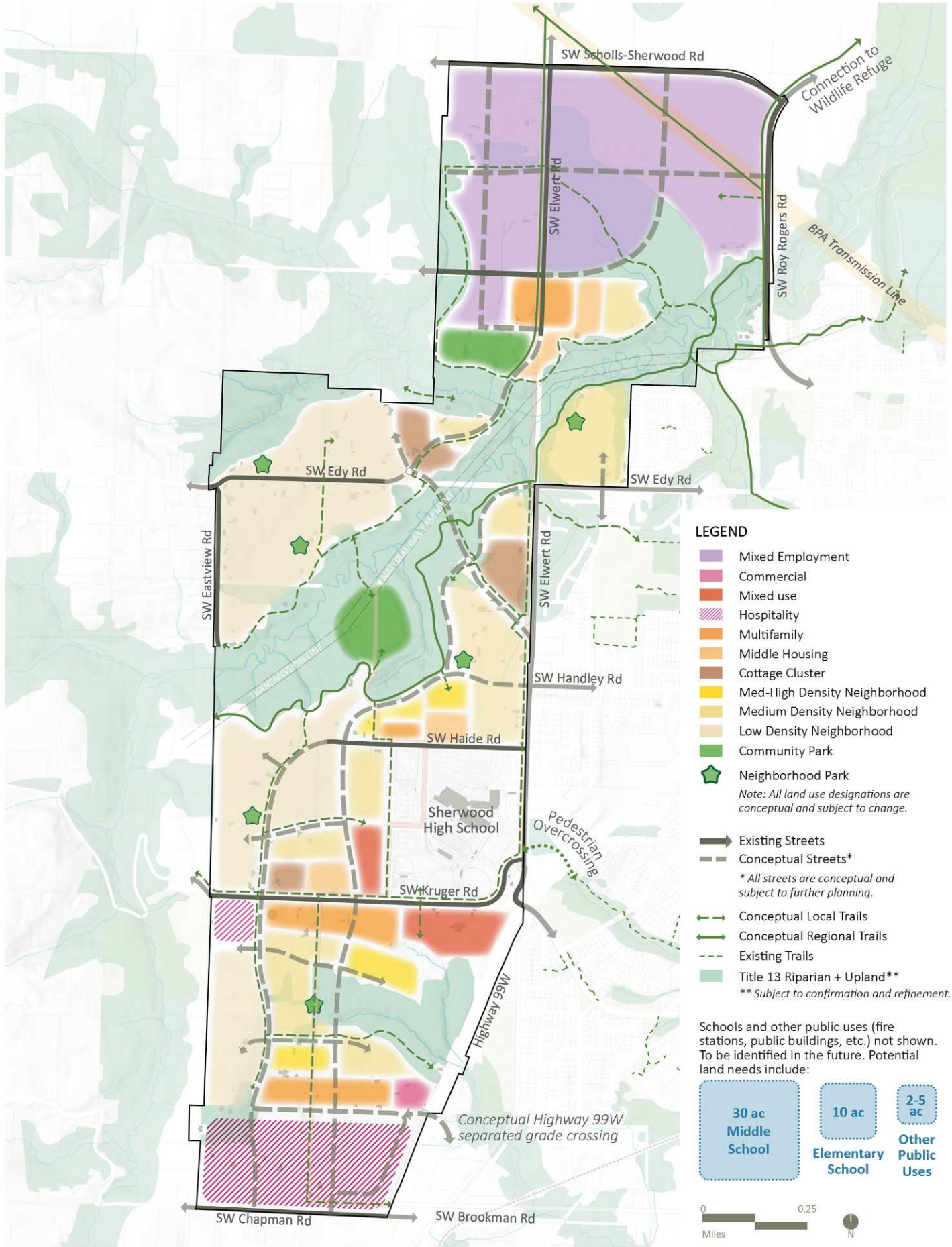
4/3/2024 | 15:15 PDT
Date

Marni Kuyl
Printed Name

Marni Kuyl ACA
Title

DocuSign Envelope ID: 3704A1B9-7F9F-4DA1-8463-A2975BF7F2A5

Figure 8. Composite Concept Plan Map



DocuSign Envelope ID: 3704A1B9-7F9F-4DA1-8463-A2975BF7F2A5

For Administrative Use Only – Z99999

Supplier Name: City of Sherwood

Actual Contract Number (CustomText4): 24-0503

Department (Location): LUT - Long Range Planning

Contract Type: 8 Agreements

Contract Sub Type (Custom2Code): IGA: Intergovernmental Agreement

Minute Order Date:

Minute Order Number:

Master Contract Number (CustomText1): 24-0503

Bid/RFP # (BidRFP):

BPO Number (Custom1Code): $0 or Not Applicable

SHIP TO (LocShipTo): LUT - Long Range Planning

BILL TO (LocBillTo):

Project Number (CustomText2):

Chargeable Program Number (ChargeProgram):

Contract Admin (Administrator): Michelle Morato

DocuSign

Certificate Of Completion

Envelope Id: 3704A1B97F9F4DA18463A2975BF7F2A5
Status: Completed
Subject: Complete with DocuSign: 24-0503: City of Sherwood
Source Envelope:
Document Pages: 5
Signatures: 2
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
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155 N. First Ave, Suite 270
MS28
Hillsboro, OR 97124-3087
brenna_mcclamma@washingtoncountyor.gov
IP Address: 192.235.66.2

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Signer Events	Signature	Timestamp
Craig Sheldon SheldonC@SherwoodOregon.gov City Manager Pro Tem Security Level: Email, Account Authentication (None), Access Code	DocuSigned by: Craig Sheldon 67DE63A25255470... Signature Adoption: Pre-selected Style Using IP Address: 192.65.141.36	Sent: 4/3/2024 10:24:46 AM Viewed: 4/3/2024 2:04:21 PM Signed: 4/3/2024 3:02:50 PM
Electronic Record and Signature Disclosure: Accepted: 3/13/2024 1:11:07 PM ID: a12e156c-e8a7-42ad-a772-08de32daad75		
Marni Kuyl Marni_Kuyl@washingtoncountyor.gov Marni Kuyl ACA Security Level: Email, Account Authentication (None), Access Code	DocuSigned by: Marni Kuyl 802F57129067492... Signature Adoption: Pre-selected Style Using IP Address: 72.21.10.211 Signed using mobile	Sent: 4/3/2024 3:02:52 PM Viewed: 4/3/2024 3:15:43 PM Signed: 4/3/2024 3:15:58 PM
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In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/3/2024 10:24:46 AM
Certified Delivered	Security Checked	4/3/2024 3:15:43 PM
Signing Complete	Security Checked	4/3/2024 3:15:58 PM
Completed	Security Checked	4/3/2024 3:15:58 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Carahsoft OBO SHI OBO Washington County (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a $0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Carahsoft OBO SHI OBO Washington County:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: tina_hartmeier@co.washington.or.us

To advise Carahsoft OBO SHI OBO Washington County of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at tina_hartmeier@co.washington.or.us and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from Carahsoft OBO SHI OBO Washington County

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to tina_hartmeier@co.washington.or.us and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Carahsoft OBO SHI OBO Washington County

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an email to tina_hartmeier@co.washington.or.us and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: https://support.docusign.com/guides/signer-guide-signing-system-requirements.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Carahsoft OBO SHI OBO Washington County as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Carahsoft OBO SHI OBO Washington County during the course of your relationship with Carahsoft OBO SHI OBO Washington County.

SHERWOOD WEST CONCEPT PLAN

Attachment F1

Service Provider Letters



AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Reference No: RO 24-23

Meeting Date:	April 02, 2024	**Status:** APPROVED
Agenda Category:	CONSENT AGENDA	**CPO:** 5
Department(s):	Land Use & Transportation	
Presented by:	Stephen Roberts, Director of Land Use & Transportation	

Agenda Title:	**Acknowledge the Sherwood West Concept Plan; Enter into an Intergovernmental Agreement with the City of Sherwood for Transportation Planning in the Proposed Urban Growth Boundary Expansion Area; Approve a Letter of Support for Sherwood's Urban Growth Boundary Expansion Application**

REQUESTED ACTION:

Acknowledge the Sherwood West Concept Plan; approve Intergovernmental Agreement with the City of Sherwood and authorize its execution; and approve a letter of support to Metro for Sherwood's Urban Growth Boundary expansion application.

SUMMARY:

The City of Sherwood (city) completed concept planning for the Sherwood West urban reserve area in 2024. This 1,291-acre planning area is located west of the existing city limits and bounded by SW Scholls-Sherwood Road to the north and SW Chapman Road to the south. The city is preparing an application to Metro to expand the regional urban growth boundary (UGB) to include this area. Sherwood Mayor Tim Rosener and city staff presented the concept plan to the Board at the Feb. 27, 2024 Work Session.

The city's concept planning process included robust community engagement to help inform the final plan, which includes a mix of employment and residential areas, a connected transportation system, and parks, trails and open space throughout the plan area. The plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area.

County staff participated on the Technical Advisory Committee for this project and worked closely with city staff on analysis of the transportation system for the future expansion area. A county arterial street, Elwert Road, runs north-south through the planning area, and is planned to be brought up to urban street standards as the area develops over time. County staff will continue to coordinate with city staff on the future design and alignment of Elwert Road through the next phase of comprehensive planning for the Sherwood West area.

The adopted Urban Planning Area Agreement (UPAA) between Washington County and the City of Sherwood states that the city's concept plan for an Urban Reserve Planning Area shall be acknowledged by Washington County. Additionally, per the UPAA and as a part of the application to

Metro for an expansion of the UGB, the City of Sherwood is required to enter into agreements with all service providers who will ultimately serve the area. As a transportation service provider for the Sherwood West area, Washington County should enter into an Intergovernmental Agreement (IGA) with the city to guide transportation planning and development of the Sherwood West UGB expansion area.

If Metro approves the city's urban growth boundary expansion request, more detailed comprehensive planning will be conducted for the area, including an infrastructure funding plan. County staff will continue to coordinate closely with city staff on any next steps.

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

The Sherwood West Concept Plan process included robust community engagement, including a Community Advisory Committee to advise city staff.

Legal History/Prior Board Action:

The Sherwood City Council adopted the Sherwood West Concept Plan at a public meeting on March 5, 2024.

Your Board was presented with the Sherwood West Concept Plan for consideration at the Feb. 27, 2024 work session.

Budget Impacts:

None

ATTACHMENTS:

Resolution and Order 24-23 - Sherwood West Concept Plan IGA and Letter of Support
Sherwood West Concept Plan IGA and Letter of Support: Ex. A - Concept Plan Map
Sherwood West Concept Plan IGA and Letter of Support: Ex. B - Intergovernmental Agreement
Signed - Sherwood West Concept Plan Letter of Support - 4-2-24

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts

Kevin Moss, Board Clerk

April 2, 2024
Date Signed

RO 24-23

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the matter of acknowledging the City of Sherwood Concept Plan for Sherwood West and authorizing an Intergovernmental Agreement for related transportation planning	)))))	RESOLUTION AND ORDER No. 24-23

This matter having come before the Washington County Board of Commissioners (Board) at its meeting on April 2, 2024; and

It appearing to the Board that the City of Sherwood City Council has authorized application to Metro to expand the Urban Growth Boundary around the urban reserve area known as Sherwood West; and

It appearing to the Board that the City has prepared a concept plan in accordance with Metro's Urban Growth Management Functional Plan (UGMFP), Title 11, and in coordination with Washington County (County); and

It appearing to the Board that the County has an adopted Urban Planning Area Agreement (UPAA) granting the City planning authority for this area before comprehensive planning is complete; and

It appearing to the Board that the concept plan is not a binding land use decision, but a non-regulatory document expected to inform future comprehensive planning; and

It appearing to the Board that the City and County recognize that additional work is needed to refine the transportation plan and develop an infrastructure finance plan for the area;

WASHINGTON COUNTY COUNSEL
155 N. FIRST AVE., STE., STE. 340 MS 24
HILLSBORO, OR 97124
PHONE (503) 846-8747 FAX (503) 846-8636

and

It appearing to the Board that Metro's UGMFP, Title 11, requires an agreement between the City and service providers of the proposed expansion area, and the County is considered a transportation service provider for the area known as Sherwood West; and

It appearing to the Board that the City and County intend to enter into an Intergovernmental Agreement (IGA) to guide the transportation elements of comprehensive planning for the area; and

It appearing to the Board that the City has shared the concept plan at the Board's February 27, 2024, work session; it is therefore

RESOLVED AND ORDERED that the Board does hereby:

a) Acknowledge the Sherwood West Concept Plan as depicted in attached Exhibit A; and

b) Authorize an IGA with the City of Sherwood (refer to attached Exhibit B) to guide transportation planning and development of an infrastructure finance plan as a part of the City's comprehensive planning process for the Sherwood West area, .

DATED this 2nd day of April 2024.

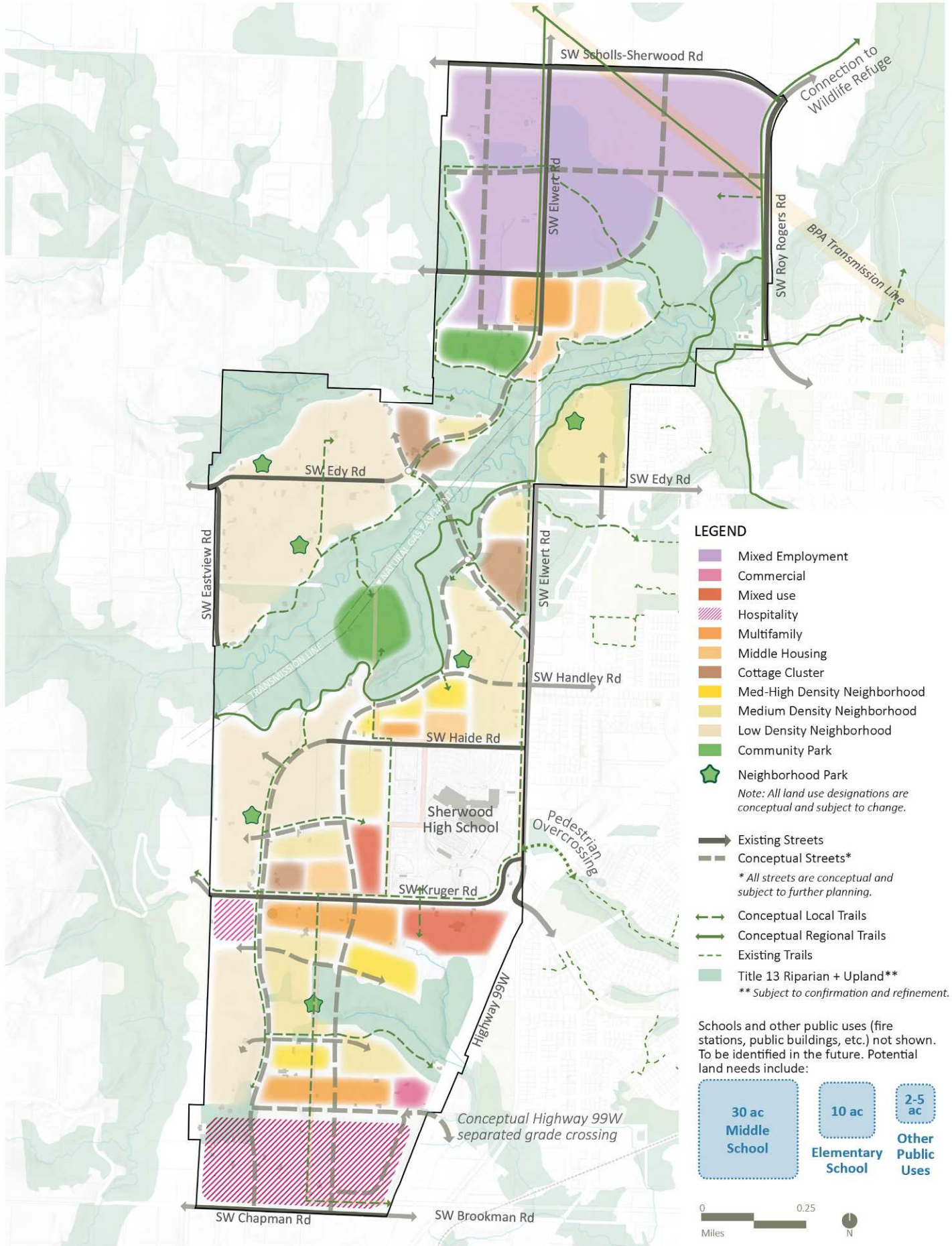
BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

CHAIR KATHRYN HARRINGTON

RECORDING SECRETARY

WASHINGTON COUNTY COUNSEL
155 N. FIRST AVE., STE., STE. 340 MS 24
HILLSBORO, OR 97124
PHONE (503) 846-8747 FAX (503) 846-8636

Figure 8. Composite Concept Plan Map



Intergovernmental Agreement for Transportation Planning in the Proposed Sherwood West Urban Growth Boundary Expansion Area

This Intergovernmental Agreement (IGA) is entered into by the following parties: WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY of SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as "CITY."

Recitals:

A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.

B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.

C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.

D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.

E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.

F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.

G. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.

H. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.

2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.

3. The CITY and COUNTY will agree on access management standards for COUNTY roads and will attempt to close existing access points through the development process where they exist out of compliance with current standards.

4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.

5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.

6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UBG expansion request is as shown in Exhibit A.

7. This Agreement may be terminated by mutual agreement of the parties.

8. Modifications to this Agreement are valid only if made in writing and signed by all parties.

9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.

10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

Signature	Date
Printed Name	Title

WASHINGTON COUNTY

Signature	Date
Printed Name	Title

April 2, 2024

Sherwood City Council
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

Re: Sherwood West Concept Plan

Dear Mayor Rosener and City Councilors,

Mayor Rosener and city staff presented the Sherwood West Concept Plan to our Board on Feb. 27, 2024. The presentation described a vibrant vision for the 1,291-acre Sherwood West area, which includes a mix of employment and residential areas, a connected transportation system, and parks, trails and open space throughout the plan area. The plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area, and we appreciate the city's focus on helping to serve both housing and employment needs. Our Board is pleased to offer support for the City of Sherwood's application to expand the Metro Urban Growth Boundary to include the Sherwood West urban reserve area.

Washington County is a transportation service provider in the Sherwood West area, and there are currently County arterial and collector streets serving the area. We expect county staff to continue to work with the City of Sherwood on the following issues during the Comprehensive Planning process for Sherwood West, following a successful UGB expansion request.

- **Elwert Road alignment and design.** The Sherwood West Concept Plan proposes a potential realignment of Elwert Road through the concept plan area, including a realignment of the Elwert Road/Edy Road intersection. The County supports exploring options for this potential realignment and will work with the city on feasibility analysis and street design for the future intersection and roadway improvements. In addition, county staff will coordinate with city staff on the appropriate cross-section and streetscape design for Elwert Road through the plan area, to help achieve the city's vision of a safe, connected and attractive boulevard, while maintaining its function as an arterial street.

- **Refine the preliminary Infrastructure Funding Strategy.** County staff will continue to coordinate with city staff to ensure consistent assumptions, methodology and calculations are used throughout the funding strategy. Coordination should specifically address the following issues: Transportation Development Tax revenue assumptions; development floor area ratio assumptions, as well as capital project cost assumptions.

- **Ensure adequate access management on County streets.** The Concept Plan identifies multiple local street connections with county arterial streets. Transportation

connections in the Sherwood West area will need to meet county access management policy, which requires a design exception to allow a local street connection to an arterial street.

Providing transportation services is costly, takes years to implement, and requires negotiation between developers, the city, and the county. We ask that the City of Sherwood commit to continued coordination of the above-mentioned issues. We look forward to continuing to work closely with the city as planning and implementation of Sherwood West moves forward.

Sincerely,



Chair Kathryn Harrington
On Behalf of the Washington County Board of Commissioners

cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation
Metro Council
Catherine Ciarlo, Metro Planning and Development Director

March 26, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Ms. Madrigal,

On behalf of Clean Water Services (CWS), I am writing this letter to offer support for the City of Sherwood's, Sherwood West Urban Reserve, urban growth boundary expansion application.

As the regional water resources utility for Washington County, CWS, along with our many partners is committed to improving water quality in the Tualatin River Watershed. We provide sanitary sewer services in cooperation with our county and 12 partner cities. CWS also has the responsibility, in collaboration with our partners, to manage stormwater runoff from construction sites and development.

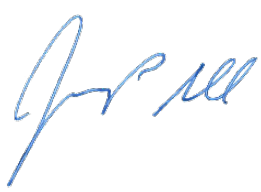
Since 2021, when the city council began an update to the concept plan, CWS has been actively involved in the planning for Sherwood West and continues to coordinate on providing regional infrastructure to support Sherwood's goals around housing, employment, and economic development in a manner that supports community livability and natural resource resilience. CWS also continues to collaborate on refinements within the Sherwood West planning area, specifically on delivering infrastructure for employment lands in support of, not only Sherwood but also the larger goals currently being considered by the state legislature to provide industry-ready lands.

To this end, CWS has been actively engaged with Sherwood leaders recognizing that timely delivery of infrastructure is critical to providing diverse and affordable housing options and additional employment lands. We believe the Sherwood West Concept Plan provides a clear pathway for the city. Currently, CWS and Sherwood are working to site a new pump station that will provide sanitary sewer service to the additional employment lands within Sherwood West. Further, CWS has recently coordinated with Washington County to design and build a new sanitary force main, which will serve the future pump station, in conjunction with the county's ongoing improvements of Roy Rogers Road. CWS accelerated this project by two years to complete as part of the current transportation project without any delays in the current project schedule. Additionally, CWS is scheduled to award a bid to construct the Brookman Sanitary Sewer Trunk line which will serve the Sherwood West area up to Sherwood High School. Construction on this project is scheduled to begin in May 2024. This proactive coordination of land-use planning and infrastructure development highlights both CWS and the City of Sherwood's commitment to thoughtful development.

Through our existing operating Intergovernmental Agreement, CWS will continue to provide the needed regional services to Sherwood and its expansion areas. This will ensure residents, businesses, and others will receive a high-quality infrastructure and the associated services.

With the full support of our Board of Directors, CWS is committed to supporting the Sherwood West Concept Plan due to, not only its vision for more livable, sustainable communities that have an enduring legacy of natural resource protection but also because of the critical steps that we are taking with the County and our city partners in working towards the Governor's goals of increasing housing production.

Sincerely,



Joseph Gall
Chief Utility Relations Officer

CC: Eric Rutledge
Chris Faulkner

SSD Resolution 2324003

SHERWOOD SCHOOL DISTRICT 88J
21920 SW Sherwood Boulevard
Sherwood, Oregon 97140

SHERWOOD SCHOOL DISTRICT RESOLUTION IN SUPPORT OF THE SHERWOOD WEST CONCEPT PLAN

WHEREAS, The City of Sherwood has completed a Concept Plan for Sherwood West, a 1,291 acre area just outside and to the west and north of the existing city boundaries but entirely within the Sherwood School District boundary;

WHEREAS, The Sherwood West Concept Plan is the result of considerable research, study and hundreds of hours of community advisory and technical advisory committee meetings, which included representatives of the Sherwood School District and many school district patrons;

WHEREAS, The Sherwood West planning area surrounds Sherwood High School on three sides and is just a few hundred feet in distance from both The Ridges and Middleton Elementary Schools;

WHEREAS, The City's Sherwood West Concept Plan was done in a careful manner and includes areas designated for businesses, housing and parks and natural spaces;

WHEREAS, The City has prioritized significant areas of Sherwood West for business/employment uses, particularly in the northern 1/3 of the planning area and wishes to expedite the location of new businesses in Sherwood;

WHEREAS, The Sherwood West Concept Plan includes a diversity of primarily residential land designations around the area of Sherwood High School, thereby allowing the development of a neighborhood surrounding the High School to finally come to fruition;

WHEREAS, Full development of the Sherwood West area could result in a few thousand new homes being built in Sherwood over the next 10-20 years;

WHEREAS, The addition of a few thousand new homes to the Sherwood School District over the next 30-40 years would help ensure a growing and healthy school district as existing students matriculate out of the District;

WHEREAS, The Sherwood School District has benefited for several decades from the City's residential and business growth, and believes that responsible growth is a critical element for the future stability of our community and maintaining a healthy School District;

NOW, THEREFORE, THE SHERWOOD SCHOOL DISTRICT RESOLVES AS FOLLOWS:

Section 1. The Sherwood School District does hereby endorse and support the Sherwood West Concept Plan and the Sherwood City Council taking immediate action to expand the City to include the entire Sherwood West planning area.

Section 2. The Sherwood School District affirms that the continued prosperity of the Sherwood School District is linked to the responsible and steady residential growth of the City of Sherwood

and surrounding areas, and therefore urges the City to prioritize development of neighborhoods that will surround Sherwood High School.

Section 3. This Resolution shall be effective upon its approval and adoption.

ADOPTED by the Board of Directors of Sherwood School District No. 88J, this 18th day of October 2023.

ATTEST:

By: Abigail Hawkins
Chair, Board of Directors

By:
Superintendent

TRIMET

January 31, 2024

Mayor Tim Rosener
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

Dear Mayor Rosener,

On behalf of TriMet, I am writing to support the City of Sherwood's urban growth boundary expansion application for the Sherwood West Urban Reserve area. The accepted Concept Plan includes concepts for Sherwood West to be supportive of active transportation with sidewalks, trails, safe crossings, a mix of housing and commercial uses. The plan also includes micro-mobility which may aid "first and last mile" connections. These planning elements, along with future development in southeast Washington County, will be key to allow for the potential of successful transit service in the future.

We look forward to working with the City of Sherwood, Washington County, Sherwood, and community members to assess the feasibility of providing TriMet service to the Sherwood West based on projected population densities, land uses, street connectivity, future development in the area, and other factors that drive transit ridership.

Sincerely,

Tom Mills
Director
Service Planning

CC: Council President Kim Young
Councilor Renee Brouse
Councilor Taylor Giles
Councilor Keith Mays
Councilor Doug Scott
Councilor Dan Standke

January 31, 2024

Eric Rutledge, Community Development Director
City of Sherwood
22560 SW Pine Street, Sherwood, Oregon 97140

RE: Support for the Sherwood West Urban Growth Boundary Expansion

Dear Mr. Rutledge,

On behalf of Tualatin Valley Fire & Rescue, I'm writing to convey our support for the proposed 1,291-acre Sherwood West Urban Growth Boundary expansion. As you know, a member of our Fire & Life Safety team served on the Technical Advisory Committee, and we believe the City of Sherwood has demonstrated its ability to provide the appropriate level of infrastructure and services to the Sherwood West area that will supply the region with new employment and housing opportunities.

TVF&R already provides service to this area, so an Urban Growth Boundary expansion does not require any changes to our service district boundary. Though the increase of jobs, residents, and traffic in the area will generate additional demands for service, we anticipate that our current and planned infrastructure will be sufficient to maintain reliable emergency response. TVF&R currently has fire stations on all sides of the proposed expansion area, including Sherwood Station #33, King City Station #35, Midway Station #19, and Newberg Station #21.

We recognize that the development will increase the tax base in the area, and we appreciate Sherwood's goal of funding necessary infrastructure improvements without the use of an urban renewal district or other tax increment financing (TIF) that compromises our revenue for decades.

Thank you for the work you do to further the livability and prosperity of Sherwood.

Respectfully,

Deric Weiss
Fire Chief
Tualatin Valley Fire & Rescue

SHERWOOD
CHAMBER OF COMMERCE
"Driving Relationships, Business & Community."

16273 SW Railroad Street
Sherwood, Oregon 97140
PH: (503) 625-7800
www.sherwoodchamber.org

Dear City of Sherwood:

The Sherwood Chamber of Commerce is a vibrant and active organization representing hundreds of businesses in and around Sherwood with the primary goal of supporting businesses and building community partnerships. In that light, the Chamber especially appreciates the City's effort to be forward-looking keeping our town the special place it is while also building upon our success and creating new business opportunities such as we see in the Tonquin Employment Area, and ensuring there are ample choices for people to live and work in Sherwood.

This same foresight is on display with the adoption of a revised concept plan for the Sherwood West planning area. This through two-year process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) has produced a concept plan that will allow us to realize a vision that has been embraced by so many during this project.

We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in Sherwood. The Sherwood Chamber of Commerce Board voted unanimously on October 17, 2023, to endorse the city moving forward with an Urban Growth Boundary (UGB) expansion which includes the entire Sherwood West planning area. We wholeheartedly support your efforts and appreciate working together to make Sherwood the best it can be for many years to come.

Best regards,

William (Bill) Sikkens
2023 President

Sherwood Area Chamber of Commerce
16273 SW Railroad Street
Sherwood, Oregon 97140

SHERWOOD WEST CONCEPT PLAN

Attachment F2

Employment and Housing Stakeholder Letters of Support



March 15, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa:

Thank you for the opportunity to lend our support to the City of Sherwood's urban growth boundary expansion application. The Washington County Chamber wishes to express our strong support for the City of Sherwood's application.

First, we'd like to emphasize the significant economic development opportunities that this expansion will bring to both Sherwood and the entire region. The importance of technology and advanced manufacturing cannot be overstated in driving the Metro and Westside economy. Traded-sector workers in our region earn 41% more than other workers, and advanced manufacturing plays a crucial role in creating higher-paying family-wage jobs. These jobs not only enhance individual livelihoods but also contribute to a more equitable society by generating revenues for essential public services like schools, parks, and infrastructure.

The pressing need for more industrial and employment land is evident, especially given the strong demand for new industrial space in Washington County. With extremely low industrial vacancy rates, it's clear that expanding and attracting traded-sector businesses is essential for sustaining economic growth. Moreover, the lack of space within the Metro boundary is causing companies to locate outside the region, leading to increased sprawl and greenhouse gas emissions.

Furthermore, the need for larger sites, particularly for manufacturing companies, cannot be overlooked. The scarcity of development-ready sites poses a challenge for major manufacturing investments, impacting the region's competitiveness and job growth potential. It's imperative that we provide suitable sites for advanced manufacturing companies to thrive within our region.

Supporting Sherwood's application aligns with our shared goals of promoting economic development and addressing the housing crisis. The proposal includes a variety of housing zones and types, ensuring a mixture of housing options to meet the needs of our diverse population. Additionally, innovative zoning types will provide opportunities for first-time homebuyers and empty nesters, contributing to a vibrant and inclusive community.

We believe Sherwood's application for urban growth boundary expansion presents a unique opportunity to foster economic prosperity, provide much-needed housing, and create a complete community where residents can live, work, and recreate. We urge you to consider our support as you make decisions that will shape the future of Sherwood and our region.

Thank you for your attention to this matter, and please do not hesitate to reach out if you have any questions or need further information.

Sincerely,



Deanna Palm
President & CEO

WEA
WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland, OR 97232

Cc: Eric Rutledge, Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

March 6, 2024

Dear Ms. Madrigal,

Thank you for considering this letter of support for the City of Sherwood's application to expand their Urban Growth Boundary.

There is strong demand for new industrial land and space in Washington County and Sherwood as exhibited by the extremely low industrial vacancy rates. Additionally, the Metro region's current industrial vacancy rate is 3.3 percent with the Southwest I-5 industrial submarket (including Sherwood) with a vacancy rate of 2.5.

We know that growth of Southwest I-5 Corridor is fueled by manufacturing, rather than warehousing, operations. Indeed, warehousing buildings are often occupied by manufacturing companies for lack of other options. And, only 600,000 SF of new industrial space in the Southwest I-5 Corridor is scheduled to be delivered in 2024. At most this is a 3-year supply of industrial inventory.

Over half of region's new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. This impacts state and local tax revenues in Oregon.

Additionally, we know from the Oregon Semiconductor Competitive Task force that our state falls woefully short of large industrial sites that are development-ready. And we also learned from the report issued by the task force ("Seizing Opportunity") that, "**At the aggregate level, the Metro region shows thousands of acres designated as industrial property over a 20-year planning cycle. However, a closer look at this land shows very few sites of appropriate size that are development-ready for major manufacturing investment, especially semiconductor R&D and manufacturing**".

At WEA we center the opportunity of our community to move into the middle class as a key indicator of a vibrant economy. We encourage Metro to do the same, which means providing opportunities for economic growth that is not solely based service-

EXECUTIVE COMMITTEE

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Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

10220 SW Nimbus Ave, Suite K-12
Tigard, Oregon 97223
Office 503-968-3100
www.WestsideAlliance.org

industry jobs. **Manufacturing and R&D are sectors that provide an economic ladder and should be favored in our consideration of how we grow our region**.

A 2024 Metro-funded study completed by MacKenzie & Leland Consulting Group for Sherwood West-North District (including planned Mixed Employment Area) indicated:

- The Mixed Employment area is conducive for both large-scale industrial development/larger companies and for smaller-scale development and smaller companies.
- There is strong potential for Mixed Employment and industrial development considering the increasing demand for and limited supply of high quality, buildable employment land in the region - particularly large sites.
- Sherwood is centrally located between the existing tech clusters in Wilsonville and the Sunset Corridor and developers are looking for opportunities elsewhere in the region.

WEA is fortunate to work closely with the City of Sherwood, and the City has demonstrated it can collaborate effectively with our major industrial development partners. The City has worked with companies to develop over 1.1 million square feet of new speculative industrial park space in the last three years. Space is leased prior to completion of construction to advanced manufacturing companies such Lam Research, DWFritz Automation, NSI Manufacturing and Olympus Controls. Large new projects are currently underway – demonstrating continued strong market demand.

Lastly, the City of Sherwood's application will help address our region's chronic housing shortage. The Sherwood West proposal includes a variety of housing zones and types to ensure a mixture of housing is provided. We are heartened that the plan proposes 340 net acres of new residential land with zoning that will result in a variety of housing types, sizes, and price points. Our understanding is that the plan would result in a minimum of 3,000 new residential units, a victory for both our region and the state. **In alignment with Metro's goals, The City will follow a Master Planned Community approach that ensures ample parks, open space, and multi-modal transportation options**.

Thank you to you and your staff for your thoughtful consideration of this excellent proposal that offers so much to improve the quality of life for our region.

Sincerely,

elizabeth mazzara Myers

Elizabeth Mazzara Myers, Executive Director

March 13, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Ms. Madrigal and Metro Council:

On behalf of Greater Portland Inc (GPI), I am writing to express my strong support for the City of Sherwood's proposal to bring Sherwood West, currently designated Urban Reserve Area 5B, into the Urban Growth Boundary. I believe the following reasons justify this action:

There is a pressing need for more employment lands. Demand remains high for new industrial land and buildings in Washington County as exhibited by the extremely low industrial vacancy rates. The current industrial vacancy rate is 3.3 percent with the Southwest I-5 industrial submarket at 2.5 percent. Only 600,000 SF of new industrial space in the Southwest I-5 Corridor is scheduled to be delivered in 2024 – what is considered a 3-year supply of inventory.

The region's reputation is that of a tight industrial market. Although Metro's 2018 Urban Growth Report indicated that over 8,000 acres of industrially zoned sites exist within the Metro UGB, national corporate site selectors have repeatedly indicated that the Greater Portland Metro area is not considered a viable destination by companies primarily due to the lack of available, appropriately sized, shovel-ready sites within the region.

Regional business attraction efforts have been directly hindered by the lack of adequate industrial land supply. In 2023, 40% of GPI's lost recruitment and expansion projects were the direct result of a lack of land inventory. These losses had the potential to create 6,700 new jobs and bring $6.5 billion in capital investment to the region.

Sherwood West constitutes 1,291 gross acres with 605 acres of net developable acreage, including 265-acres of employment land. The employment land proposed in Sherwood West will accommodate an estimated 4,500 new jobs. Greater Portland Inc eagerly endorses the City of Sherwood's proposed expansion of the Urban Growth Boundary.

GPI is the only regional public-private partnership dedicated to creating and expanding jobs and pursuing equitable economic prosperity. Spanning two states and seven counties, the organization is in a unique position to speak to the regional significance and impact of employment lands.

Sincerely,

Monique Claiborne
President & CEO
Greater Portland Inc

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

March 28, 2024

Dear Metro Council Members and Metro Chief Operating Officer,

On behalf of NAIOP Oregon, I am writing to express our strong support for the City of Sherwood's request for a Urban Growth Boundary (UGB) expansion in 2024, encompassing both industrial and residential land. This expansion is a critical opportunity to address the region's growing need for employment and critical housing options, and we believe it aligns with the long-term economic and community development goals of the region.

We understand that Metro evaluates UGB expansions for employment land every six years, and the decision to amend the UGB is a significant one with lasting implications. Given the limited frequency of such considerations, it is imperative that Metro Council carefully assesses the current proposal from the City of Sherwood and recognizes its potential to contribute positively to the economic vitality of the region.

The Sherwood West Concept Plan, approved by the Sherwood City Council in July 2023 after extensive citizen involvement, presents a well-thought-out vision for sustainable growth and development. The plan designates a significant portion of the expansion area for employment land, including a mix of industrial, commercial, educational, and hospitality uses. This will not only create an estimated 4,500 new jobs but also serve as a vital gateway to the renowned Wine Country, further enhancing the region's attractiveness for businesses and visitors alike.

Moreover, the inclusion of housing land in the expansion proposal is critical, particularly given the current housing crisis facing Oregonians today. The focus on developing Master Planned Communities that offer diverse housing options at various price points is consistent with what the legislature is working to address. The innovative zoning approach proposed by the City of Sherwood demonstrates a commitment to promoting housing affordability and diversity, including the development of middle housing and cottage clusters. These efforts align closely with Governor Kotek’s housing production goals and will assist in reaching those goals (36,000 units a year for the next ten years).

We believe that approving the UGB expansion for Sherwood in 2024 is a necessary and strategic decision that will yield significant benefits for the region's economy, community, and statewide housing goals.

Furthermore, the scarcity of available industrial land in our region has reached a critical point, posing a substantial challenge to businesses seeking to establish or expand operations. This shortage not only hampers the growth potential of local enterprises but also undermines our region's competitiveness in attracting new industries and investment. Without sufficient industrial land, we risk stifling innovation, job creation, and economic diversification. Therefore, the inclusion of industrial land expansion within the proposed Urban Growth Boundary (UGB) expansion for Sherwood is imperative. By addressing this pressing need, we can unlock opportunities for industrial growth, fostering a vibrant and resilient economy for generations to come.

We urge the Metro Council to prioritize this aspect in their evaluation of the expansion proposal, recognizing its pivotal role in securing the economic future of our region. And to carefully consider the merits of this proposal and to support its timely implementation. Thank you.

Jodi Hack | Executive Director
NAIOP Oregon Chapter
2075 Madrona Ave SE Suite 150
Salem, OR 97302
jodi@jhackconsulting.com | cell: 503.508.5414

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Port of Portland

March 23, 2024

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Marissa,

Please accept this letter of support for the City of Sherwood's proposal to bring Sherwood West into the Urban Growth Boundary (UGB).

The Port of Portland's mission is to build shared prosperity through travel, trade, and economic development. A major pillar of our work for decades has been industrial land development in support of Oregon's traded sector. As such, we have been involved in many discussions and processes surrounding land use and economic development. In each, competing interests typically emerge, and all-too-often stall progress in any direction. That is clearly not the case with the Sherwood West proposal. To be sure, this is a major endeavor with real considerations on how to balance the community's needs and future growth; but the City of Sherwood has done the work to chart an effective path forward.

Sherwood's proposal is a result of two-plus years of engagement with city residents and the broader economic development community; and will result in a mixed-use development that meets pressing employment and housing needs along the I-5 corridor. This proposal also speaks to dire need for development-ready industrial land in the region, highlighted most recently by the Oregon Semiconductor Task Force.

We are pleased to see this proposal move forward and are hopeful the process will accommodate the opportunity.

Sincerely,

Keith Leavitt

Keith Leavitt
Chief Economic Development Officer

CC: Bruce Coleman, Sherwood Economic Development Manager
Eric Rutledge, Sherwood Community Development Director

March 15, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

CC:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood OR 97140

Re: Support from Oregon Business & Industry for Sherwood West/Urban Growth Boundary Expansion

Dear Ms. Madrigal,

I am writing to indicate the strong support by the Oregon Business & Industry (OBI) for the application by the City of Sherwood to Metro for the expansion of the Urban Growth Boundary for Sherwood West.

OBI is a statewide business association representing businesses from a wide variety of industries from each of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon, or "MCO") and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

OBI and MCO have long advocated for the growth of manufacturing as essential for the economic prosperity of Oregon and the Portland Metropolitan Area. This includes not only the semiconductor industry, which is so vital of the region's future but all other types of advanced manufacturing. Manufacturing creates living wage jobs which are essential if we hope to grow a diverse middle class and a more equitable economy. Many of these jobs do not require a university education and can be achieved through high school Career & Technical Education Programs, often with a community college certificate – particularly when combined with industry-led training initiatives.

We are concerned, however, that the Portland region lacks an adequate supply of available sites for the growth of manufacturing. While there are reports that many industrially zoned sites already exist within the current UGB boundary, so many of these sites require assembly and redevelopment which is a very time-consuming process and difficult to achieve and, often, not practical within normal business cycles. This is the reason that corporate site selectors frequently do not consider Greater Portland in their recruitment efforts since they recognize that the region just does not have the larger sites needed for their client companies. We often lose out to other regions.

Most of the potential larger sites required by industry are located in the outer areas of the Metro boundary. Unless we are able to provide suitable locations for the growth of manufacturing, we are concerned that our companies may need to expand outside of Oregon, including in Clark County, Washington. This will continue to harm the revenue base for the State of Oregon and its cities and counties and will make it more challenging to provide strong levels of public services.

Since 2021, Sherwood has already demonstrated that it can work to attract major industrial park development and that these developments can provide a location for semiconductor and other advanced manufacturing supply chain companies. Due to the very strong market for these sites, we have been informed that Sherwood expects to run out of suitable industrial land within the next 3-to-5 years. This is the reason that Sherwood has been working for the past two years to plan for a prosperous future by creating new industrial sites for advanced manufacturers. We believe that Sherwood West offers a tremendous opportunity for Sherwood and the region to grow jobs that will spur on a more prosperous future for Metropolitan Portland.

Thank you for this opportunity to comment.

Sincerely yours,

Scott Bruun

Scott Bruun
Vice President of Government Affairs I Oregon Business & Industry
Tax, Fiscal & Manufacturing Policy
C: (503) 720-1329
scottbruun@oregonbusinessindustry.com

Portland General Electric
121 SW Salmon Street • Portland, OR 97204
portlandgeneral.com

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

March 27, 2024

Dear Ms. Marissa Madrigal and Metro Council:

Portland General Electric (PGE) is pleased to provide this letter in support of the city of Sherwood's 2024 proposal for the inclusion of land—known as Sherwood West— into the Urban Growth Boundary (UGB). The plan will increase the availability of industrial, commercial and residential zones, supporting the population and economic growth needs of the region.

PGE serves approximately 900,000 customers with a service area population of 2 million Oregonians in 51 cities, including approximately 75 percent of the state's commercial and industrial activity. PGE continually assesses the evolving needs of the region, supporting and futureproofing for population and economic growth. PGE has already invested millions of dollars into transmission infrastructure upgrades and a new substation to increase reliability and resiliency in the expanding Sherwood and surrounding Washington County areas.

PGE is committed to partnering with cities in our service area to support their specific development initiatives. As the City plans to increase the amount of buildable land and further expand, PGE anticipates a need for one new 115kV distribution substation to be constructed within the UGB, requiring 6-8 acres. We welcome the City's assistance with land selection and transmission easements to support the addition of this site.

Portland General Electric
121 SW Salmon Street • Portland, OR 97204
portlandgeneral.com

The exact timing and location of potential investments will depend on the outcome of UGB expansion requests, customer growth plans and regulatory approvals. PGE looks forward to working with the city of Sherwood to discuss the specifics. As always, we embrace the partnership to complete infrastructure projects as quickly as possible to support economic growth throughout our region.

Thank you for the opportunity to comment on the expansion of critical infrastructure as Sherwood grows.

Sincerely,

gohar shafiq

Gohar Shafiq
Sr. Business Development Manager

TECHNOLOGY ASSOCIATION OF OREGON

February 25, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Cc:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

Re: Proposed Expansion of Sherwood West UGB

I write on behalf of the Technology Association of Oregon (TAO) in support of the City of Sherwood's application to expand the Sherwood West Urban Growth Boundary (UGB). TAO is a nonprofit member-based organization whose mission is to support entrepreneurs and technologists, connect peers and decision makers, and establish Oregon as a global hub for innovation. TAO is composed of nearly 500 local and global companies working across the entire technology ecosystem, with the vast majority of those companies located in the Portland Metro Region.

Tech sector workers in Oregon earn an average of $161,000 per year, and the region's advanced manufacturing and semiconductor industries are a significant reason why that number is so high. Advanced manufacturing–especially in the semiconductor industry–creates higher paying family-wage jobs leading to opportunities to a more equitable region. To be sure, the 2018 Metro Urban Growth Report (UGR) states: "Manufacturing plays an outsized role in our economy." Expanding and attracting traded-sector businesses are an important aspect of creating middle income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenues for schools, parks, and public services.

There is strong demand for new industrial land and space in Washington County and Sherwood as exhibited by the extremely low industrial vacancy rates. The Metro region's current industrial vacancy rate is 3.3 percent. Southwest I-5 industrial submarket (including Sherwood) has extremely low vacancy rates – 2.5% in the Sherwood area. As a result, over half of the region's new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. This impacts state and local tax revenues in Oregon

The Oregon Legislature and Governor's Office are working to strengthen Oregon's position as a global hub for semiconductor R&D and manufacturing, and in the next couple of years, the Portland Metro is

815 NE SCHUYLER, #12544, PORTLAND, OR 97212 TEL 503-210-9789 WEB WWW.TECHOREGON.ORG

competing with regions around the U.S. for once-in-a-generation federal and private funding for expanding U.S.-based semiconductor production. Additionally, efforts are just now getting underway at the State level to enable Oregon to compete for nearly $60B in federal funding focused on climate tech manufacturing through the Inflation Reduction Act (IRA). Oregon and the Portland Metro Region have much to gain or lose, depending upon how quickly our public officials can demonstrate that Oregon has what it takes to attract these investments. By way of example, Oregon currently has nearly twice as many semiconductor R&D workers as the next ten U.S. states with large concentrations combined. Those ten other states and more will be looking to leverage CHIPS Act funding to attract investments and talent away from Oregon.

One of the biggest challenges facing the Portland Metro Region is a lack of development-ready industrial land. In 2017, the Metro region had 47 industrial sites with more than 25 acres. Today that inventory has fallen by 40% to only 28 sites. In 2022, the Metro region had only two development ready sites totalling 82 acres. The need exists now for two 500+ acre sites, four 50–100 acre sites and nine 15-25 acres for manufacturing companies, and that does not include potential semiconductor and climate tech manufacturing investment in the area related to the CHIPS Act or the Inflation Reduction Act, respectively.

Sherwood is centrally located between the existing tech clusters in Wilsonville and the Sunset Corridor, which makes it attractive to developers. The expansion proposed by the City of Sherwood accounts for the fact that the Mixed Employment area is conducive for both large-scale industrial development geared toward larger companies and for smaller-scale development and smaller companies, recognizing this region's vibrant startup and small business ecosystem and providing those companies with options to grow into new spaces without having to leave the region or the state. Importantly, the plan proposes 340 net acres of new residential land with zoning that will result in a variety of housing types, sizes, and price points, recognizing that the region also faces a severe shortage of affordable housing (including affordable workforce housing).

For the reasons above, we strongly encourage the Metro Council to vote in favor of the City of Sherwood's proposed expansion to the Sherwood West UGB. Thank you for your consideration.

Sincerely,

Skip Newberry
President & CEO
Technology Association of Oregon

SIOR® SOCIETY OF INDUSTRIAL AND OFFICE REALTORS®

The Oregon/SW Washington Chapter of the Society of Industrial and Office Realtors (SIOR) is proud to write a letter in support of the Application To Metro for the Urban Growth Boundary expansion for the Sherwood West Area which includes an additional 250 acres for a new industrial area.

Sherwood offers many strategic advantages for business investment and economic development.

1. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest.
2. 2.Rated the 2nd safest city in Oregon,
3. Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit.
4. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport.
5. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing.
6. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

Not only does SIOR support this application, but I strongly encourage it as a 23-year Sherwood resident. I believe it would be foolish not to have this expansion which is just part of the City of Sherwoods overall growth. With the already huge growth of this City, we need this land to keep up with the bursting need for Industrial space. The current vacancy rate in the SW Portland market is 3.7 % and Sherwood is 1.6% We need this industrial expansion to happen sooner than later.

From our entire SIOR chapter we say, "Yes", Application to Metro for the Urban Growth Boundary expansion for the Sherwood West Area.

Scott D. Finney
Norris-Stevens Inc. Vice President of Industrial Properties
2024 SIOR President

Oregon Manufacturing Extension Partnership
7650 S.W. Beveland St.
Suite 170
Portland, OR 97223
503.406.3770 T
503.406.3779 F
www.omep.org

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

As President of the Oregon Manufacturing Extension Partnership (OMEP), I am writing to express my full support for the Sherwood West Urban Growth Boundary (UGB) Expansion proposal. Through my involvement with OMEP, I have gained a deep understanding of the critical importance of this expansion, particularly for the manufacturing sector in our region.

The manufacturing industry plays a pivotal role in driving economic growth, fostering innovation, and providing employment opportunities. However, in order to thrive and remain competitive, manufacturers require adequate infrastructure, including suitable land for expansion and development.

The proposed Sherwood West UGB Expansion offers a significant opportunity to address the growing needs of the manufacturing sector. By designating additional land for industrial use, this expansion would enable existing manufacturing businesses to expand their operations, attract new investment, and create jobs within our community.

Furthermore, the expansion aligns with the long-term economic development goals of our region. It provides a strategic framework for accommodating future growth while preserving valuable agricultural and natural resources. This balanced approach to land use planning is essential for ensuring sustainable development and enhancing the overall quality of life for residents.

Moreover, the Sherwood West UGB Expansion has the potential to foster collaboration and partnership between local government, businesses, and community stakeholders. By working together, we can leverage our collective resources and expertise, including the valuable support and resources provided by OMEP, to maximize the benefits of this expansion for all stakeholders involved.

In conclusion, I urge you to support the Sherwood West UGB Expansion proposal and recognize its importance to the manufacturing sector and the broader community. By doing so, we can lay the foundation for continued economic prosperity and vitality in our region.

Thank you for considering my perspective on this matter. Should you require any further information or assistance, please do not hesitate to contact me.

Sincerely,

Mike

Mike Vanier
President

P: 503-406-3774 | M: 503-686-8993
***.omep.org
mvanier@omep.org

Grella Partnership Strategies
298 Buckhead Ave NE, Suite 2006, Atlanta, GA 30305
******.grellapartners.com***

March 13, 2024

Marissa Madrigal
Chief Operating Officer
METRO
600 NE Grand Avenue
Portland, OR 97232

Ms. Madrigal:

I am writing this letter in support of the City of Sherwood's formal proposal for Sherwood West to be brought into the Urban Growth Boundary. I understand that they will be completing the application going through a thoughtful process to add 1,291 gross acres of land to meet not only employment land opportunities but also housing for future residents.

I personally have worked for the State of Oregon's Business Development Department for over 27 years and am currently a Technical Advisor for Grella Partnership Strategies focusing on site selection and industrial development. As the Senior Business Recruitment Officer, my last four years with the Oregon Business Development Department were difficult at best due to the shortage of industrial parcels in the Portland Region. It forced me to encourage companies to look outside of the Portland Region at alternative options knowing that they would prefer to be within the MSA of the Region. I am not exaggerating when I say that we lost multiple projects due to the constraints of available industrial land.

Which is why I am so pleased to see the City of Sherwood take a proactive approach in working with Metro to find solutions to allow appropriate growth for the community, which will benefit the entire region.

There is need and there is demand that just can't be met. The few projects I'm working on with Grella are not considering the Portland region at this time, due to lack of availability of land as well as affordable housing. As an economic development professional with many decades of experience, there are so many factors required before a company invests and the key factors are transportation, housing and ready to build industrial land.

I agree with many that we need a couple of large sites as well as many 50-to-100-acre sites not only in the Portland region but all over the State. There are some great opportunities looking at Oregon due to the hard work of the Semiconductor Task Force, the work that Greater Portland Inc. is doing around key industry data and marketing and then the higher education system which is making great strides in building a stronger and competent workforce. Resources are flowing into these focuses and I'm excited to see the results of all this work.

I really respect the City of Sherwood for taking the initiative to work through the process and hope that you and your team will support their efforts. I've been enjoying my role on your Urban Growth Report Roundtable group and have learned so much and respect your organization and your responsibilities for all who work and reside in the Metro region.

I'm available to answer any questions you may have. Thank you for your time and consideration of this letter of support.

Warm regards,

Jill

Jill A. Miles, CEcD
Grella Partnership Strategies
541-805-8872
jmiles@grellapartners.com

cc: Eric Rutledge
Community Development Director
City of Sherwood
22560 Pine Street
Sherwood, OR 97140

March 14, 2024

Marissa Madrigal
Chief Operating officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Sherwood West UGB Expansion Letter of Support

Hines

Dear Marissa,

On behalf of Hines, I am pleased to present the below Letter of Support regarding the Sherwood West Urban Growth Boundary (UGB) Expansion Plan.

As background on our firm, Hines is a privately owned global real estate investment company founded in 1957 with a presence in 395 cities in 30 countries. Hines manages approximately $96B in high-performing assets across residential, logistics, retail, office, and mixed-use strategies. The firm has 209 developments in design and under construction around the world. Historically, Hines has developed, redeveloped, or acquired 1,610 properties, totaling over 537 million square feet. With extensive experience in investments across the risk spectrum and all property types, and a pioneering commitment to sustainability, Hines is excited to partner with Sherwood on its vision. Hines opened an office in Oregon in fall of 2021 and we are pursuing acquisition and development strategies locally in all asset classes.

The pressing need for this UGB expansion is evident in the critical shortage of large developable industrial sites and available land for new housing projects. It is our understand that Sherwood is the only city within the Metro boundary that is requesting a UGB expansion for both product types.

Currently, the lack of suitable industrial sites within the Metro boundary is a significant barrier to attracting major manufacturing investments, adversely affecting the region's competitiveness and potential for job growth. Sherwood's proposal addresses this urgent need by providing additional large, industrial development sites, which is essential for growing the region's economy. According to CBRE, Clark County has historically contained approximately 12% of the region’s industrial supply, but in the past year Clark County has delivered 52% of the region’s new product and is currently under construction on over 50% of the region’s future product. Metro will continue to lose opportunities to Clark County if more large-scale industrial sites are not made available. Continuing to grow the industrial supply in the region will not only grow its economy but will also add more high paying jobs which will further stimulate the metro.

To facilitate this growth mentioned above, it is crucial to grow the local housing supply alongside these new jobs. Not growing housing in parallel with new employment has led to the housing crisis our region currently faces. To increase the supply of housing, it is imperative to have a pipeline of nearby land available to develop. In the past, scarcity of residential land has exacerbated the housing problem in the region. The limited availability of residential land has driven up housing prices and made homeownership increasingly unattainable for many residents. This crisis disproportionately affects vulnerable populations, intensifying homelessness, and housing insecurity. Sherwood's expansion proposal offers a solution by allocating 340 acres of

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new residential land and incorporating innovative zoning types to facilitate the development of housing at a variety of pricing points. This mixed housing solution will help address the critical need for many.

In conclusion, we are excited to support Sherwood's application for UGB expansion, recognizing its potential to alleviate the shortage of developable industrial land, provide much-needed housing opportunities, and contribute to the region's economic prosperity.

Very truly yours,

Charlie Kuntz
Managing Director

cc: Dusty Harris, Senior Managing Director, Hines
Eric Rutledge, Community Development Director, City of Sherwood

HOFFMAN CONSTRUCTION COMPANY
OF AMERICA

March 6, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

cc:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

Re: Letter of support for Sherwood West/Urban Growth Boundary expansion

Dear Ms. Madrigal,

I am writing to express my sincerest support for the City of Sherwood's Sherwood West development project proposal, and by extension the Urban Growth Boundary expansion for both industrial and residential land.

Manufacturing plays a significant role in Oregon's economy, and the need for semiconductor manufacturing, in particular, is critical around the world. Hoffman is intimately familiar with the necessity to create more manufacturing opportunities, and we're also familiar with the lack of available sites to do so. In the last seven years industrial sites have decreased by 40% in the Portland metropolitan area. Over half of our region's new industrial construction is occurring in Washington state, which has a negative impact on Oregon's tax revenues. The lack of available industrial space in the Portland area is also causing manufacturing companies to move further out, from Tacoma to Cottage Grove, which is increasing both sprawl and greenhouse gas emissions – while simultaneously taking jobs out of the Metro boundary.

Increasing manufacturing opportunities in the Greater Portland area would create thousands of new jobs. And not just any jobs. Manufacturing jobs create middle income jobs that can be obtained without a college degree. These jobs also provide an opportunity to begin a career, to learn a skilled trade, and have rife opportunities for advancement. As an income tax dependent state, having higher paying jobs supports everyone and brings much needed revenue to our schools, parks, and other public facilities and services.

The Sherwood West project complements other projects Hoffman Construction is currently building or hopes to build in the near future. We are nearing completion of the Willamette Valley

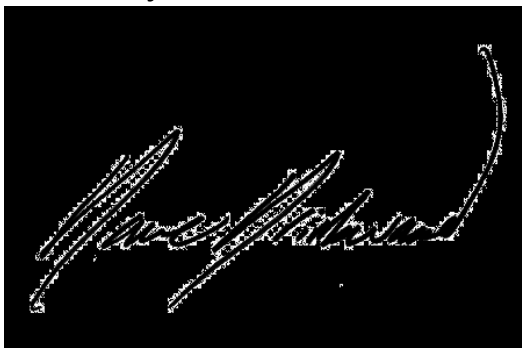
805 SW Broadway, Suite 2100, Portland, OR 97205 503.221.8811 fax: 503.221.8934
an Equal Opportunity Employer hoffmancorp.com license #3783

HOFFMAN CONSTRUCTION COMPANY
OF AMERICA

Water Supply water reservoir project. The Tualatin Valley Water District, City of Hillsboro, and the City of Beaverton formed the Willamette Valley Water Supply System Commission due to accelerated growth in Washington County. To ensure there's enough water for the second most highly populated county in Oregon, Willamette River water will be treated at and pumped to a water treatment plant and stored at one of the most seismically-resilient water systems in the state. This $1.6 billion investment should be completed by 2026, and the increased water capacity will support this proposed growth in Sherwood.

Like Metro, Hoffman works with communities, businesses, and residents in the Portland metropolitan area to plan wisely for the future while protecting what we all love about living here. We genuinely feel that Sherwood West supports a shared vision between numerous agencies, community members, and stakeholders. This project is a fortuitous opportunity to increase manufacturing facilities, create new jobs, bring in new tax revenue, add necessary housing, and co-locate several community resources to better support the future growth of Sherwood – and the Greater Portland region. I am very enthusiastic about this project and it has my full support.

Sincerely,



Dan Drinkward
Vice President
Hoffman Construction Company

805 SW Broadway, Suite 2100, Portland, OR 97205 503.221.8811 fax: 503.221.8934
an Equal Opportunity Employer hoffmancorp.com license #3783

March 25th, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa:

I hope this letter finds you well. I am writing you today to express Mortenson's support for the City of Sherwood's request to expand the Urban Growth Boundary. As a developer, design-builder and general contractor – Mortenson fully backs any municipality's request for expansion so long as the plan is written and carried out in a responsible manner. After meeting with the economic development team at the City of Sherwood and reviewing the adopted Sherwood West Concept Plan in detail, it is our belief that the proposed UGB expansion is a meticulously thought out and honest approach to development which will bring tremendous opportunity for businesses and the local community. Expanding the urban growth boundary will provide the required space we need to continue growing in a sustainable and responsible manner. The City of Sherwood's proposed plan allows for a variety of housing opportunities, hospitality projects, developed parks and greenways, and most notably the required land for continued economic development in the corporate enterprise sector. All these opportunities present the most valuable asset of expansion – more jobs for our community members.

The Portland Metro area has seen far too many missed opportunities with large manufacturing expansion projects, being passed up for more incentive-friendly locations such as Arizona and Ohio. While SB4 was a step in the right direction, we still lack the readily available land for large industrial projects. In 2017, our Metro region had 47 industrial sites with more than 25 acres. Today that inventory has fallen by 40% to only 28 sites. In 2022, the Metro region had only two development ready sites totaling 82 acres. Greater Portland Inc. (GPI) reported that in 2023, they had lost or closed projects constituting 9,700 new jobs and $9.5 billion in capital investment for region. 40% of these projects were the direct result of a lack of land inventory.

While we understand that expanding the Urban Growth Boundary is a complex issue that requires careful consideration, Mortenson believes that the City of Sherwood's thoughtful planning with community input will allow for an expansion that benefits our metropolitan area and its residents. We fully support the UGB expansion request and will prioritize being a part of the extensive economic development it will bring in our region. Your consideration is greatly appreciated, I look forward to seeing our community continue to grow and prosper.

Respectfully,

Mike Clifford
Vice President, General Manager
Mortenson

Cc: Eric Rutledge, City of Sherwood

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OR 188876 | WA CCJEDUNCC999BC | AK 34908 | HI CT 30228 | CA 748745
www.jedunn.com

March 26, 2024

Ms. Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

RE: Support of the City of Sherwood's Sherwood West UGB Expansion

Dear Ms. Madrigal:

I am writing to you today in support of the City of Sherwood's application to expand their urban growth boundary (UGB). As a board member of Greater Portland Inc (GPI), I have had the opportunity to understand more about the needs of companies as they evaluate our greater Portland region for suitability. As the immediate past co-chair of SEMI's Pacific Northwest Chapter, I also have heard from the semiconductor sector of the challenges affecting their operational requirements.

Our greater Portland region is losing out on many potential new employers as well as the ability for existing companies within our metro area to expand due to a lack of industrial land supply. While I recognize that industrial lands do exist, the size of the parcels and/or locations of them are currently too small to accommodate the space these companies need, especially when it comes to our advanced manufacturers. GPI reported that, of the projects this region lost in 2023, approximately 40% were directly because of a lack of the kind of land availability the prospective employers were looking for. In fact, our region struggles to even be on the shortlist for advanced manufacturing companies because site selectors want multiple larger sites within our region to evaluate for these high wage bearing firms.

With better land availability of large parcels, we increase our chances of attracting employers who are interested in placing their operations in our metro region. The job creation will additionally mean an increased need for more residences. The City of Sherwood's proposed Sherwood West expansion provides an ideal place for many advanced manufacturers, many of whom serve Intel and are now required to have their facilities within 35 miles of the Intel campus.

By granting the expansion, you can directly assist continued growth and our ability to thrive and compete for employers that provide high economic viability to our region. Thank you for your kind consideration of the City of Sherwood's UGB expansion proposal.

Sincerely,

Amy Winterowd
Vice President
JE Dunn Construction

cc: Eric Rutledge, City of Sherwood Community Development Director

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Tualatin, OR 97062
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F: 503.926.9391
perlo.biz

perlo CONSTRUCTION

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa and the Metro Council,

We are writing to express our support for the proposed Sherwood West UGB Expansion and to convey the commitment of Perlo, a local construction company with over 50 years of dedicated service, to our community.

Perlo's roots run deep in both the Portland-Metro and Tualatin-Sherwood areas, and we take immense pride in contributing to their growth and prosperity. Through our extensive experience, we have gained a unique understanding of the City of Sherwood. We are confident that they can accommodate the expansion of businesses and homes, leveraging existing and pre-planned expansions of city utilities and land. Sherwood is well-prepared for growth, and this measure aligns with our vision for responsible and sustainable development.

Furthermore, the economic benefits of incorporating Sherwood West are significant. With nationwide demand for domestically manufactured semiconductor chips and a growing interest in domestic manufacturing in general, the city has a unique opportunity to thrive. Unfortunately, we have observed that our area has been overlooked due to the absence of adequate facilities. Greater Portland Inc. (GPI) reported that in 2023, they had lost or closed projects constituting 9,700 new jobs and $9.5 billion in capital investment for the region. 40% of these projects were the direct result of a lack of land inventory. Of the current industrial spaces, vacancy rates are extremely low in Washington County and Sherwood. The area is clearly in demand and being used.

While there are some developments in progress in the Southwest I-5 Corridor, we estimate it will total only about 600,000 SF in the next year– at best that will sustain businesses until 2027. However, smaller spaces of around 50,000 SF are scarce, making it harder for smaller companies to utilize the area. This demand will, inevitably and quickly, use all viable sites for new industrial parks – some estimate Sherwood will run out in as little as five years. The measure, if passed, would release land to create these much-needed facilities, attracting investments and fostering economic growth.

We support the expansion of the UGB and urge you to consider the long-term benefits it can bring to the community. We believe that this measure will not only meet the needs of the current residents and businesses, but also position Sherwood and the surrounding Metro area as leaders in sustainable, responsible, and prosperous development.

Thank you for your time and consideration.

Sincerely,

Chris P. McLaughlin

Chris McLaughlin
Vice President | Partner
503.789.4052 | cmclaughlin@perlo.biz

Trammell Crow Company

1300 SW 5th Ave.
Suite 3350
Portland, OR 97201

February 26, 2024

Metro Council
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

To Whom It May Concern:

Trammell Crow Company is a commercial real estate developer that has been investing in the Portland metro area since 1978. Our projects include retail (e.g., Cascade Station at PDX), office (e.g., Nimbus Corporate Center and Lincoln Center near Washington Square) multifamily (e.g., Mercato Grove in Lake Oswego) and industrial (e.g., T-S Corporate Center in Sherwood). We are the region's largest industrial developer having completed 94 projects totaling 24.4 million square feet worth over $2.1 billion [at the time of delivery].

TCC understands the economic importance of technology and advanced manufacturing to the Metro region generally and the to the westside specifically. Traded-sector workers in the Metro region earn 41% more than other workers. Advanced manufacturing creates higher paying family-wage jobs leading to opportunities to a more equitable region. TS-Corporate Park in Sherwood offers a good example of the demand for modern space by local, traded-sector and advanced manufacturing companies. The Park leased up immediately (while under construction) to many nearby companies, such as Lam Research, NSI, and DW Fritz. It is now home to 250± high quality jobs.

The 2018 Metro Urban Growth Report (UGR) states: "Manufacturing plays an outsized role in our economy." Expanding and attracting traded-sector businesses are an important aspect of creating middle income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenues for schools, parks, and public services. The Metro region's current industrial vacancy rate is 3.3%. Southwest I-5 industrial submarket (including Sherwood) has extremely low vacancy rates of 2.5% in the Sherwood area.

TCC supports Sherwood's request to provide employment and housing opportunities by expanding the UGB to include the Sherwood West land.

Sincerely,

Steve Sieber
Principal

CC: Eric Rutledge, Community Development Director, City of Sherwood

March 7th 2024
Metro Council
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland OR 97232

To whom it may concern:

My name is Stu Peterson. I am a partner at Macadam Forbes, one of Portland's Largest industrial real estate brokers. I have been in this position for 42 years. During that period of time, I have spent the bulk of it in Westside Industrial and Office Brokerage. I have been involved in transactions involving all that region's largest employers. Short list would include Nike, Intel, Lam Research, Reser's Fine Foods, Mentor Graphics, Collins Aerospace, Microsoft, and Apple computer to name just a few. In addition to that I have sold land to land to nearly all the area's Industrial developers including Specht Development, Trammell Crow, Schnitzer Investment, Pannatoni Development, Pac Trust, and Pacific NW properties. In addition, I have been an investor in some developments on an individual basis. I believe this background makes me very qualified to understand the market dynamics of supply and demand and the economics associated therewith.

In all of this time I have never seen the supply of Industrial/Employment land so constrained. There is virtually no fully served industrial land of any scale available for development in the area spanning from Wilsonville to Hillsboro. I have seen examples of companies who the City of Sherwood has bucked this trend by servicing industrial sites, and providing a business friendly attitude for business. Over the last several years they have provided space for a plethora of traded sector manufacturing companies. Nuance Systems, DW Fritz Automation, Lam Research and Olympus Controls have all settled in Sherwood, principally due to this city having space available.

Counting all the developments that are scheduled to be completed in the next two years in the entire I-5 corridor may amount to a two-to-three-year supply of space. After that the future is murky at best. Currently there is not a ready to build parcel of even 10 acres available in the entire industrial market south of 217 and I-5. I have never seen the likes of this type of scarcity. The city of Sherwood's planned expansion is sorely needed and cannot come soon enough. Many of the region's best companies and heaviest employers will desperately need it. Myself and my firm strongly support Sherwood's planned expansion.



Stu Peterson
Partner
Macadam Forbes
stu@macadamforbes.com

Joshua Goudy
Associate Vice President | Portland
Industrial Properties

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Suite 1200
Portland, OR 97204

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Direct: +1 503 542 5891
colliers.com

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

I am writing to express my unwavering support for the Sherwood West Concept Plan, a transformative initiative that promises to address critical economic and housing challenges facing our region. As a concerned citizen deeply invested in the well-being and prosperity of our community, I firmly believe that approving the Sherwood West Concept Plan will be a watershed moment for our collective future.

The Sherwood West Concept Plan presents a unique opportunity to bolster economic development and drive job growth in our region. Recognizing the pivotal role of technology and advanced manufacturing in the Metro and Westside economy, the plan strategically emphasizes the expansion and attraction of traded-sector businesses. With traded-sector workers in the Metro region earning 41% more than other workers, the creation of higher-paying family-wage jobs through advanced manufacturing initiatives will contribute to a more equitable and thriving community.

The pressing need for industrial and employment land is evident, with strong demand reflected in extremely low industrial vacancy rates. As the Southwest I-5 industrial submarket, including Sherwood, experiences vacancy rates as low as 2.5%, the urgency to develop additional industrial space becomes increasingly apparent. Moreover, the scarcity of larger sites suitable for advanced manufacturing poses a significant challenge to our region's competitiveness, resulting in missed opportunities for job growth and investment.

Sherwood's proactive approach to economic development, exemplified by collaborative efforts with major industrial development partners, underscores its commitment to fostering a vibrant business environment. By submitting the Sherwood West UGB application to Metro, the city demonstrates foresight and strategic planning, anticipating future industrial land needs and positioning itself as a catalyst for economic prosperity.

In conclusion, the Sherwood West Concept Plan represents a visionary approach to addressing the intertwined challenges of economic development and housing affordability. I urge you to wholeheartedly

Joshua Goudy
Associate Vice President | Portland
Industrial Properties

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Portland, OR 97204

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colliers.com

support Sherwood's application and collaborate with stakeholders to realize this bold vision for our community and region.

Thank you for your attention to this matter, and I look forward to witnessing the positive impact of the Sherwood West Concept Plan on our shared future.

Kind Regards,



Joshua Goudy
Colliers International

HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

February 23rd, 2024

To: Sherwood City Council
Re: Support for Sherwood West Expansion Application

Dear Mayor Rosener and City Councilors,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

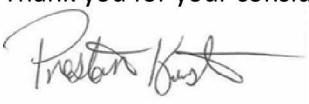
We are writing to express our strong support the proposal to expand the City of Sherwood's Urban Growth Boundary for future urban planning and development. Doing so will empower Sherwood and our region to reach its housing production target goals and create needed economic development opportunities that will continue to make Washington County a thriving place to live, work, and play.

For almost two years, I have had the pleasure of sitting on the Sherwood West Technical Advisory Committees which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. We applaud the delivered outcome and encourage Council to move forward with a UGB Expansion to Metro that encompasses the entirety of the 1,291 acres of Urban Reserve land.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in related industries view this request as a great example of a planning process that will bear fruit for generations. We hope that Council and Metro recognize the unique benefits that will materialize if this expansion request is approved and the area is developed. It will feature a complete-community design with many high-paying jobs, diverse housing options, parks and trails, and multimodal transportation options.

Oregon is staring down a housing deficit of 140,000+ units, and will need 443,000 new homes built over the next 20 years. This means we must not only prioritize the development of new housing now, but also plan to encourage and manage growth for the future as well. Approval of this expansion request will support that enormous effort. For affordability and the overall supply of housing, this Sherwood West proposal is an undeniably smart plan that deserves the community's support and your vote.

Thank you for your consideration,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

VentureProperties
INCORPORATED

Creating
Tomorrow's
Communities
Today

Febrluary 1, 2024

Honorable Mayor Rosener and Sherwood City Council
c/o planning@sherwoodoregon.gov

Re: Sherwood West UGB Expansion Request to Metro

Mayor Rosener and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the community and City staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary (UGB) expansion for all or a portion of Sherwood West. It was 2017 and Metro's next 6-year review was coming up the following year. However, we accepted that the timing was not yet right for many citizens and community leaders. City Council decided to postpone the decision until Sherwood residents could better understand and express their collective vision for Sherwood West.

Much study and discussion has taken place since, culminating in the completion of the Sherwood West Re-Look project last year and Council's early December letter of interest submittal to Metro. Being a part of the housing industry in Sherwood, we participated in these efforts by attending meetings, submitting testimony, and staying connected with Planning staff and the advisory committees. My companies are fully in step with both Council and Metro in their commitments to assuring the long-term availability of residential development land, both in Sherwood and throughout the metro area, thus assuring a variety of housing types and affordabilities into the future.

My staff and I wholeheartedly endorse Sherwood submitting a formal ask to Metro to expand the City's UGB and encourage Council to follow through with this action.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

4230 Galewood Street, Suite 100 • Lake Oswego, Oregon 97035 • 503.387-7600 • fax 503.387-7617

SHERWOOD WEST CONCEPT PLAN

Attachment F3

Property Owner and Public Letters of Support



Fellow Sherwoodians,

My name is Peter Foster and I can speak for our group of residents on both SW Kruger and Chapman road along the hospitality team at Prodigal Sons in Sherwood's 'West Heights' area. We support the application by the Sherwood City Council to Metro West in the effort to bring all of Sherwood West into the City's boundary.

As hospitality executives, business owners and landowners we practice forward conservationism while also sustaining economic growth through forward planning. We protect wild lands and keep communities ahead of disinvestment, loss of identity and urban sprawl. In our opinion, if land needs to be brought in, it gets brought in. What matters is a comprehensive plan that protects from urban sprawl, provides opportunity, and preserves open space.

We support the City of Sherwood's full application to Metro West for the entire Concept Plan of Sherwood West. This way the City maintains narrative control and avoids future challenges by county and state for incomplete design. With a partial ask the master plan breaks apart into pieces. Sherwood would potentially lose it's hard fought advantage with the well laid out 'concept plan.' Next the 'comprehensive plan' can change, but a full application keeps Sherwood in the driver's seat by approvals made ahead of future regulations from the state and keeps economic interest resolute.

We have the tools for success now in 2024. Once Q2 passes we have to wait another 4 years to address economic downturns that may happen during that time. The strong economic interest in Sherwood helps us compete as a city, which is a concept most folks do not understand. Annexation takes years and those who wish not to be annexed are not, plus 650+\- acres of the 1200+\- acres can actually be developed anyway. That is half the map. Meanwhile we all stay in the driver's seat.

We love Sherwood for what it is becoming, not what it was 50 years ago, and this comes from new blood, new businesses and the next generation I meet with on a regular basis. Oregon progressed in the past 50 years when conventional farming poisoned rivers and lakes and progressed since 100 years ago when timber and wheat was Oregon's main economy. Land stewardship is moving away from singular Monsanto crops and diversified farms are on the come up. Communities need hyper local food sources and Sherwood could be a model for that while division over water rights between conventional farmers and environmentalists remain ongoing. There's no benefit from digging in our heels. We have everything to gain from smart growth.

March 24, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc: Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

Re: Sherwood West UGB Expansion

Dear Ms. Madrigal,

I am writing this letter to support the inclusion of the 1,291 acres of Sherwood West as part of the expanded UGB to allow for future population growth and employment opportunities. There are several reasons why I believe this would be a good decision not only for the city of Sherwood but also for Metro.

First, I agree that there is a shortage of affordable housing. The Sherwood West Plan will provide a minimum of 3,117 new residential homes. The plan also proposes innovative zoning types which will provide opportunities for first time home buyers and those wanting to downsize. With Ridges Elementary and Sherwood High Schools within walking distance, this is a prime location for additional housing.

Second, I understand the 2018 Metro Urban Growth Report indicated that it is important to have development ready sites where businesses can locate. In 2022, the Metro region had only two development ready sites totaling 82 acres. Over half of the region's new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. There is a strong demand for new industrial land in Washington County.

Finally, the Sherwood West Concept Plan will be a comprehensive area where residents will have the opportunity to live, work and recreate within their community.

Thank you for your positive consideration and accepting the City of Sherwood's request for expansion into the UGB.

Sincerely,

Gwen A. Werger

Gwen Werger

JOHN A. RANKIN, LLC.
Attorney/Consultant
5 Centerpointe Drive Suite 400
Lake Oswego, Oregon 97035

Mailing Address:
42194 Calle Corriente
Murrieta, California 92562
Direct/Text 503-329-9292
Fax (951-677-8480)
email: john@johnrankin.com

April 1, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Re: Letter of Support For Metro Council's 2024 UGB Decision
For the Inclusion of the Sherwood West Concept Plan (Map Attached)

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting your December 2024 final decision approving the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291 acres into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, this final Sherwood West Concept Plan is a project all involved should be very proud of, because it protects the natural resources of Sherwood West, allows for meaningful and very livable and diverse built environments, and provides for a jobs/housing balance that will help ensure that the Sherwood West vision is sustainable into the future, to name only a few of its balanced benefits.

We sincerely believe the best way to make certain a great plan like Sherwood West truly succeeds is to make certain the Plan is properly implemented.

As we have learned from past UGB expansions around the Metro UGB, three of the most important implementation factors after your careful planning and analysis and adoption of the Sherwood West Concept Plan, are:

1. Approval by Metro Council for a UGB expansion that includes the entire Sherwood West Concept Plan because:

    a. Only then will truly comprehensive implementation of the Plan be possible and overall success enhanced. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro and the Eastside;

    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and

    c. The City can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

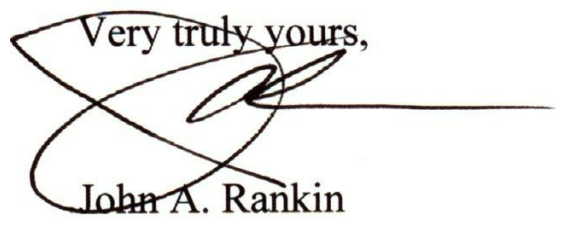
2. Building in enough flexibility to be able to adapt the Concept Plan quickly and efficiently in response to valuable and viable trends within and without the Sherwood Community, and

3. Creating a Sherwood West Final Infrastructure Strategy where phasing of infrastructure is an integral part and foundational to final decisions on the phasing of development and enhancement of the built and natural resources environments, again with just enough flexibility to be able to take advantage of new and interesting development or enhancement opportunities as they arise during the implementation process.

Finally, we are pleased to confirm that because of Sherwood's great work on the Sherwood West Concept Plan, significant interest in Sherwood West from quality members of the development community, both locally and nationally, is being generated and particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a bona fide offer being received from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years building and developing award winning projects.

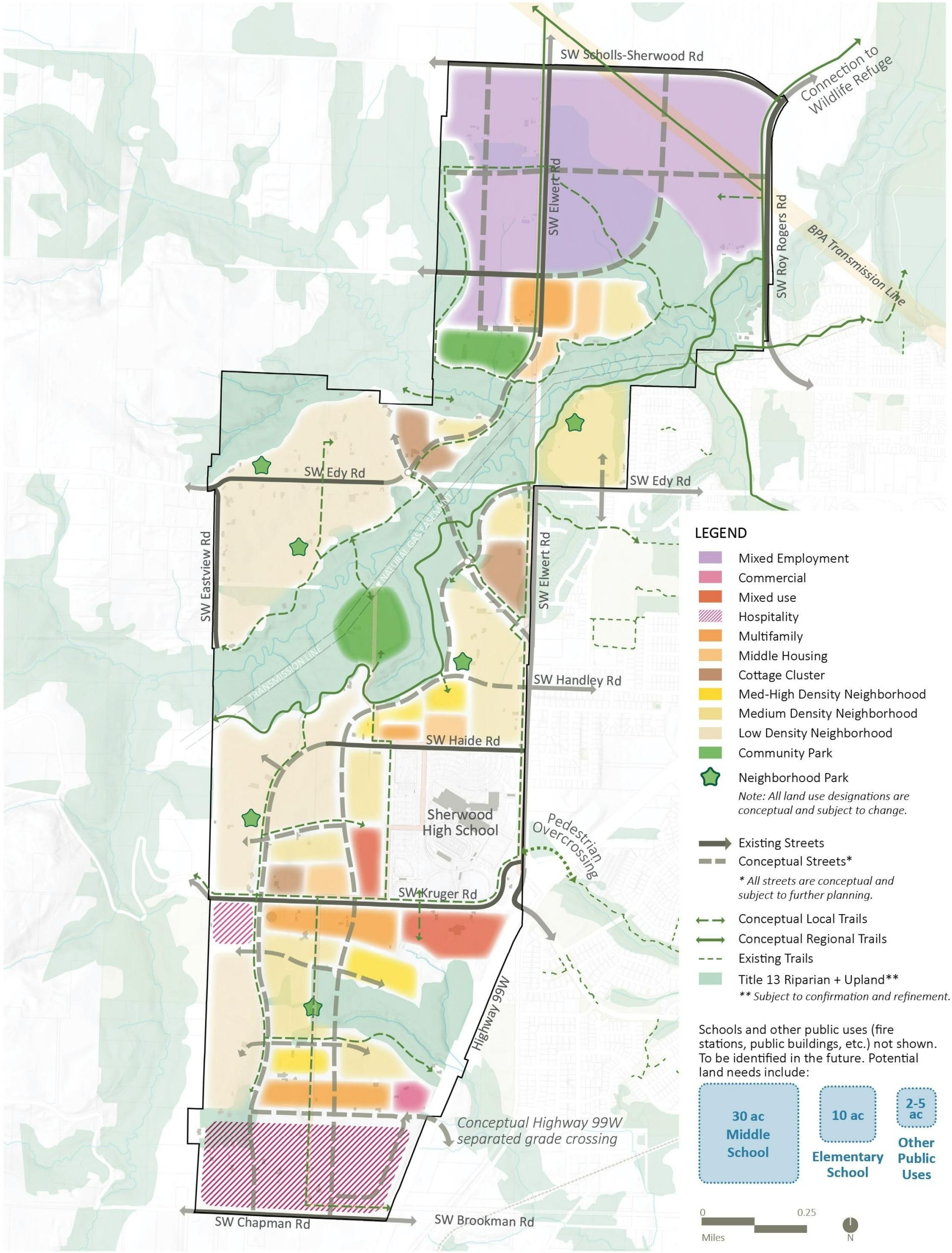
Thank you for the opportunity to present this letter of support and we all who live and/or work in the Sherwood Area look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City to create and implement a livable and comprehensive planned Sherwood West as a great addition to the City and the Sherwood Community as well as to Metro.

A profound thanks too to you and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.



JAR/bhs
Enc: Sherwood West Map
Pc: Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140
Via email: rutledgee@sherwoodoregon.gov
Clients and Former Clients

Figure 8. Composite Concept Plan Map



March 28,2024

Marisa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC: Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

RE: UGB Proposal

Dear Marisa,

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within Sherwood West which they have owned for nearly 40 years.

The vison for our family's property was to be included in the Urban Growth Boundary and be professionally developed into a thriving part of the Sherwood Community, including Commercial, Residential, and open space. New infrastructure would enhance the traffic flows and finish out this beautiful property

I feel that the extension of the UGB, including our property would only make sense for Sherwood and Metro as it adds many acres of development ready land for future growth. It would generate the economic base to support the services Sherwood would incur with the growth

Thank you for the consideration in making the decision to expand the UGB to include the proposed area of 1291 acres.

Best Regards,

Lou Ann Nance

From: Hella Betts
To: Planning Mailbox
Subject: FW: Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR
Date: Friday, January 26, 2024 11:10:19 AM

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

From: Hella Betts
Sent: Friday, January 26, 2024 11:08 AM
To: 2040@oregonmetro.gov
Subject: Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
19945 SW Kruger Rd.
Sherwood, OR 97140

From: Suzie Rood <gardendiva503@yahoo.com>
Sent: Thursday, February 1, 2024 9:48 AM
To: Planning Mailbox
Subject: Metro UGB Expansion Request 2024

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

Metro UGB Expansion Request

I am a property owner with 2 other siblings of just short of 8 acres in the Sherwood West Area off Kruger Rd:
19525 SW Kruger Rd.
We are outside of the UGB directly behind Sherwood High School.
From the beginning when the HS was completed, I found it odd that there was so much resistance as to not bring additional land into the UGB.
The time has come and I fully support the future of Sherwood and its Concept Plan.
It's obvious, it's practical and it's needed!

Thank you for your consideration,
Suzanne M Rood

Marissa Madrigal
Chief Operating Officer
Metro
600 N.E. Grand Ave.
Portland, OR 97232

Dear Ms. Madrigal,

We am writing on behalf of the Robert A. Sabbe Trust to express our desire to have the Sherwood West Expansion land brought into the UGB this year.

As a little history, our parents Bob and Eleanore Sabbe bought the "Lister" farm in 1967 and moved with their 6 children from S.E. Portland to Sherwood. In those days the 99W and Tualatin-Sherwood Road intersection consisted of a single flashing red light and was called 6 Corners. Over the years our parents watched this tiny hamlet grow to a sophisticated city that they loved.

Though none of us children call Sherwood home today, we have many fond memories of growing up there. We want to see the land our parents cherished put to good use.

There is a need in the region for larger, flat development sites and our land fits the bill. This is a golden opportunity for Sherwood to combine it's goal of affordable housing with increased employment options.

Our Trust owns 32 acres of land that is adjacent to the Schlicting Trust of ~38 acres. Both properties border Roy Rogers Road and are perfect when combined together or separately for employment use.

The land is well suited for a sizeable industrial,office, or technology space.

The Sherwood City Council has spent many hours in thoughtful discussion on how to best utilize the Sherwood West acreage to enhance the livability of the community. They will do a great job at utilizing the land in ways that also enhance Washington County.

Thanks you for your time.

Nancy Perkins and Kevin Sabbe.
Trustees of the Robert A. Sabbe Trust.
16263 SW 129th Ter.
King City, Oregon 97224

March 29, 2024

Metro Council
c/o Marissa Madrigal, COO

Re: Sherwood West UGB Expansion

Metro Council,

I am writing this letter to support the inclusion of the 1,291 acres of Sherwood West as part of the expanded UGB. My husband and I purchased our home within the Sherwood City limits in 1990 and raised our family here. During the past 34 years, we have seen a lot of growth and change in our community. The Sherwood West Plan supports both economic development and housing opportunities by planning for both employment and population growth.

Sherwood's plan allows for economic development opportunities. Manufacturing offers employment for middle income jobs. As an income tax dependent state, these jobs generate revenue for schools, parks and public services. There is a strong demand for new industrial land and space in Washington County and in Sherwood as exhibited by the extremely low industrial vacancy rates. The 2018 Metro Urban Growth Report further indicates that it is important to have development-ready sites where businesses can locate. The Sherwood West Plan can meet this need.

It is well known that Oregon is experiencing a housing shortage crisis. A record number of Oregonians are houseless. The Sherwood West proposal includes a variety of housing zones, types, sizes and price points to ensure a mixture of housing options are provided. The city plans to follow a community approach that ensures ample parks and open spaces including multi-modal transportation options allowing residents the opportunity to live, work and recreate without getting in a car.

I believe that bringing Sherwood West into the UGB will not only benefit Sherwood but Metro as well. Thank you for your consideration of the Sherwood West UGB expansion proposal.

Sincerely,

Jill D Johnson

From: Bobby <muerth55@yahoo.com>
Sent: Thursday, February 1, 2024 12:33 PM
To: Planning Mailbox
Subject: Sherwood West UGB expansion request 2024 March

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

Hello
As a property owner shared with 2 siblings, @ 19525 SW Kruger Rd. (8 acres).

I am in Total Support of the UGB expansion request for Sherwood West.
I raised my 2 children in Sherwood in 1980 - 2000 here . In that time I have seen Sherwood's growth. New schools built, but in the same year "portables installed to handle our kids" ? History tells me that a large future plan will help elevate future congestion of our schools . This is a great community for families.
Requesting UGB expansion Now , will secure the work done by the Sherwood West planning committee . My fear is a future of disjointed expansion, if we delay.

Thank you
Robert Muerth
351 N Fairway St,
Newberg, OR. 97132

PS. I do have a request for DOT regarding Roundabout @ 99 and Elwert- Kruger.
Please review possibility of having right lane of roundabout south be a "merge only to South 99W". This would help with back up into roundabout during peak hours.

Thank you again for reviewing

Sent from my iPad
Bobby Muerth
Cell 503-780-3696

From: Diann Matthews
To: Eric Rutledge
Subject: UGB Expansion
Date: Saturday, March 30, 2024 5:31:58 PM

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

Metro Council and Metro Chief Operation Officer,

Our family is a longstanding family of the Sherwood West community and we have been engaged in the Sherwood West expansion since the Preliminary Concept Plan and have supported the Concept Planning work to date because it is the first step necessary to bring land into the UGB.
The process to date has been very extensive and includes diverse housing types, community concept plans, preservation of parks and open space, and plans for design and safety improvements of Elwert Road.
We own 57 acres in the area.

Thank you for your time and consideration regarding this important matter.

Kind regards,
Diann Matthews and Marleen Mandel

SHERWOOD WEST CONCEPT PLAN

Attachment G

Housing Needs Analysis Confirmation



Oregon Department of Land Conservation and Development

PAPA Online Submittal — Erika Palmer

Home

Reports

Report A Problem

Sherwood -> Amendment 003-19 (Read Only)

DLCD File #: 003-19 **Status:** Adoption Acknowledged **Revision Type:** Department Review

Local File #: LU 2020-018 PA

Date of 1st Hearing: 10/27/2020

308 Days difference

Date of Final Hearing 12/08/2020

350 Days difference

Type:
- [ ] Comprehensive Plan Map Change
- [ ] Zoning Map Change
- [ ] Comprehensive Plan Map & Zoning Map Change
- [x] Comprehensive Plan Text Change
- [ ] Land Use Regulation Change
- [ ] UGB using Simplified Method (div 38)
- [ ] UGB amendment by city with population less than 2,500 within UGB (div24)
- [ ] UGB amendment of 50 acres or less by a city with population 2,500 or more within UGB (div 24)
- [ ] UGB amendment adding more than 50 acres by city with population 2,500 or more within UGB (div 24)
- [ ] UGB amendment that adds more than 100 acres by Metro (div 24)
- [ ] Urban Reserve designation by Metro or a city with population 2,500 or more within UGB
- [ ] Urban Reserve amendment to add over 50 acres by a city with population 2,500 or more within UGB
- [ ] Urban Reserve designation or amendment by a city with population less than 2,500 within UGB
- [ ] Urban Reserve amendment by Metro
- [ ] Urban Reserve Other
- [ ] Annexation
- [ ] Other
- [ ] Periodic Review Task

Topic:
- [ ] Housing Needs Analysis
- [ ] Transportation System Plan
- [ ] Economic Opportunities Analysis
- [ ] None of these apply

Summary: Text amendment to the Sherwood Comprehensive Plan, Part 2 Sherwood Development Plan to include the Housing Needs Analysis 2019-2039 as Exhibit A to the Comprehensive Plan, Part 2. The HNA provides the factual basis for future planning efforts related to housing goals and policies for the upcoming update and revisions to the City's Comprehensive Plan.

An exception to a statewide planning goal is proposed: [ ]

Total Acres: 0.00

Locations (If there's a large number of tax lots associated with this amendment, please contact DLCD for assistance. plan.amendments@dlcd.oregon.gov)

Type	Tax Lot	From	To	Acres

Additions and changes to tax lots won't be permanently saved until you click the "Save" button at the bottom of this page.

Contacts

Contacts
Erika Palmer Planning Manager (Local)

Documents

Upload supporting documentation. Administrative rule requires that you include all of the following materials that may apply:

- The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)
- Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- A map of the affected area showing existing and proposed plan and zone designations
- A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- Any other information necessary to advise DLCD of the effect of the proposal

Uploaded	Name	User
12/24/2019	Proposal_Sherwood HNA 2019-2039 02072019_clean_2019-12-24_11-05-03.pdf	
12/24/2019	Proposal_Exhibit B ComprhensivePlan2 Table of Contents amended_2019-12-24_11-05-17.pdf	
12/18/2020	Adopted_Ordinance 2020-010 Adopt Housing Needs Analysis LU 2020-018_2020-12-18_01-39-33.pdf	

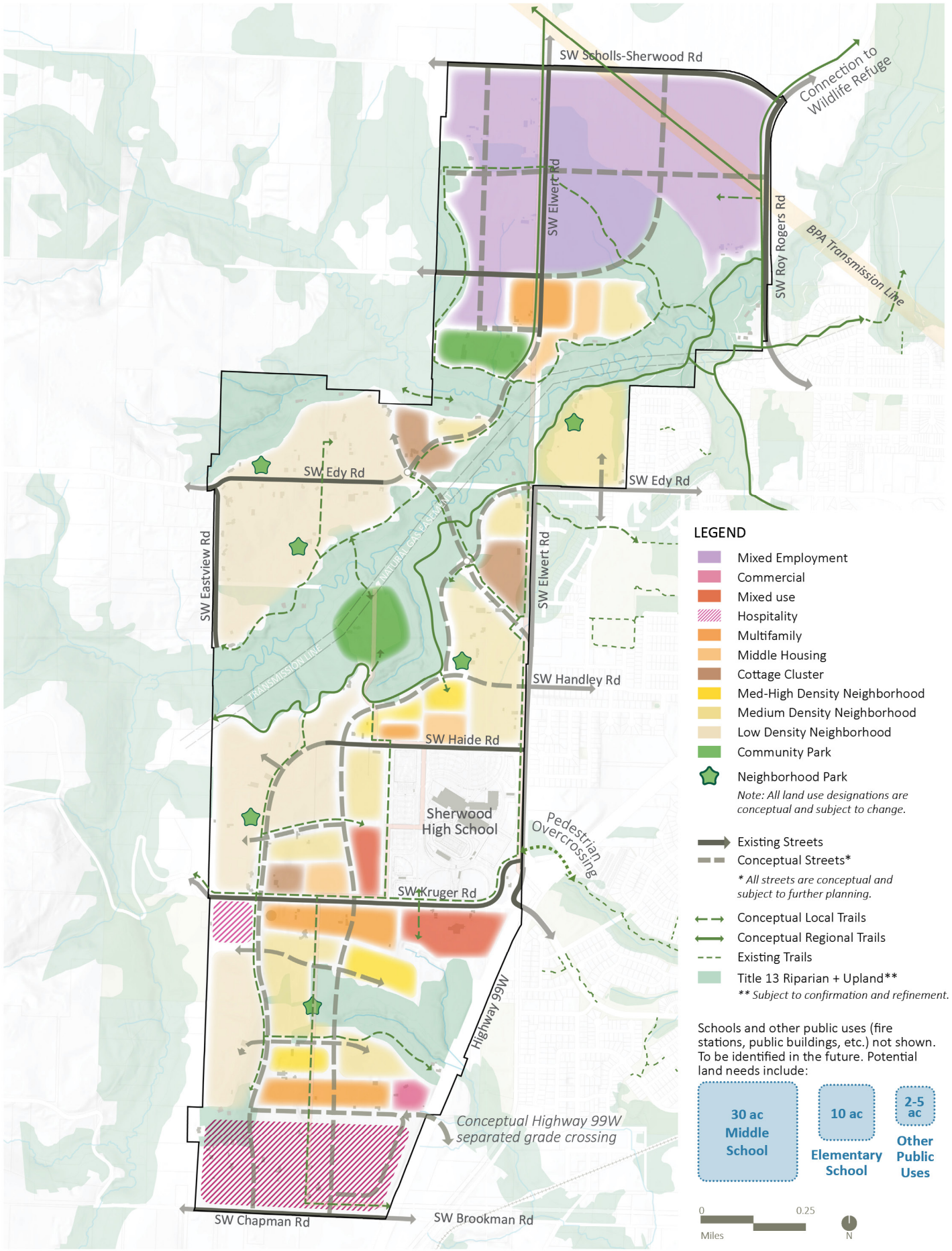
SHERWOOD WEST CONCEPT PLAN

Attachment H

Map of Expansion Area



Figure 8. Composite Concept Plan Map



SHERWOOD WEST CONCEPT PLAN



Metro Technical Advisory Committee (MTAC)

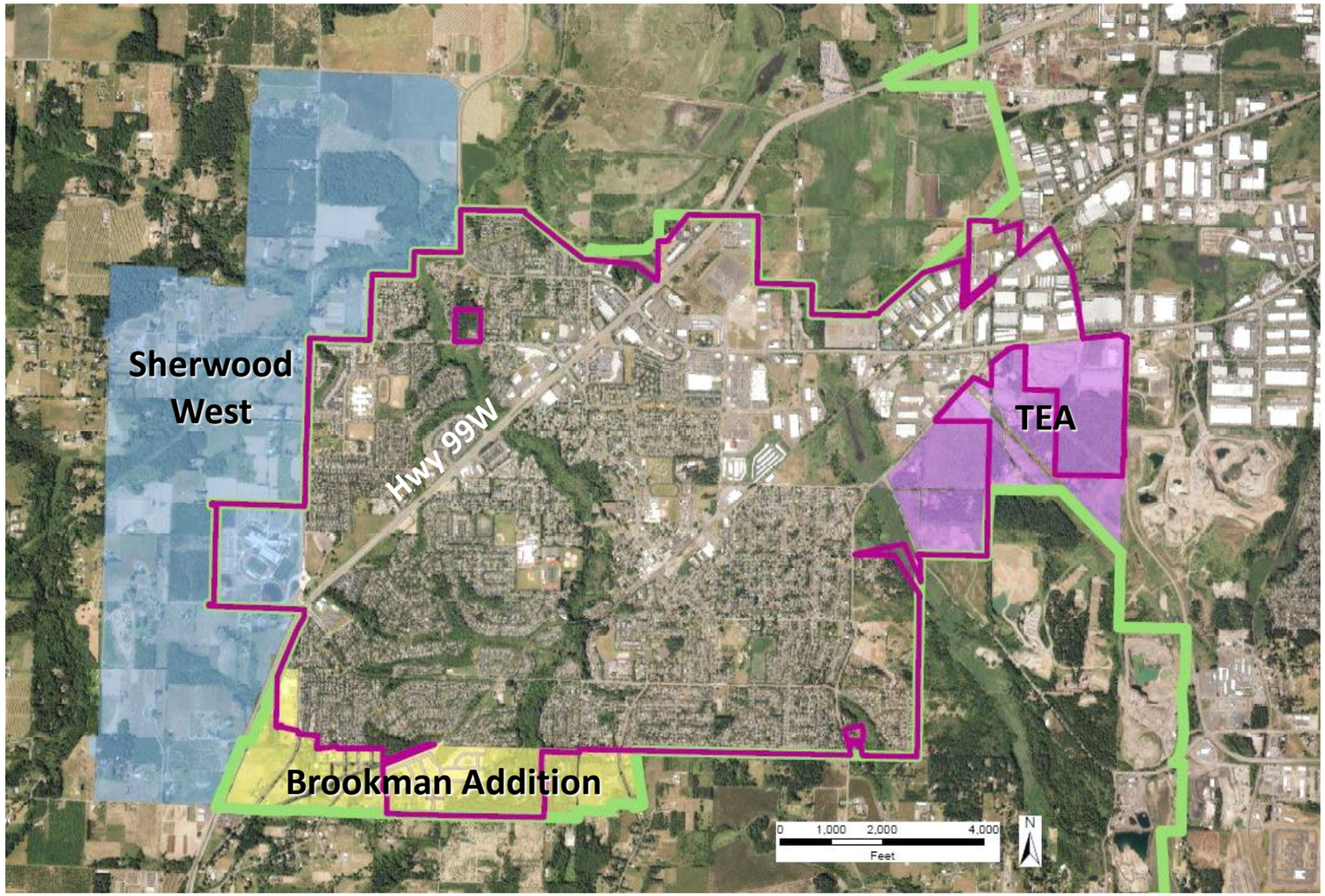
May 15, 2024

Eric Rutledge, Community Development Director

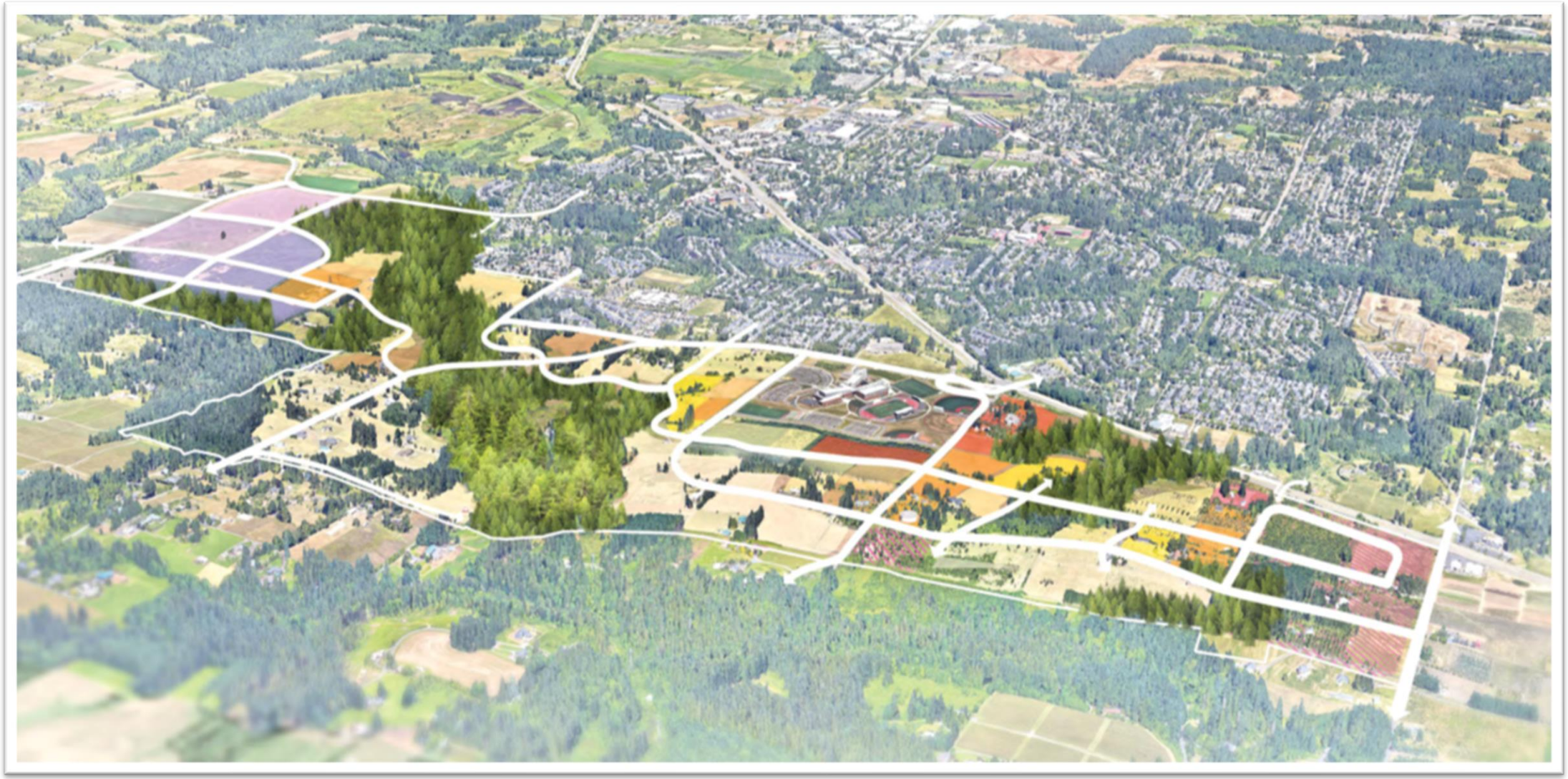
Sherwood West

Metro Urban Reserve Area 5B

- 1,291 acres
- 126 properties
- 110 properties owners
- 9.8 acres (avg property size)
- 2016 Preliminary Concept Plan



Sherwood West



Sherwood's Housing Needs





Sherwood's Employment Needs



Lam RESEARCH

DW FRITZ PRECISION AUTOMATION

NSI An Exyte Group Company

Rahi™ Elevating Technology Globally™

Olympus CONTROLS

Regional Employment Needs

- 8,600 net buildable acres of industrial employment land inside UGB
- No available and unencumbered Tier 1 industrial sites in region greater than 50-acres
- Challenge of moving Tier 2 and 3 sites of this size to market (brownfield, gravel pits, etc.)

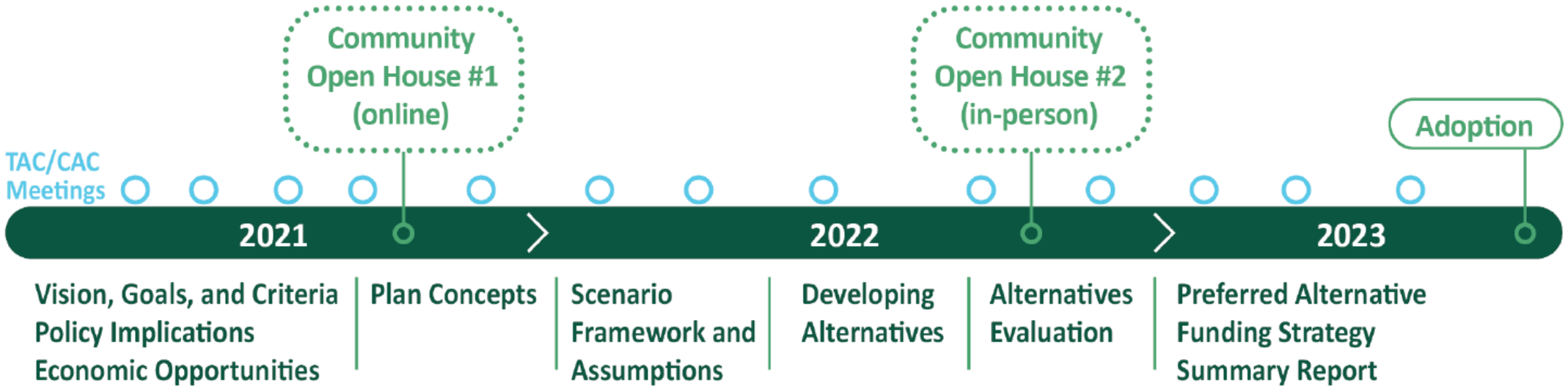
2018 Urban Growth Report Appendix 8:
Regional Industrial Site Readiness Inventory



PLANNING & ENGAGEMENT PROCESS

Guided by the Community Advisory Committee (CAC)

Community Engagement Timeline



Community Engagement Activities

- ✓ **Community Advisory Committee**
- ✓ **Technical Advisory Committee**
- ✓ **Community Open Houses**
- ✓ **Community Pop-Up Events**
- ✓ **Virtual Open Houses**
- ✓ **Interested Parties Email Subscription**
- ✓ **Project Website**
- ✓ **Social Media, Sherwood Utility Billing**
- ✓ **Sherwood Archer Newsletter**
- ✓ **Project Video**
- ✓ **Property Owner Mailings**
- ✓ **Online Surveys**
- ✓ **Coffee Klatches with HOA's**

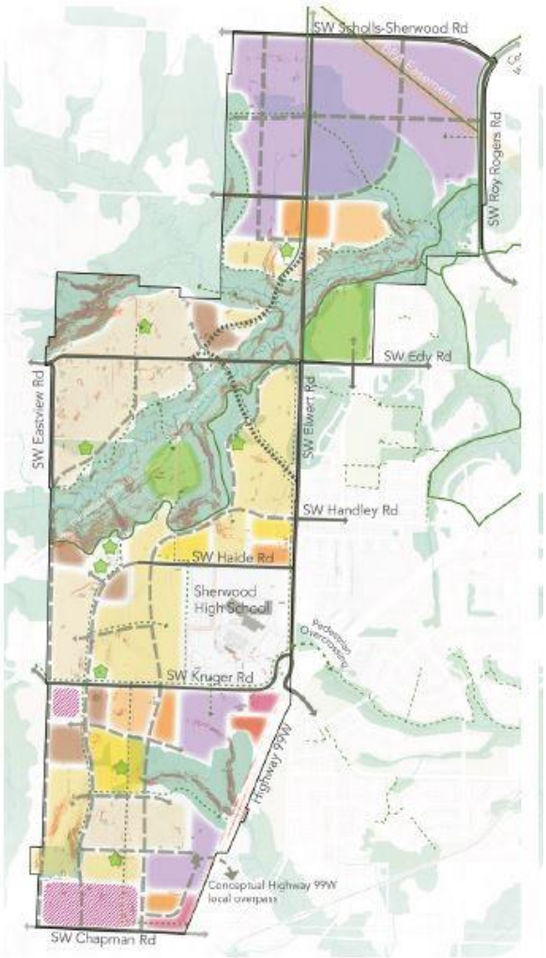


Unanimous approval by Sherwood Planning Commission and City Council

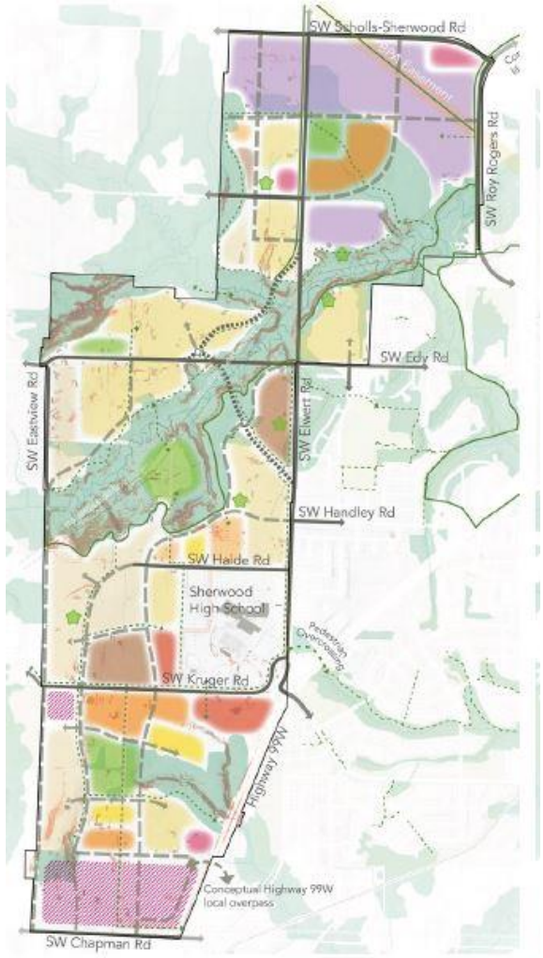
Sherwood West Vision

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

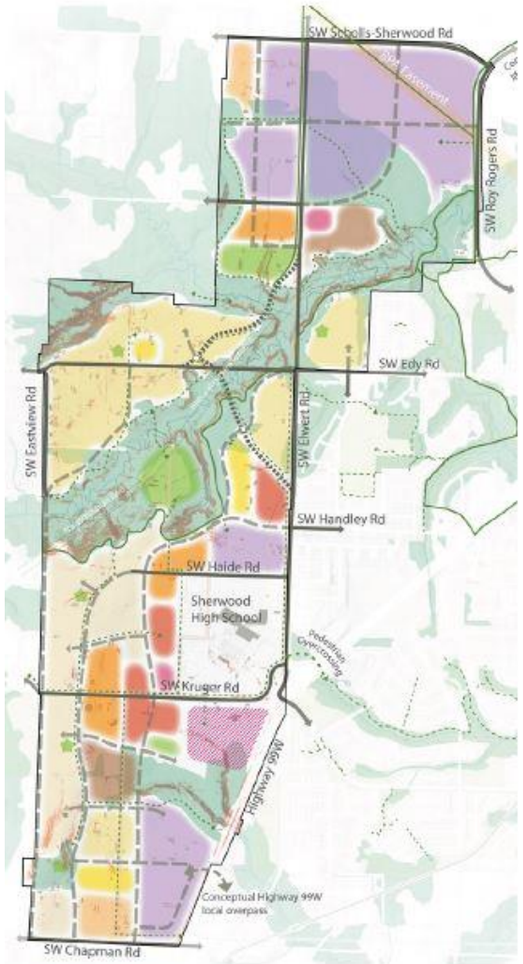
Land Use Alternatives



Alternative 1



Alternative 2



Alternative 3

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

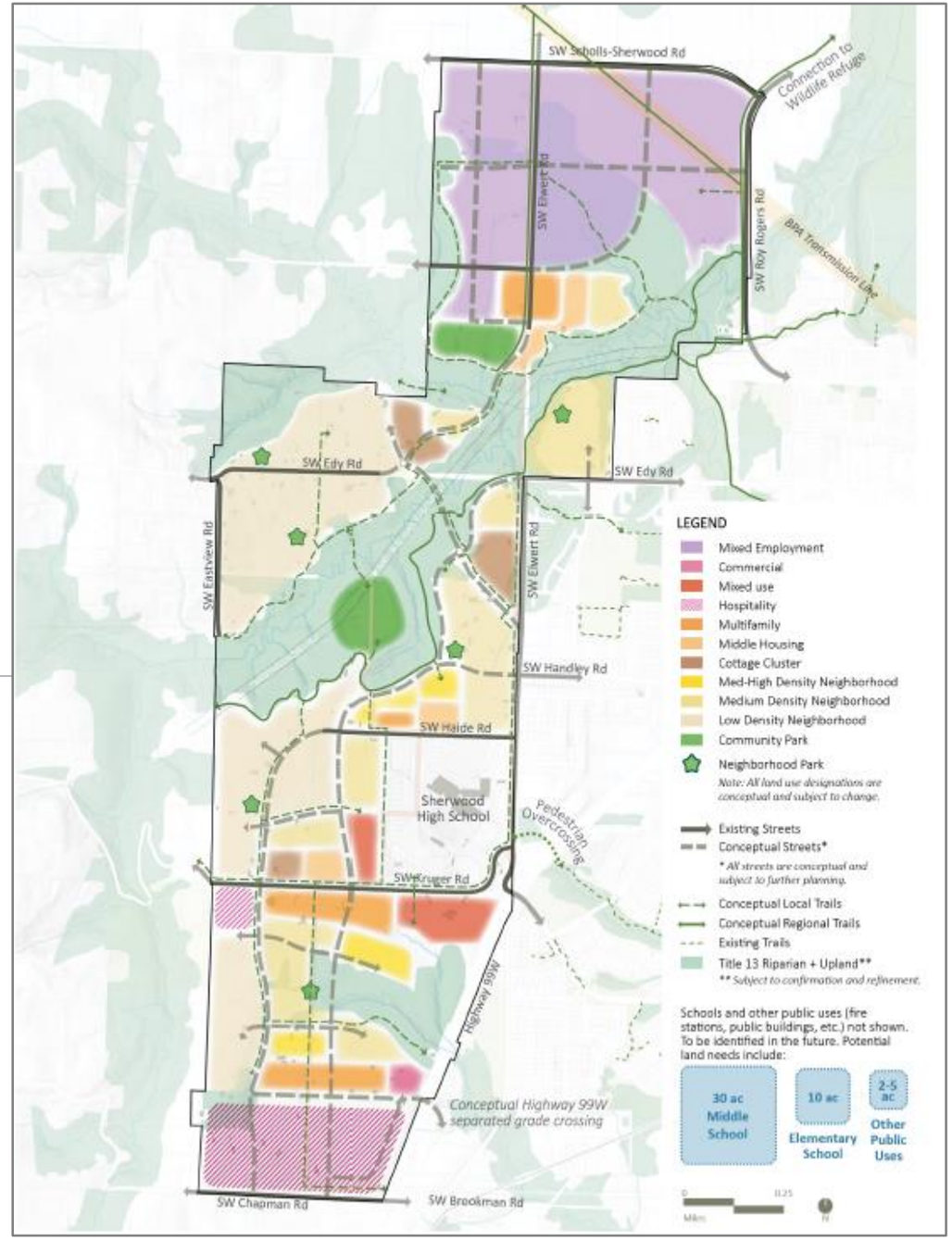
Metro UGMFP

Title 3.07.1110 Planning for Areas Designated Urban Reserve

- A mix and intensity of uses that will make efficient use of the public systems and facilities
- A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services
- A range of housing of different types, tenure and prices addressing the housing needs in the expansion area
- Sufficient employment opportunities to support a healthy economy
- Well-connected systems of streets, bikeways, parks, recreational trails and public transit
- A well-connected system of parks, natural areas and other public open spaces
- Protection of natural ecological systems and important natural landscape features
- Avoidance or minimization of adverse effects on farm and forest practices

Recommended and Accepted Concept Plan

- Diverse land uses
- Connected transportation system
- Ample parks, trails, open space

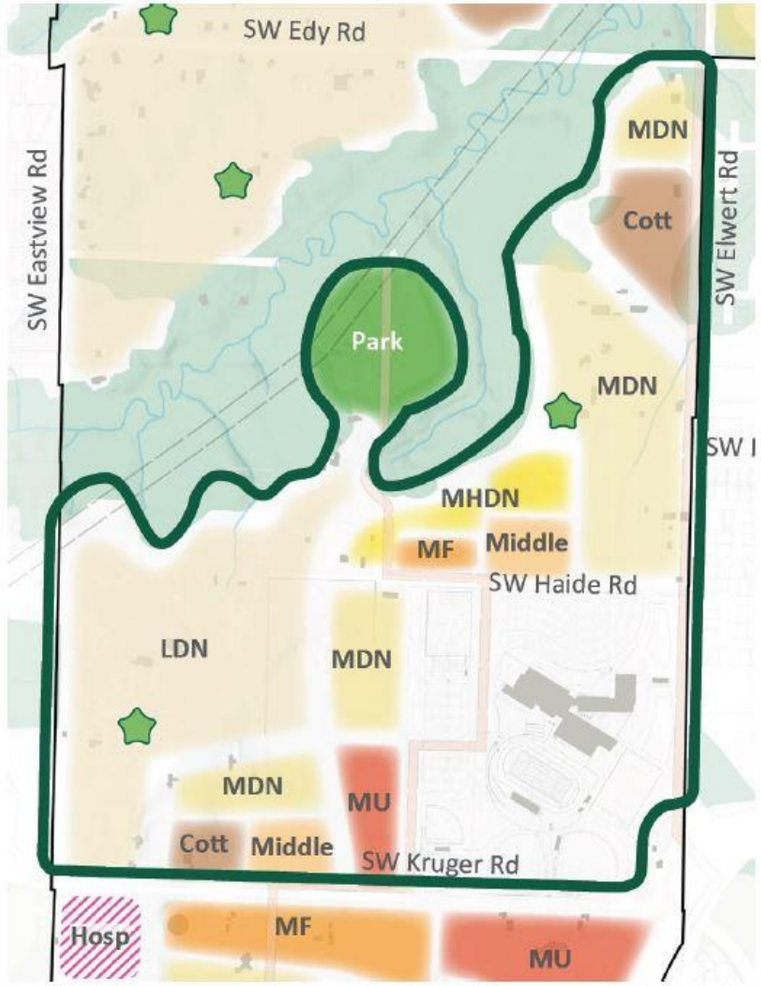


Residential Land Uses

- Residential low
- Residential medium
- Residential medium-high
- Middle housing
- Cottage cluster
- Multi-family



Figure 11. West District

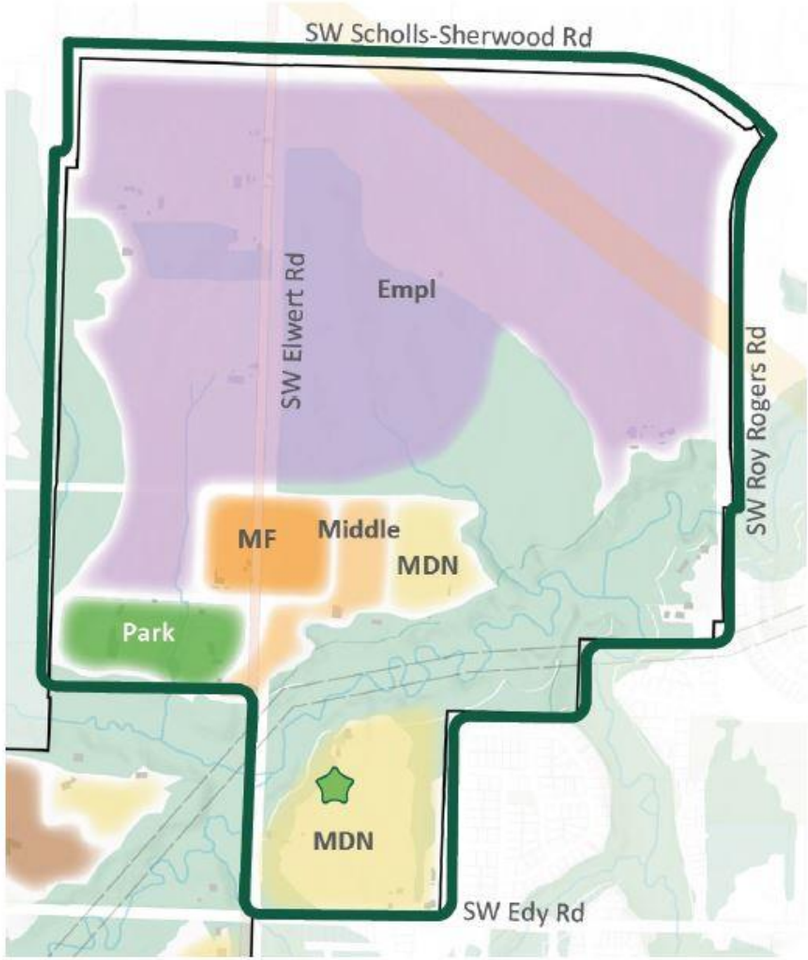


Housing Estimates

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

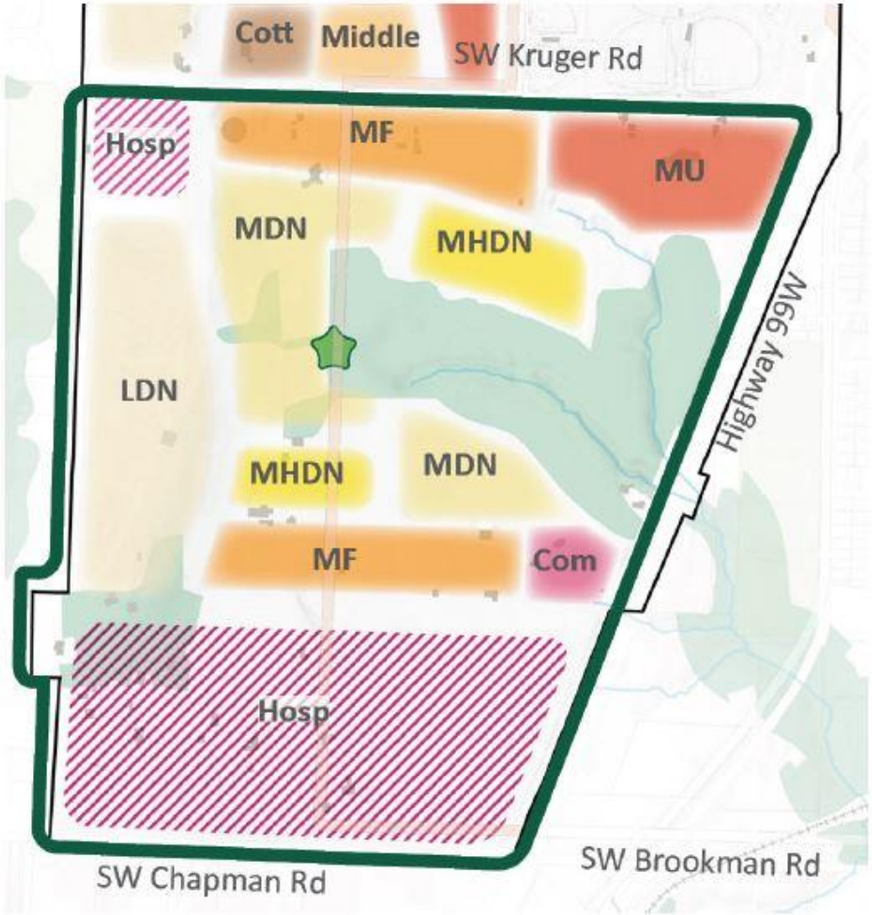
Employment Land Uses



North District

- 250 gross acres
- Flat terrain, large parcels, and good transportation access to SW Roy Rogers Road / Tualatin-Sherwood Rd.
- Mixed Employment: office, light industrial, and flex space uses
- Targeted industries: advanced manufacturing, clean tech, apparel and outdoor

Employment Land Uses – Hospitality Zone



South District

- 75 gross acres
- Hospitality zone that serves as a destination. Focus on wine and specialty agriculture.
- Lodging, tasting rooms, restaurants, event space, small retail shops.



Hawk's View Winery

Employment Estimates

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	**265**		**4,524**	**100%**	**100%**

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Transportation Network





SW Sunset Blvd

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

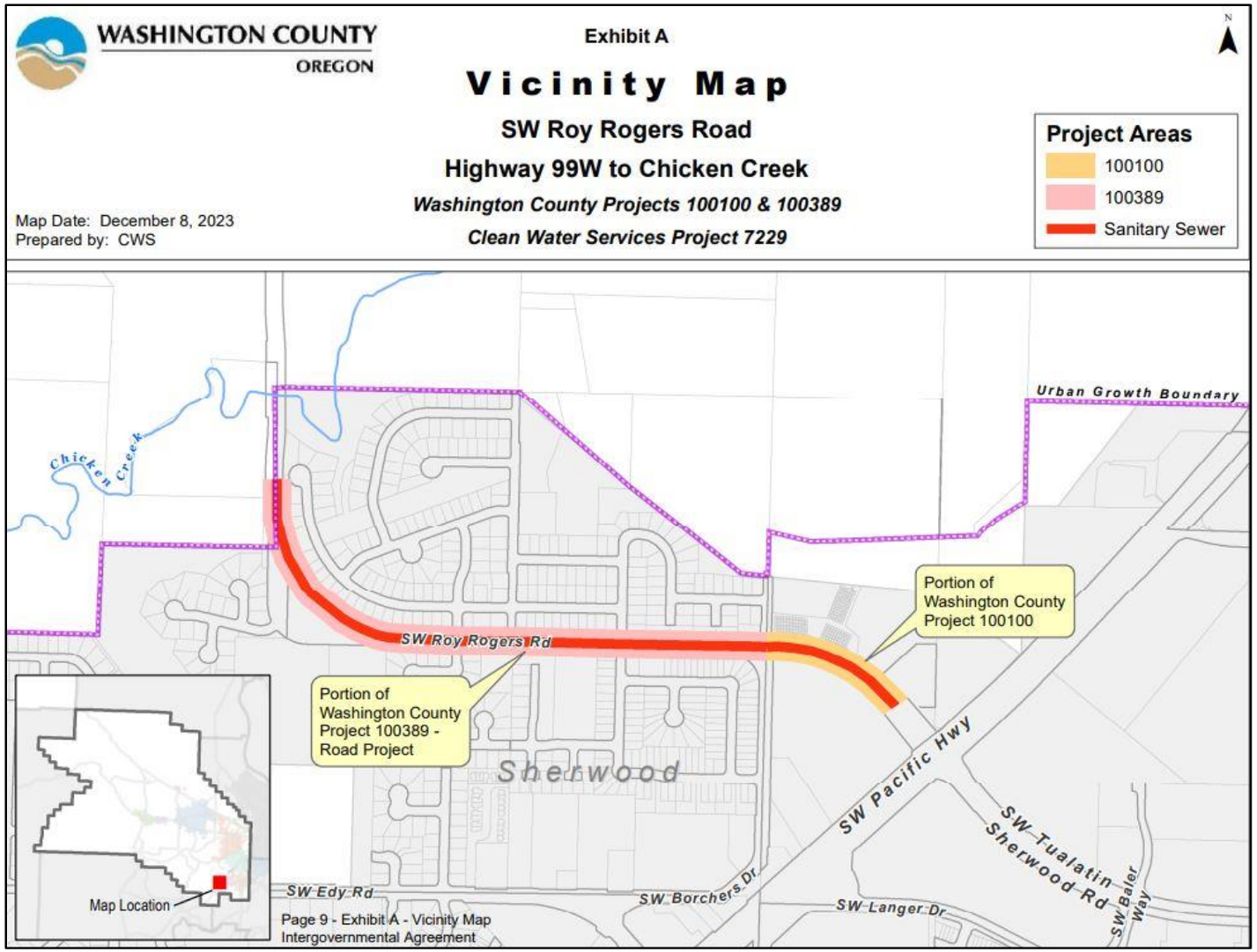
Park and Trail Network



- Centered around Chicken Creek Greenway
- Connection to regional Ice Age Tonquin Trail
- Connection to Tualatin River National Wildlife Refuge
- Two Community Parks

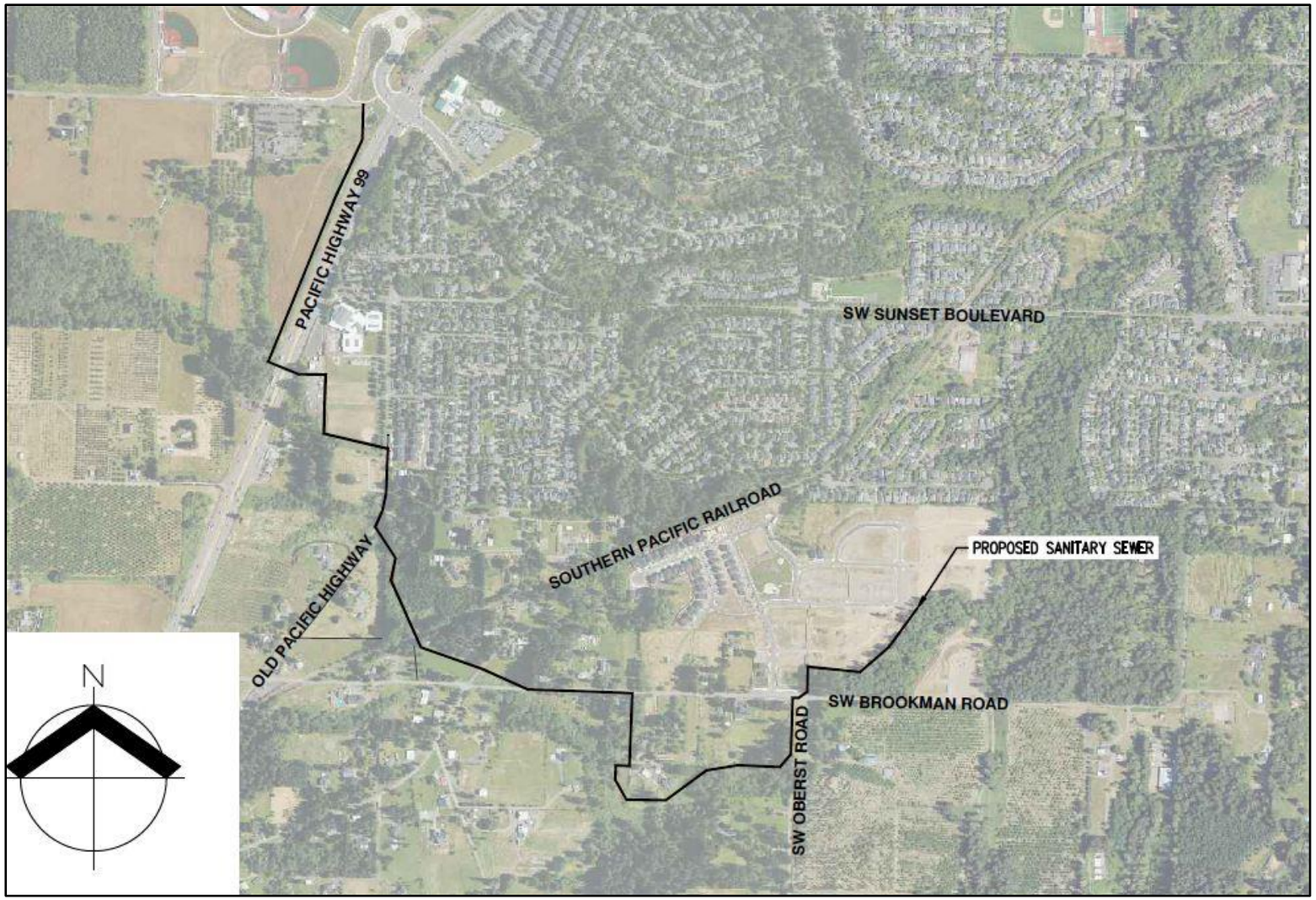
DEVELOPMENT READINESS

Infrastructure and Development Readiness



Chicken Creek Pump Station and Force Main

Infrastructure and Development Readiness



Brookman Trunk Line

Infrastructure and Development Readiness



Hwy 99W
Pedestrian Bridge

Partner Agency and Public Support

Urban Service Providers

Washington County Oregon

Clean Water Services

TRIMET

Sherwood School District

TVFR Tualatin Valley Fire & Rescue

Letters of Support

GREATER PORTLAND

Port of Portland

WASHINGTON COUNTY CHAMBER of COMMERCE

WEA WESTSIDE ECONOMIC ALLIANCE

SHERWOOD CHAMBER OF COMMERCE

OREGON BUSINESS & INDUSTRY OBI

TECHNOLOGY ASSOCIATION OF OREGON

PGE

SHERWOOD WEST CONCEPT PLAN



Metro Technical Advisory Committee (MTAC)

May 15, 2024

Eric Rutledge, Community Development Director

WHAT IS THE Oregon Housing Needs Analysis (OHNA)?

The OHNA has been codified into law[1] with the intent to facilitate housing production, affordability, and choice to meet housing needs for Oregonians statewide.

The OHNA represents the most significant revision to the state's housing planning system since its inception 50 years ago. The entire state is experiencing a housing crisis. Prior to the OHNA, Oregon's housing planning system planned for and invested in too little housing resulting in undersupply, rising home prices, segregation and displacement in some communities, and deepening inequities across all communities.

The Oregon Legislature and Governor Tina Kotek have directed the Department of Land Conservation and Development (DLCD) to iterate housing planning in the state to **ensure that all Oregonians have access to safe, affordable housing in their communities of choice that meets their needs.**

What is the OHNA?

The OHNA articulates new responsibilities for state agencies and local governments to reorient the implementation of Statewide Land Use Planning Goals 10 (Housing) and 14 (Urbanization) to produce more housing, ensure equitable access to housing, and ensure state and local governments take action to address need. It affects the way all communities plan for housing and urban lands, and cities with populations of 10,000 or greater are now required to regularly plan and take action to address needs. The OHNA includes the following components:

Methodology

- A methodology that estimates the total number of **Needed Housing** units over a 20-year period for all of Oregon, divided into geographic regions, components of need, and affordability brackets
- An allocation of need to each local government in a region
- This allocation at the city level forms the basis for the statewide development of **Housing Production Targets** for cities with over 10,000 people
- The methodology will be run annually by the Oregon Office of Economic Analysis inside the Department of Administrative Services (DAS)

Dashboard

- A publicly available **Housing Production Dashboard** that will track progress toward housing production target goals by city
- A set of **Housing Equity Indicators** that will monitor equitable housing outcomes by city
- The dashboard and equity indicators will be published annually by the Oregon Housing and Community Services (OHCS) Department

Program

- A **Housing Acceleration Program** that supports cities who are falling behind on their Housing Production Targets
- The Housing Acceleration Program requires action, partnership, and investment to identify and address barriers to production within the control of local governments and state agencies
- The Housing Acceleration Program and OHNA integration into Oregon's other land use planning goals will be managed by DLCD and aligned with cities' Housing Production Strategy deadlines

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COMPONENTS OF THE OHNA

Four Components of Housing Need

1 Projected Need



Units needed to accommodate future population growth over 20 years

2 Underproduction



Units that have not been produced to date in the region, but are needed to accommodate current population (often referred to as housing shortage)

3 Units Lost to 2nd & Vacation Homes



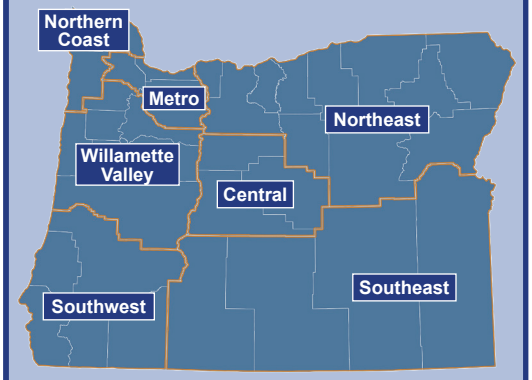
Units needed to replace units lost to second and vacation homes

4 Units to Address Homelessness

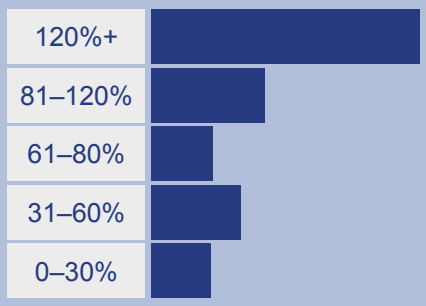


Units needed to house those who are currently experiencing homelessness

Calculated for the state, each region, and each income level



DISTRIBUTION OF UNITS BY PERCENTAGE OF AREA MEDIAN INCOME



The OHNA brings about several important changes to housing planning in Oregon by requiring jurisdictions to plan for housing in a more comprehensive way and include housing underproduction, housing units needed for people experiencing homelessness, and units lost to second and vacation home demand in the estimate of total housing need. It also requires jurisdictions to use regional incomes, instead of local incomes, to assess needed housing. These changes aim to ensure that all Oregon communities have a shared responsibility in meeting housing need at all income levels.

How was the OHNA Methodology Developed?



The OHNA has been under development for several years. In 2019, House Bill 2003 directed OHCS to study a pilot methodology, which was completed in 2020. Under subsequent direction from the legislature, OHCS and DLCD refined the methodology in 2022 to better account for specific functions and components. For a detailed technical explanation of the OHNA methodology and changes recommended last year, see the technical appendix to the OHNA Recommendations Report. The Office of Economic Analysis at DAS will be finalizing the OHNA methodology throughout 2024 so it can be run on January 1, 2025.

Want to Get Involved and Stay Informed about the OHNA?

The OHNA is a brand new set of laws that affect housing provision for Oregonians. Many of the decisions and ideas described in this document will be finalized over the 2024-2025 time period. DLCD recruited and began meeting with its Advisory Committees in Fall 2023, but there are many ways to get involved and stay informed about the process.

Visit DLCD's housing rulemaking webpage for additional policy briefs describing:

- How the OHNA will be implemented
- How the OHNA will change Statewide Land Use Planning Goals 10 and 14
- How to define Needed Housing in the OHNA

To Get Involved and Stay Informed About the OHNA:

- See DLCD's housing rulemaking webpage
- Sign up for process updates at DLCD's housing rulemaking GovDelivery
- Reach out to DLCD's Housing Division with questions and comments at housing.dlcd@dlcd.oregon.gov.

1. See House Bills 2001 & 2889 (2023 Session). Codified in Oregon Laws 2023, chapter 13 and Oregon Revised Statute (ORS) chapters 195, 197, 197A, and 456

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Materials following this page were distributed at the meeting.

OHNA: Metro Methodology and Initial Findings

DAS
DEPARTMENT OF ADMINISTRATIVE SERVICES

May 20th, 2024

007683

Presenters Today

1. Megan Bolton – OHCS –
Assistant Director of Research

2. Sean Edging – DLCD –
Senior Housing Planner

3. Josh Lehner – DAS –
Economist at the Oregon Office of Economic Analysis

Policy Background

HB 2001/2889 (2023 Session)

Focus for today's presentation

Department of Administrative Services

- OHNA - Estimate and allocate need
- Production targets

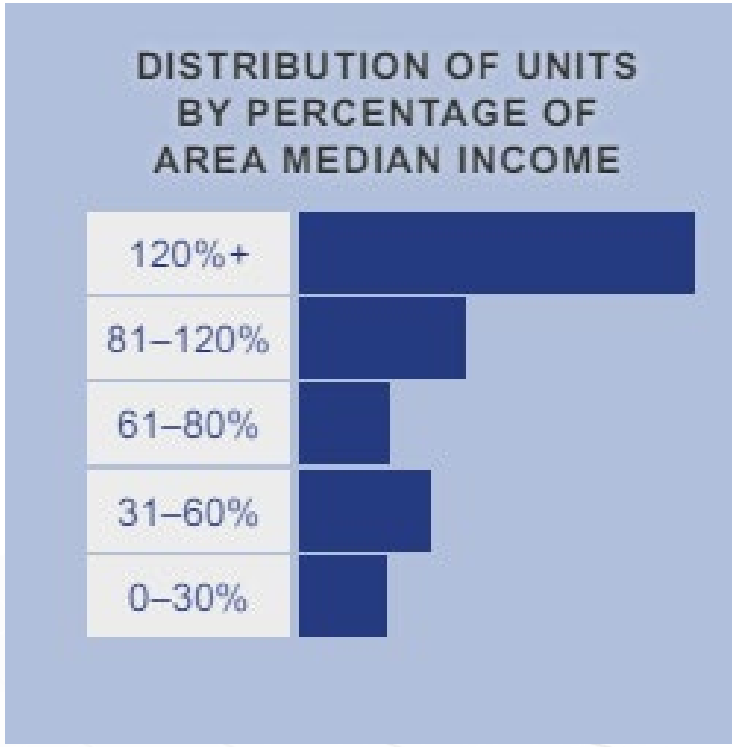
Oregon Housing and Community Services

- Housing Production Dashboard
- Housing Equity Indicators
- Methodology recommendations to DAS

Department of Land Conservation and Development

- Goal 10 Implementation
- Housing Acceleration Program
- Methodology recommendations to DAS





*Metro is special

Statewide Methodology

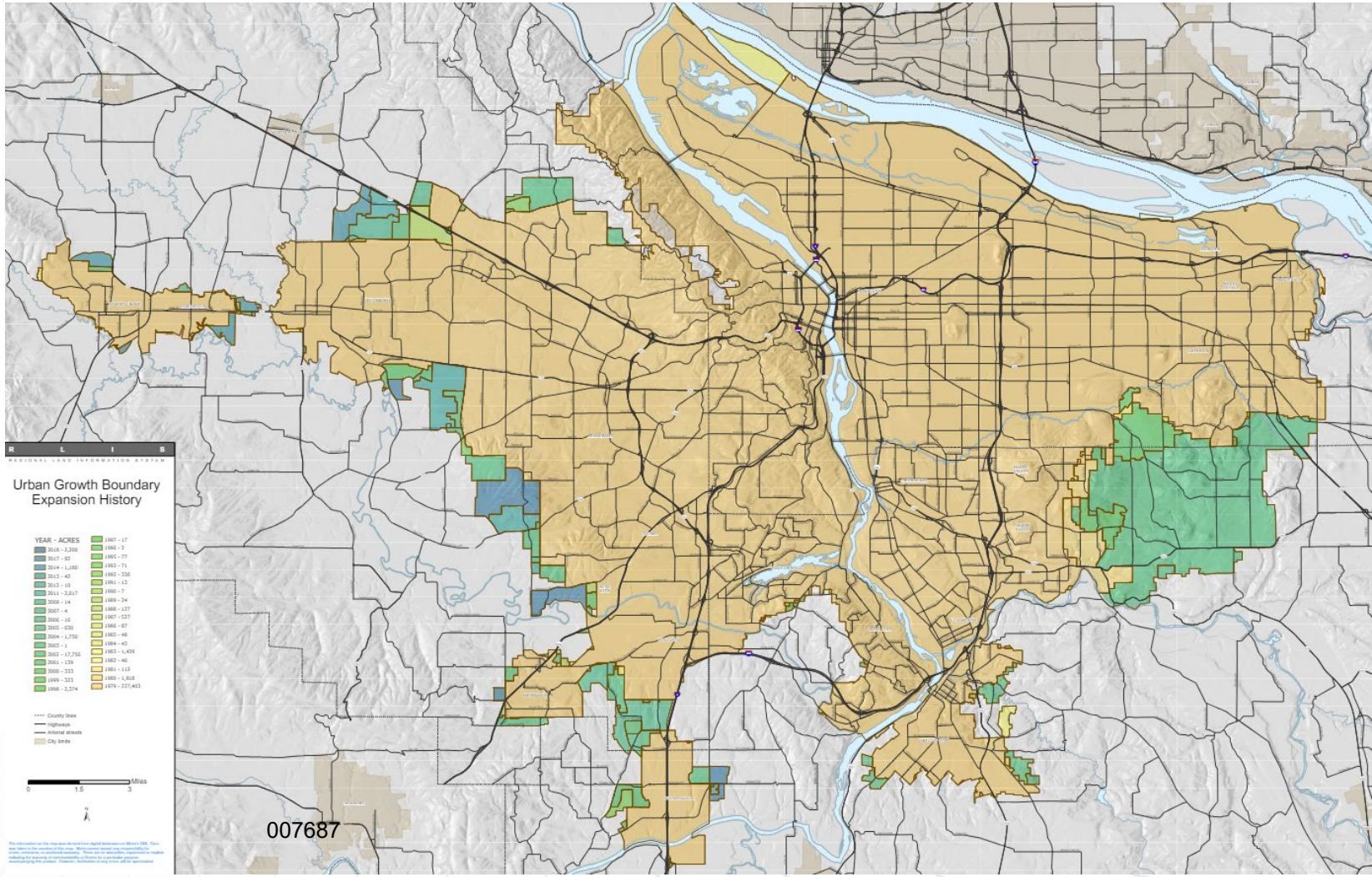
DAS Estimate → Allocation → Production Targets

Metro Methodology

Metro Estimate → DAS Allocation → Production Targets

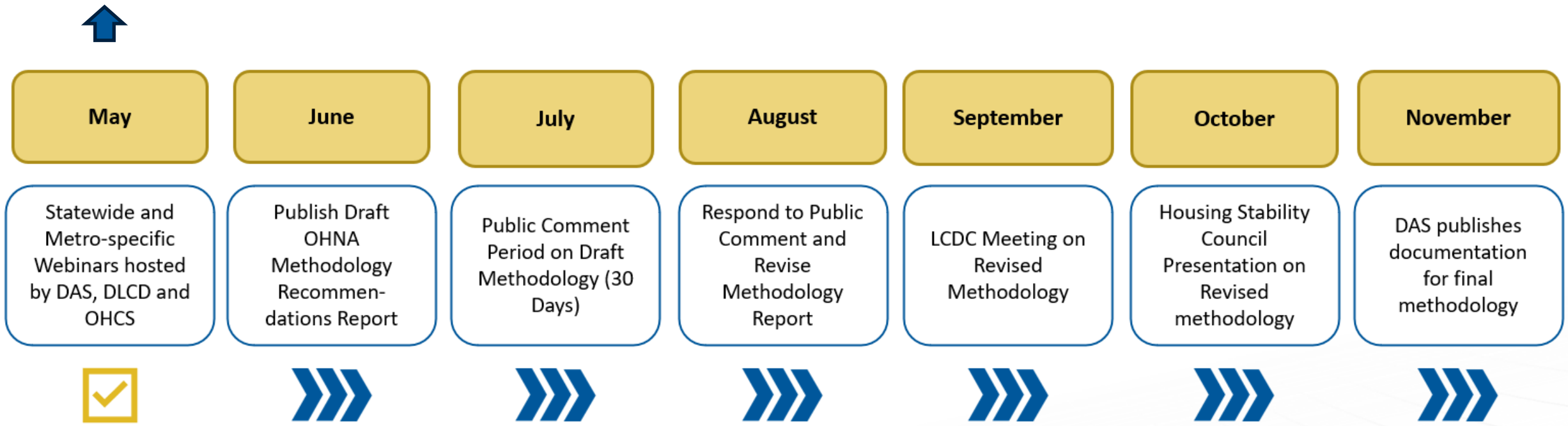
DAS must consider:

- Population Growth
- Regional Job Distribution
- Equitable Distribution of Housing



House Bill 2001/2889 (2023 Session)

May 3 – Statewide Methodology Webinar
May 20 – Metro Methodology Webinar (notice will be published soon)



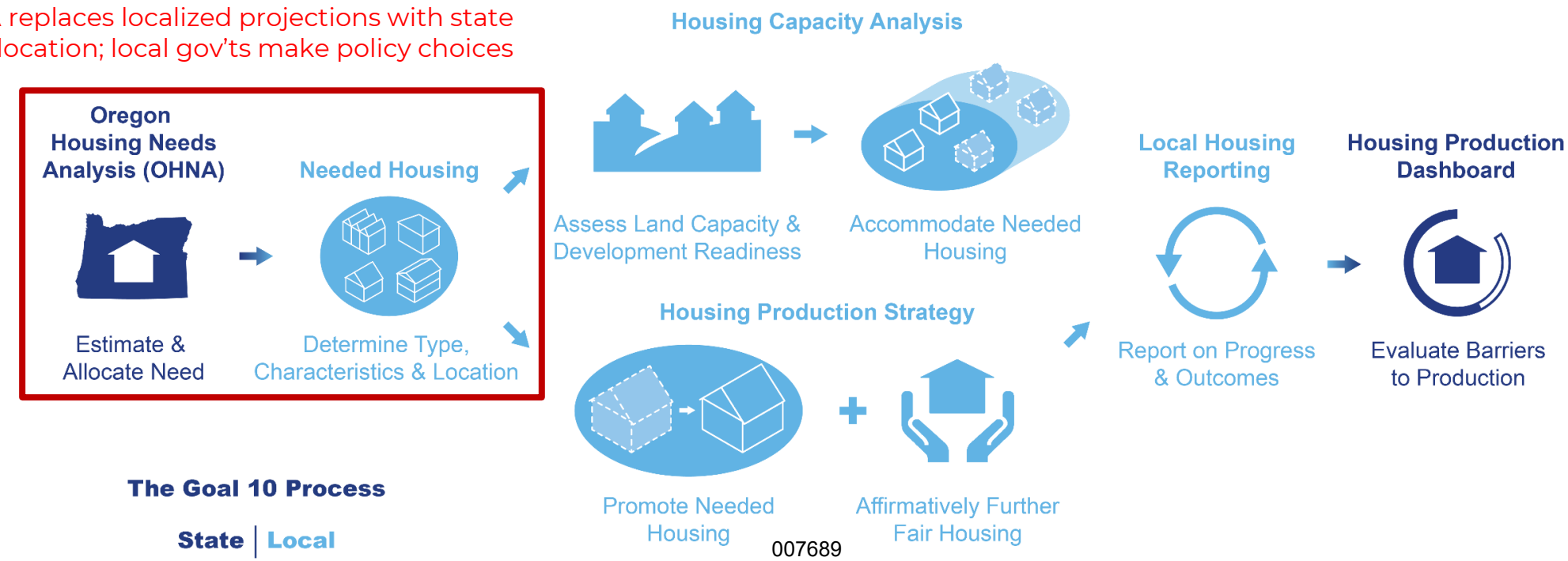
*survey link for feedback on methods will be sent post-webinar

HCS.OHNA@hcs.oregon.gov to provide public comment

Goal 10 – Housing under OHNA

"To provide for the housing needs of citizens of the state. *Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."*

OHNA replaces localized projections with state estimate/allocation; local gov'ts make policy choices



The Goal 10 Process

State | Local

Components of Need

Pilot Methodology vs. Current Approach

Pilot Methodology – 3 components

1

POPULATION GROWTH

Units needed to accommodate future population growth over 20 years



2

UNDERPRODUCTION

Units that have not been produced to date in the region, but are needed to accommodate current population

(often referred to as housing shortage)

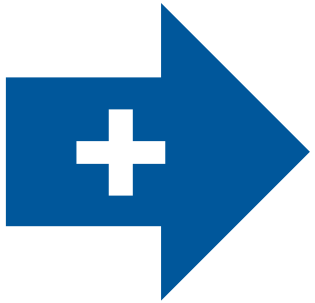


3

HOUSING FOR THE HOMELESS

Units needed to house those who are currently experiencing homelessness





Current Methodology – 5 components

4

SECOND AND VACATION HOMES

Units that are expected to be lost to 2nd and vacation homes and will not be available for year-round occupancy



5

DEMOGRAPHIC CHANGE

Household size is forecasted to decrease, the same number of people will require more units of housing in the future

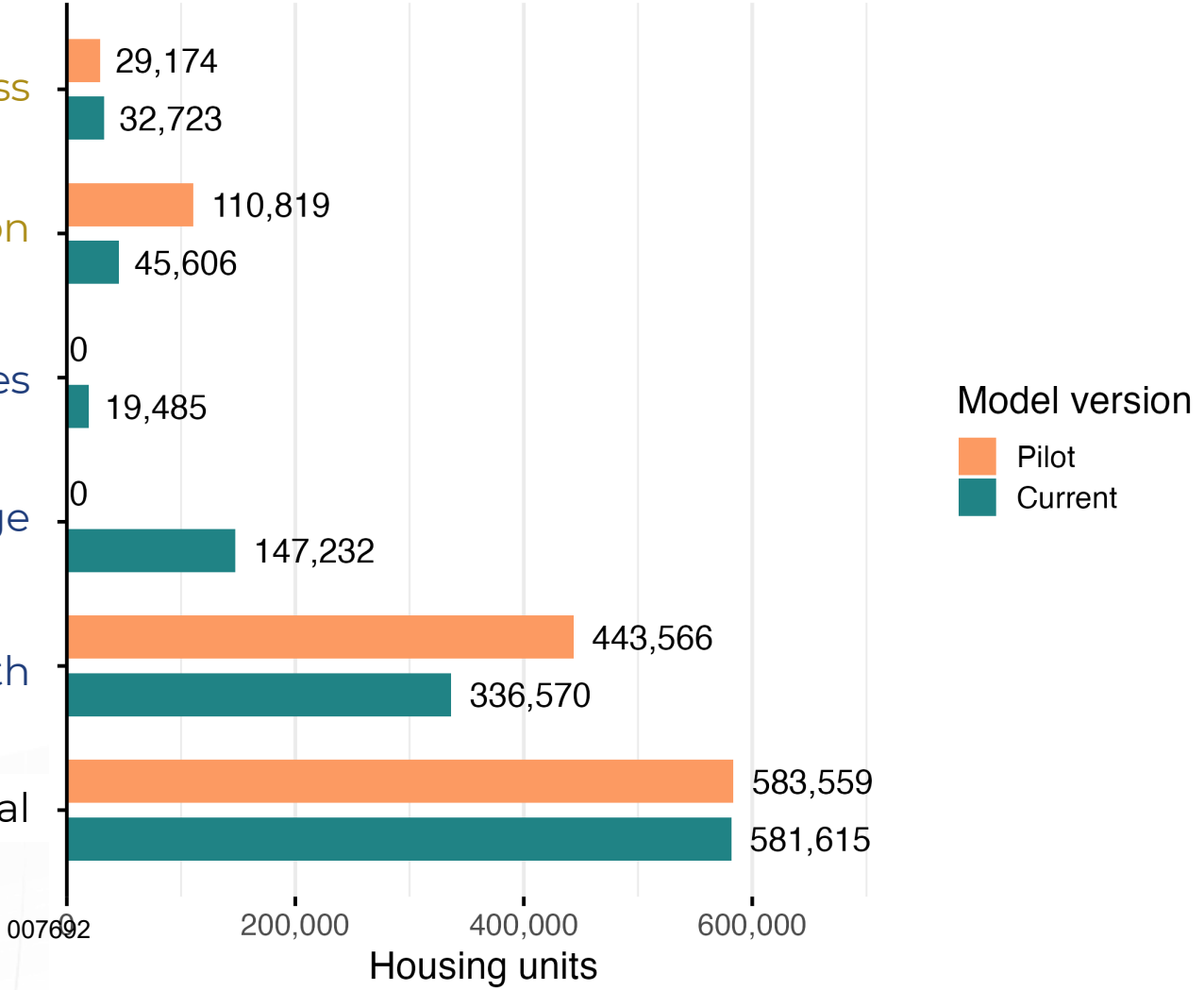


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Statewide Components of Need Compared to Pilot Results

Current Need

Future Need



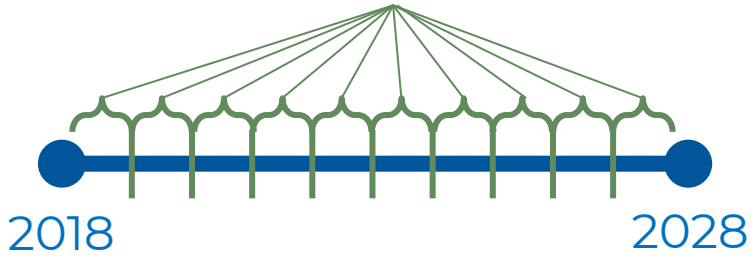
Statewide and Regional Targets

- Policy objective is to prioritize and front load the current need as a 10-year target
  - 78k units statewide of current need = 7,800 units per year
- Remaining future need of 503k is distributed over 20 years, for a target of 25k a year

CURRENT NEED

78,000 units over 10 years

7,800
units per year

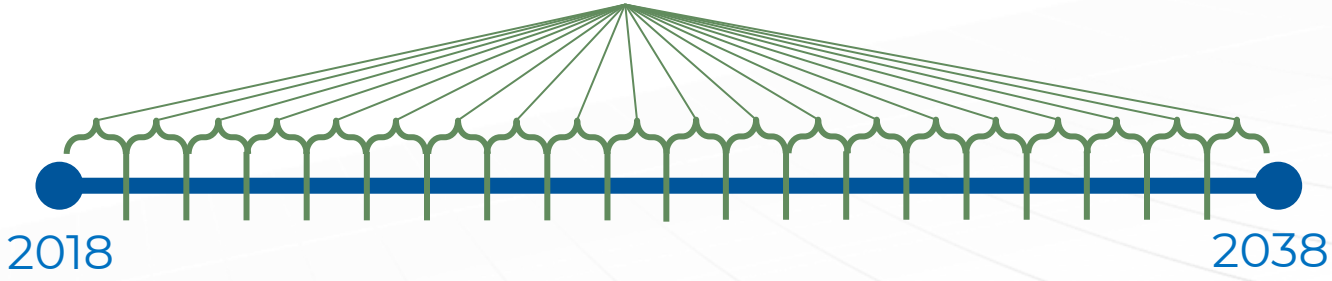


+

FUTURE NEED

503,000 units over 20 years

25,000
units per year



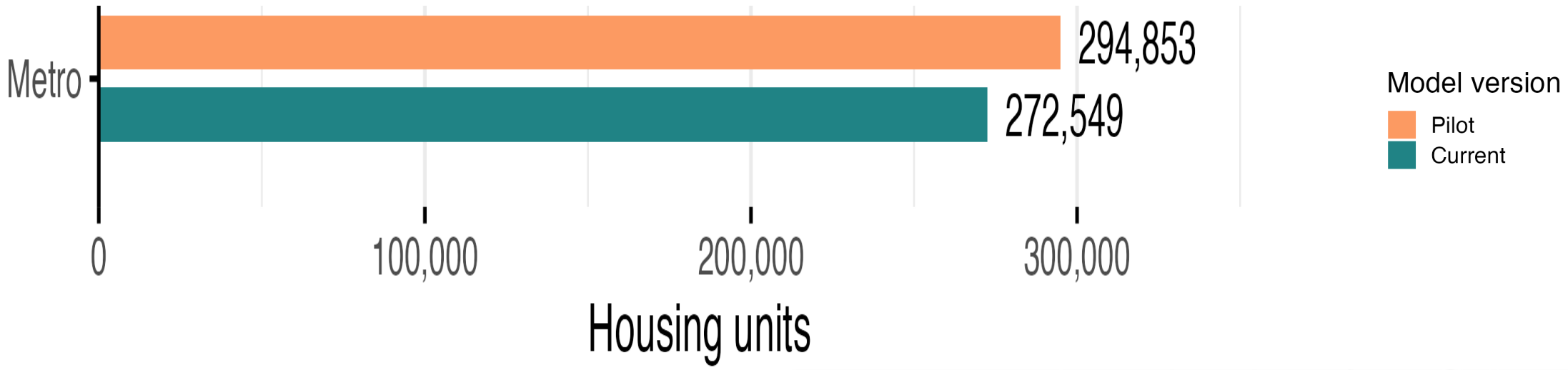
CURRENT TOTAL ANNUAL STATEWIDE TARGET IS 33K UNITS

(Pilot methodology annual target was 36k)

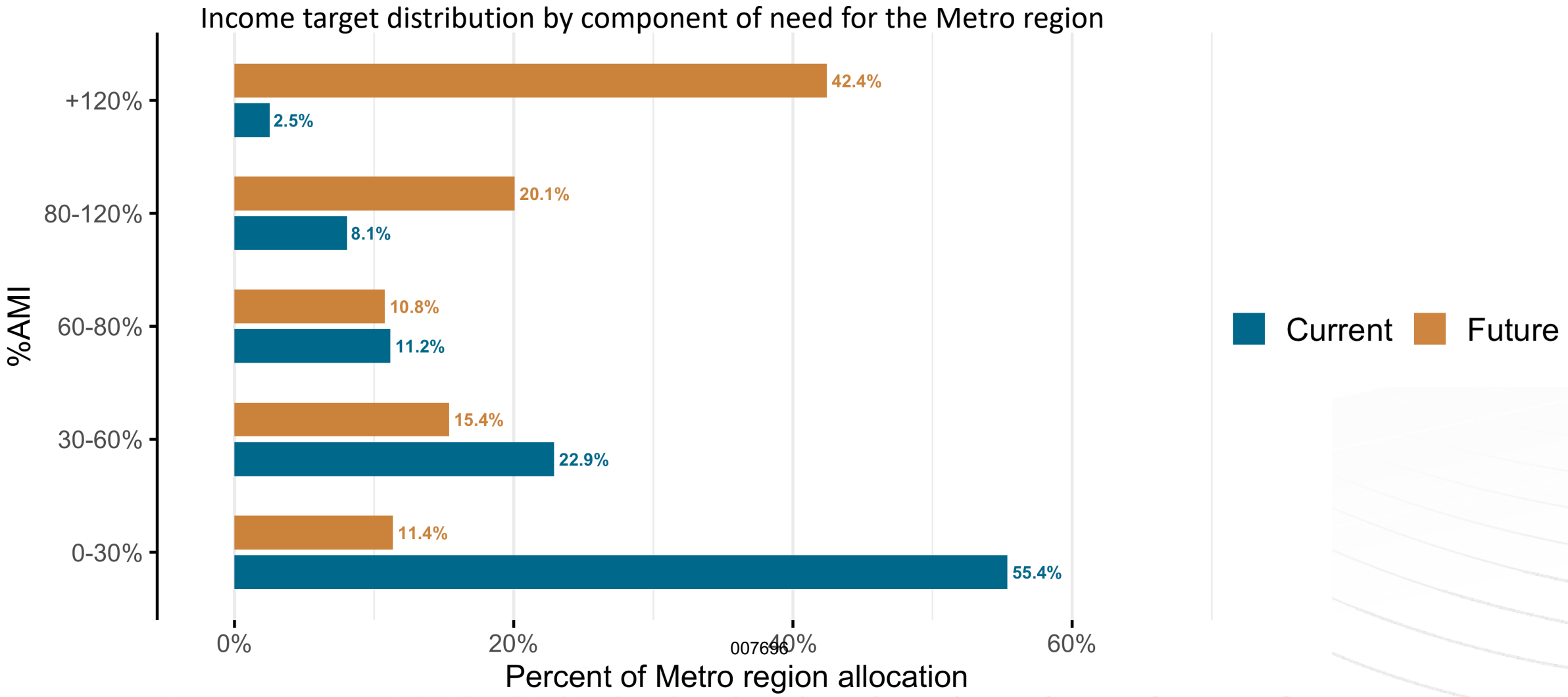
Updating regional and local allocations

- In order to help produce estimates that do not jump around from year to year, the regional totals are expected to be smoothed using the past few years of data
- This is challenging currently due to the change in PUMA regions in 2022 as well as 2020 data not being available due to unreliability
- Options will be explored and refined once the first statewide official total is produced using 2023 data

Current Metro Total Compared to Pilot



Income distribution is different for current and future need



Allocating Regional Need to UGBs and Cities inside Metro

Step 1. Regional Need Inside vs. Outside UGBs

1. Future population growth outside of UGBs is determined for each of the regions over 20 years

2. Units are removed for population growth, demographic change, and 2nd and vacation homes from the regional total

3. The remaining units are then allocated to UGBs inside the region

Step 2. Distributing Regional Need to UGBs

Each component of need is allocated from the regional total (after excluding areas outside of UGBs) to each of the UGBs in the region using a set of policy variables and weights

Current Need

UNDERPRODUCTION

Current Population – 50% weight
Current Jobs – 50% weight



HOMELESSNESS

Current Population – 50% weight
Current Jobs – 50% weight



Future Need

POPULATION GROWTH

Population Growth Forecast – 50% weight
Current Jobs – 50% weight



DEMOGRAPHIC CHANGE

Current Population – 50% weight
Current Jobs – 50% weight

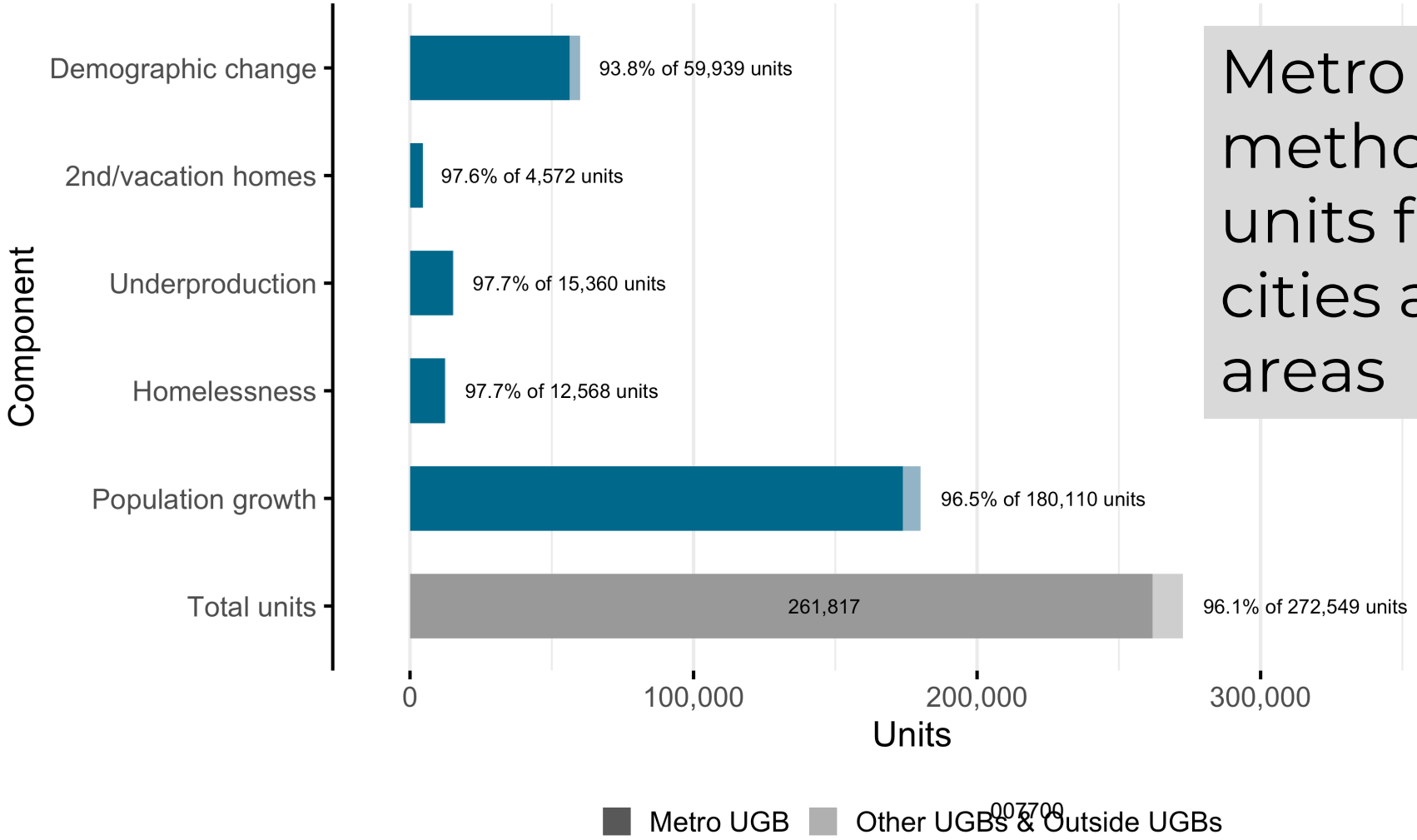


UNITS LOST TO 2ND AND VACATION HOMES

Allocated based on each UGBs current share of the regional total



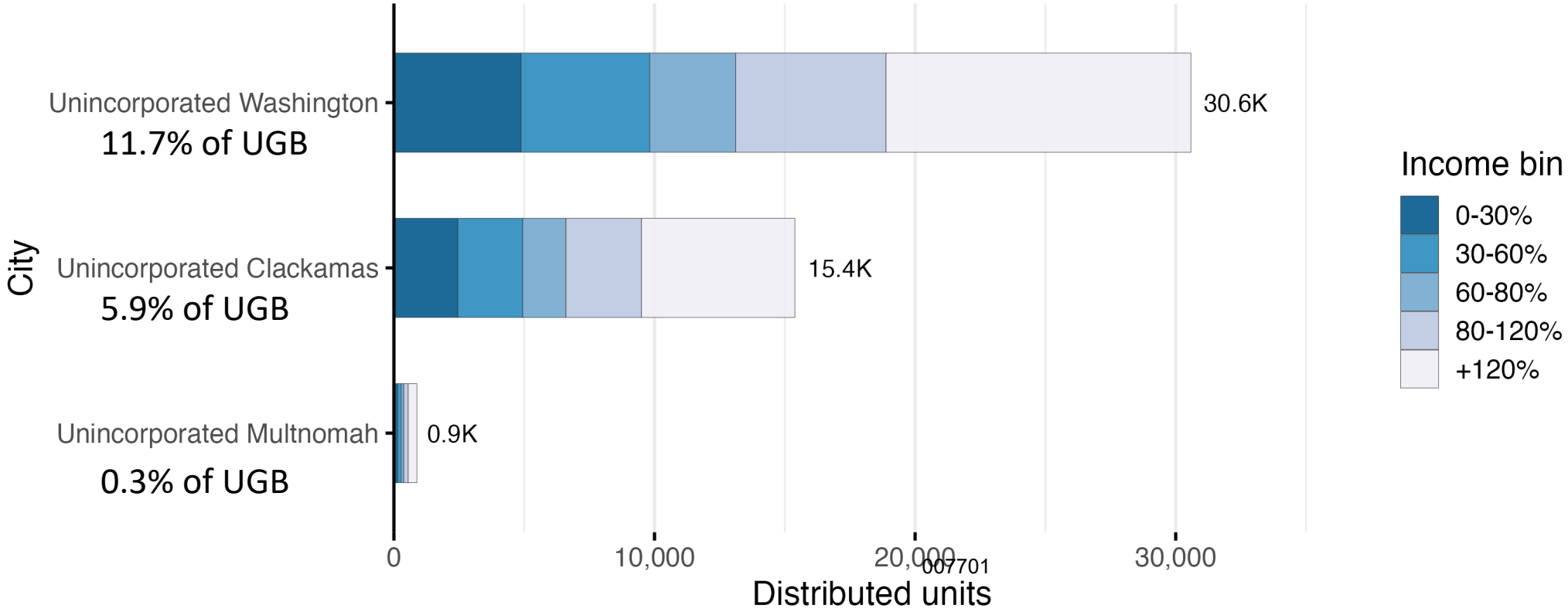
Allocating from Metro UGB to Cities



Metro will have its own methodology to distribute units from the UGB to cities and unincorporated areas

Step 3- Unincorporated areas within Metro UGB

The total UGB units (by income) are then allocated to the unincorporated areas of each county based on their current share of housing units (18% of UGB), the remaining units are allocated to cities within the Metro UGB



Step 4. Allocate Units to Cities

Areas of concern using statewide allocation methodology:

- Metro forecast is development capacity constrained
- Are jobs in a city the best measure for prioritizing housing location at the city scale?
- Do cities get “credit” for historically producing above average amounts of housing?
- Is there some measure of “corrective action” for cities that have not produced sufficient amounts of affordable housing in the past

Allocating Current Need (11% of total)

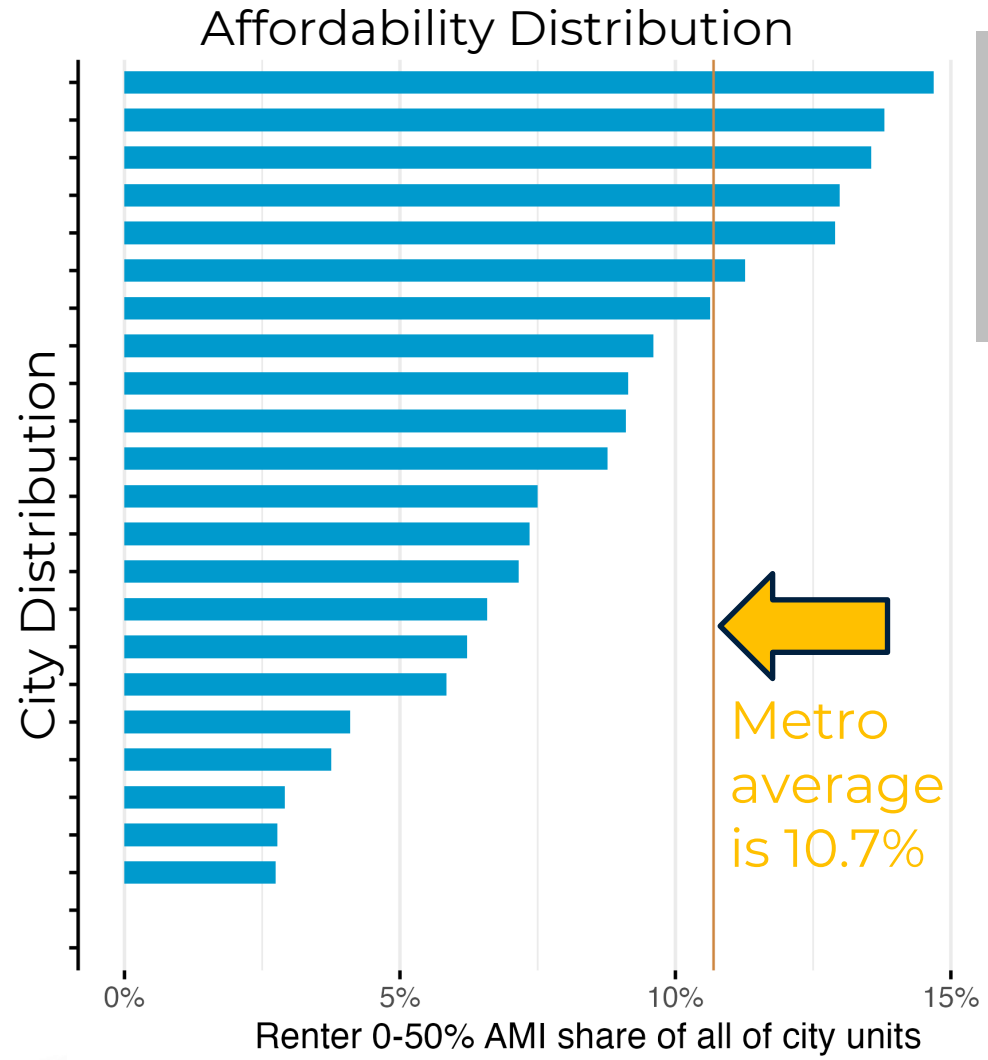
50% Weight – Housing Production- “Credit for previous production”

- Production is the average share of permits issued over last 5 years (2018 to 2022) as a percentage of the current stock for all of the cities in the UGB
- Each city below the Metro average share of productions receives its weight of the ”deficit of units” compared to the UGB

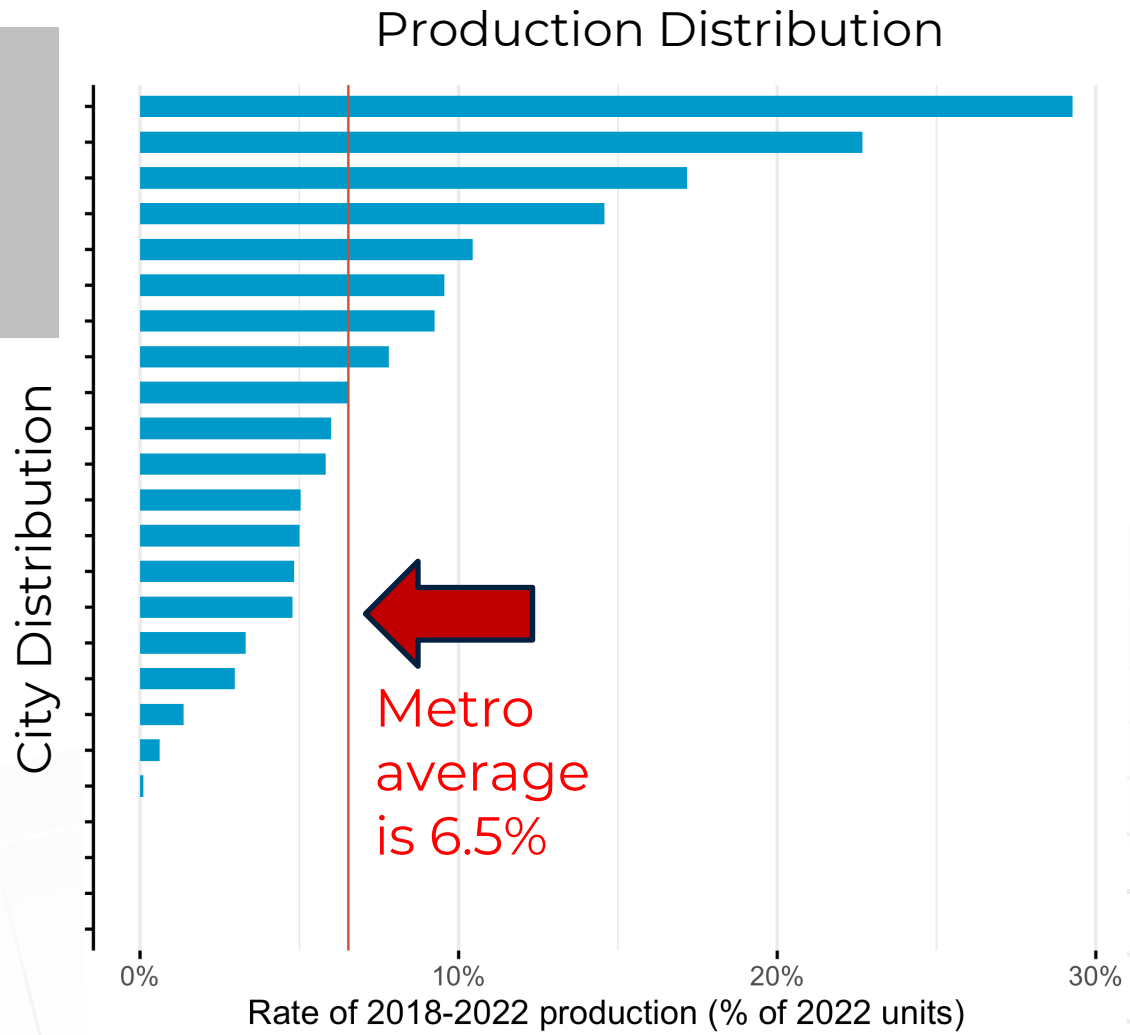
50% Weight – Housing Affordability – “Corrective action”

- Affordability measures the number of rental units affordable to households earning 50% or less of AMI (CHAS) as a share of the total stock (ACS)
- Each city below the Metro average share of affordable units receives its weight of the ”deficit of units” compared to the UGB

Cities below the regional average for affordability or production receive an allocation for current need



Cities below the average are effectively pulled closer to the regional average



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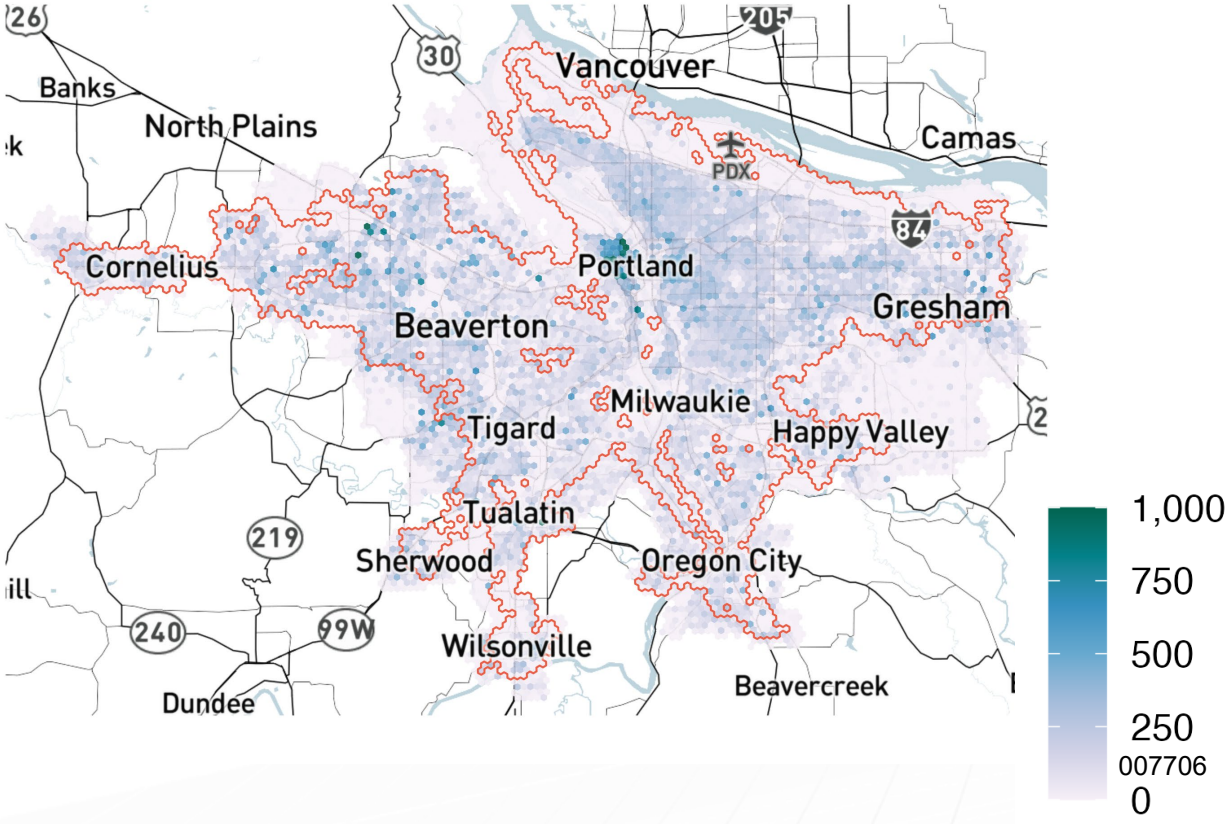
Allocating Future Need to Cities

- Population Growth and Demographic Change
  - 50% weight for household growth using Metro forecast
  - 50% weight for job accessibility

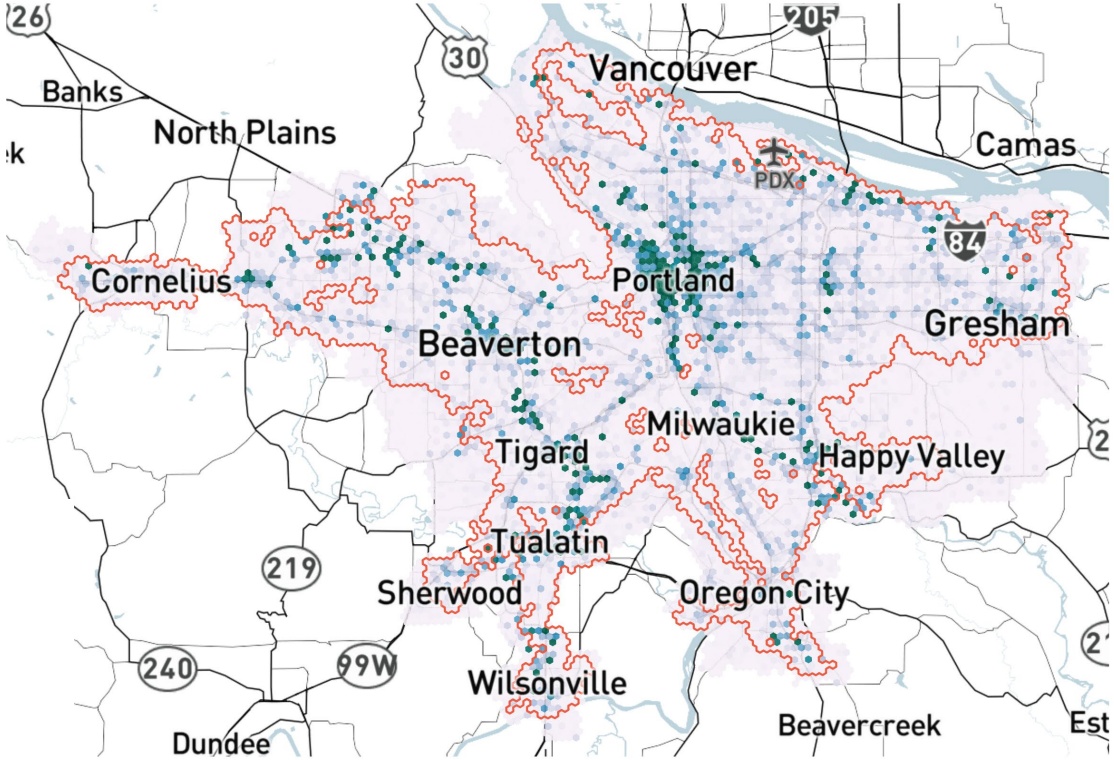
- Loss of units to 2nd and vacation homes
  - Replicate statewide methodology
  - Current Location of 2nd and vacation homes

Measuring access to jobs via walk/transit in 60 minutes

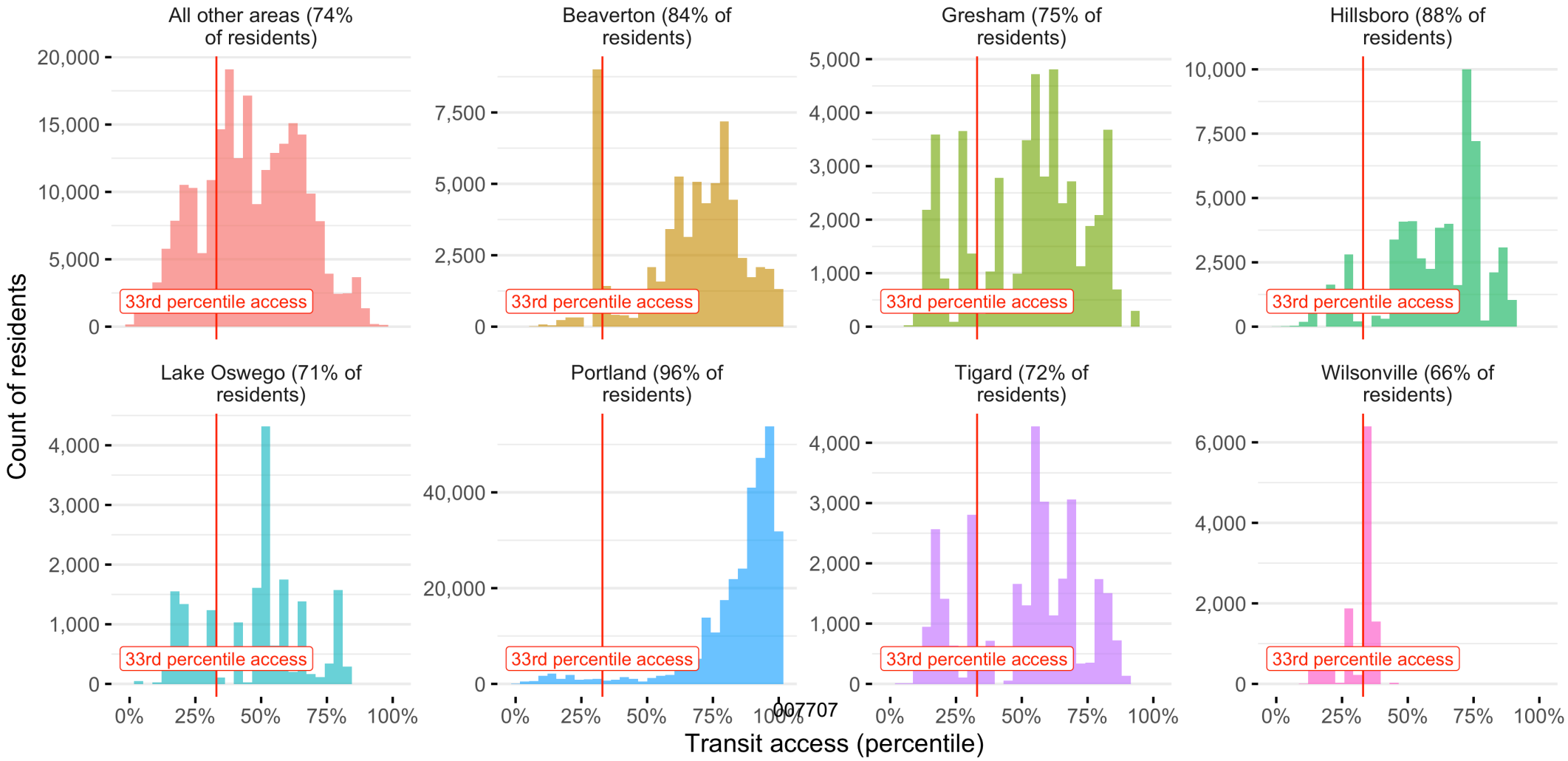
Total Residents



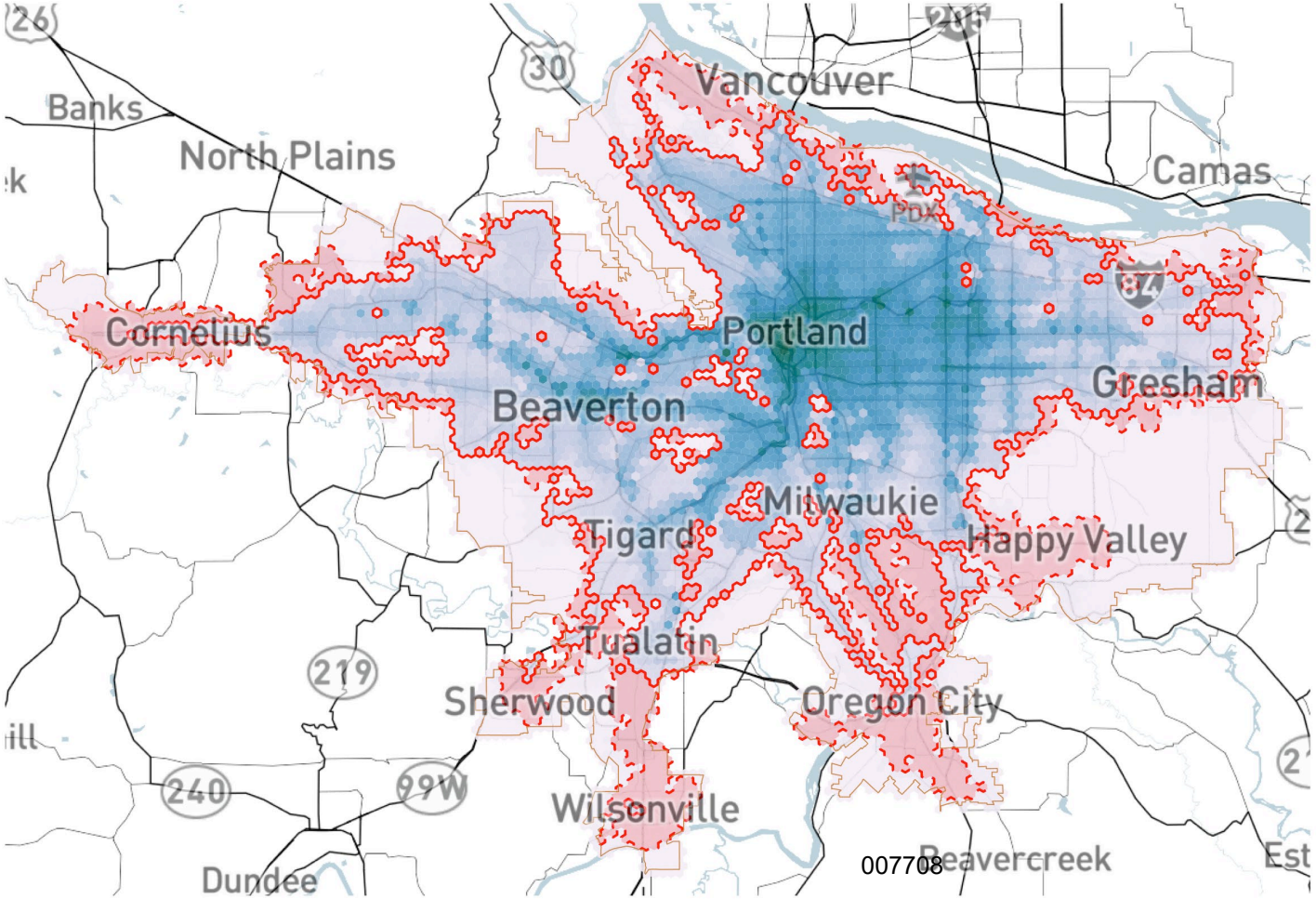
Total Jobs



How many residents in each city have access to jobs within 60 minutes (walk/transit)



Using the 50% percentile would shrink the area of access



UGB

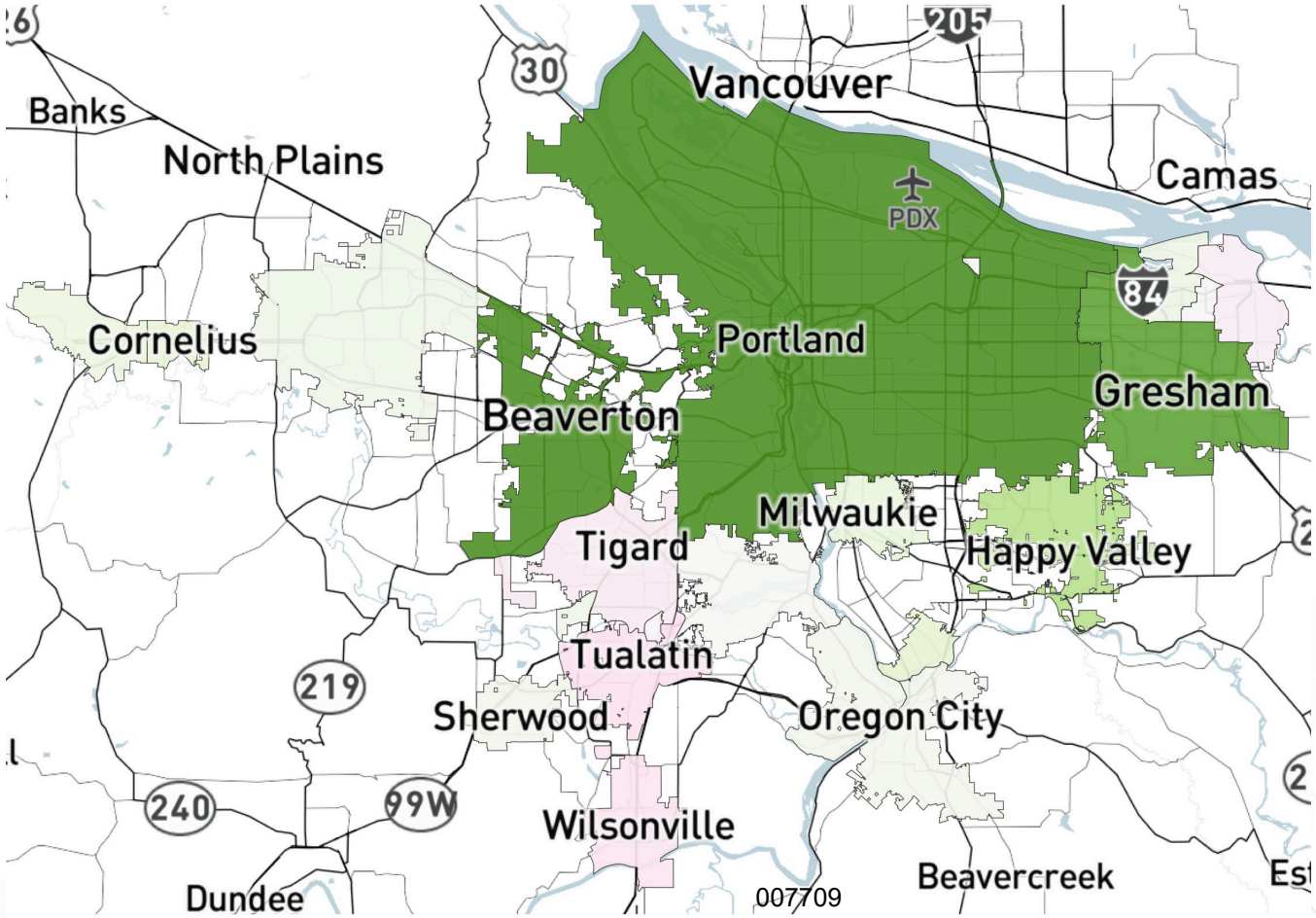
33rd percentile access area

50th percentile access area

Total jobs accessible from location

500,000
400,000
300,000
200,000
100,000

City level impact of using accessibility vs. job count



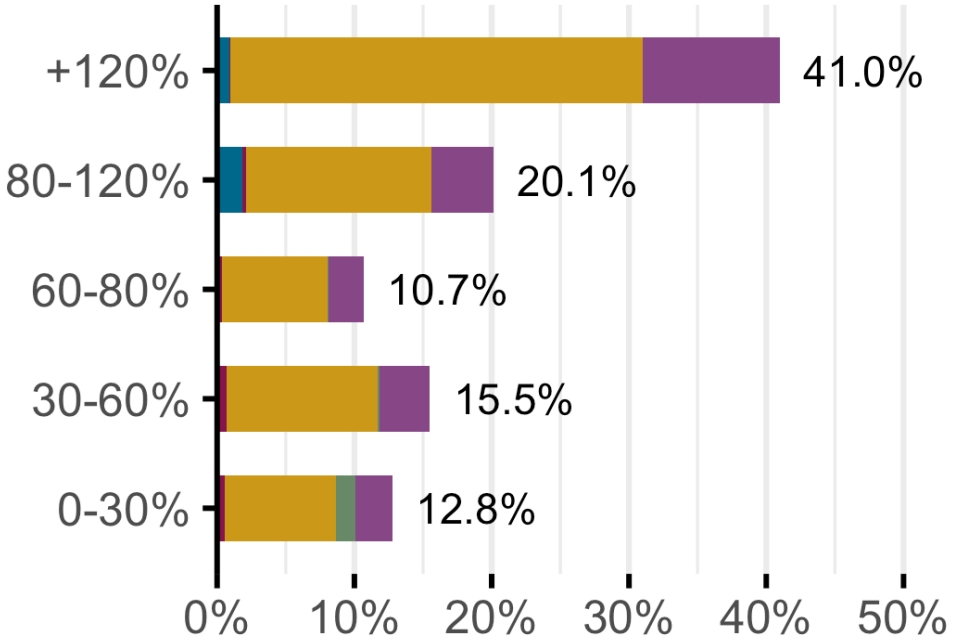
More

Less

City Allocations within Metro

A range of outcomes based on component parts

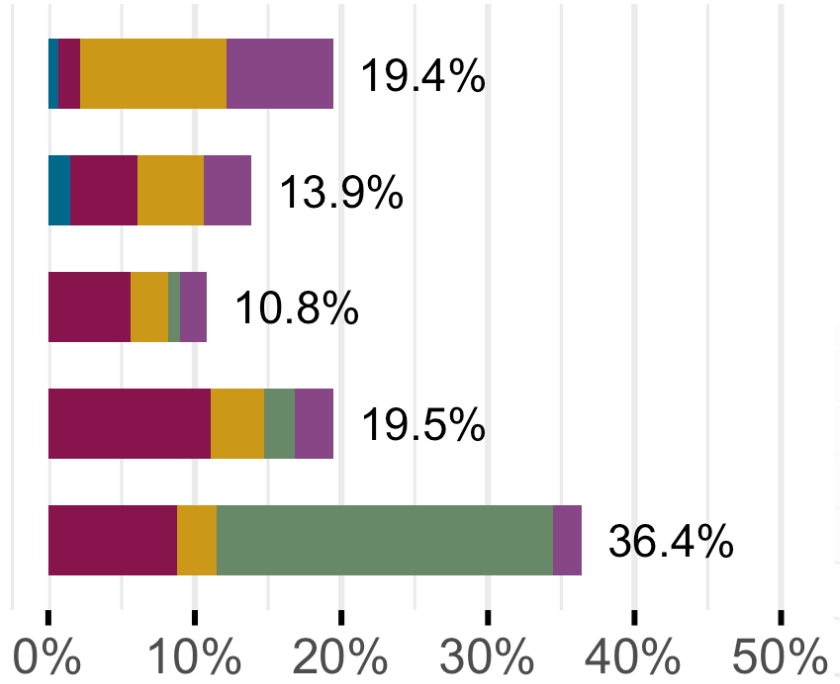
Cities with lower share of affordable units and recent production



Example City A

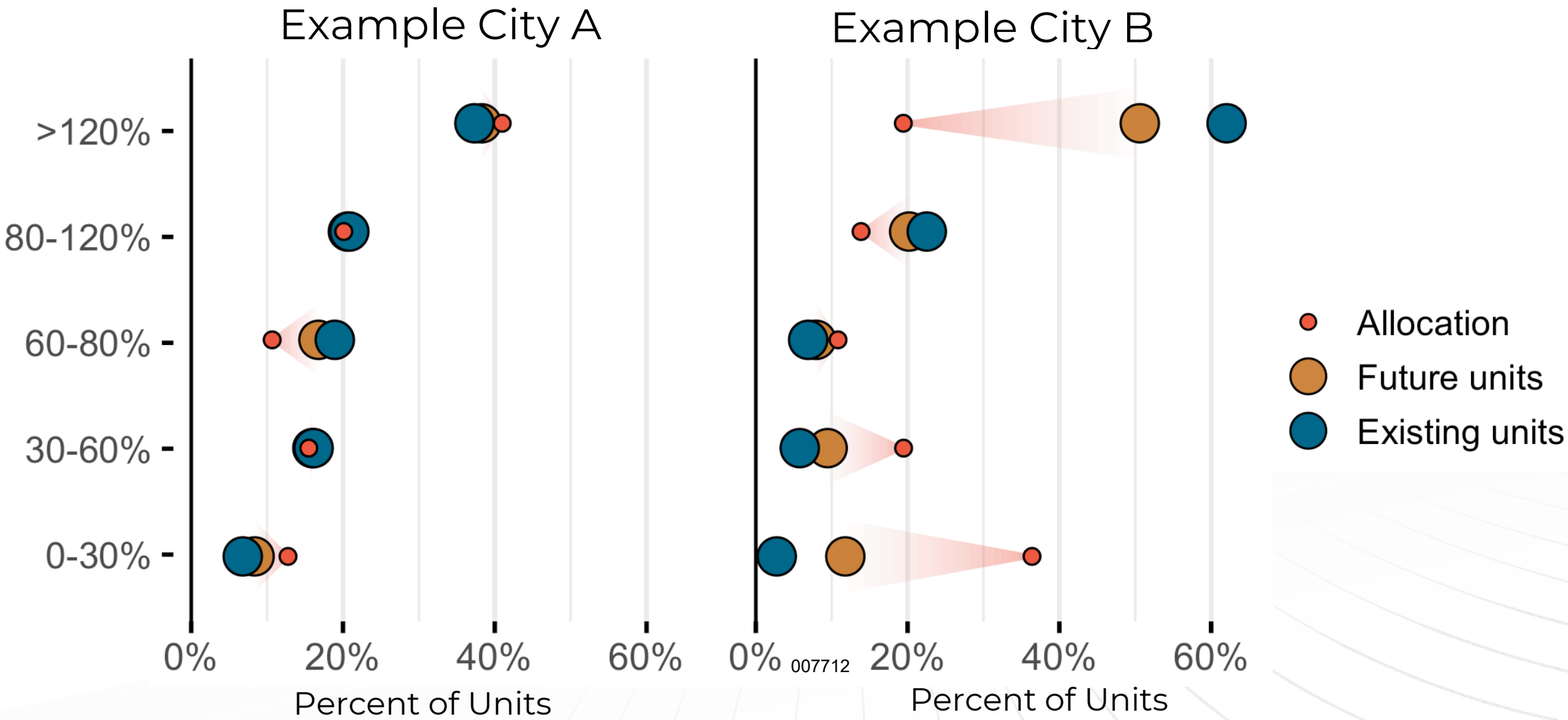
Component

- Demographic Change
- Homelessness
- Population growth
- Underproduction
- 2nd/vacation homes

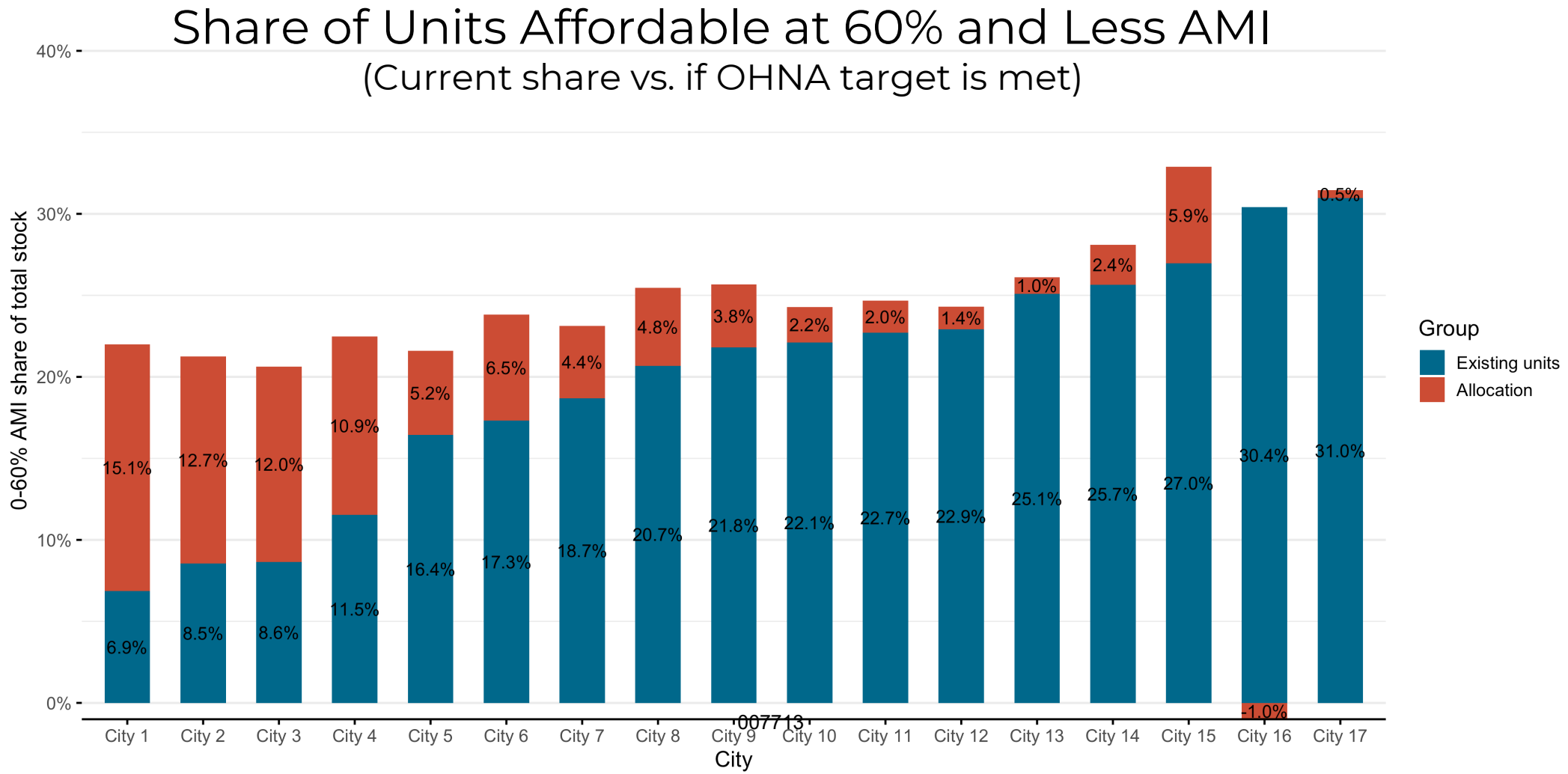


Example City B

Impact of achieving target over 20 years on the distribution of affordability



If cities achieve their allocations, share of affordable units will increase



Next steps

Timeline for Methodology

May	June	July	August	September	October	November-December
Statewide and Metro-specific Webinars hosted by DAS, DLCD and OHCS	Publish Interim OHNA Methodology Recommen-dations Report	Public Comment Period on Interim Methodology (30 Days)	Respond to Public Comment and Revise Methodology Report	LCDC Meeting and Public Testimony on Draft Methodology	Housing Stability Council Presentation on Draft Methodology	DAS publishes documentation for Final Methodology

*survey link for feedback on methods will be sent post-webinar

HCS.OHNA@hcs.oregon.gov to provide public comment

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 24, 2024

MEMBERS PRESENT	AFFILIATION
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Gordon Hovies	Special Districts in Washington County
Mark Shull	Clackamas County
Tim Rosener	Other Cities in Washington County
Pam Treece (Chair)	Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Kirstin Greene	Oregon Department of Land Conservation and Development
Omar Qutub	Citizen of Multnomah County
Steve Callaway	Largest City in Washington County
Gerritt Rosenthal	Metro Council
Ty Stober	City of Vancouver
Keith Kudrna	Other Cities in Multnomah County
Alison Tivnon	Second Largest City in Washington County
Sharon Meieran	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Sherry French	Special Districts in Clackamas County
Glen Yung	Clark County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Emerald Bogue	Port of Portland
Thomas Kim	TriMet
Luis Nava	Citizen of Washington County
Ed Gronke	Citizen of Clackamas County
Denyse McGriff	Largest City in Clackamas County
Terri Preeg Riggsby	Special Districts in Multnomah County

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development

OTHERS PRESENT: Medha Pulla, Cindy Leicher, Sandy Glantz, Marc, Tracey Lam, Adam Barber, Daisy Quinonez, Tom Egleston, Jim Duggan, Michael Veale, Robert Liberty, Jamie Stasny, Christina Ghan, Robert N, Joe Gall, Tom Armstrong, Kristin Leichner, Laura Kelly, Cindy Leicher,

STAFF: Connor Ayers, Georgia Langer, Laura Combs, Andy Shaw, Eryn Kehe, Liam Frost, Patricia Rojas, Eduardo Ramos, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Brian Kennedy, Marissa Madrigal, Anne Buzzini, Robyn Stowers, Val Galstad, Patrick Dennis, Emily Lieb, Jenna Jones, Marissa Grass, Jessica Diridoni, Ramona Perrault, Ina Zucker, Kristin Dennis, Ted Reid

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/they) called the role.

Chair Pam Treece introduced Catherine Ciarlo to discuss how information comes to MPAC.

Catherine Ciarlo shared that those who staff the MPAC committee misheard the request around information for the fees and took ownership over that error. She added that the input from this committee is important to Metro and stated that in the future, they will bring that information to MPAC. She apologized on behalf of the staff for that error.

Metro Chief Financial Officer Brian Kennedy shared that Metro Council recommended setting the solid waste fees for fiscal year 2024 to 2025 at the cost of service, in alignment with the suggestions from the Waste Fee Policy Task Force. He shared that this proposal entails an 11.9% increase in the total tip fee, mainly attributed to mixed solid waste at Metro transfer stations. Kennedy added that actors driving these costs include overall inflation in the economy, expenses related to a new operating contract at the Metro Central station, and the regional system fee, which sees only a 1% increase compared to the previous fiscal year. Kennedy welcomed inquiries regarding specific fees, or the process involved.

MPAC Member Discussion:

Mayor Tim Rosener shared that he sat on the WPES task force about rate setting and he interpreted the service model as an overall set of recommendations that included more advice, oversight from the affected municipalities and haulers in the region, and a chance to weigh in on the rate setting process. Mayor Rosener expressed concern about the 11.9% increase, stating that it is above the inflation rate. He requested more time to discuss the rates and programs and requested that Council would honor the 8% commitment and that more recommendations be implemented in the future.

Councilor Brett Sherman expressed gratitude for the recent communication efforts, particularly highlighting Marta McGuire's responsiveness in providing detailed information. Councilor Sherman voiced concerns regarding the proposed cost of service model for setting solid waste fees. He emphasized the importance of considering both cost of service and predictability in fee levels, noting that these concepts are not mutually exclusive. Councilor Sherman questioned the clarity of presenting the committee's approval without specifying the level of fee increase and considering other factors like upcoming bonds and stakeholder impacts. Councilor Sherman reminded people of the original mandate of a maximum 7-8% increase from 2020 to 2027 and the divergence from that trajectory.

Councilor Nolan clarified that the task force did not approve specific numbers but recommended a framework adopted by the Council. They shared that this framework prioritized equity, ensuring equitable access to various services provided by Metro, which often necessitates subsidies across users. Additionally, Councilor Nolan highlighted the importance of a healthy environment, aiming to reduce waste going to landfills, and economic vitality, particularly considering privately owned and operated transfer stations. Councilor Nolan shared that while predictability was discussed, equity, economic vitality, and a healthy environment were ranked higher in importance by the task force.

Mayor Steve Calloway expressed disappointment regarding the upcoming Metro Council vote. Mayor Calloway highlighted concerns about transparency, funding methodology, and rationale, emphasizing the longstanding requests from Hillsboro and other cities. He emphasized the importance of recognizing advisory input and expressed feeling let down. Mayor Calloway also warned of potential consequences such as increased illegal dumping.

Councilor Hwang emphasized the importance of process, good governance, and engaging all relevant stakeholders. He acknowledged shortcomings in bringing the topic back to MPAC as previously requested and noted that local jurisdictional partners felt unheard. Councilor Hwang directed a question to Brian Kenedy regarding the potential impacts of offering a short delay on the overall process and budgeting.

Brian Kennedy responded that a short delay would not significantly impact Metro, as they have flexibility in their schedule. However, he noted that it would have a greater impact on several local government partners who rely on Metro's decision to set new fees by July 1. Kennedy noted that any delay from Metro could potentially disrupt these partners' fee-setting processes, affecting their ability to adhere to their planned schedules.

Councilor Hwang shared that they would be willing to delay the votes to properly have more follow up with the jurisdictions here. He noted that they can have conversation about what these costs mean. He asked if stakeholders would like them to have a slight delay.

Chair Treece noted that there does not appear to be flexibility in the 11.9% increase and added that this delay would only be one week.

Commissioner Shull asked how the 11.9% will be delivered or spent.

Chair Treece asked if people wanted to have a week delay in the decision making of the fee setting.

Councilor Hwang recognized that many wanted to delay the decision and noted that he will communicate that with his staff.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Chair Pam Treece read aloud the instructions for providing public testimony.

No members of the public provided testimony.

Seeing no further discussion, Chair Treece moved onto the next agenda item.

3. COUNCIL UPDATES

Councilor Rosenthal highlighted various community initiatives and projects. He mentioned changes in the process of large-scale community visions, emphasizing openness to grants and alterations in application timelines and project scopes. Councilor Rosenthal discussed three approved projects, including the OMSI Center and developments in Forest Park. Specific projects such as the cultural heritage garden at Lone Fir Cemetery and planning at Willamette Cove were detailed, along with updates on activities at the zoo related to the Lamprey conservation efforts. Councilor Rosenthal also provided insights into urban growth management, climate action plans, and safe streets initiatives. He also highlighted waste prevention efforts during Earth Month, including educational presentations and hazardous waste collection events.

Seeing no further discussion, Chair Pam Treece moved onto the next agenda item.

COO Updates:

COO Marissa Madrigal informed MPAC about progress made since the launch of the stakeholder advisory table (SAT) regarding housing issues. COO Madrigal emphasized the importance of maintaining momentum in creating housing despite challenges related to homelessness and housing instability. She outlined Metro's role in housing initiatives, such as urban growth management grants and the successful housing bond. COO Madrigal discussed the exploration of future affordable housing funding options, highlighting input from various stakeholders, including the SAT. COO Madrigal shared emerging themes and alignments from stakeholder feedback, including a desire for flexibility and responsiveness to changing circumstances. COO Madrigal expressed her intention to bring a recommendation to the Metro Council in June, incorporating feedback and research findings.

MPAC Member Discussion:

Commissioner Sharon Meieran shared that she does not believe that the money should be used for anything other than its intended purpose. She suggested that the only purpose should be the ones that the voters approved.

COO Madrigal responded that they are engaging with stakeholders, and that they are not taking all the money away from SHS and putting it toward housing, rather, they are taking some.

Commissioner Meieran stated that that is not how she views that.

COO Madrigal conveyed that stakeholders had emphasized the importance of prioritizing populations served through SHS, specifically populations A and B, noting that the modeling presented to stakeholders heavily favored permanent supportive housing services, focusing on providing units with wraparound services. COO Madrigal expressed alignment between intentions and values in serving these populations and offered further information on the scenarios if needed.

Commissioner Meieran highlighted the importance of aligning intentions with serving vulnerable populations facing significant housing barriers. Commissioner Meieran emphasized the need for greater investment in behavioral health services for individuals experiencing chronic homelessness, an aspect often overlooked. Drawing from her experience as an ER doctor and street medicine volunteer, Commissioner Meieran advocated for utilizing available hotels or motels to create housing units quickly, suggesting innovative approaches rather than conventional methods. She proposed purchasing existing units to address immediate housing needs rather than investing in new construction, emphasizing the importance of practical solutions.

4. COMMITTEE MEMBER COMMUNICATIONS

There being no committee member communications, Chair Pam Treece moved onto the next agenda item.

5. CONSENT AGENDA

Chair Pam Treece skipped the Consent agenda due to lack of quorum.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Legislative Update

Chair Pam Treece introduced Metro staff member Jenna Jones to present on the topic.

The presenter shared the tone and tenor of the session, the overall state priorities, and Metro's priorities. She discussed that SB 1526 passed, but HB 4042 failed. Presenters shared that equitable and achievable housing production bills passed, as well as a number of other priority bills. The presenter then shared the predictions for 2025.

With no discussion from MPAC Members, Chair Treece moved onto the next agenda item.

6.2 Housing Update

Due to time restraints, Chair Pam Treece postponed this agenda item for another meeting.

6.3 Urban Growth Management: Draft Regional Housing Needs Analysis

Chair Pam Treece introduced Metro staff Ted Reid, Eryn Kehe, and ECONorthwest staff Becky Hewitt to present on the topic.

Presentation Summary:
Presenters discussed the project timeline, and explained how they translate the household forecast into land demand. Presenters shared that the housing needs analysis includes assessments of future and existing needs and presented their findings. They shared the MSA population forecast by age cohort, noting that new growth is in older households. Presenters discussed three housing demand scenarios, explaining that there is a new normal that they will likely experience.

MPAC Member Discussion:

Commissioner Sharon Meieran expressed concern about the underestimation of homelessness in

Multnomah County, citing estimates of over 10,000 unsheltered individuals, not including those in shelters. She questioned the connection between the reported underproduction of housing and the number of people experiencing or at risk of homelessness. Highlighting the diversity of factors influencing housing trends, such as downsizing and relocation, Commissioner Meieran emphasized the complexity of the issue and raised these concerns to ensure that all relevant factors are considered in addressing homelessness effectively.

Eryn Kehe acknowledged the importance of receiving feedback on the presented scenarios regarding future housing decisions. She highlighted the significance of different perspectives in shaping discussions and outcomes. Kehe clarified that the figure of 12,300 refers to homes, not people. Kehe emphasized the value of understanding the scenarios and their potential impacts on housing decisions moving forward.

Becky Hewitt addressed the debate surrounding housing trends, noting that while some people are indeed downsizing, data suggests that many are not. She emphasized the importance of considering different perspectives when evaluating scenarios regarding housing shifts. Hewitt explained the rationale behind the presented options regarding houselessness and underproduction, highlighting the ongoing refinement of methodologies used to calculate these figures. She offered to provide a more detailed explanation of the calculations and acknowledged the complexity of measuring underproduction. Hewitt mentioned that new numbers were released that morning and indicated that methodologies might evolve before Metro Council makes decisions regarding urban boundaries.

Commissioner Meieran responded that there are no methodologies that are counting everyone correctly and noted that the Point-In-Time count undercounts people experiencing homelessness drastically.

Councilor Rosenthal how quickly they can build houses and if the rate they are currently building will help them.

Councilor Alison Tivnon asked how Portland compares to population growth nationwide.

Ted Reid responded that while their population growth has slowed down considerably, there is a general trend that matches that nation-wide. He noted that people are making choices to have smaller families and that is the big thing driving the slowing down.

Councilor Tivnon responded that they have different development regulations in this region than in other regions and shared that it is interesting to think about what adding hundreds of thousands of homes will do to the land.

Chair Treece expressed appreciation for considering underproduction as a significant factor in the discussion. She acknowledged the potential for rapid changes in housing trends due to various factors like employment. Chair Treece highlighted the importance of adapting to such uncertainties and emphasized the significant swing in numbers presented. Chair Treece emphasized the importance of understanding historical patterns while recognizing potential shifts in the future. She noted the changing dynamics of family size and the repurposing of larger homes as significant considerations moving forward.

Councilor Tivnon offered perspectives from Beaverton and her previous work at Echo Northwest. She highlighted Beaverton's significant proportion of renters and the challenges faced by the aging population in accessing affordable housing. Councilor Tivnon emphasized the importance of affordability in housing decisions and suggested that financial considerations would play a significant role in whether individuals follow traditional housing patterns or not. She noted that age might be a key factor in housing choices, particularly regarding household size.

Councilor Ty Stober reflected on Vancouver's current housing expansion efforts and the challenges of managing growth within existing urban growth areas. He questioned the potential outcomes of different scenarios presented, ranging from slight changes to massive transformations. Councilor Stober pondered the role of policymakers in shaping past and present housing landscapes, noting the deliberate creation of suburbs in previous decades and the resulting challenges. He considered whether current decisions would similarly shape future housing patterns and pondered the consequences of decreasing the proportion of single-family homes. Councilor Stober questioned whether such decisions would prompt people to seek housing elsewhere or if they would adapt to the new housing reality.

Councilor Vince Jones-Dixon echoed the same sentiments that were previously made and stated that he sees similar things in Multnomah County.

7 ADJOURN

Chair Pam Treece adjourned the meeting at 6:53 pm.

Respectfully Submitted,

Georgia Langer

Georgia Langer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 27, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	04/24/2024	Legislative Update Presentation	042424m-01
6.3	Presentation	04/24/2024	2024 Urban Growth Management Decision: Draft Regional Population, Household, and Employment Forecast Presentation	042424m-02

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, April 24, 2024 **5:00 PM** **Metro Regional Center, Council chamber, https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held in person at the Metro Regional Center Council Chambers with opportunities to join online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Committee Member Communication (5:15PM)

5. Consent Agenda (5:20PM)

5.2 Consideration of the February 28, 2024 MPAC Minutes 24-6053

Attachments: 022824 MPAC Minutes

5.3 Consideration of the January 24, 2024 MPAC Minutes 24-6022

Attachments: 012424 MPAC Minutes

5.4 Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternate Member Positions COM 24-0773

Attachments: MPAC Worksheet for April 2024 MTAC Nominations
MTAC Nominations Memo April 2024
MTAC Member List, as of April 9, 2024

6. Information/Discussion Items (5:30PM)

6.1 Legislative Update (5:30PM) COM 24-0797

Presenter(s): Jenna Jones

Attachments: MPAC Worksheet
SB 1537 - Gov Housing Production Deep Dive
MPAC Bill Summary - 2024

6.2 Housing Update (5:40 PM) COM 24-0795

Presenter(s): Liam Frost, Metro

Attachments: MPAC Worksheet
MPAC Memo

6.3 2024 Urban Growth Management Decision: Draft Regional Housing Needs Analysis (6:10PM) COM 24-0796

Presenter(s): Ted Reid (he/him), Metro
Eryn Kehe, Metro
Becky Hewitt, ECONorthwest

Attachments: 4-24-24 MPAC worksheet - RHNA

7. Adjourn (7:00PM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

6.3 2024 Urban Growth Management Decision: Draft Regional Housing Needs Analysis

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, April 24th, 2024

MPAC Worksheet

Agenda Item Title: 2024 urban growth management decision: draft regional housing needs analysis

Presenters: Eryn Kehe (Metro), Ted Reid (Metro), Becky Hewitt (ECONorthwest)

Contact for this worksheet/presentation: Ted Reid

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land.

Recent changes to state law require Metro to assess not just future housing needs (next 20 years), but also current housing needs. Current housing needs are described as housing for people experiencing houselessness as well as accounting for historic underproduction of housing. Additionally, state law now requires that Metro estimate housing needs for a variety of household income groups.

ECONorthwest is supporting Metro's housing needs analysis work, which estimates the numbers of various housing types (e.g., townhouses, multifamily units, detached homes, etc.) that are needed to accommodate households, considering their size, income, age, and presence of children. This step of translating the household forecast (the people) into needed housing types is necessary for assessing how much growth capacity (physical space) is needed inside the UGB. These analyses and others will be documented in the draft 2024 Urban Growth Report, which will be released in late June. The draft Urban Growth Report serves as a basis for MPAC's recommendations to the Metro Council and for the Metro Council's growth management decision.

Outcome
MPAC members are aware of the technical analyses and review processes that will inform their recommendation to the Metro Council for the 2024 urban growth management decision. MPAC members can ask questions of Metro and ECONorthwest staff and discuss the implications of the draft housing needs analysis.

What has changed since MPAC last considered this issue/item?
At the February 28, 2024 meeting, Metro staff presented the draft regional population, household, and employment forecast. MPAC had a follow up discussion of the forecast at its March 27 meeting. The regional household forecast is a key input into the regional housing needs analysis that is to be discussed on 4/24/24.

What packet material do you plan to include?
None – presentation available at meeting.

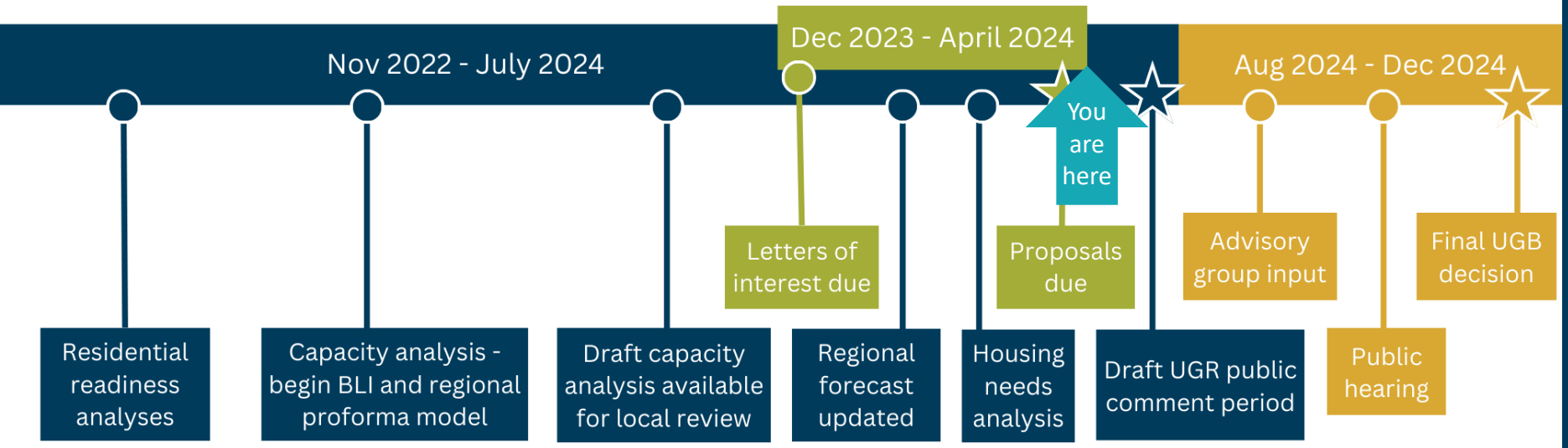
Materials following this page were distributed at the meeting.

Urban growth management: Preliminary housing needs analysis results

MPAC
April 24, 2024

Project timeline

Technical work and analysis: Developing the urban growth report	City expansion proposals	Metro Council decision
• Buildable land inventory (BLI) • Regional forecast • Capacity analysis • Employment trends and site characteristics • Housing needs analysis • Residential readiness analyses • Draft urban growth report (UGR)	• Letters of interest • Expansion proposals *2040 planning and development grants available*	• Consider Metro staff and advisory group recommendations • Public hearings • Policy direction • Final decision



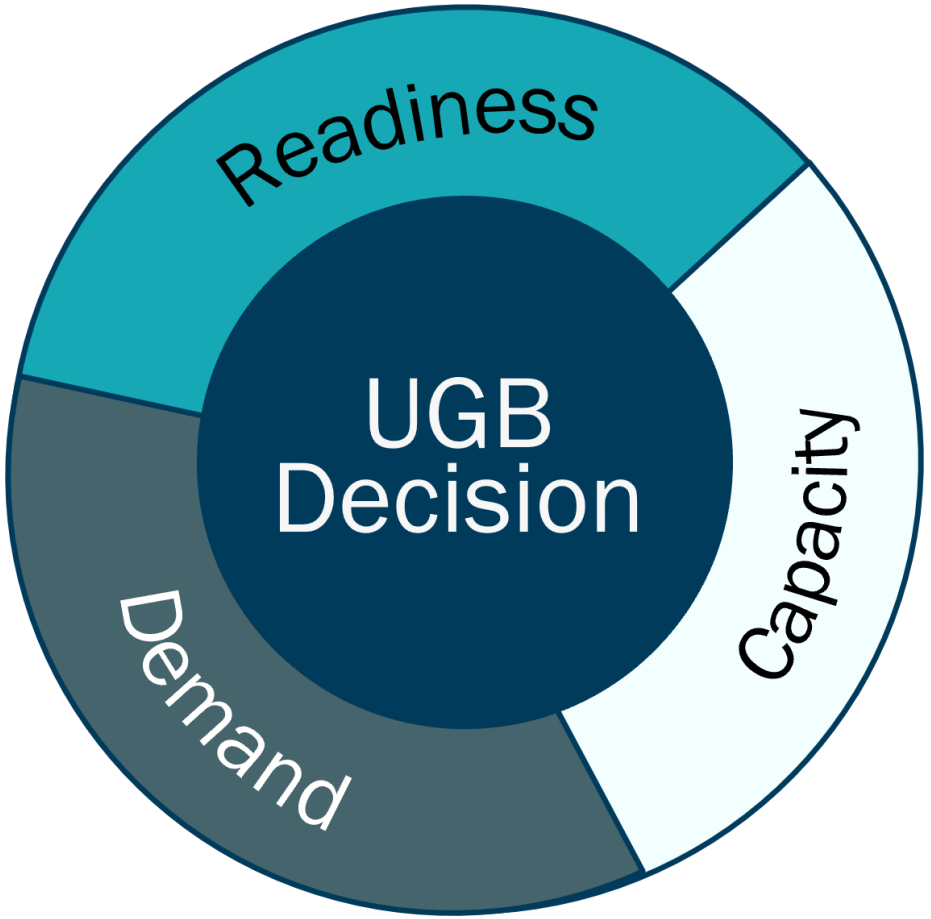
Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

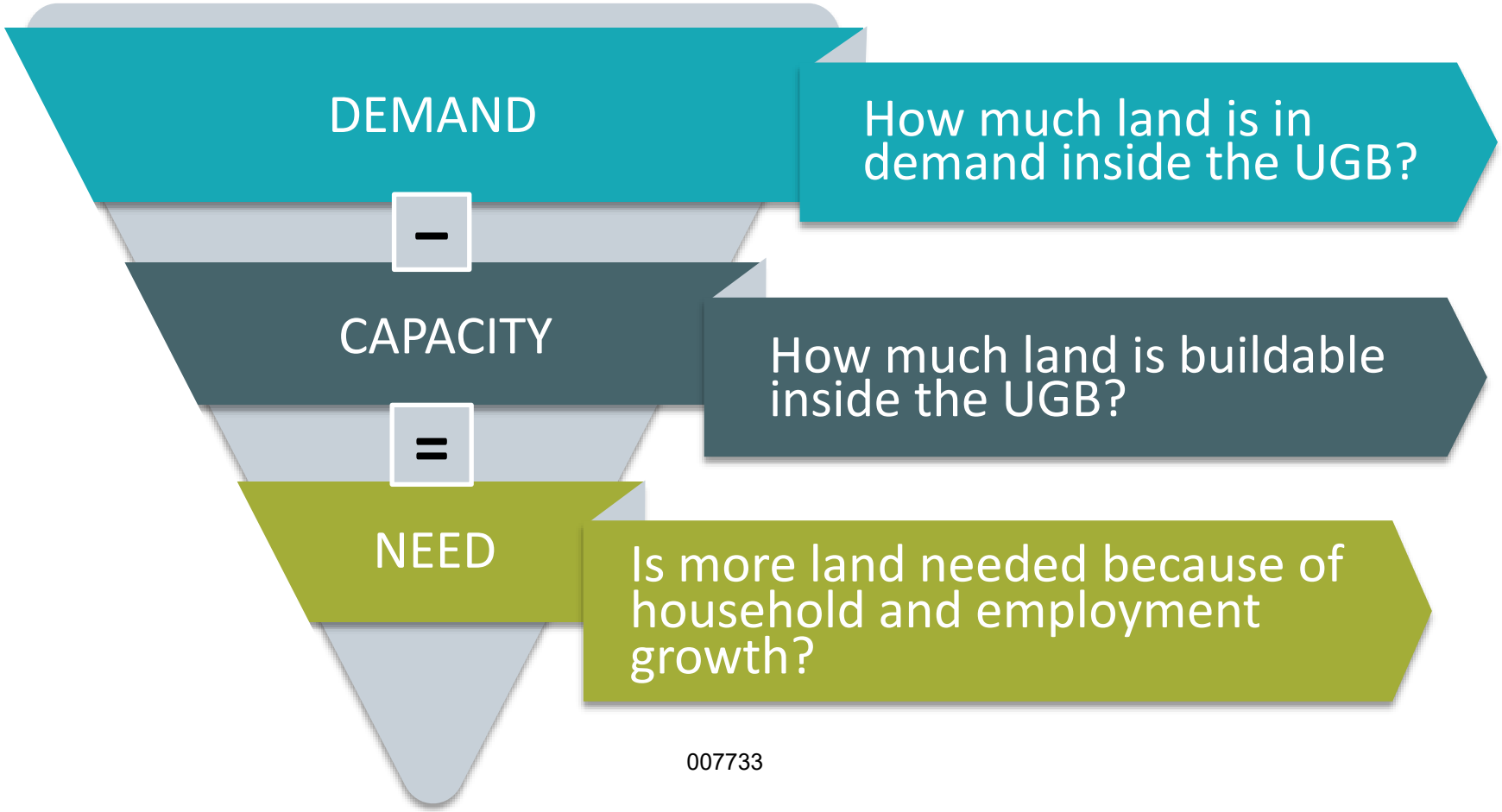
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A decision support tool

The Urban Growth Report (UGR) is a decision-making tool for the Metro Council.



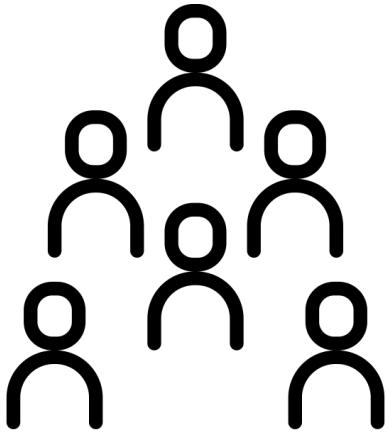
Back to the math equation



007733

So how do we translate the household forecast into land demand?

People in the region in 2044



Regional 7-county household forecast x capture rate

Household Characteristics

- Income
- Age
- Household size
- Presence of kids

&

Housing Characteristics

What housing types are needed to match the needs and choices of the region's households?

- Single family detached
- Middle housing
- Multi-family

Housing needs analysis

Demand for land



Preliminary 20-Year Housing Needs Projections

The housing needs analysis will include assessments of future and existing needs

FUTURE
20-year forecast

Housing demand based on:

Regional population forecast
&
Household forecast

EXISTING

Housing needed for those experiencing houselessness
&
Historic underproduction - what is the backlog of housing units to date?

Future housing needs

MSA (7-county) forecast

- Total growth rate
- 20-year time horizon
- Peer reviewed

UGB capture rate

- Metro UGB vs. other areas
- Based on past trends

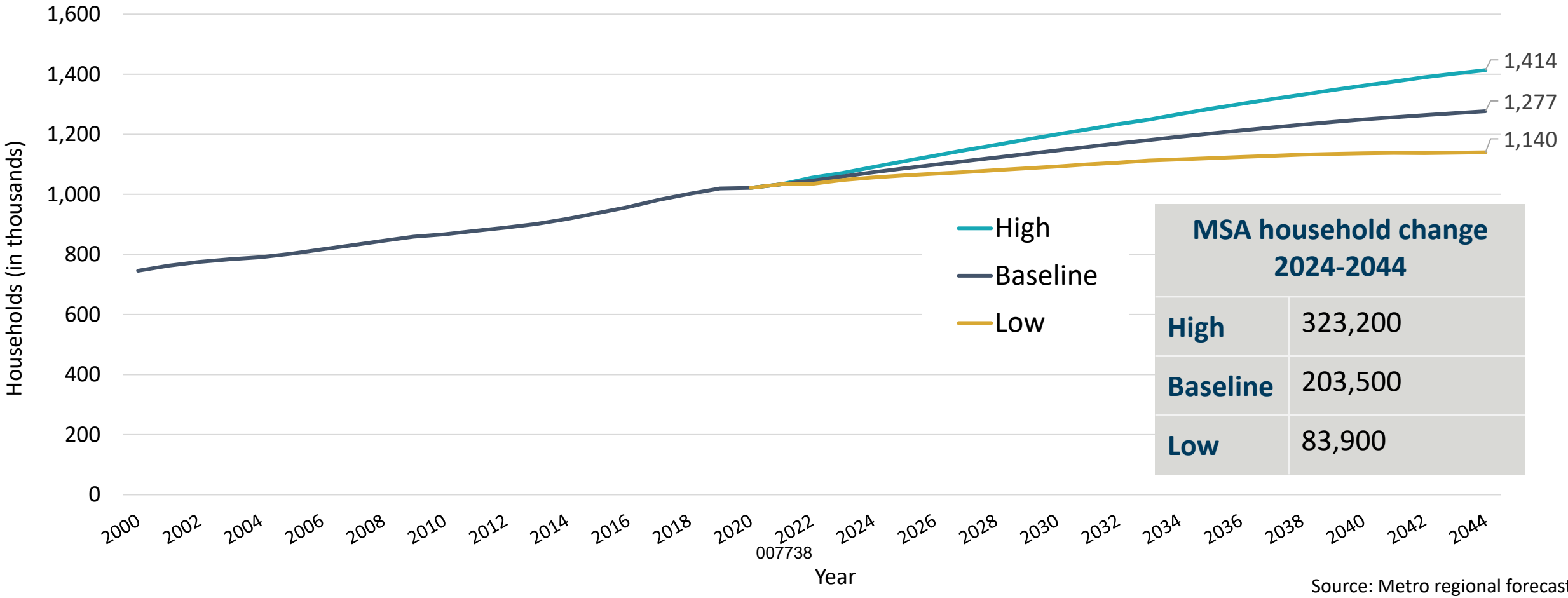
Demographics

- Age (of householder)
- Household Size (number of people)
- Presence of Kids (<18)
- Income

Housing needs

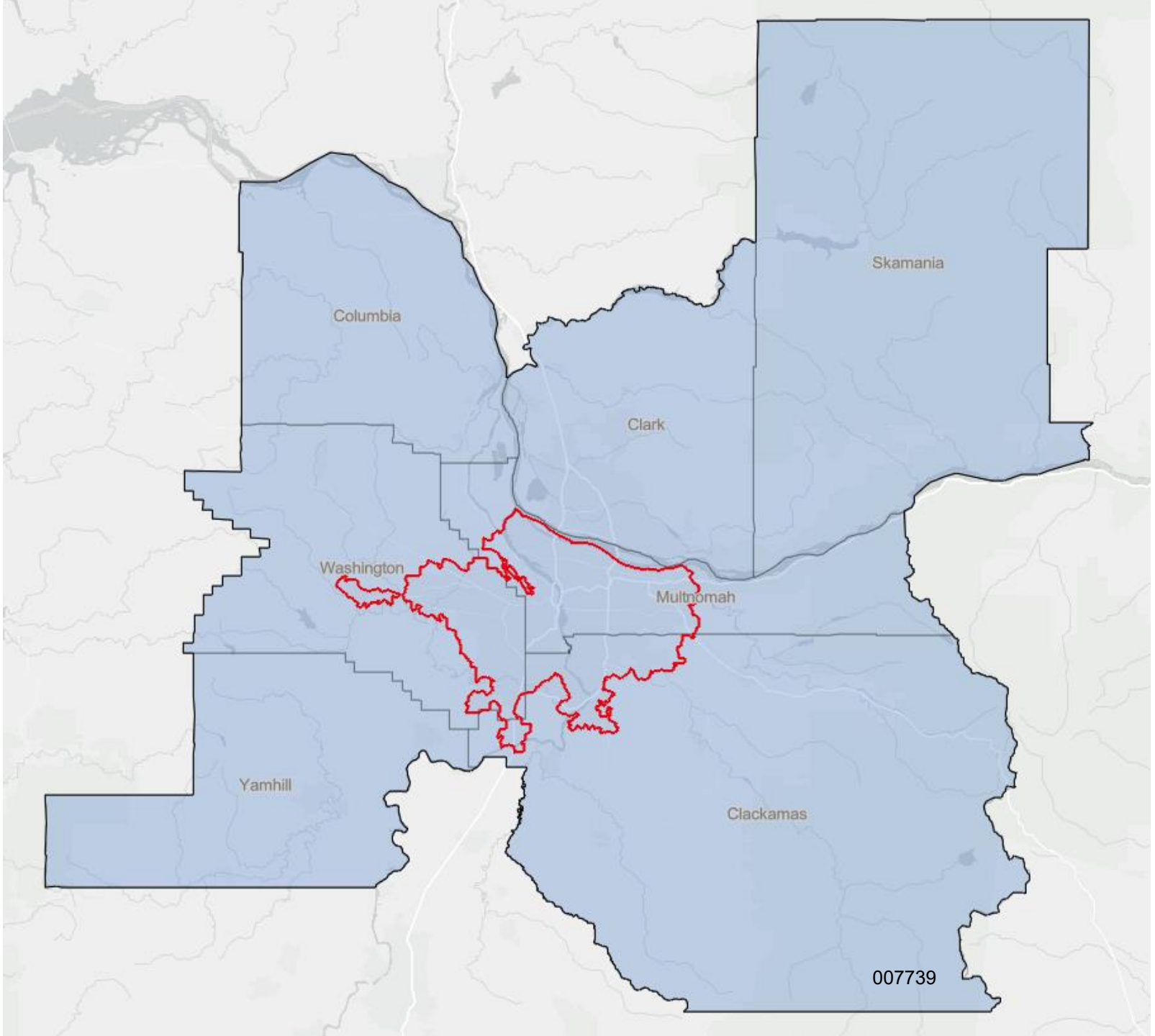
- Affordability / price point
- Housing type

MSA household forecast



MSA household change 2024-2044	
High	323,200
Baseline	203,500
Low	83,900

Source: Metro regional forecast

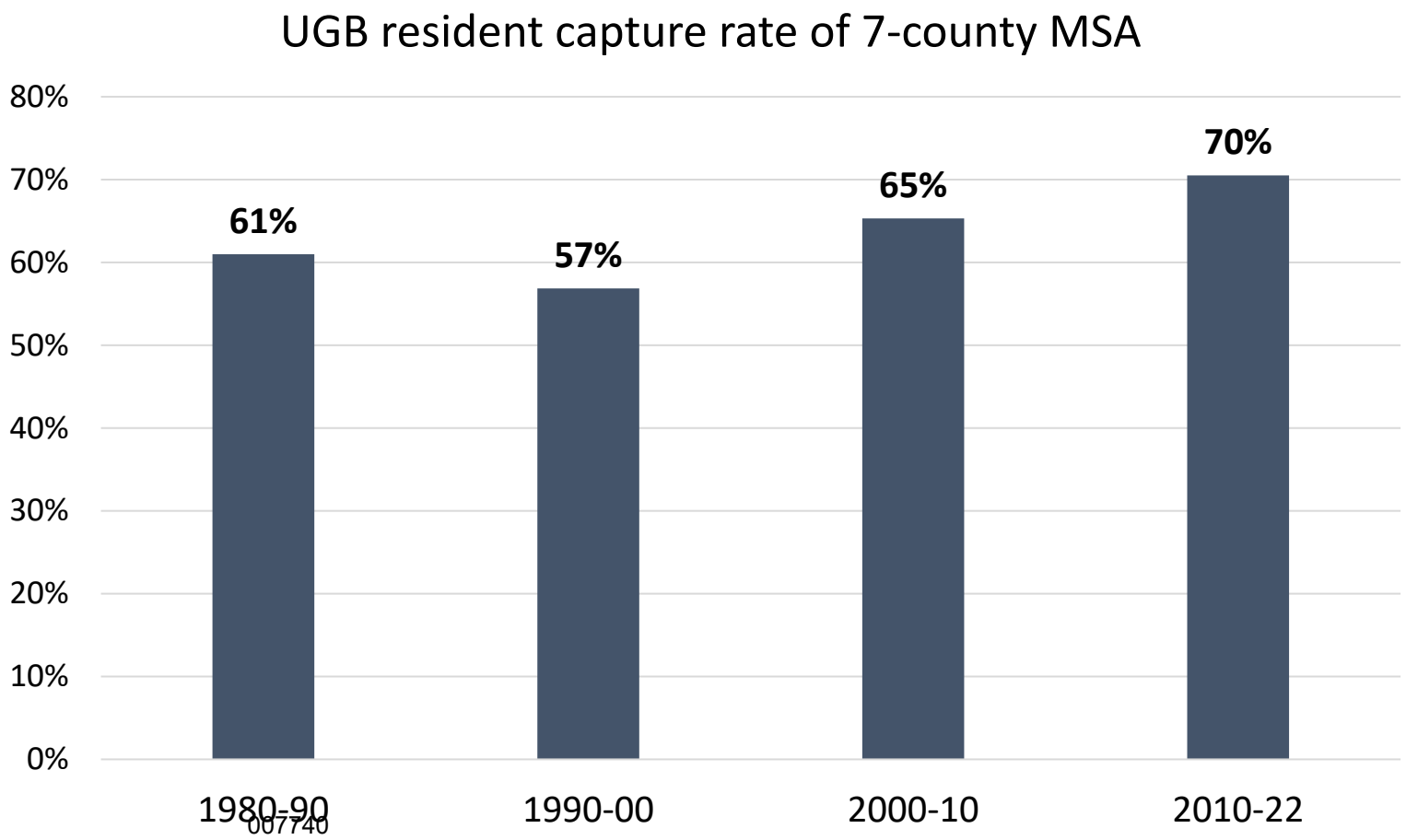


UGB capture rate

How much of the household forecast is expected to fall within the UGB compared to the overall MSA?

UGB capture rate

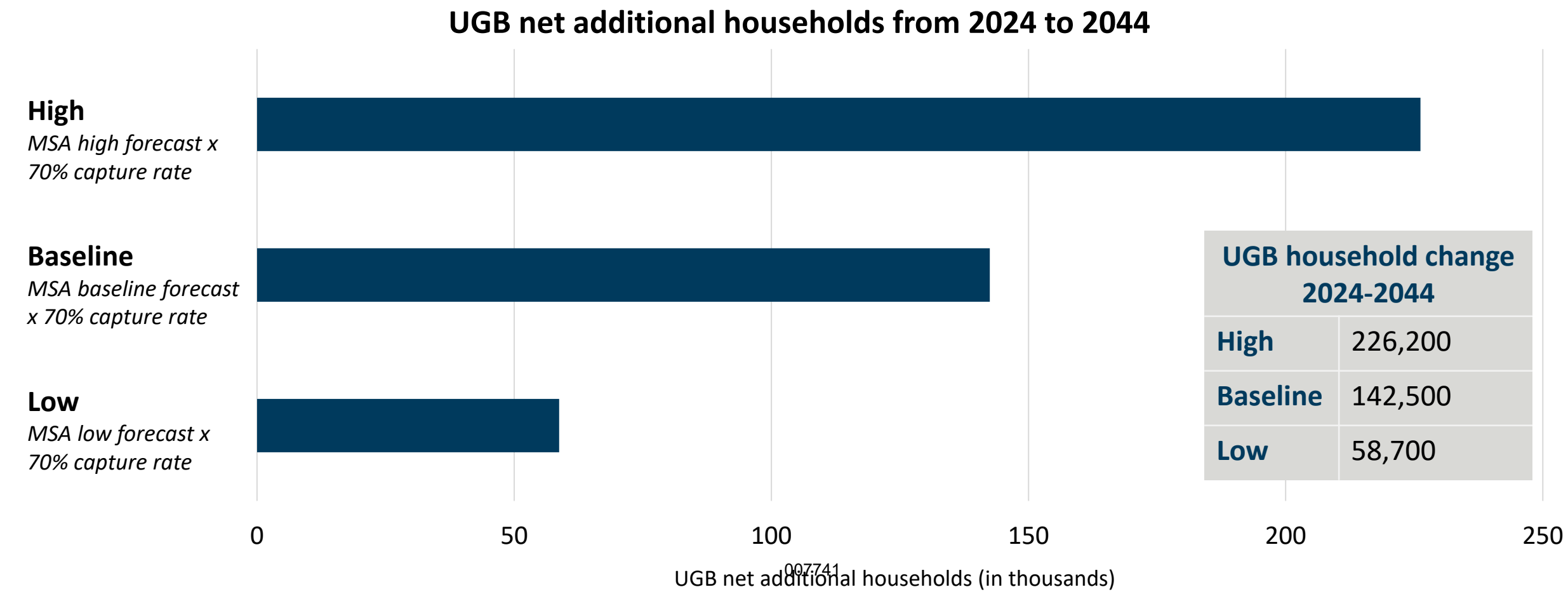
How much of the forecasted growth in the MSA will the Metro UGB "capture"?



007740

Source: Metro analysis

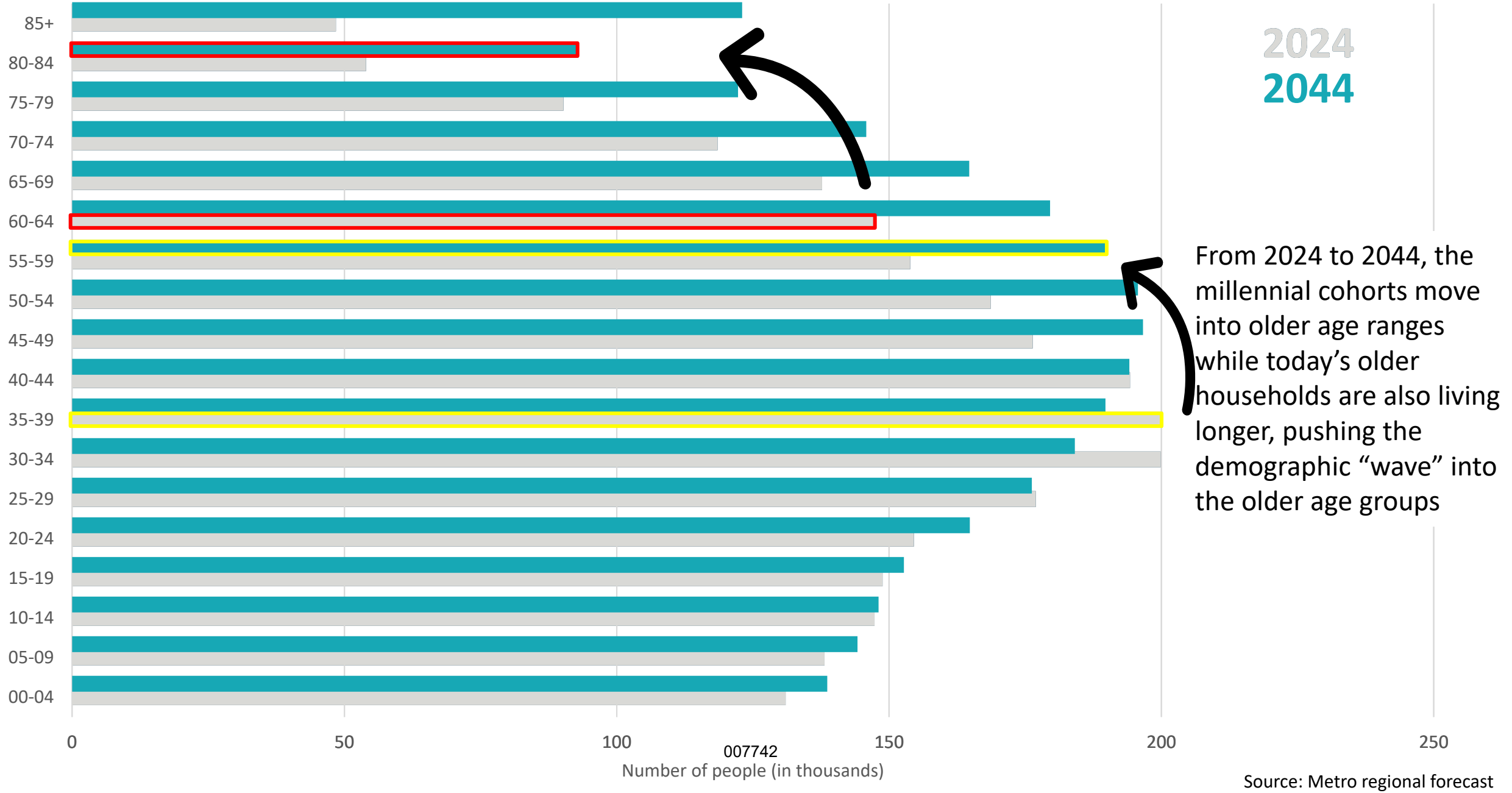
UGB household forecast = (MSA forecast) X (capture rate)



UGB household change 2024-2044	
High	226,200
Baseline	142,500
Low	58,700

Source: ECOnorthwest analysis of Metro regional forecast

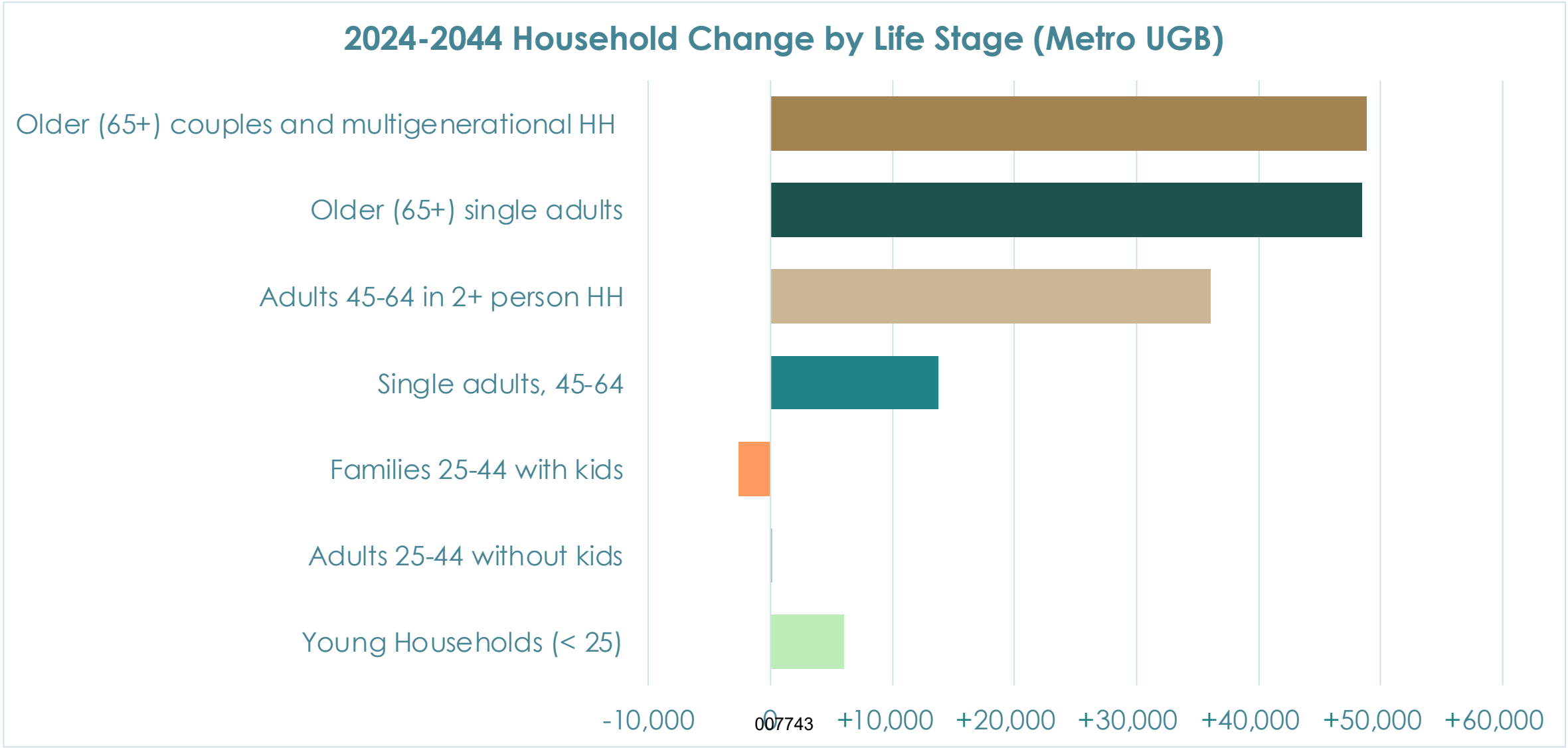
MSA population forecast by age cohort



From 2024 to 2044, the millennial cohorts move into older age ranges while today's older households are also living longer, pushing the demographic "wave" into the older age groups

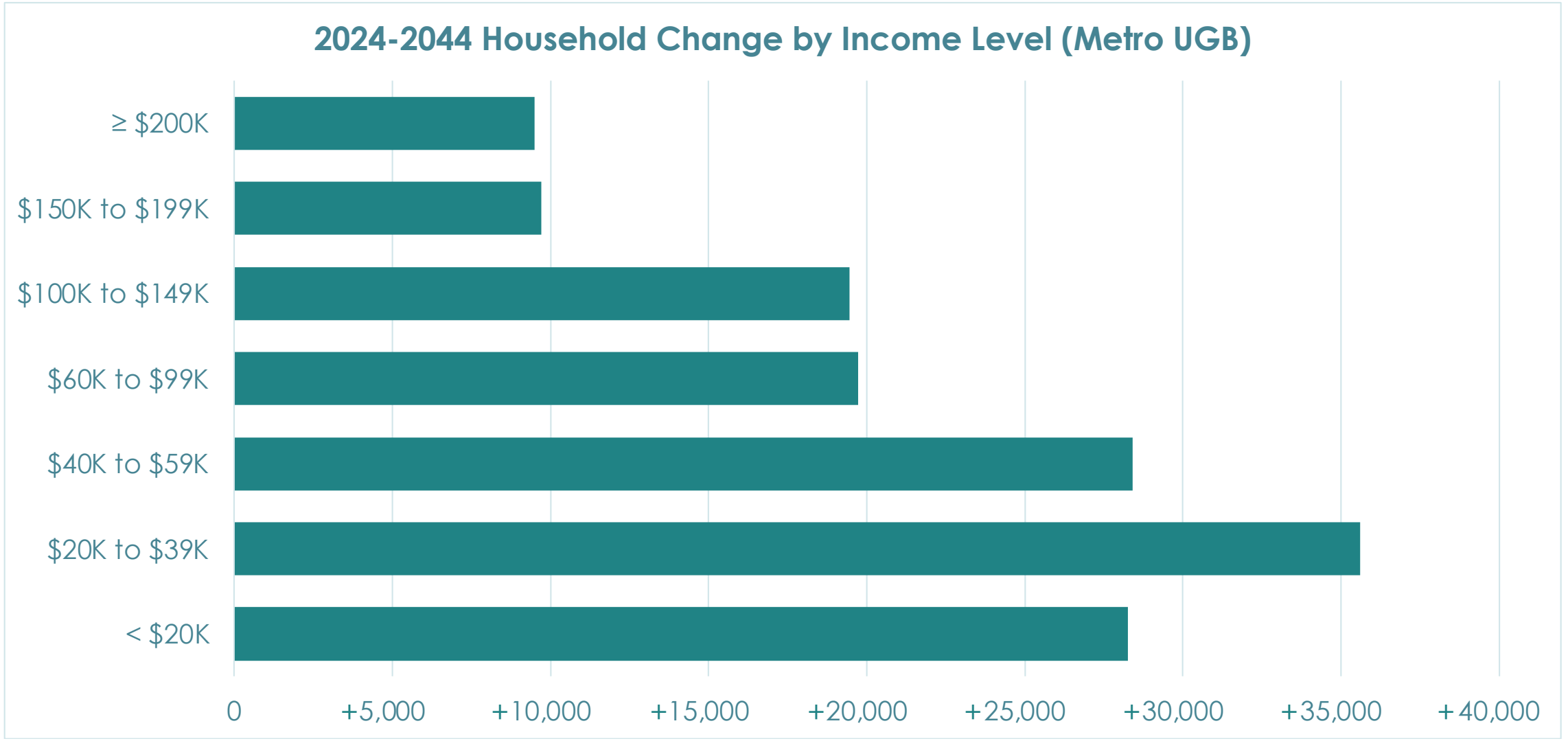
Source: Metro regional forecast

Net growth is in older households



Source: ECOnorthwest analysis of Metro regional forecast

More retirees = lower incomes



Source: ECOnorthwest analysis of Metro regional forecast

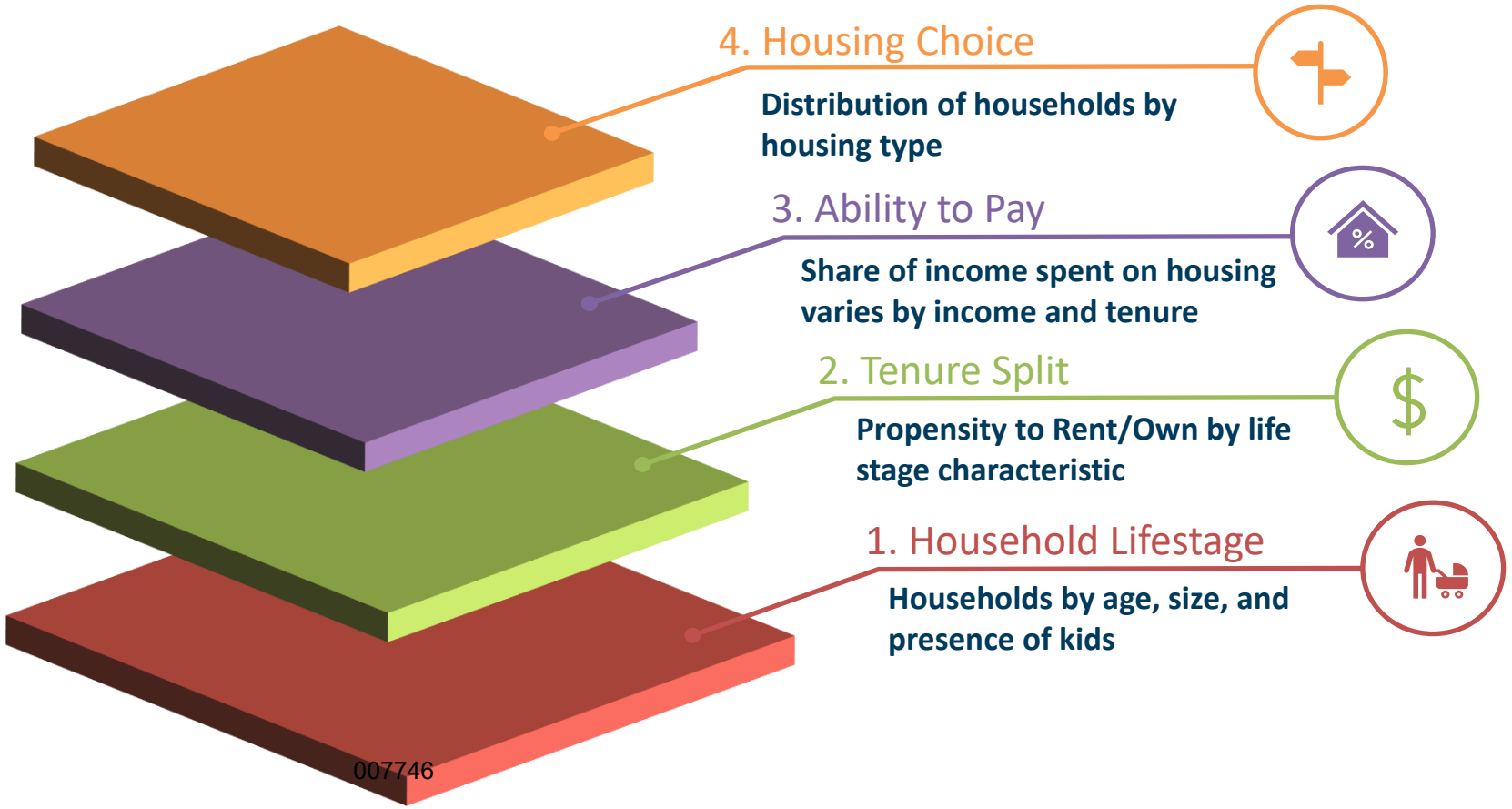
Households → housing units

Add margin for healthy vacancy rate to future household growth



Future housing: Housing demand model overview

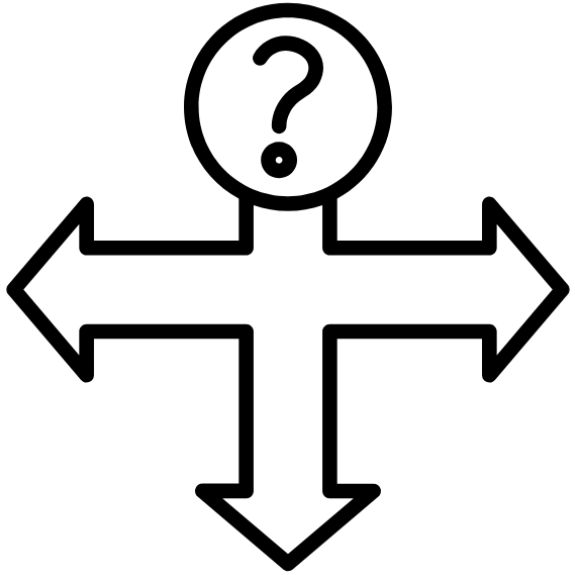
The demand methodology combines forecasts of households by socioeconomic characteristics (from Metro) with factors impacting housing choice to estimate housing demand by housing typology.



Housing demand scenarios

Following in footsteps: Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today.



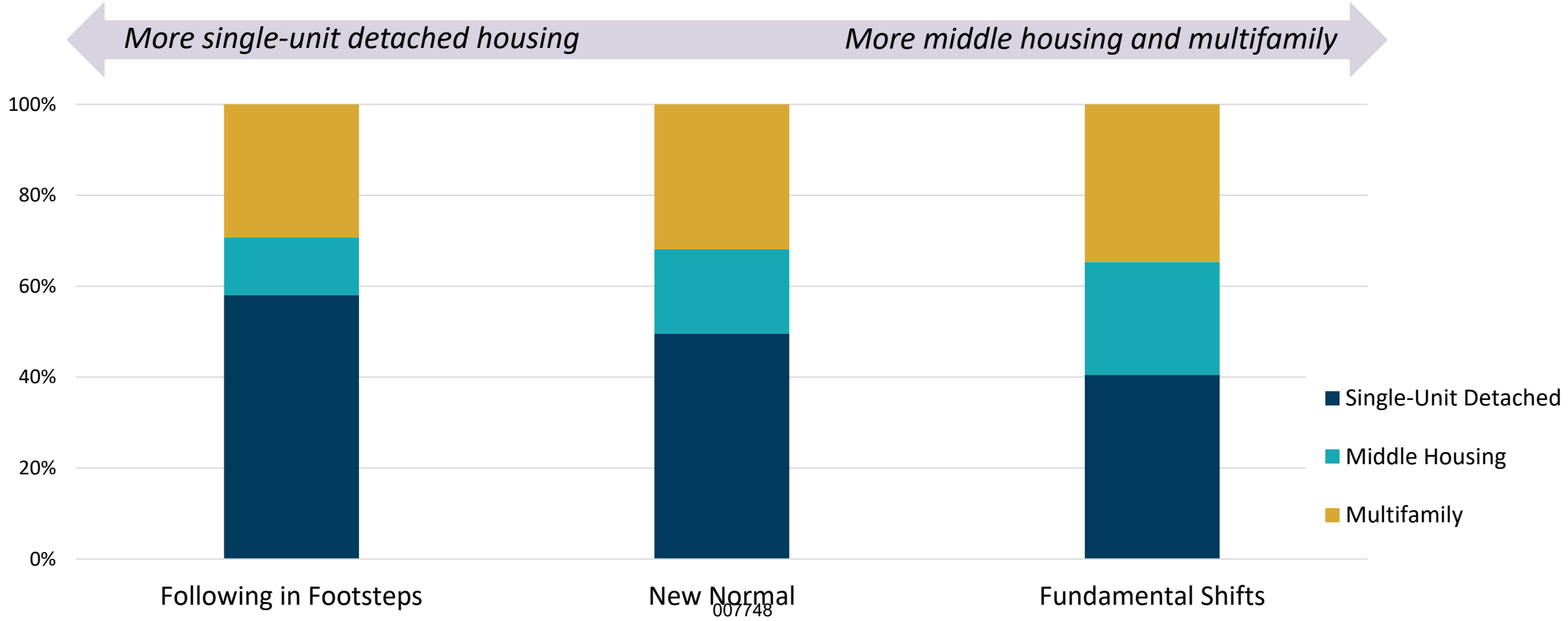


Fundamental shifts: Housing choices shift substantially towards attached housing based on affordability.



New normal: As households age, their housing choices shift towards those of older households today, but not to same extent.

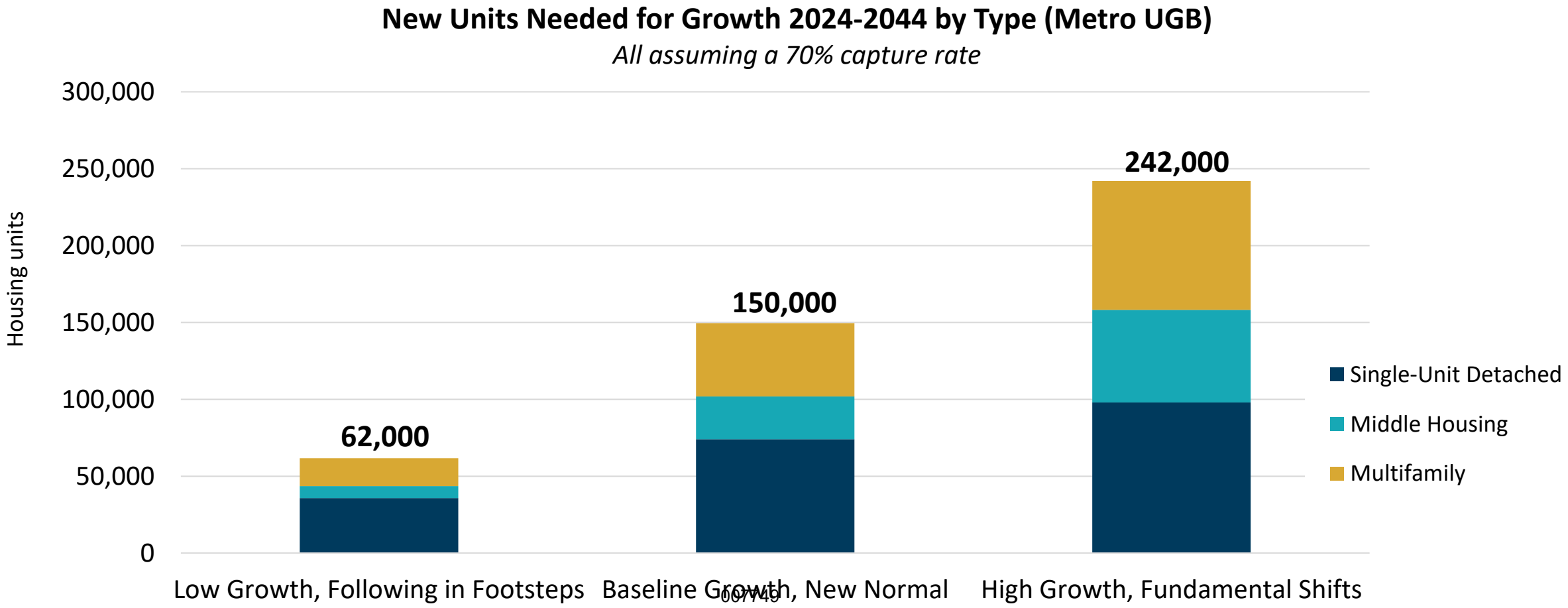
Fundamental shifts mean more multifamily and middle housing



007748

Source: ECOnorthwest analysis using U.S. Census Bureau, 2021 ACS 5-Year Estimates, PUMS, for tri-county region

Putting it together – future demand by housing type



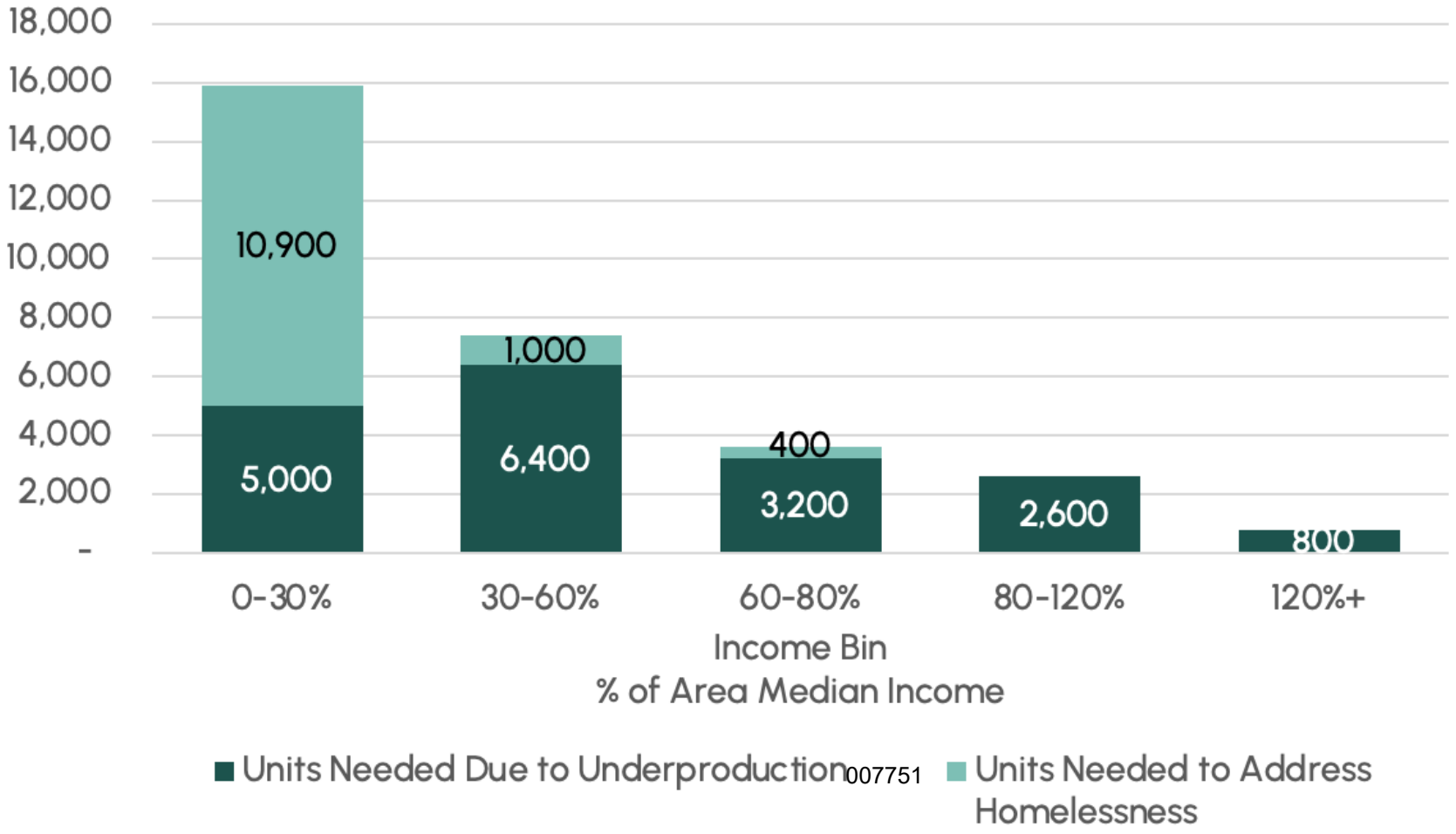
Existing housing needs inside UGB



007750

Source: ECOnorthwest

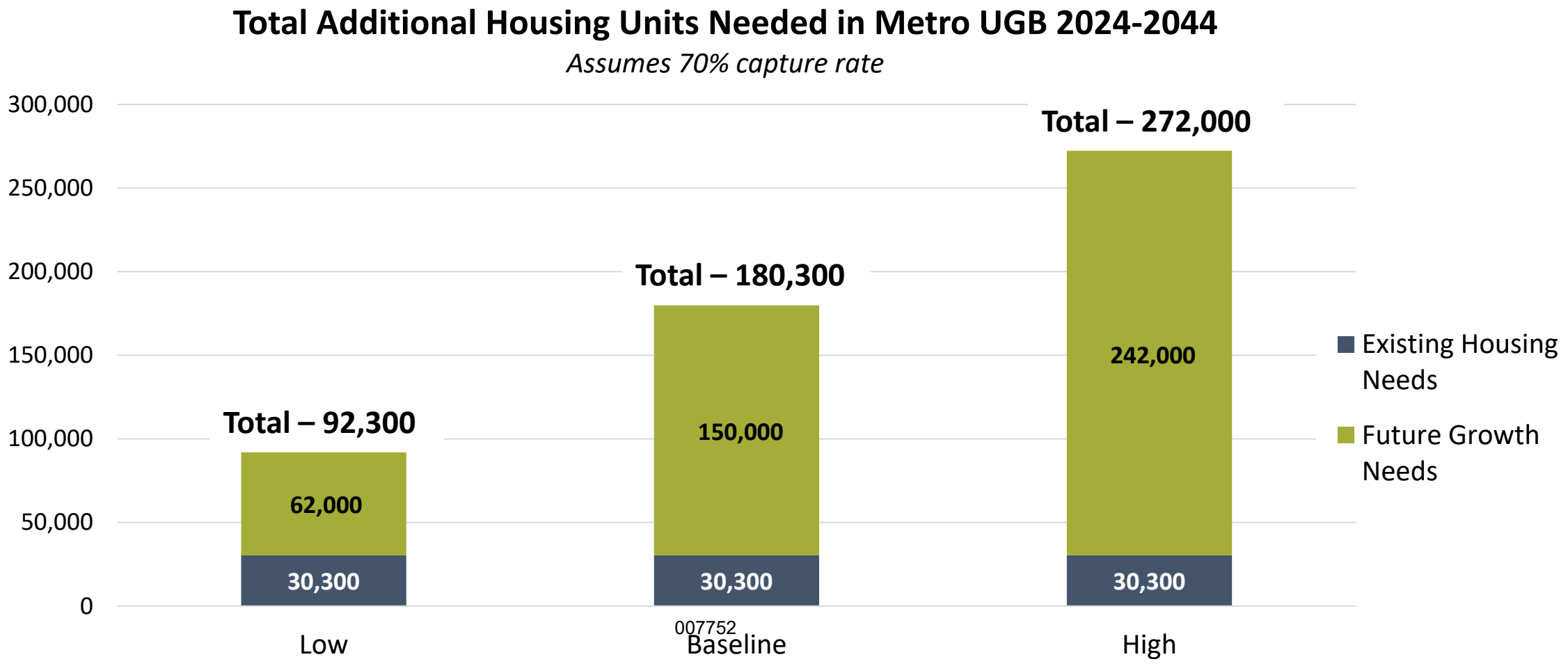
Existing needs are for lower incomes



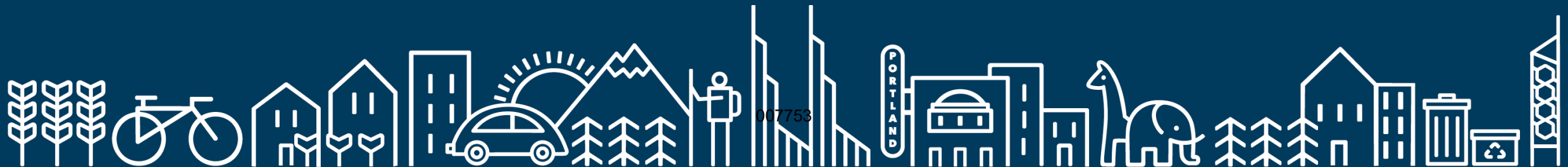
Area Median Income (AMI) for a family of 4 in the Metro region: **$114,400** (2023)

Source: ECOnorthwest

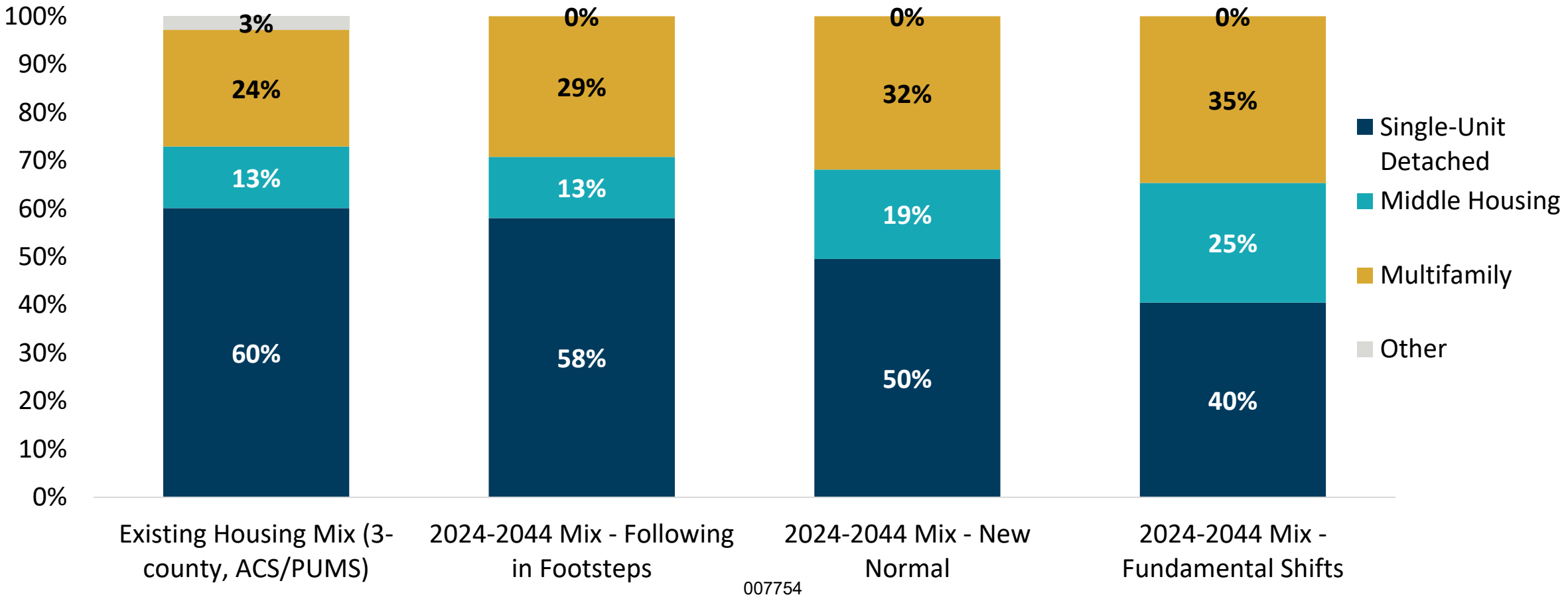
Total need


Total Additional Housing Units Needed in Metro UGB 2024-2044
Assumes 70% capture rate
300,000
250,000
200,000
150,000
100,000
50,000
0
Total – 92,300
62,000
30,300
Total – 180,300
150,000
30,300
Total – 272,000
242,000
30,300
Low
Baseline
High
Existing Housing Needs
Future Growth Needs

oregonmetro.gov



Fundamental shifts mean more multifamily and middle housing



007754

Source: ECOnorthwest analysis using U.S. Census Bureau, 2021 ACS 5-Year Estimates, PUMS, for tri-county region

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, April 17, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending	**Affiliate**
Eryn Kehe, Chair	Metro
Joseph Edge	Clackamas County Community Member
Carol Chesarek	Multnomah County Community Member
Victor Saldanha	Washington County Community Member
Tom Armstrong	Largest City in the Region: Portland
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Steve Koper	Washington County: Other Cities, City of Tualatin
Katherine Kelly	City of Vancouver
Jamie Stasny	Clackamas County
Jessica Pelz	Washington County
Laura Kelly	Oregon Dept. of Land Conservation & Development
Manuel Contreras, Jr.	Clackamas Water Environmental Services
Gery Keck	Tualatin Hills Park & Recreation District
Nina Carlson	NW Natural
Tom Bouillion	Port of Portland
Bret Marchant	Greater Portland, Inc.
Mary Kyle McCurdy	1000 Friends of Oregon
Rachel Loftin	Community Partners for Affordable Housing
Preston Korst	Home Builders Association of Metropolitan Portland
Mike O'Brien	Mayer/Reed, Inc.
Brendon Haggerty	Multnomah County

Alternate Members Attending	**Affiliate**
Kamran Mesbah	Clackamas County Community Member
Faun Hosey	Washington County Community Member
Dan Rutzick	Largest City in Washington County: City of Hillsboro
Dakota Meyer	City of Troutdale
Martha Fritzie	Clackamas County
Kevin Cook	Multnomah County
Theresa Cherniak	Washington County
Glen Bolen	Oregon Department of Transportation
Kelly Reid	Oregon Department of Land Conservation & Dev.
Cassera Phipps	Clean Water Services
Natasha Garcia	Portland Public Schools
Fiona Lyon	TriMet
Jerry Johnson	Johnson Economics, LLC
Scott Bruun	Oregon Business Industry
Sarah Radcliffe	Habitat for Humanity Portland Region

Jacqui Treiger	Oregon Environmental Council
Kerry Steinmetz	Fidelity National Title Greater Metropolitan Portland
Erin Reome	North Clackamas Parks & Rec. District
Ryan Ames	Public Health & Urban Forum, Washington County
Leah Fisher	Public Health & Urban Forum, Clackamas County

Guests Attending	**Affiliate**
Becky Hewitt	ECONorthwest
Bruce Coleman	City of Sherwood
Jan Frutiger Tysoe	City of King City
Marc Farrar	Metropolitan Land Group, LLC
Michael Veale	

Metro Staff Attending
Al Mowbray, Ally Holmqvist, Andrea Pastor, Cindy Pederson, Clint Chiavarini, Daisy Quinonez, David Tetrick, Dennis Yee, Eliot Rose, Eryn Kehe, Jake Lovell, Jess Zdeb, Lake McTighe, Laura Combs, Marie Miller, Matthew Hampton, Monica Krueger, Ted Reid, Tim Collins

Call to Order, Quorum Declaration and Introductions
Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made. New incoming MTAC members and alternates attending the meeting were welcomed.

Comments from the Chair and Committee Members
Eliot Rose provided an update on the Climate Pollution Reduction grants. Metro received a grant from EPA that is a planning grant to create a regional climate action plan for the Metro Statistical Area. This includes our partners at the Regional Transportation Commission in Clark and Skamania County in Washington, as well as Yamhill and Columbia Counties. The way the grant is set up projects that were included in the plan were eligible to apply for follow up implementation grants that EPA made available right after the plan was due. Metro submitted the first deliverable for that priority climate action plan on March 1. A link to this was shared in chat: Metro's final Priority Climate Action Plan can be found here: https://www.oregonmetro.gov/tools-partners/grants-and-resources/climate-pollution-reduction-planning-grants. Please email me at eliot.rose@oregonmetro.gov if you have any questions.

Those follow up applications for implementation grants were due April 1. We had five different applications go in from across the region with a total value of close to a hundred million dollars. Those included applications to electrify transit buses led by TriMet, collaboration between TriMet and Metro to fund projects that move transit through traffic more quickly. A grant by Gresham to green some of their wastewater treatment facility practices so they could recapture was gas and use it as energy. A big application by Washington County in collaboration with Clackamas County and Vancouver Housing Authority to provide energy retrofits to publicly managed affordable housing units. And an application led by Metro to fund more energy efficient units through the Transit Oriented Development program that we run to construct affordable housing near transit. We should hear whether any of those got awarded over the summer and will update the committee. We have another round of planning to do under this grant. That will be starting in summer 2024 and running through the end of 2025.

Public Communications on Agenda Items – none given.

Consideration of MTAC minutes March 20, 2024 meeting

Chair Kehe asked for a vote to approve MTAC minutes from March 20, 2024 meeting.

ACTION: Motion passed with no opposed, and 2 abstentions: Mary Kyle McCurdy, Brendon Haggerty.

Urban Growth Boundary Decision: Historic residential development trends (Ted Reid & Al Mowbry)

Mr. Reid provided an overview of the presentation. Information will provide data on current and future housing needs, housing types and development trends in terms of vacant land vs redevelopment. Historic residential data has been compiled to respond to some of the requirements that are laid out in state law for our growth management decisions. This data presented is called the Land Development Monitoring System (LDMS).

Mr. Mowbry noted we have about 260,000 acres in the urban growth boundary. Increasingly we are trying to increase the number of housing units and businesses redeveloping already developed space to increase growth and continue growth in the region. Land use inside the UGB shows that almost half of the acreage zoned is single family usage. Recent laws have changed to allow more types of housing on single family lots. That's where we start to allow some middle housing. Some the things we think as commercial space are zoned industrial. Increasingly land is becoming mixed use zoning.

Land definitions and housing definitions were described. There are 739,766 total housing units in the UGB as of 2023. Fifty two percent of this is single family detached, and 30% multifamily. The largest housing type growth rate came from multifamily/on site commercial. Vacant land consumption by housing comparison between infill/redevelopment and vacant land consumption was shown.

Comments from the committee:

Manuel Contreras asked is the reason we're building more multifamily dwellings relative to single family residential due to policy changes or market chain. Mr. Mowbry noted part of the reason is we're planning for density, building up and not out. As we plan for more density that is what's getting built on the edges. A lot of it is zoned for sign family homes. Other laws around housing such as HB2001 allow to have lots split up for middle housing. It's forced us to change how we manage some of that data because of how we defined things in the past. Chair Kehe added this is related to policy, but it could be a debatable point. It could be partially market, too. It would be hard to look at just the recent time period. As noted, there are a couple policies that have changed during that time period.

Carol Chesarek asked does the data track affordable housing as well as those units included in the definitions of single and multi-mid-level? Mr. Mowbry noted do we have an affordable housing inventory? Were those affordable housing units included in this? In the numbers presented, yes. Ms. Chesarek added for a long time, developers argued against higher density requirements, using surveys showing most people preferred single family homes. They never seemed to ask whether those people would be able to afford those single-family homes.

Rachel Loftin noted it is also market conditions. It's really difficult to build even apartments for under $350,000 per unit anymore. Single family homes are going for $600k plus now. It's not a lot of people that can afford this, so it's what we can build vs what people can afford has just gotten so out of whack. Jerry Johnson agreed. Housing choices are a function of what households can afford, and that has shifted tenure and density over time.

Preston Korst noted I think it's a mixture of market and policy influenced impact—we see UGBs tending to drive density and multifamily rental development while driving costs on the land to build SFD for homeownership. Markets were also responding to 2010s demographic trends and lots of in-migration to Portland area, in addition to fairly cheap capital. Tom Armstrong added also demographics. A lot more 1- and 2-person households.

Joseph Edge noted I think it was helpful to see the difference in density that the multifamily on top of commercial is producing. My question relates to that. How many of our local jurisdictions even allow that amount of density of a hundred units an acre or more than a hundred? Your stat was three units an acre. How many jurisdictions even allow that kind of density on top of commercial anywhere in their limits? I'd like to see in that same breakout what the contribution of property tax revenue is by each of those land use types. Mr. Mowbry agreed the property tax revenue would be interesting to have but we'd need a policy person to supply that to the data. The data comes from all over the region not just the urban core. Others would have more insight on what the zoning allows but I do see it happening in the data all over the region.

Urban Growth Management Decision: Regional housing needs analysis (Ted Reid, Metro/ Becky Hewitt, ECO Northwest) Chair Kehe began the presentation with a review of the project timeline. The committee was reminded the Urban Growth Report (UGR) is a decision-making tool for the Metro Council, with today's presentation on the focus of land demand. To determine how much land will be demanded household characteristics were shown as part of the housing needs analysis. The housing needs analysis will include assessments of future and existing needs. New this cycle per statute is requiring a look at existing housing needs. In this analysis this is understood as housing needs for those experiencing houselessness and historic underproduction - what is the backlog of housing units to date?

Comments from the committee:
Manuel Contreras asked is the statute federal, state or Metro. Mr. Reid noted this is Oregon Statute. It's all part of our statewide planning system that describes how each city, and in our case, our region manages growth and manages their urban growth boundaries. In Metro's case we have the unique responsibility of looking at this question of growth management at least every six years. No other jurisdiction in the state has that responsibility. That's part of the work we do here.

Aquilla Hurd-Ravich asked if there would be information on how the recent legislation for the one-time UGB growth expansion requests ties into what Metro is doing. Mr. Reid noted we did not plan on discussing that day. It is a separate process that was added to the law this year that's outside of this six-year cycle. It's essentially if a city is adjacent to an urban reserve they can, under certain conditions petition Metro to add to that area to the urban growth boundary. But it's different than this six-year process that's based on a regional forecast, a regional housing needs analysis.

The presentation resumed with Becky Hewitt providing information on preliminary housing needs analysis (HNA) results. Regarding existing housing needs inside UGB, 18,000 homes from underproduction added to 12,300 homes for people experiencing houselessness will result in 30,300 additional homes needed today in total. Most existing needs are for lower incomes. The future housing needs methodology was described. The MSA (7 county) household forecast (household change 2024-2044) showed a low, baseline and high range. Analysis was provided on how much of the forecast growth in the MSA the Metro UGB will capture with these ranges.

MSA population forecast by age was reviewed. From 2024 to 2044, the millennial cohorts move into older age ranges while today's older households are also living longer, pushing the demographic "wave" into the older age groups. Net growth is in older households and more retirees will have lower incomes.

Comments from the committee:
Tom Armstrong asked what about vacation and 2nd homes in the existing housing stock? Mr. Reid noted statutes tell us to account for 2nd and vacation homes on the supply side (i.e., deduct from supply). Joseph Edge asked is it true that 2nd+vacation homes account for less than 1% of the total supply? Mr. Reid noted it is a small fraction. As I recall, you are correct that it is about 1%.

Carol Chesarek asked aren't cities who want to do that new off-cycle UGB expansion required to show there is a need for additional housing? Presumably need not met by UGB expansion? I think it would be helpful to explain how those rules compare to this process at some point in the next few months. Mr. Reid noted the new law for one-time expansions does require that cities meet certain criteria showing that they have used land in past expansions, haven't had an expansion in over 20 years, and that they have a housing cost burden. A bit different than the regional need that we have to establish in this 6-year process.

Comments from the committee:
Sarah Radcliffe asked can you explain the drop in households with kids? Curious since all other household types have some growth. Is that just because birth rates are down, existing kids age out and new younger families are not forming or moving here? Mr. Reid noted we do expect there will be families with kids. It's simply that as the population ages the large millennium generation today, as they age, they're not replaced by the subsequent generation in the same numbers. That's why it's showing us a net decrease. Natasha Garcia noted this pairs with our studies at Portland Public Schools with our declining enrollment, and a lot of that is low birth rates.

Glen Bolen noted retirement communities with high rent but coming with many conveniences and amenities. Is that a market sector that we can expect? Is growth expected here? Ms. Hewitt noted this was a good segue in the presentation to discuss what we think this means for housing needs going forward. If this is what our demographic trajectory looks like does it mean we need more assisted living and senior housing. Does it mean we need more attached housing. Does it mean we need more single detached housing. What do we take from this and what do we need.

Rachel Loftin asked are you taking into account where in the past 15 or so years there's been this trend where empty nesters are not actually relocating out of their sizeable homes. They're staying in them until their seventies plus rather than downsizing. Ms. Hewitt notes this is where we go next in discussions. This is a really important driver of what our future needs look like going forward.

Resuming the presentation, Ms. Hewitt provided the housing demand model overview. The demand methodology combines forecasts of households by socioeconomic characteristics (from Metro) with factors impacting housing choice to estimate housing need by housing typology. These factors include:

1. Household life stage: Households by age, size, and presence of kids
2. Tenure split: Propensity to Rent/Own by life stage characteristic
3. Ability to pay: Share of income spent on housing varies by income and tenure
4. Housing Choice: Distribution of households by housing type

Housing demand scenarios was shown. Following in footsteps**:** Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today. *More single-unit detached housing*
Fundamental shifts: Housing choices shift substantially towards attached housing based on affordability. *More middle housing and multifamily*
New normal**:** As households age, their housing choices shift towards those of older households today, but not to same extent.

The housing choice mix combined with the housing type and prices produced a forecast future need by housing type. Total Additional Housing Units Needed in Metro UGB 2024-2044 results in:
High Growth Scenario: 290,100 future needs
Baseline Growth Scenario: 179,900 future needs
Low Growth Scenario: 87,600 future needs

Comments from the committee:
Steve Koper noted not specific to Portland, but I came across this article recently suggesting many older homeowners are hanging onto their homes: https://www.businessinsider.com/baby-boomers-millennials-large-homes-inventory-affordability-election-2024-4

Jerry Johnson noted ability to pay is less linked to income for retired households, who have often accumulated significant wealth but have relatively low incomes. Tom Armstrong noted we have a huge cohort of households that have little to no retirement savings and will need housing that is affordable on Social Security. Mr. Johnson noted meeting the demand for the cohort Mr. Armstrong talks about would require a significant commitment to public investment. Dennis Yee added if you are retired and have minimal income because one is retired but have a house paid off, why would you rent or move if you can age in place more cheaply. The ones that don't have the accumulated housing wealth already, they are likely renters already and will continue to do so.

Joseph Edge asked what is the mix of housing types in other cities? Historically, haven't we built detached housing at higher rates than other metros? Anecdotally, many people I know that move here from other cities are more comfortable with attached housing (townhouses, rowhouses) than our historic housing mix would suggest. Ted Reid posted a link in chat that has an article on this topic with some comparisons. https://streets.mn/2015/12/15/chart-of-the-day-housing-types-for-different-us-cities/ I think we can say that the share of single-family housing varies considerable from city to city. Portland seems to be in the upper end of the spectrum.

Tom Armstrong asked are those cities or regions. Ms. Hewitt noted just based on the numbers my guess would be those are cities. Mr. Armstrong agreed which makes a huge difference because some city boundaries are extremely tight and only include the urban areas. And some like San Antonio include the entire metro area. Jerry Johnson noted reduced housing sizes is one of the only market responses we have. Mr. Armstrong added Portland has limited new detached SFR to 2,500sf as part of our middle housing changes. Makes middle housing more competitive for land and makes new SFR slightly less expensive. Ms. Hewitt added lower cost per square foot for older homes is not terribly surprising — the large older homes are probably more affordable than large new homes in many cases. Fiona Lyon added a link to another interesting article on the topic:
https://www.washingtonpost.com/business/2024/03/10/smaller-new-houses-afforable/?crl8_id=71ea1ef8-d65e-4ff3-b687-0a782bb5ad20

Answering concerns on low to high housing types and costs, Ms. Hewitt noted we've been trying to adjust the model to account for the fact that the shifts in housing would affect not just our net new households, but all households. These charts don't fully reflect this. But what it does show in reference to distribution by income, that if a lot of our growth is in lower incomes those segments are a lot of older single person households. Noting a good number of them do have other assets of wealth. What is affordable to them is harder to predict based on income. Renter housing will be affected by age and income as well.

Nina Carlson asked do you forecast any changes in technology? Because we know with living wage and community benefit agreements, we are not going to see wages come down for construction. It's going to get more expensive for the people who build the product. And over time we have seen the costs of material going up. As housing ages, we find it is more cost effective to hear down old housing and build new modern housing that's more efficient and can be live in more affordably and maybe more suited to the way people live. I don't see any cost drivers coming down to bring new homes to market. Technology is the only thing I could see where we're mass producing like container type homes that are less expensive.

Becky Hewitt noted this part is focused on the demand side. I think the cost of production shows up more on the supply side and redevelopment. It's hard to say over 20 years whether any of the things that are in beta experimentation mode right now will move to the point where they are more cost effective as opposed to, we think we can get there if we ramp up production. I would agree right now that the modular housing, mass timber things like that people have hoped would bring the cost of production down those technologies are not there right now and it's hard to say whether they will be or not.

Jerry Johnson noted this is the inherent problem we come into with the three-body issue as well where you've got interest rates, construction costs and incomes or ability to pay trying to make that work so you actually get development to occur. The problems we have in the market as we hit these points where nothing works, there's potential for maybe some solution in the future, but it's hard to plan on that. Hopefully they'll be some technological innovation that will make this somewhat easier.

If you look at the demand curves shown, most of that is what the market cannot respond to. But we're showing demand for it. If we could, we would have no problem leasing those but the market's not going to be able to solve that problem. So, in reality we've got a demand side and a supply side and it's a reconciliation where you have to go back and forth, here's what the market wants, here's what the market can supply, how do we resolve that? The resolution is rarely optimal. Right now, they're separate equations. A lot on the production side are difficult because the profile of demand really can't be dealt with by profile of what the market can actually produce.

Al Mowbry noted we've seen in the data that there are plenty of reasons why housing prices have been going up, but one additional one is that we are building newer bigger homes. Our data from 1980 show the average size of a house was 1700 square feet. It's gone up to roughly 2600 square feet in 2018. We're building bigger houses which are also more expensive. One issue we're discussing is are we going to see in the data, as pressure builds to make more affordable housing, well we see houses get smaller again? And maybe not in the sing family lot size. But again, with middle housing types made available that may be an avenue to provide options for people to buy something, even if it's only 800 square feet. That's debatable if it's appealing to certain demographics. But a possible avenue toward homeownership.

Ms. Hewitt added that's why our fundamental shift has such a big increase in the middle housing, basically assuming a substitution between single detached housing and middle housing as a way to get some of the things you might want out of a single detached home, but at a more affordable price point.

Rachel Loftin noted reference to the square footage for average size homes in the past, was there data readily available for that? When looking for a house 10 years back we looked at mid-century homes because comparison wise, we were finding more square footage within that range than we found within new construction that wasn't luxury. Mr. Mowbry noted our data source for that is the tax lot data for the Tri-County area. The average size of a house built in 2020 has been increasing the size built over time. Additions to homes have increase sizes. It's looking at the current tax lot square footage assessment and the year it was built. In theory they should be assessing for taxes on any expansions that have been made as well.

Meeting break taken

Small Site Industrial Readiness Toolkit: Increasing the availability of small industrial spaces across the region (David Tetrick, Metro) Building on past project, we have begun a new iteration of the Industrial Readiness Toolkit taking the project in a new direction and focus on small industrial sites. For context, large industrial sites are typically 100,000 square feet and larger, occupying a site of at least five acres. Small industrial sites are typically less than 30,000 square feet and as small as a half-acre. A healthy industrial ecosystem will have a variety of sizes of industrial spaces available to allow for businesses to start and grow.

The presentation provided information on how large industrial inventory is growing fastest and vacancy is persistently low, particularly at small industrial properties. Project results are showing a shortage of small industrial spaces disproportionately impacts minority and women entrepreneurs. The need for small industrial spaces is both equity imperative and market needed. Development issues that inhibit widespread new small industrial was described. A list of tools to support small industrial was shown. Metro's role with what industrial users need and what cities want was presented.

Comments from the committee:
Bruce Coleman asked are other regions having more success with providing such small industrial projects and if so, what tools are they using? Mr. Tetrick noted unfortunately we didn't have the time in this project to really undertake that regional analysis. We've had that same question, are other regions also seeing a shortfall in small industrial site development because of the same market factors are at play. You are going to have fewer capital investments and others from large lenders. Some of those same dynamics are going to be at play everywhere in the country.

Kelly Reid asked did you find that commercial spaces, such as empty big box stores, are suitable for some types of small industrial uses? What are the barriers to that? Mr. Tetrick noted we did find that some commercial spaces would be well suited for some types of industrial development. A lot of times the barriers are going to be twofold. One is the zoning. Whether a local jurisdiction allows that type of industrial use in a currently commercial or previously commercial zone. We're seeing more kinds of allowance for commercial uses in industrial zones and we're losing some industrial capacity as a result of that. But we're not seeing that trend go the other way just yet.

In cases where cities and counties do allow that, the barrier is usually going to be the construction itself. So, does it have a sufficiently strong pad built underneath it to allow for heavier machinery?

That's going to be very specific to any particular development. There are a lot of industrial uses that could go on a commercial pad, but there are some that are going to need more racking, more heavy equipment and it won't function as well. Small commercial may need sufficient retrofit or reconstruction to be able to switch over to an industrial use.

Joseph Edge reflected on our community's experience with this subject. Back in 2017 we started to advocate to the county to legalize small scale manufacturing in community commercial zones and corridor commercial zones. There was a specific clause that there was no manufacturing of raw materials, the technicality that was keeping us from seeing bakeries and brew pubs. Through persistent advocacy we were able to get the county to legalize edible manufacturing in our commercial zones. But it requires a retail component in order for that to occur. I think that mostly applies just to the edibles manufacturing.

But then if you look at what Milwaukie is doing in their mixed use in commercial zones they're allowing similar small scale manufacturing when there's a retail component, but not just with edibles. I'm glad to see that we're following up on this as a region because we haven't seen a lot of success. What can we do to draw in more of these small-scale manufacturing uses. Is the retail component essential? We want these jobs here, we want these uses here, but we also want them in a placemaking sense. In Oak Grove we have about a 60-acre area zoned for light industrial with pressure from adjacent businesses to consume part of this. What can we do to bring jobs producing uses to these lands that are in a sense already built out but not productive in the way we want in the community and region.

Mr. Tetrick noted the requirement of a commercial component is an interesting way to week out certain other users. I could see it as being good for a certain activation and we definitely have a strong regional advantage in food and beverage manufacturing. I think it could be challenging if there is a method where jurisdictions can allow for a variance for certain light industrial in that commercial zone for instance, or that mixed-use zone. I think it makes sense to talk early about setting guidelines on when that would be utilized and ways around attracting employers who will provide street activation where necessary. An example of Happy Valley was provided, driven by the infrastructure capacity of that particular industrial area or those industrial lots. Form a longer-term strategic perspective you can try to attract industry with significant property tax able to pay for improvements needed to make a higher value industrial area for other users. More infrastructure can be built out and attract more job focused users.

Glen Bolen noted I feel this is an area where very few people understand the dynamics. There is some understand of supply and demand with housing, not so much industrial. City Councils may talk about creating small site industrial. There's the other side of this in defense of this where industrial is the lower rent and when things are slow the option to rent to employers catering to children's activities and less safety infrastructure can cause challenges. As a suggestion some of this could be included in your report that Metro publishes and gets shared. There may be some defensive tools that could apply as well. It was noted the City of Hillsboro uses urban renewal to make site ready for industry. That's an option city has. Another that Hillsboro does is when they're doing their industrial development, they limit the amount of non-industrial space. It's contingent on number of employees and square feet developed. Mr. Tetrick agreed there is a lot of conversation to be had about that. We definitely heard about that loss of small industrial space over time, due to gentrification of those areas and the shift in use when a market turndown happens, or business exits, and a landlord has an opportunity.

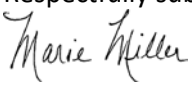
Bret Marchant noted this trend certainly echo a lot of what we're hearing with the work we do with our partners across the region at the state level. As a follow up or a potential follow up study, the Metro commodities movement study identified an update to the regional land use inventory, industrial land use inventory as something that might be happening. I was wondering if you had any additional information on the timeline of that. I think that could help compliment this work.

Tim Collins noted we have a placeholder in the Unified Planning Work Program for this study. We haven't completely defined everything in there. This presentation was very helpful for to help fashion what that scope might be to help fill in some of the things that we don't know yet. The intent of that study would be primarily looking at the need for more accessibility, more readiness for some of the larger industrial sites around the region. Particularly those that could handle larger distribution sites and fulfillment centers. I think these two things would dovetail well together with looking at the smaller industrial sites with this study, and the coordinating it with the next study that looks at larger sites.

Mr. Tetrick added after presenting this work to Metro Council we had feedback for us to continue to engage in those site development roadmaps on behalf of jurisdictions. This would be something outside of the 2040 Planning and Development grant process, but we can ratify assistance through there as well. We have an industrial land readiness category for that. Mr. Tetrick shared his email for further questions or comments.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:37 a.m.
Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting April 17, 2024

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	4/17/2024	4/17/2024 MTAC Meeting Agenda	041724M-01
2	MTAC Work Program	4/9/2024	MTAC Work Program as of 4/9/2024	041724M-02
3	Minutes	3/20/2024	Draft minutes from MTAC March 20, 2024 meeting	041724M-03
4	Presentation	4/17/2024	Small Site Industrial Readiness	041724M-04
5	Presentation	4/17/2024	Historic residential development trends	041724M-05
6	Presentation	4/17/2024	Urban growth management: Preliminary Housing Needs Analysis results	041724M-06

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	Metro Technical Advisory Committee (MTAC)
Date:	Wednesday, April 17, 2024
Time:	9:00 a.m. to 12:00 p.m.
Place:	Virtual meeting held via Zoom
	video recording is available online within a week of meeting
	Connect with Zoom Passcode: 982966 Phone: 888-475-4499 (Toll Free)

9:00 a.m.	**Call meeting to order, Declaration of Quorum and Introductions**	Chair Kehe
9:10 a.m.	**Comments from the Chair and Committee Members** • Updates from committee members around the Region (all) **Public communications on agenda items** **Consideration of MTAC minutes, March 20, 2024** **(action item)** Send edits/corrections to Marie Miller	Chair Kehe
9:20 a.m.	**Urban Growth Boundary Decision: Historic residential development trends** Purpose: Provide MTAC with information about historic residential development trends as a foundation for considering future housing demand.	Ted Reid, Metro Al Mowbry, Metro
9:50 a.m.	**Urban Growth Management Decision: Regional housing needs Analysis** Purpose: Provide MTAC with draft analyses of existing and future housing needs that will be documented in the draft 2024 Urban Growth Report.	Ted Reid, Metro Becky Hewitt, ECONorthwest
10:50 a.m.	*Meeting Break*	
11:00 a.m.	**Small Site Industrial Readiness Toolkit: Increasing the Availability of Small Industrial Spaces Across the Region** Purpose: Provide an overview of the second iteration of the Industrial Site Readiness Toolkit	David Tetrick, Metro
11:45 a.m.	**Adjournment**	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
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January 2021

Small Site Industrial Readiness

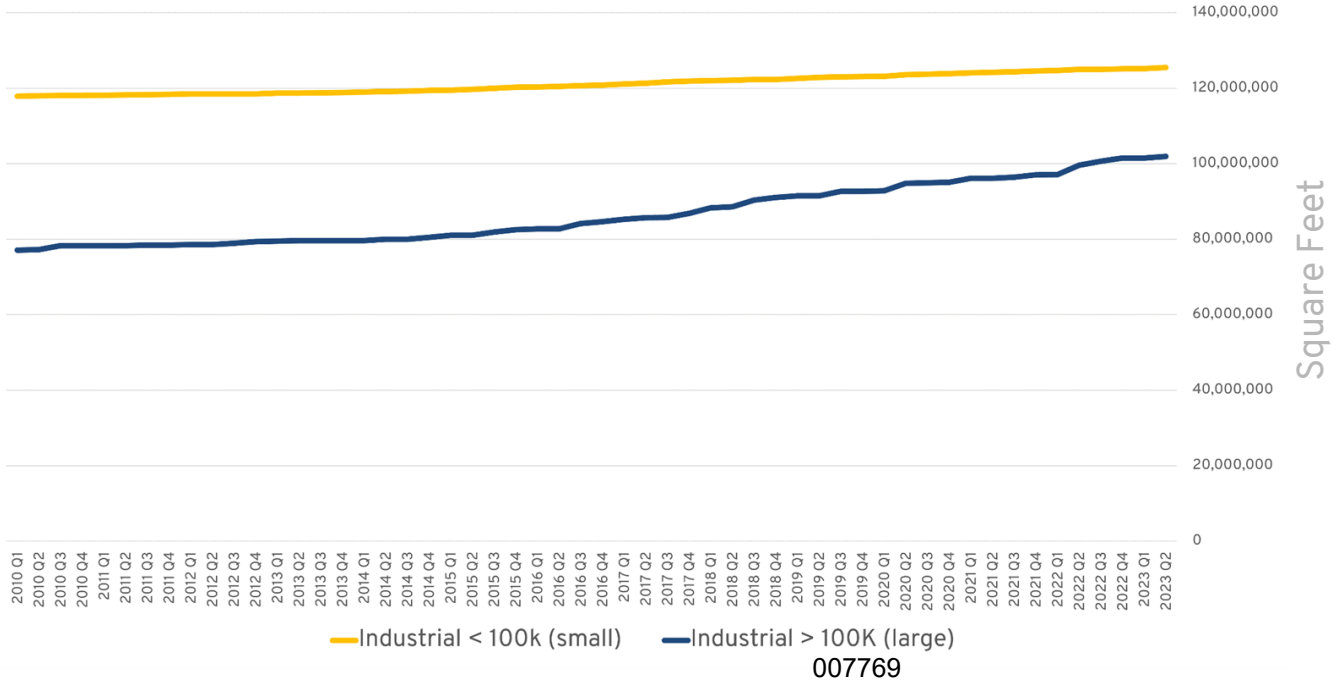
Ensuring the Availability of Small Industrial Spaces Across the Region

December 2023

CASCADIA PARTNERS

007768

Market Need: Large Industrial Inventory Is Growing Fastest



007769

Source: Portland Region CoStar Market (Includes Clark County), All Industrial Properties

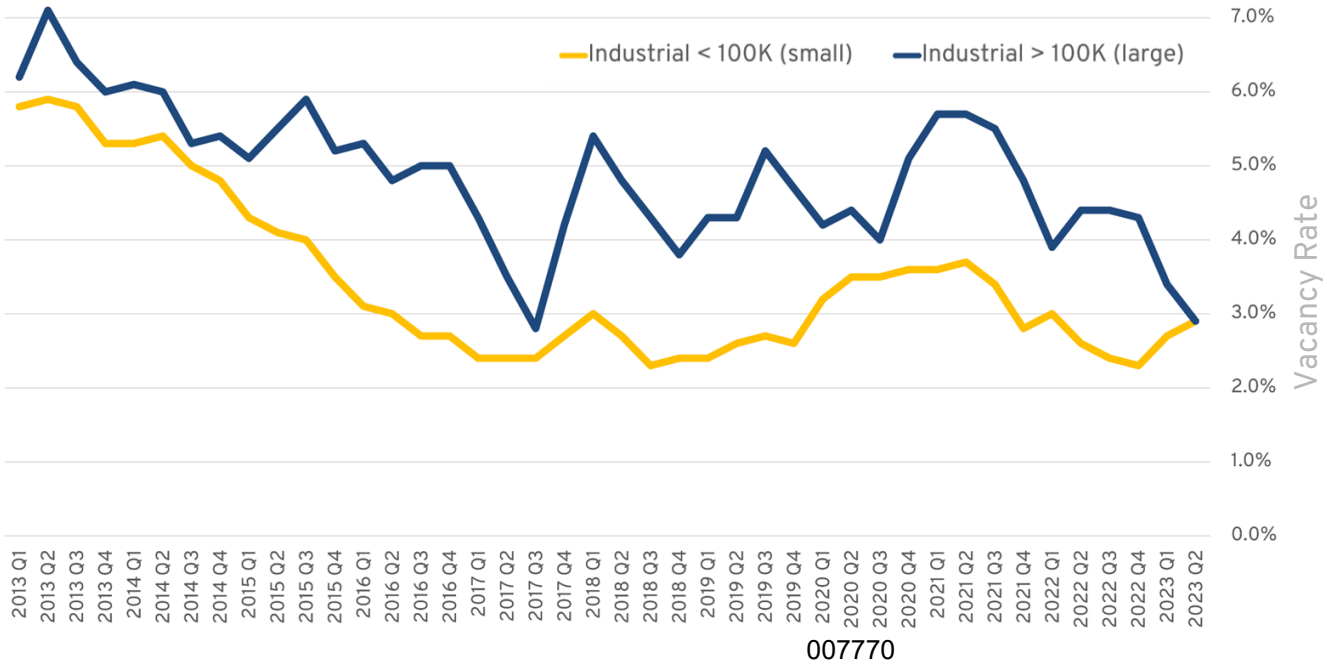
Average **0.5%** YOY growth

Average **2.2%** YOY growth

<u>Inventory (bldgs) 2023 Q2</u>

Industrial <100K: **5,911**
Industrial >100K: **475**

Market Need: Vacancy Is Persistently Low, Particularly at Small Industrial Properties



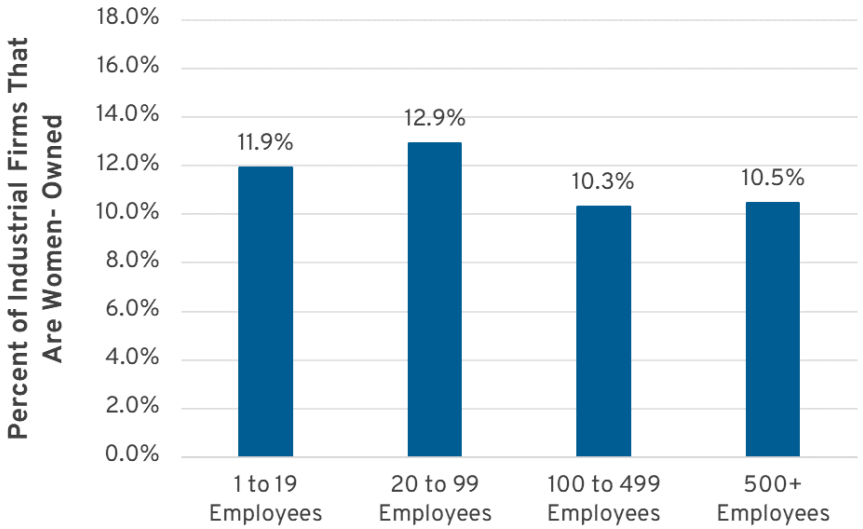
007770

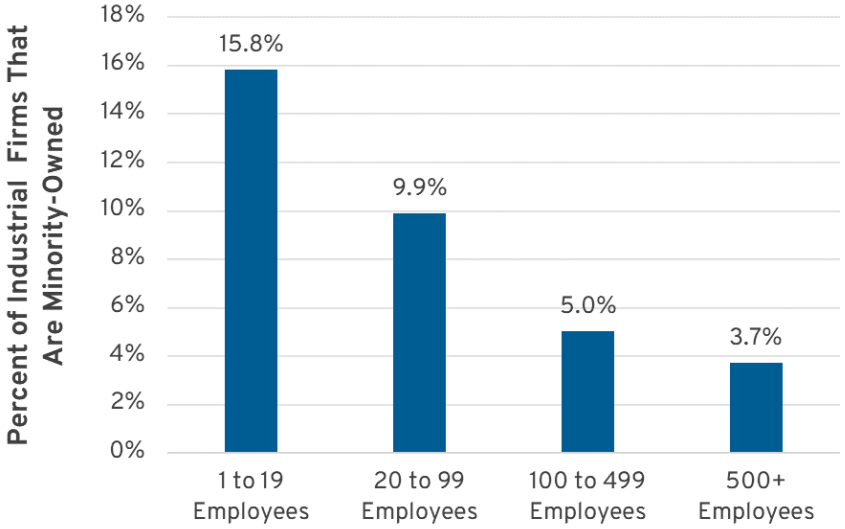
Source: Portland Region CoStar Market (Includes Clark County), All Industrial Properties

Vacancy in properties with less square footage is **persistently 1-2% less vacant**

Equity Imperative: Shortage of Small Industrial Spaces Disproportionately Impacts Minority & Women Entrepreneurs

Ignoring issues related to small industrial spaces means ignoring the spaces such entrepreneurs rely on.





Source: US Census' Annual Business Survey, National (2020). Industrial firms defined as manufacturing, construction, wholesale trade, and warehousing and transportation NAICS codes.

Small Industrial Spaces Are Needed, Not Just Large Ones–And That Need Is Going Unmet

Equity Imperative

(Beyond typical argument that industrial uses offer a path to higher-wage jobs for workers at various education levels)



New businesses or those with limited access to capital **need affordable spaces**, which tend to be small



Women and minority business owners in industry are much **more likely to own small businesses** rather than large ones, making the availability of small spaces key to their success

Market Need

(Beyond the market need seen broadly across industrial real estate)



Small industrial inventory is **growing at less than a quarter of the pace** of large industrial inventory



Small industrial properties lease faster and experience **lower vacancy and faster rent growth** than large properties



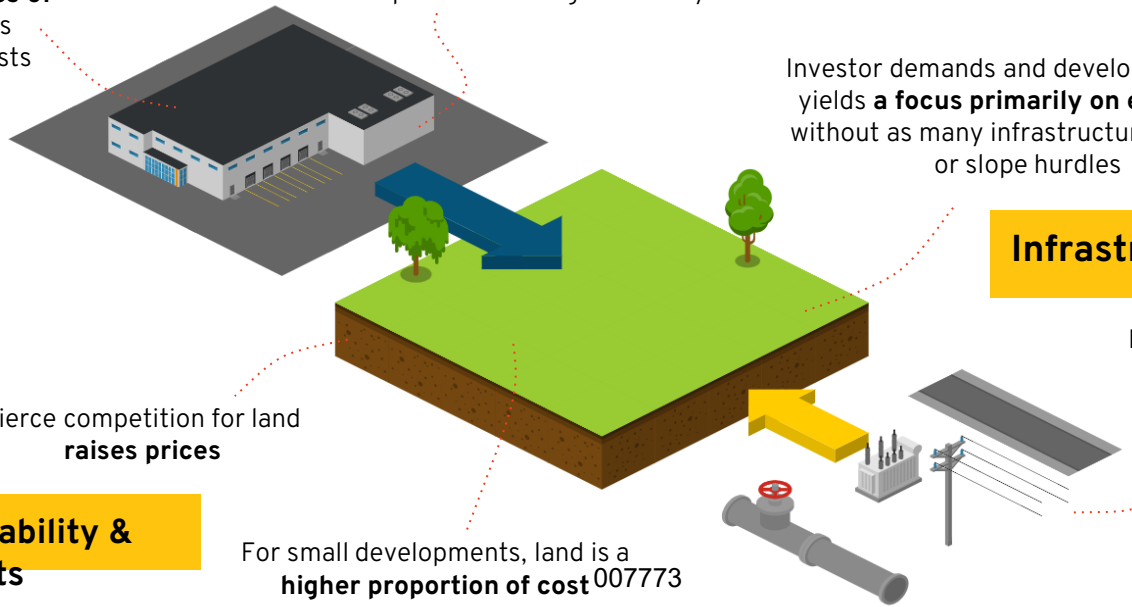
Large industrial firms **rely on small suppliers** and servicers in the broader ecosystem

Development Issues Inhibit Widespread New Small Industrial

Shell Construction & Adaptation

Lack of economies of scale increases development costs

Less well capitalized developers and tenants and **lack of institutional-scale data** make upfront demising & TIs risky



Investor demands and developer interest yields **a focus primarily on easy sites,** without as many infrastructure, wetland, or slope hurdles

Infrastructure Capacity & Cost

For small developments, SDCs are a **higher proportion of cost** & they can still trigger **district-wide infrastructure upgrades**

Fierce competition for land **raises prices**

Land Availability & Costs

For small developments, land is a **higher proportion of cost**

007773

Overview of Tools to Support Small Industrial

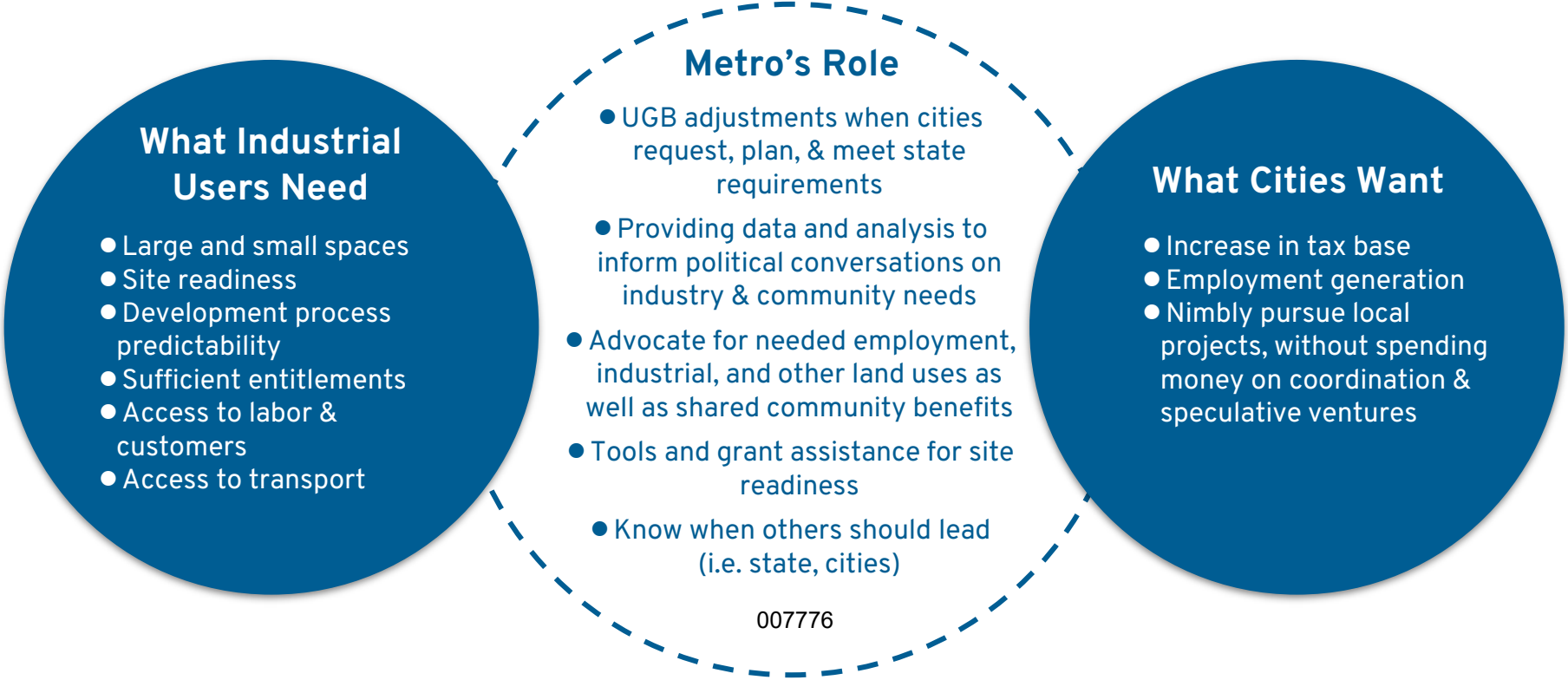
Tool	Implementer	Complexity	Can Do ASAP?
Expand uses in commercial zones	Cities	Low	Yes
Industrial bonus programs to encourage retention	Cities	Low	Yes
Empowered land banks focused on small industrial	State	High	No, state law & need seed funds
Merging powers to create a new enhanced redevelopment authority	State	High	No, state law
Tenant improvement grants for non-credit tenants	Cities & URAs	Medium	No, need funds
Researching building code changes to support retail-to-industrial conversions	Metro & State	Medium	Yes
Address limitations to local improvement districts (LIDs) in state law	State	High	No, state law
Proactive LID formation by local governments	Cities	Medium	Yes
Shifting SDC payments to certificate of occupancy	Cities	Low	Yes
Workforce apprenticeship grants for key positions	Metro	Medium	No, need funds

Metro's Roles in Moving the Needle

Tool	Advocate to Implementers	Convene Experts	Technical Assistance	Offer Funding
Expand uses in commercial zones	✓		✓	
Industrial bonus programs to encourage retention	✓		✓	
Empowered land banks focused on small industrial	✓	✓		Seed $ or Land
Merging powers to create a new enhanced redevelopment authority	✓	✓		
Tenant improvement grants for non-credit tenants	✓		✓	
Researching building code changes to support retail-to-industrial conversions	✓	✓		For Research
Address limitations to local improvement districts (LIDs) in state law	✓	✓		
Promote proactive LID formation by local governments	✓			Co-Fund an FTE
Shifting SDC payments to certificate of occupancy	✓		✓	For a Pilot
Workforce apprenticeship grants for key positions				Main Funder

007775

Metro Convenes: Can Help on Big Sites, But Serves Whole Ecosystem + Small Users



Small Industrial Spaces Are Needed, And So Are Tools to Support Their Preservation and Creation

Introduction: Project Process



20 **In-depth interviews** with industrial brokers, designers, developers, advocates, & government partners

Section I: Why Focus on Small Industrial?



3% Recent industrial **vacancy rates**, with smaller properties regularly about 1 percentage point lower

3X Higher rate of **minority business ownership** at small industrial businesses rather than large ones

Section II: Tools to Address Development Challenges



10 **Tools to improve development feasibility** for small industrial spaces in the Metro region

Tools to Address Development Challenges

Development Readiness Challenges: Themes

01	AVAILABILITY	• Commercial zones prohibit “lower impact industrial uses” • Redevelopment, gentrification in legacy industrial areas
02	ADAPTABILITY	• Building code and occupancy changes challenge reuse of vacant shells, like older retail and office • TI costs for small tenants and landlord are cost prohibitive • Infrastructure upzing requirements in older areas cost prohibitive for smaller property owners
03	CAPACITY	• Workforce constraints for public sector • Lack of apprenticeship and job training for “soft” skill jobs like permit techs and inspectors

007779

AVAILABILITY of SITES
Development Readiness Challenges

The lack of available sites is often understood as a lack of larger sites on greenfield areas (at the edge of the UGB), but a variety of factors have constrained and even reduced the supply of available sites closer in. That's our focus here.



> **Interview Paraphrase - Institutional Industrial Developer.** There's lots of competition for land, particularly land without a lot of slope or environmental issues and particularly from folks seeking to build for large national or multinational tenants. With each one of those deals, we think, "That's one less site to tailor for local users and needs."

> **Interview Paraphrase - Industrial Broker**. We're down to the stems and seeds of what's remaining for industrial lands. Even Tigard and North Beaverton are out of land.

> **Interview Paraphrase - Portland-Based Semi-Public Agency**. It is hard to find suitable spaces to relocate Portland users within the city.



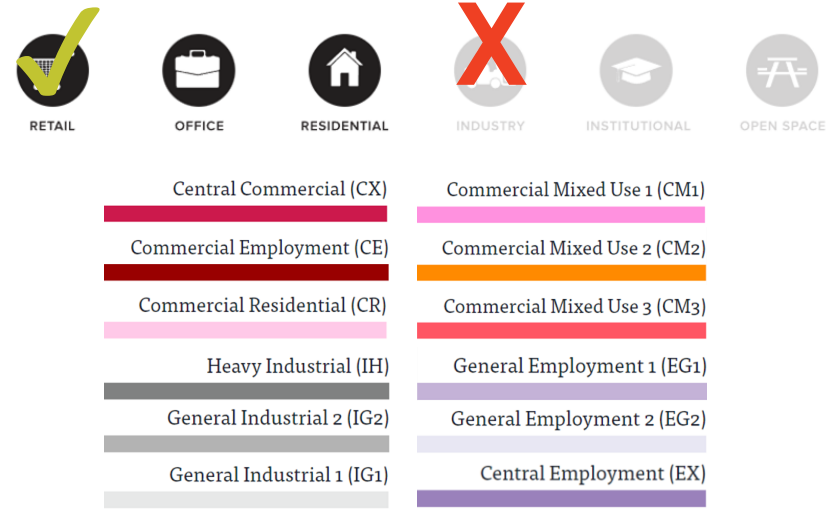
Image source: Metro

“Lower Impact” Industrial Prohibited in Commercial Zones

The nature of retail has and is changing rapidly. Nationally, there is a large oversupply of retail and commercial space and vacancies are rising. In aging and less desirable commercial location, the zoning often prohibits industrial uses that are lower impact and could potentially utilize these retail spaces that are increasingly vacant. Technical assistance grants to local jurisdictions to define a wider range of employment types, including lower impact industrial uses, within commercial and mixed-use zones could expand the portion of the region where these kinds of project can legally be permitted (i.e. - grow the opportunity).

This idea is gaining traction. An interview with one state-level economic development agency revealed that staff at several economic development agencies in the Portland Region have been informally discussing possibilities to reuse office space for light manufacturing or industrial uses.

Industrial & retail are <u>never both</u> allowed in Portland, Milwaukie, & Beaverton’s commercial & employment zones



007781

Source: Portland base zones: https://www.portlandmaps.com/bps/zoning/#/zones/

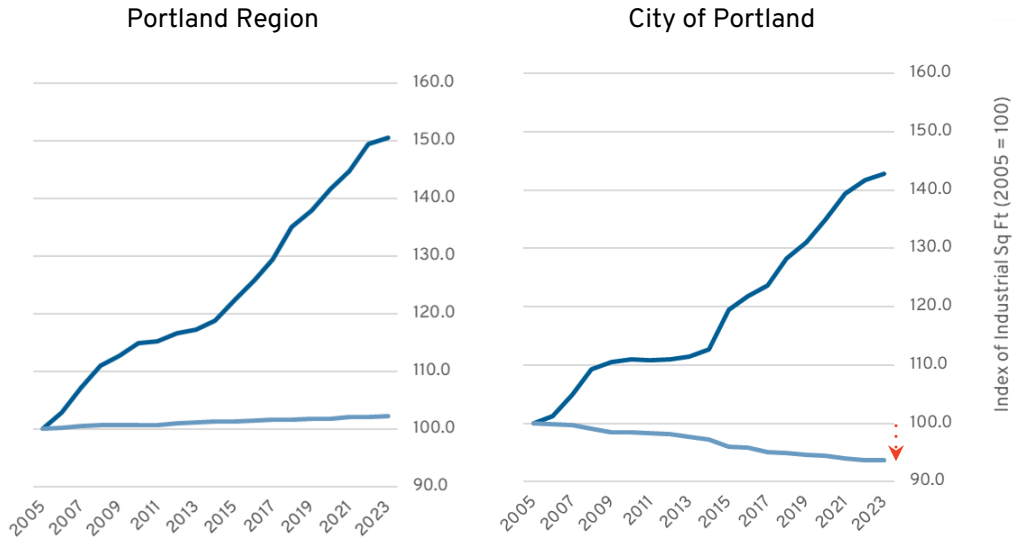
AVAILABILITY
Development Challenge

Gentrification in Formerly Industrial Areas & Loss of Affordable Space

Rezoning and redevelopment within legacy mixed employment and industrial areas has reduced the supply of properties zoned or used exclusively for industrial within central areas like the Central East Side, Milwaukie, Beaverton, and Vancouver. These changes and their impact to regional capacity may be technically offset by the addition of large new areas of industrial zoning at the urban edge. Yet at a subregional level the losses have reduced the supply of older, lower cost space for industry.

Significant new incentives aimed at retaining or incorporating new employment spaces into rapidly changing areas can provide room for new and needed development types while also bolstering the market potential to deliver uses that would otherwise be priced out like low impact industrial (i.e. - industrial density bonuses).

Class A & B and **Class C & F** inventory has grown regionwide since 2005. But in central areas like Portland, more affordable, often smaller Class C & F inventory has actually fallen 6% since 2005.



100 on this index equals 2005 inventory levels. 110 is 10% more square feet of inventory than in 2005, and so on.

AVAILABILITY
Development Challenge

Gentrification in Formerly Industrial Areas & Loss of Affordable Space

“ Interview Paraphrases - Industrial Users

Group of three organizations that represent industrial users in and around Portland. Politics tend to favor housing over industrial. “I want to protect industrial land” is not something often heard in public meetings. In terms of development economics, industrial isn’t often the “highest and best use.” But it’s worth questioning what the right definition of highest use should be.

A food bank operator in the City of Portland. It took months to locate a new warehouse with an attached office space within Central Portland. It wasn’t an easy process, nor is working with the city to get approval for small building changes.

“ Interview Paraphrases - Development Professionals

Industrial site planning professionals. Smaller users tend to locate in existing rather than new buildings. They’re only indirectly served by new supply. Likewise, owners may be open to multi-tenant spaces for large new buildings, but would prefer a single tenant to take down whole space. It’s appealing from a leasing perspective.

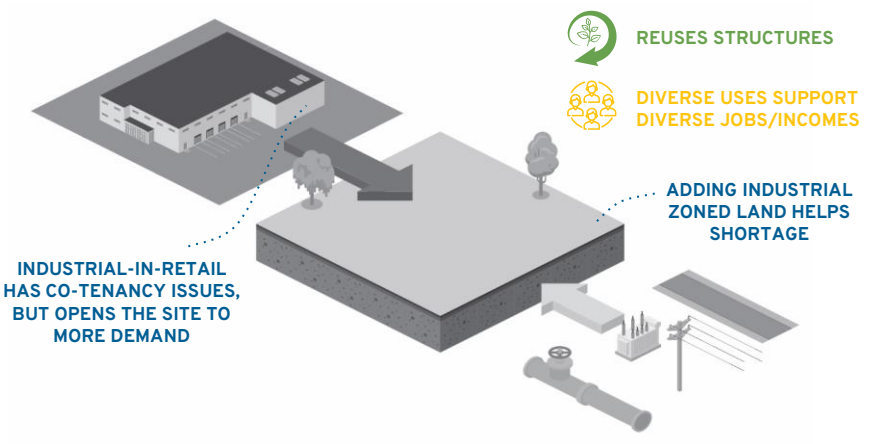
Regional industrial developer. Large employers with major traffic and logistical operations prefer to be at the region’s edge rather than center. This saps legacy areas of one type of industrial demand.

Expand Uses in Commercial Zones to Include Industrial

How the tool works

Many retail stores (particularly in big box development) have closed due to the rapid adoption of online shopping and home delivery. These closures create an opportunity. Expanding commercial zoning to allow for low-impact industrial uses would improve the availability of industrial land and promote the conversion of existing "box" buildings to new industrial uses (reuse reduces waste).

Not all big box retail centers are well suited to industrial users. However, JLL estimates roughly 1% to 5% of new warehouse square feet delivered could occur in such pre-existing properties. This would equate to hundreds of thousands of square feet across the region, particularly if additional low-impact industrial uses were supported. Important for this work, some of the spaces could be quite small within existing bays, but still suit underserved industrial users like contractors or small wholesalers.



Metro's Implementation Role

Secondary: Metro advocates & offers technical assistance. Cities lead implementation.

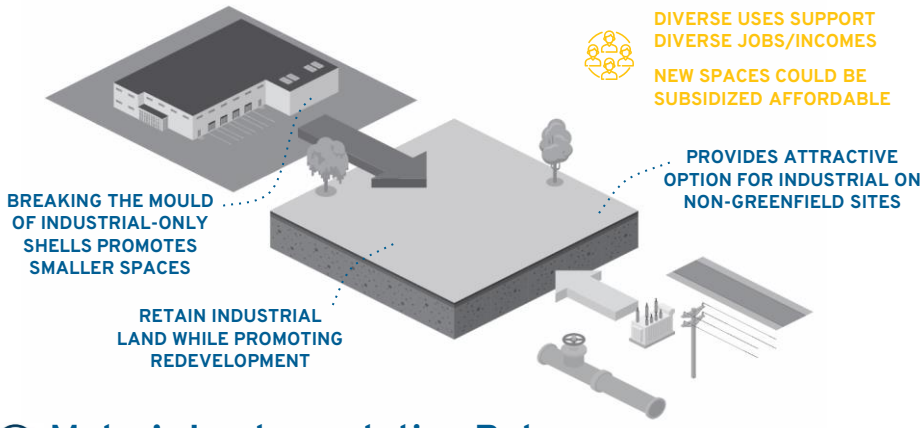
- Advocate for more low-impact industrial uses in jurisdictions' commercial zones
  - Identify cities with suitable sites
  - Provide technical support for zoning audits & changes
- Assist a city with finding a development partner for a regional proof-of-concept for retail-to-industrial conversion
  - Offer political support and developer connections
  - Use development partner's experience to identify additional zoning provisions requiring modification

Use Industrial Bonus Programs to Prevent Industrial Space From Being 100% Given Over to Other Uses

How the tool works

Industrial uses have relatively low real estate value compared to other uses. This puts them at a disadvantage when industrially zoned land is opened up to other uses. Industrial-density-and-use bonus programs intervene in process by tying developers' right to build larger-scale higher-value uses (e.g. hotel, office, residential) to the construction or preservation of lower-valued industrial uses. These programs leverage underlying market strengths to extract a community benefit from a private transaction (similar to Inclusionary Zoning). As such, they can be calibrated to benefit both the developer and community, while avoiding subsidy.

Use compatibility is a large issue. However, the modern definition of industrial includes lower impact uses like boutique or craft producers, contractor bays and storage, and last-mile logistics. This makes sharing space possible.



Metro's Implementation Role

Secondary: Metro advocates & offers technical assistance. Cities lead implementation.

Occurs at the jurisdiction level. Metro's role could be:

- Advocate for the introduction of city ordinances to establish industrial density programs, policy goals, and parameters.
  - Local department leadership and staff establish key details, including bonus allowances, permitted use types, and eligible areas (i.e. existing or overlay zone).
- Identify private firms or non-profit partners interested in owning or managing ground floor industrial space
  - Secure letters of interest to share with developers
  - Explore whether operating subsidy could support tenants and thus developers' cashflow

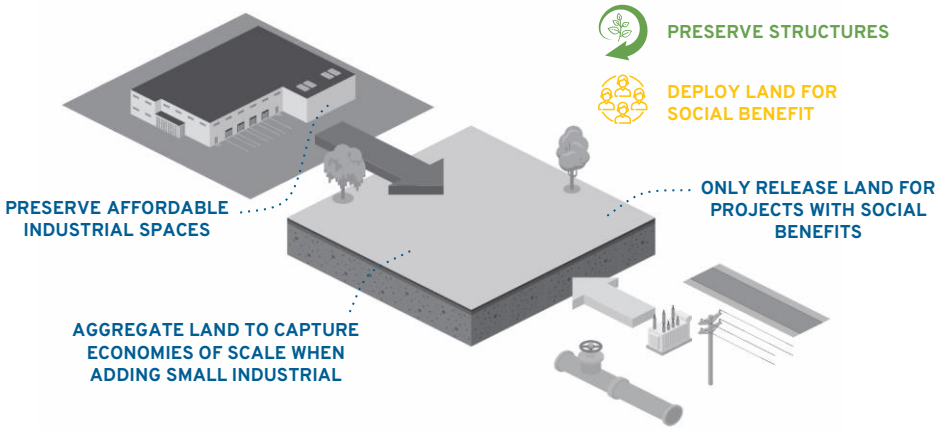
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Empower Land Banks & Champion Creation of One Focused on Small Industrial

How the tool works

Land banks are powerful (but new) entities in Oregon. They can issue debt and access both public and private funds. They can hold land tax free, enabling them to be patient when aggregating lands into a single large site. And they can break the chain of land title to clear future purchasers of potential liability associated with site contamination.

Oregon Revised Statute (ORS) 465.600-62 allows for land bank authorities for brownfields, but not broader purposes. An industrial land bank would fill a gap by applying land banking powers to *any* employment lands. Clearly, this tool applies to big sites developed for large format modern industrial spaces– a worthy use. However, a land bank specializing in small industrial could also be formed. Such an entity could acquire property at risk of conversion to other uses for preservation. Or it could aggregate sites for a redevelopment partner that agrees to build small spaces.



Metro's Implementation Role

Secondary: Metro advocates to state and convenes experts. State acts to change law.

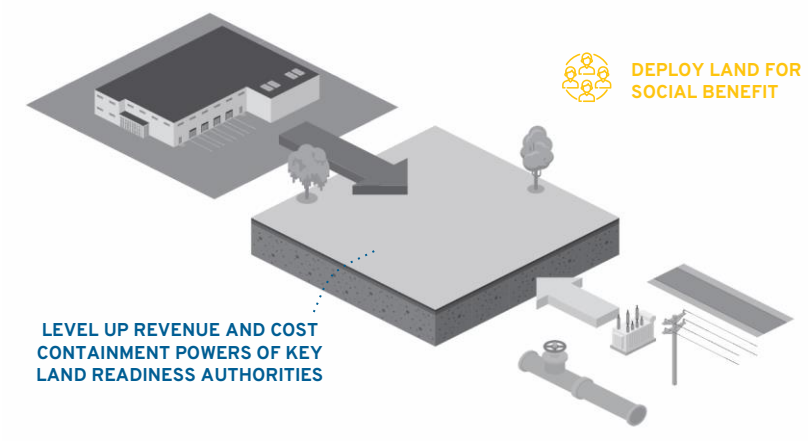
- Advocate for state action to allow for land banks focused on all employment lands
- Champion the creation of one or more regional land bank authorities focused on industrial land aggregation
  - Scope such a land bank authority to support the small industrial market through space preservation and by following the profitable development path seen today: land aggregation to enable economies of scale, specialization in small spaces, patient capital, and cheap, solvable land.
  - Source seed capital via the sale of donated excess lands
  - Release land for projects meeting community benefit criteria

Combine Key Powers in an Enhanced Redevelopment Authority

How the tool works

Industrial land banks (slide 26) facilitate land aggregation and holding. But they do not possess the full range of powers to raise capital for acquiring, preserving, and developing property. Similarly, urban renewal districts facilitate tax collection for investments included in their renewal plans. But they are constrained by their affiliations with jurisdictions and restrictions within urban renewal law regarding indebtedness and duration.

Ultimately, this separation of powers may unduly limit the ability for local governments and public-private partnerships to promote site readiness for industry. To address this, the state could begin exploring a new type of entity: an enhanced redevelopment authority (ERA). Such an entity might combine existing entities' advantages in revenue generation (e.g. TIF dollars) and cost containment (e.g. land bank tax-free holding), enabling greater coordination of redevelopment activities and resulting impact. These new powers would require new oversight and strict project approval criteria to ensure any new public resources supporting industry provide equitably distributed benefits.



Metro's Implementation Role

Secondary: Metro advocates to state and convenes experts. State acts to change law.

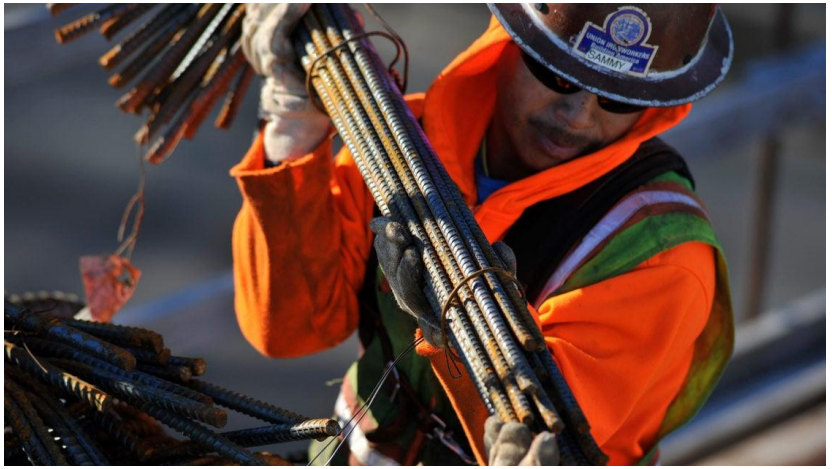
- Convene stakeholders to explore interest in statutory changes to expand urban renewal or land banking authority powers to enable more effective, centralized action promoting site readiness for employment lands.
- Discuss and develop guidance regarding ERAs appropriate uses and goals, and constrain them with strict project eligibility criteria ensure equitably distributed community benefits.
- Additional steps will be identified from these discussions and will vary depending on desired ERA scope and structure.

ADAPTABILITY of SITES

Development Readiness Challenges

High cost, new construction requires rent levels that are often too high for small and medium-sized tenants. These tenants have typically relied on older, legacy industrial buildings with lower rents in order to operate.

Strategies that can reduce the time and cost associated with adapting additional older buildings for new users could have a disproportionately positive impact for small and medium-sized tenants.



> **Interview Paraphrase - State-Level Economic Development Agency.** Broadly speaking, there is limited to no money for industrial lands programs. Existing funding is focused on "traditional" industrial development path (large site, greenfield). State emphasizes job creation, which likewise could run against small scale investments receiving state support.



Image source: Metro

ADAPTABILITY
Development Challenge

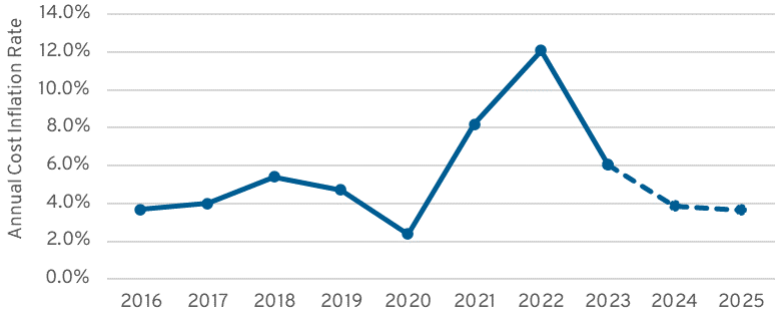
Difficulty Covering High Tenant Improvement (TI) Costs Associated with Prepping Spaces for Smaller Tenants

Smaller landlords can be cash constrained and unable to cover costly, upfront tenant improvements for future tenants. Smaller tenants can be non-credit worthy and unable to pay for or finance these costs themselves. This can be a serious barrier to willing landlords from being able to serve new tenants.

While high development costs are a challenge for all developers and tenants, larger industrial users and/or developers of larger industrial properties often have access to capital that smaller landlords do not.

Local tools that provide direct grant assistance to smaller landlords seeking to reposition spaces for small and medium sized tenants could help grow the supply of available space regionally.

Non-Residential Construction Cost Inflation. Construction Analytics' aggregation of multiple industry cost indices, showing **observed** and **forecast** values.



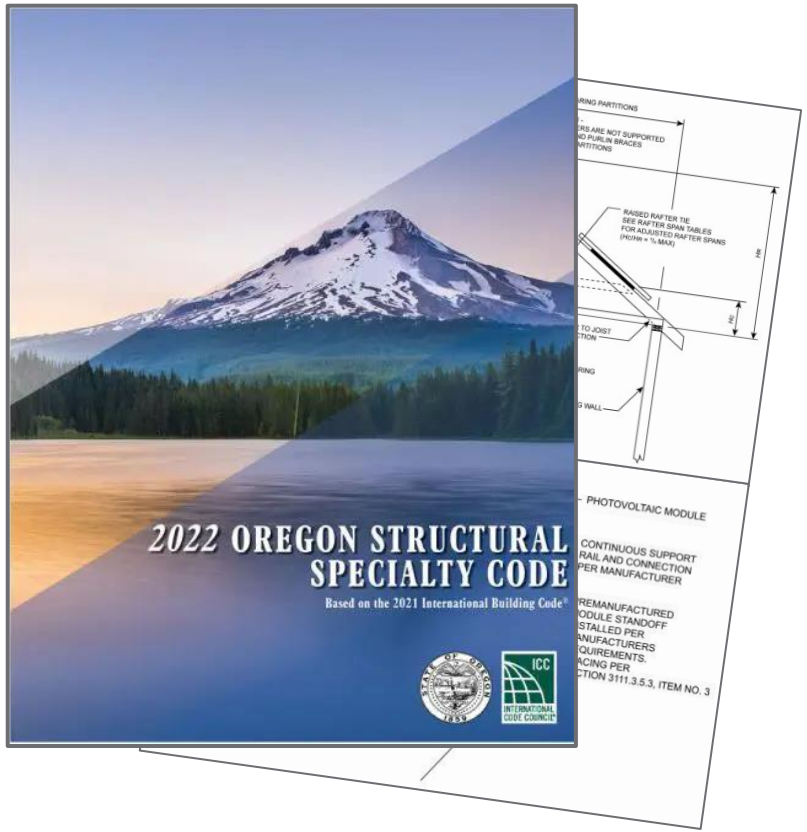
> **Interview Paraphrase - Three Organizations That Represent Industrial Users In and Around Portland.** In general, construction costs are high and rents aren't high enough to make development and TIs easy.

> **Interview Paraphrase - Portland-Based Semi-Public Agency**. In the past, the agency used to provide grants of up to $750K for industrial owners or tenants. Now only smaller grants up to $12K are available.

> **Interview Paraphrase - Institutional Industrial Developer**. We create flexible, widely usable, turnkey spaces so tenants don't have to deal with TIs. There's plenty of demand, but it requires knowing what to provide and how to at a low cost.

Building Codes and Change of Occupancy Trigger Costly Upgrades

Reusing existing buildings for new users is, in theory, less costly than new construction. However, adapting spaces originally built for retail or office users for warehouse or low-impact industrial users typically requires a change of occupancy permit that triggers building code upgrades with significant costs. The extent of required upgrades is case-by-case. New occupancies are "permitted without complying with all the [code] requirements… for the new occupancy, provided that the new occupancy is **not more** hazardous, based on life and fire risk, than the existing occupancy" (2022 Oregon Structural Specialty Code, §3405.5) While this provides for a more economical slate of upgrades for changes in occupancy, it does not dispel uncertainty for prospective industrial developers regarding the extent of necessary upgrades.



> **Interview Paraphrase - Portland-Based Semi-Public Agency**. Seismic upgrades can be too expensive to bear. It could be a good place for intervention.

> **Interview Paraphrase - Institutional Industrial Developer**. New development standards like EV charging have to be timed to when the technology and infrastructure is in place. Don't jump the gun.

ADAPTABILITY
Development Challenge

District Infrastructure Upgrade Solutions Are Required to Enable Smaller Property Owners to Expand

Adding additional square footage or changing uses within existing spaces can trigger both on- and off-site infrastructure upgrades. The infrastructure itself may serve multiple properties but permitting processes typically put the entire cost burden for upgrades onto the permit applicant, even if it's a small space or site. Districts with small properties need solutions that can help spread these costs over the entire district and over time. Tools like Urban Renewal or Local Improvement Districts require public participation to be initiated and managed but can help unlock the potential of multiple properties all at once.

Bend's Southeast Plan Area needs pump stations, but no one project can afford district upgrades. A collective solution is needed.





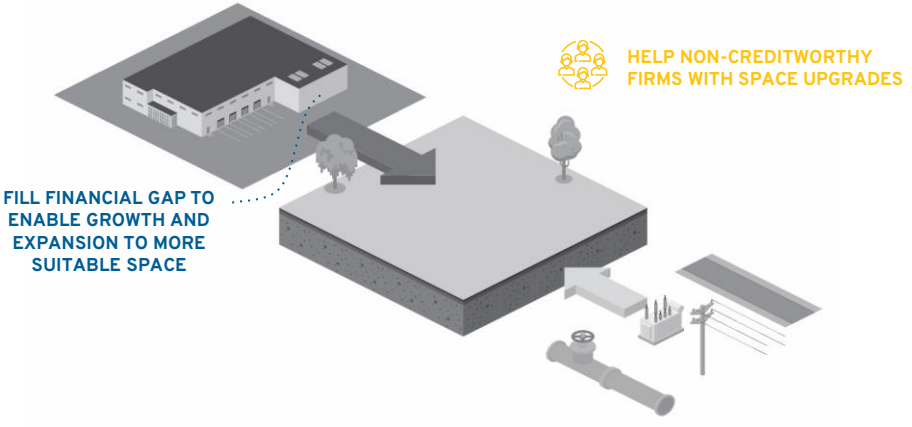




> **"Interview Paraphrase - State-Level Economic Development Agency.** The Special Public Works Fund is the state's main industrial land readiness program. It can fund infrastructure but only limited to traded sector firms and publicly owned infrastructure, with competitiveness and loan-forgivability based on wages and job creation. In other words, this program isn't geared broadly toward small industrial businesses.

> **"Interview Paraphrases - Large Site Planning Firm.** SDCs are often similar for large and small projects, which penalizes small developments.

Offer Tenant Improvement Funds for Non-Credit Tenants Ready to Grow



How the tool works

Many economic development agencies and urban renewal agencies offer favorable loans or grants to business owners for investments in equipment or real property. Storefront improvement grants are a common manifestation of this idea.

Given the escalation in construction costs, interviews revealed that the dollar value of existing grants is insufficient to enable small industrial business owners without good access to credit lines to transition from operating their business from home, a garage, or a self-storage facility and into a small industrial space. Industrial space owners, likewise, have little incentive to pay for tenant improvements for non-creditworthy tenants. Richer tenant improvement grants or soft loans for credit-limited yet viable businesses could fill this gap. This requires advocating for that change, and tying the funding to a growth and profitability plan helps ensure that loans are repaid but also rigorously tracks the return on these economic investments.

Metro's Implementation Role

Secondary: Metro advocates to funders and helps assess returns. Funders implement.

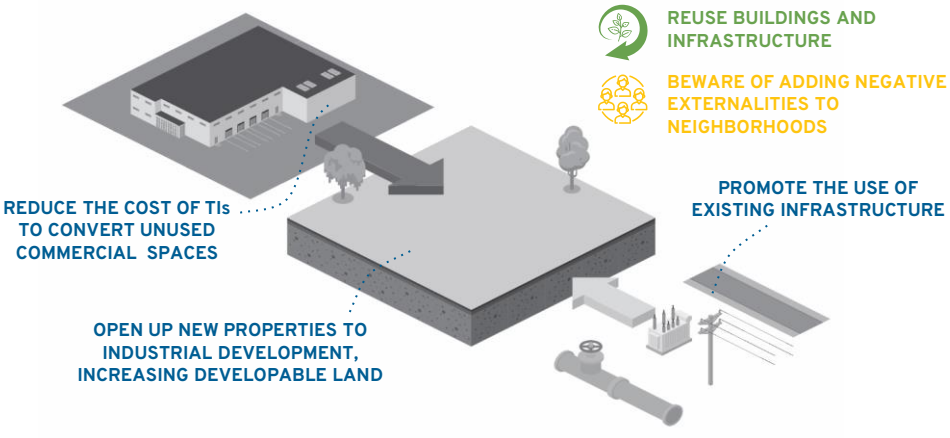
- Advocate for the creation of a funding pool for tenant improvement grants for small industrial firms without strong credit access when interfacing with the state, cities, and their urban renewal agencies:
  - Create a plan for administering those funds, including establishing:
    - Program goals and outcomes
    - Eligibility criteria and equity targets for distribution
- Technically assist in calculating & tracking the return on investment.

Research Project to Vet Potential Statewide Building Code Changes

How the tool works

So far, the American Pacific Northwest has not experienced an adaptive reuse project converting existing big-box retail or high-ceilinged office space to warehouse or low-impact industrial space. Nationally, however, JLL expects such conversions could soon provide 1-5% of all warehouse deliveries, equating to millions of square feet each year. There are many challenges to such conversions, like parking, truck courts, and circulation considerations as well as lease-law and co-tenanting issues. However, building code upgrades loom large as significant cost drivers in such conversions.

Metro, representing a PNW region likely to experience such conversions, is uniquely positioned to partner with the state to identify how occupancy changes from Mercantile to Factory or Storage could trigger costly building upgrades. Such research could investigate the reasonableness of upgrades, advocate for changes in requirements, and establish an upgrade roadmap to accurately set the expectations of prospective developers.



Metro's Implementation Role

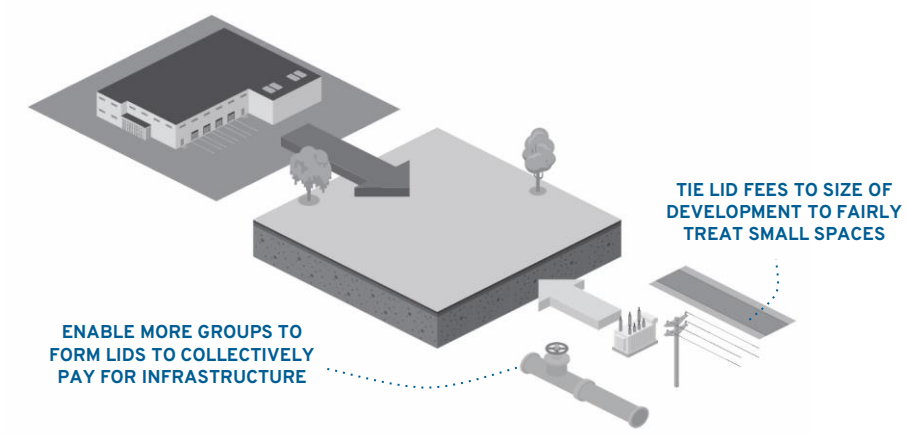
Primary: Metro advocates to state and convenes & funds expert research. State collaborates.

- Advocate to the state and building code department regarding the need and usefulness of this research to gain collaborators and/or cofunders
- Set aside funds for shared research project with the state
- Conduct the research internally or release an RFP to solicit partners to complete this research.
    - Likely a combination of planners and design professionals (site planners, architects, engineers) would constitute the best positioned team

Address Limitations to Local Improvement Districts (LIDs) in State Law

How the tool works

Local Improvement Districts (LIDs) finance local infrastructure improvements by forming a special tax assessment district across benefitting properties to pay for the improvement. Cities and counties in Oregon have statutory authority under ORS 223.309 to establish LIDs, but quasi-governmental entities that could make good use of LIDs like special districts, regional governments, ports, urban renewal agencies, or public utilities do not. This tool recommends amending state law to allow such entities to form both LIDs and Utility LIDs (which only differ in that they can pay debt with utility revenues), providing more forums for collective infrastructure investments. Importantly, this tool should include statutory guidance tying LID assessments to the property size, to treat small properties fairly. These changes in statute could be paired with additional measures, such as a state revolving loan fund for LIDs or new requirements to reduce the risk of a LID forcing a property owner into foreclosure.



Metro's Implementation Role

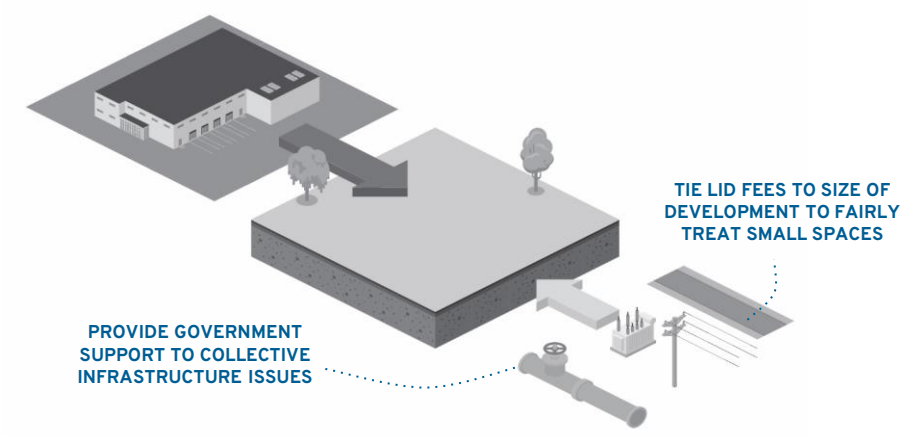
Secondary: Metro advocates to state and convenes experts. State acts to change law.

- Advocate for alterations to LID statute ORS 223.309 at the state level
- Provide a grant for legal services to write new statutory language to provide as an example to state representatives
- Scope to include an additional research project within the upcoming industrial lands inventory work, aimed at tackling the following:.
    - Identifying pockets land (urban reserves and/or lands within the Metro UGB) with significant industrial development potential *if an infrastructure improvement were made.*
    - Find a partner that could house a LID for those lands, either jurisdictional or quasi-jurisdictional entity.

Proactively Facilitate Formation of Local Improvement Districts (LIDs)

How the tool works

Local improvement districts (LIDs) - whether under current state statute or if enhanced to allow quasi-governmental entities to create them - are an underutilized funding tool. It's clear why: they require considerable coordination in the form of signatures from a majority of property owners in the affected area and a jurisdictional vote to establish the LID. Yet, communities could benefit from more proactive creation of LIDs to finance collective infrastructure costs to enable growth. Leaving the tool unused or even unexplored means forgoing the opportunity to add a parallel revenue stream to urban renewal agencies' tax increment dollars, missing the chance to undertake large, higher impact projects with lower cost financing. Public sector staff are uniquely qualified to convene conversations around infrastructure funding and test the waters for LID support in key growth areas for industrial. This is particularly the case in areas with numerous, hard-to-coordinate landowners, whose land might end up conducive to small industrial. A key caveat is that LIDs, in collecting and spending new tax dollars, should pass serious scrutiny to ensure resources collected support equitably distributed benefits.



Metro's Implementation Role

Secondary: Metro advocates to cities and offers to co-fund staff. Cities implement.

- Advocate to cities to dedicate staff time to:
  - Identifying district improvement projects that could use a LID
  - Studying the feasibility, costs, benefits, and distribution of benefits and burdens resulting from LID creation
  - Facilitating landowner conversations to gauge and build support for the LID (i.e. gather signatures)
  - Use state-granted power and process to create the LID
- Alternatively, identify 2 or more partner cities and collectively co-fund a single, shared economic development staffer or consultant team to complete the steps above for one or more districts in each city.

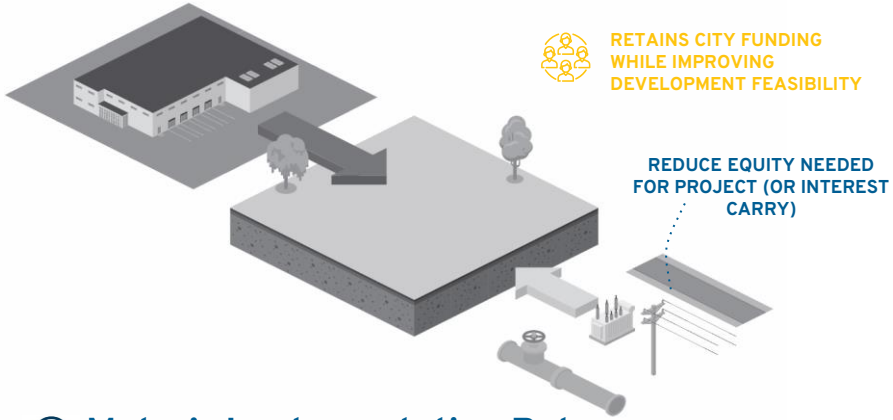
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Shift SDC Payment to Certificate of Occupancy Rather Than At Permit Issuance

How the tool works

SDC fees are a significant upfront cost for developers, but a key local funding source for public infrastructure, particularly in rural places or underserved areas without infrastructure yet. Many SDC incentives focus on reducing or eliminating SDCs. However, simply shifting the point in the permitting process when they are paid can have significant positive impact on the financial feasibility of development while maintaining this funding source for communities and governments.

Specifically, this tool requires changing the timing of SDC payment to either the issuance of a Certificate of Occupancy or to final inspection. This change shifts the timing of SDC payments back 12 or more months, reducing interest costs on debt and/or developers' initial equity outlay. This is particularly impactful for smaller developments and developers where the margins are tight and equity is less plentiful. SDC rates can be locked to provide dollar certainty for the City and to motivate the developer. The City of Bend is currently contemplating this policy change in an effort to reduce the cost of development.



Metro's Implementation Role

Secondary: Metro advocates and funds a pilot project. Cities lead implementation.

- Advocate for the change to jurisdictional partners to identify an amenable partner for a pilot project.
- Fund a pilot project with a jurisdiction to provide a template for the ordinance change, locking rates, collecting funds, and ensuring infrastructure benefits aren't lost in underserved areas.
- Based on the pilot, produce a best practices guide for local jurisdictions to consider when they update SDC policy.
- Provide technical assistance to local jurisdictions using the best practices guide to amend SDC policy to incentivize development and redevelopment.

CAPACITY of LOCAL GOVERNMENTS
Development Readiness Challenges

Slow permit processes add significant time and cost to development projects and are increasingly cited as serious barriers to additional investment in all kinds of needed development, including industrial.



Lack of Government Capacity in Current Planning, Development Code, and Permitting Positions

Cities struggle to fund, find, train, and retain enough workforce to efficiently process permit applications and maintain their development code. Targeted workforce training and funding to increase local workforce capacity could relieve those important bottlenecks, speed up development, and particularly benefit small users without the resources to overcome such obstacles.



Image source: Metro

Lack of Government Capacity in Current Planning, Development Code, and Permitting Positions

> **Interview Paraphrase - State Development Agency**
>
> **Capacity improvement programs have precedents in regional government.** Metro's existing Construction Careers Pathway Program has improved that specific tranche of labor capacity. .

> **Interview Paraphrase - Groups Representing Users**
>
> **Lack of local permitting capacity is a significant drag on users' operations and encourages firms to leave the jurisdiction.** Small users in particular would appreciate and benefit greatly from a fast track and direct assistsance with permitting small buildouts and space improvements.

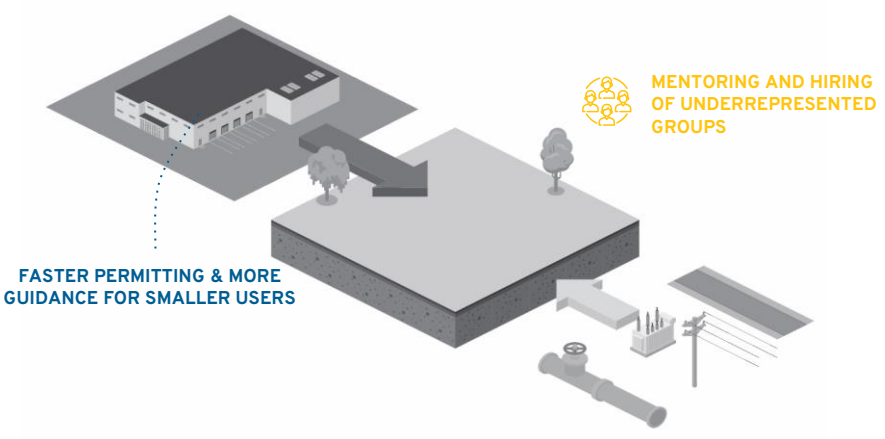
> **Interview Paraphrases - Large Site Planning Firm**
>
> **Lack of capacity to maintain and clarify development regulations hurts small users and owners the most**. When regulations aren't regularly updated and materials aren't created to clarify them, economicially stifling or unclear provisions might persist. Large users and businesses may be able to navigate these obstacles, but smaller users may not.
>
> Similarly, when regulations aren't regularly maintained, they can become complex and contradictory. Small users that have the fewest resources to dedicate to navigating regulations and planning for their real estate needs are at a severe disadvantage in such scenarios.

Workforce Apprenticeship Grants for Bottleneck Positions

How the tool works

Slow permitting timelines and outdated, complex development code in part stem from a limited labor pool and a lack of budget for staff. Aspiring planners and public-sector workers often find they need a graduate degree to earn entry-level positions. And cities, especially smaller ones without robust tax rolls, often lack enough budget for staff. This hurts all development activity, but particularly smaller scale ones that might not be able to navigate the complexity and protracted nature of building under the status quo.

To improve the situation, Metro could offer grants to offset the wage costs of apprentice or junior planner positions for workers without graduate degrees at jurisdictions in need of additional staff capacity. Metro could also dedicate a small portion of its staff's time to offering mentorship regionwide to the cohort of junior planners enrolled in the apprenticeship program. Apprenticeships could be targeted at workers typically underrepresented in the field.

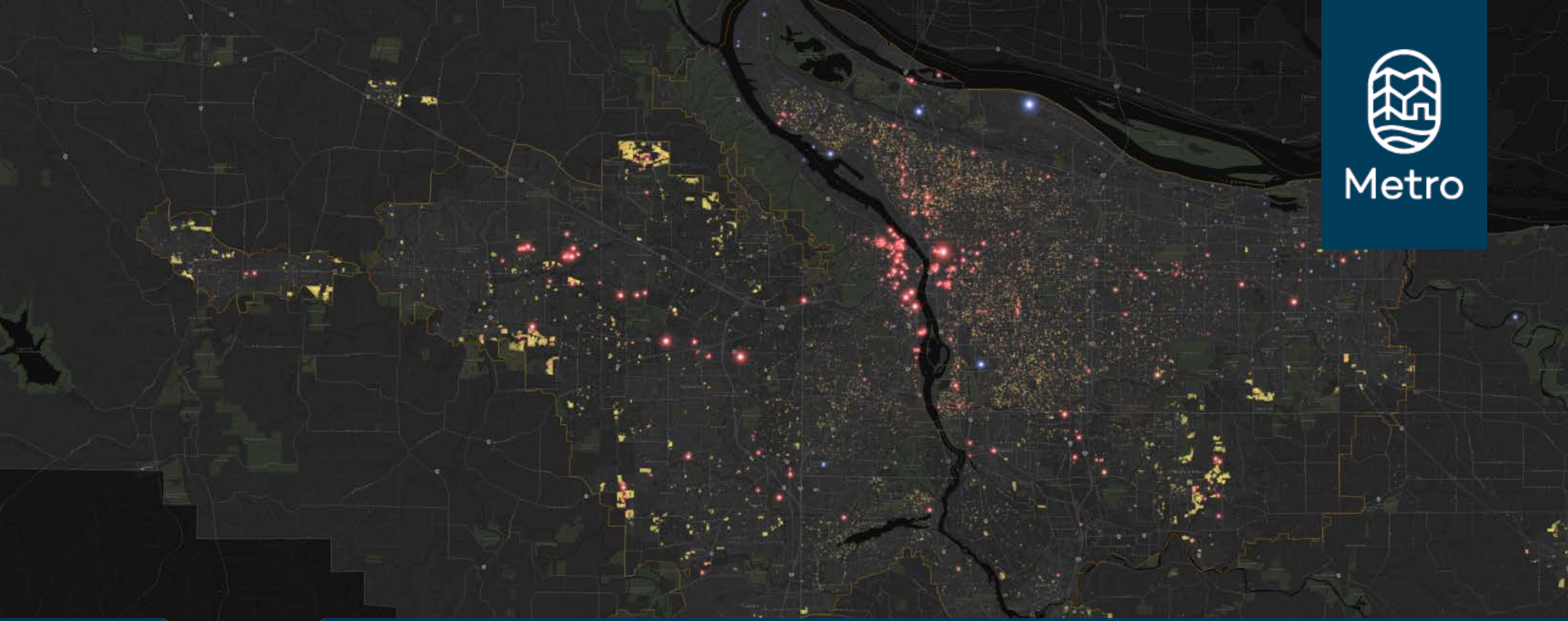


Metro's Implementation Role

Primary: Metro funds grants subsidizing multiple FTE and offers mentorship.

- Talk to jurisdictions to gauge bottlenecks in planning and permitting and assess interest in grants for entry level roles.
  - Identify appropriate per-FTE grant for apprentices
  - Determine eligibility criteria for cities & apprentices
  - Consider cross-jurisdictional shared FTE when sensible
- Fund a current planning and permitting apprenticeship program that covers a meaningful portion of jurisdiction's costs of hiring an junior planner or apprentice in the current planning or permitting department. Consider dedicating the FTE to small builds/businesses.
- Recruit Metro staff to regularly mentor apprentice cohorts.

Materials following this page were distributed at the meeting.

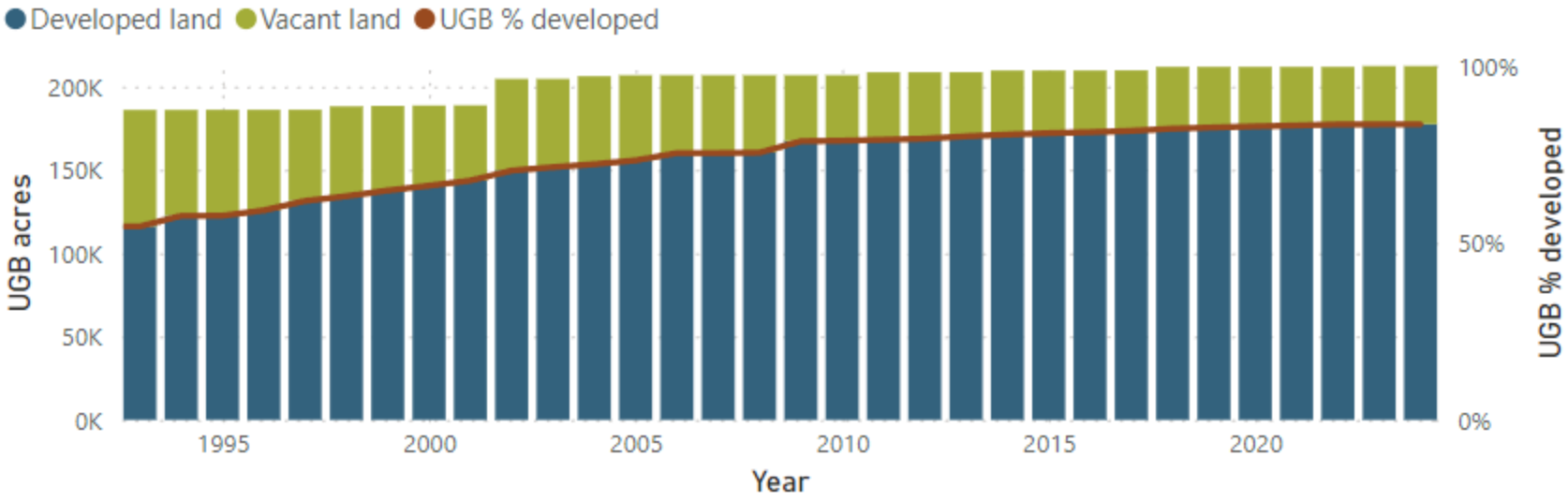


Historic residential development trends

April 17, 2024

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Land use inside the UGB



Land use inside the UGB

Acres by generalized zoning today

Zoning	Total Acres	Vacant acres	% Developed
Single Family	99,185	10,957	89%
Industrial	34,845	7,653	78%
Parks and Open Spaces, other zoning	22,594	585	97%
Rural or Future Urban Zoning	19,506	12,163	38%
Mixed use	16,079	1,818	89%
Multifamily	15,767	1,188	92%
Commercial	3,763	376	90%
Total	**211,739**	**34,740**	**84%**

Land definitions

Data sources:
RLIS Housing Database
RLIS Vacant and Developed Land
RLIS Land Development Monitoring System

Terms and definitions:

- **Vacant land consumption**= new construction on previously undeveloped land
- **Infill** = a split lot, mostly new SFR between old SFR, on previously developed land
- **Redevelopment** = replacement of an old structure with a new structure, on previously developed land

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Housing definitions

Single Family (SFR) = detached single family homes

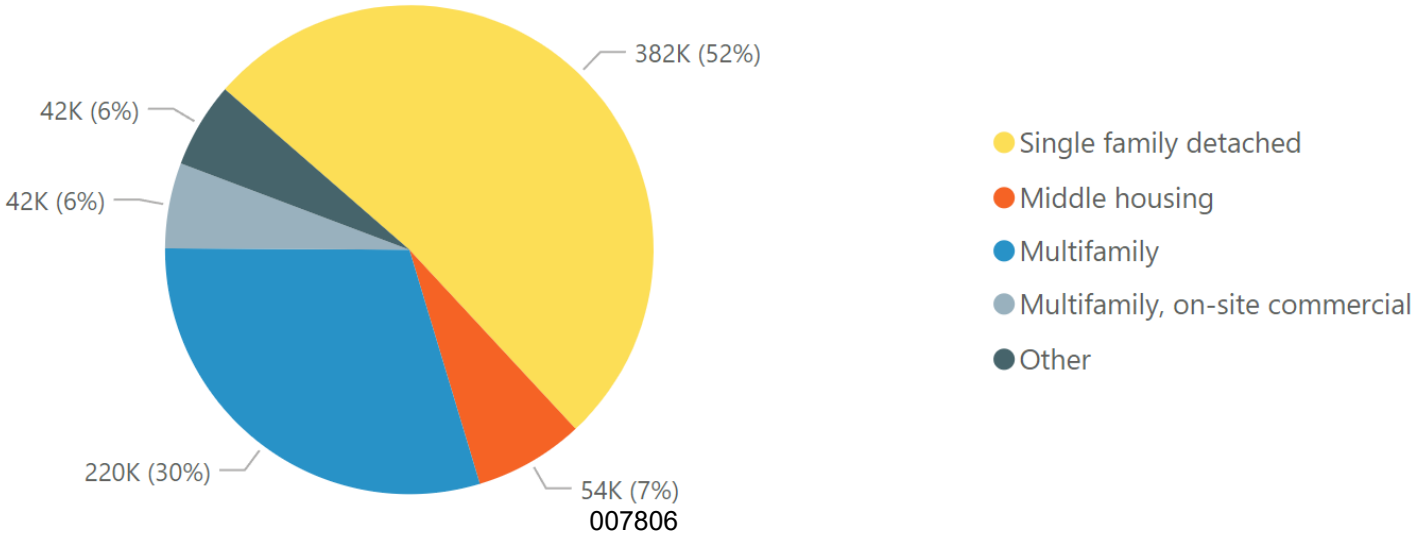
Middle housing = any housing units that share walls or common area, but not stacked vertically. Includes townhouses, rowhouses, plexes (duplex etc.), accessory dwelling units (ADU), and cottage clusters.

Multifamily = housing units that are stacked vertically. Some multifamily properties are mixed-use, typically with on-site, ground-floor commercial space. Lowrise, midrise and highrise apartments and condominiums.

Other housing = any housing units not included above. Includes group quarters like dormitories and retirement centers, as well as floating homes, manufactured home parks, and single family homes on agricultural or forest land

Housing today

739,766 Total Housing Units Inside the UGB as of 2023



Housing today

Housing type	Total units	% of all units	Units/acre average	% growth over range *
Single family detached	382,428	52%	4.1	7%
Middle housing	53,650	7%	12.1	19%
Multifamily	220,105	30%	23.1	17%
Multifamily, on-site commercial	41,802	6%	103.3	99%
Other	41,781	6%	12.5	9%
Total	**739,766**	**100%**	**6.6**	**14%**

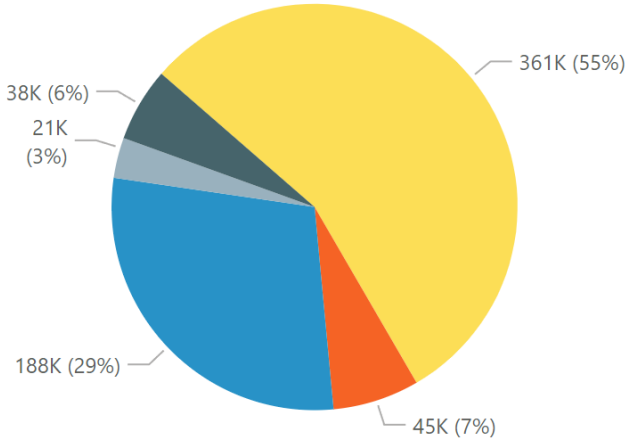
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* Range = 2014 to 2023

Recent housing trends

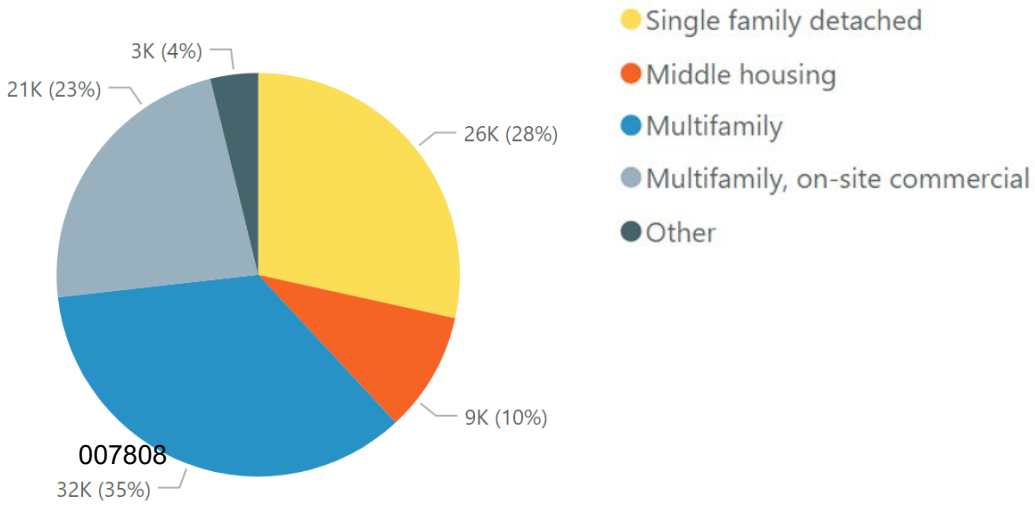
739,766 Total Housing Units
Inside the UGB as of 2023

653,944 total housing units existed prior to 2014



90,724 new housing units were built
between 2014 & 2023. (+14%)

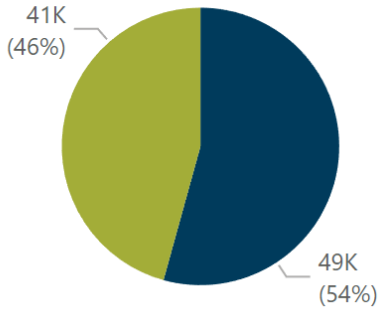
% of new housing by type



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Vacant land consumption by housing

% of new housing by type



UGR housing type	Infill/Redevelopment	Vacant land consumption	Total
⊞ Single family detached	10,389	15,428	**25,817**
⊞ Middle housing	5,272	3,441	**8,713**
⊞ Multifamily	19,296	12,613	**31,909**
⊞ Multifamily, on-site commercial	13,079	7,734	**20,813**
⊞ Other	1,224	2,248	**3,472**
Total	**49,260**	**41,464**	**90,724**

oregonmetro.gov

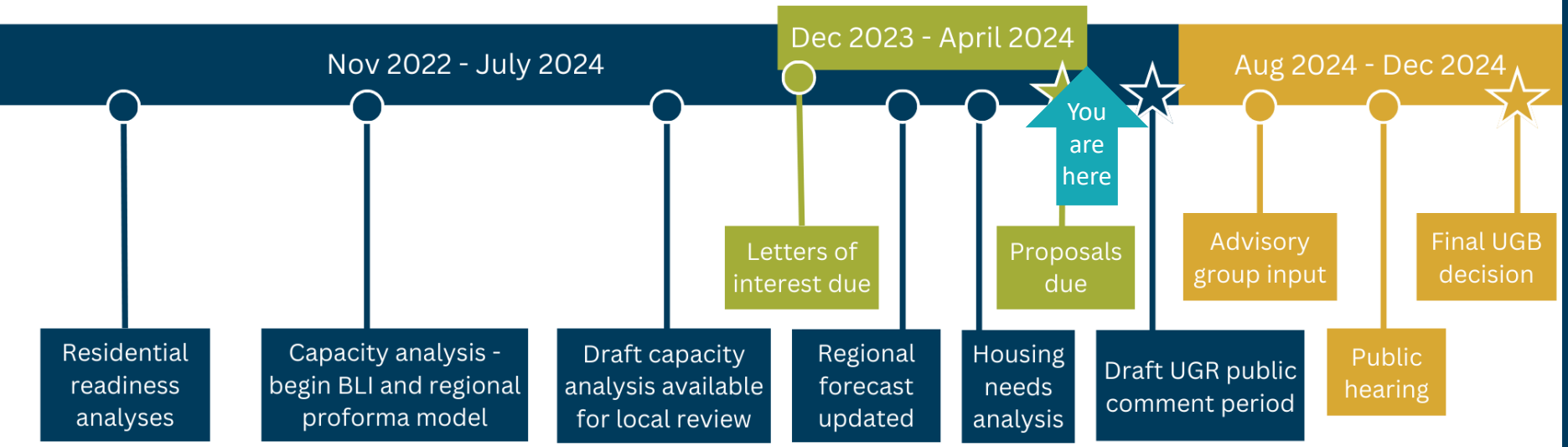


Urban growth management: Preliminary Housing Needs Analysis results

MTAC
April 17, 2024

Project timeline

Technical work and analysis: Developing the urban growth report	City expansion proposals	Metro Council decision
• Buildable land inventory (BLI) • Regional forecast • Capacity analysis • Employment trends and site characteristics • Housing needs analysis • Residential readiness analyses • Draft urban growth report (UGR)	• Letters of interest • Expansion proposals *2040 planning and development grants available*	• Consider Metro staff and advisory group recommendations • Public hearings • Policy direction • Final decision

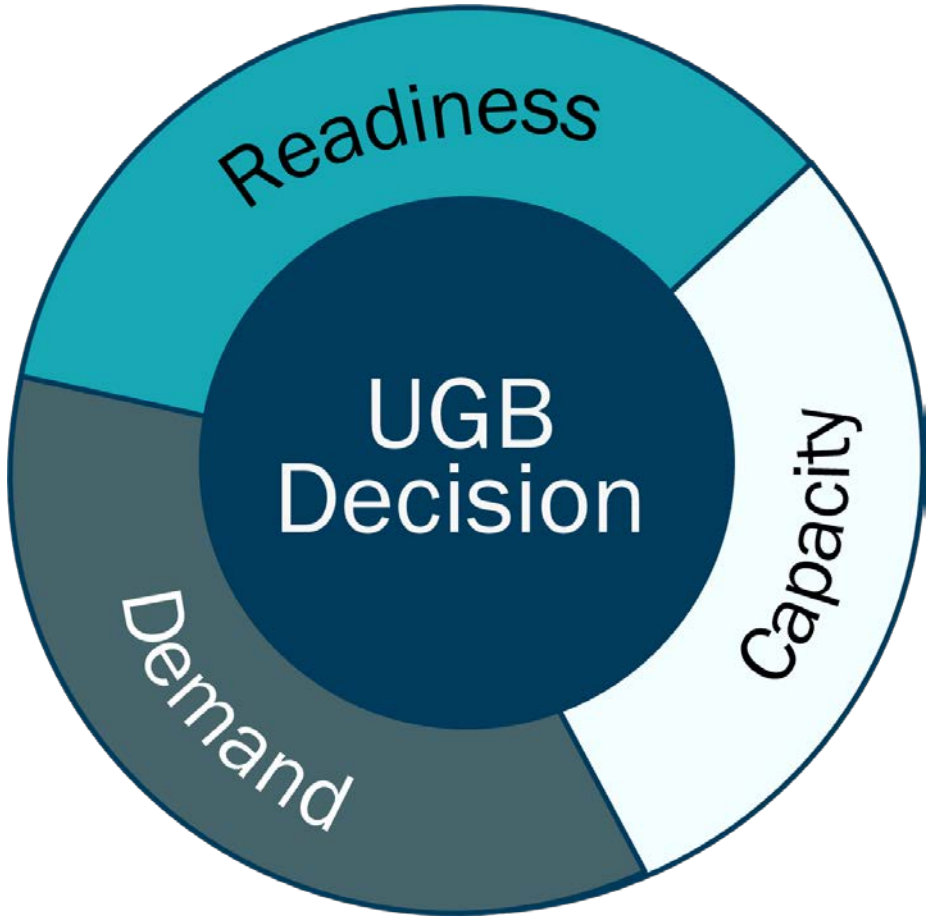


Engagement

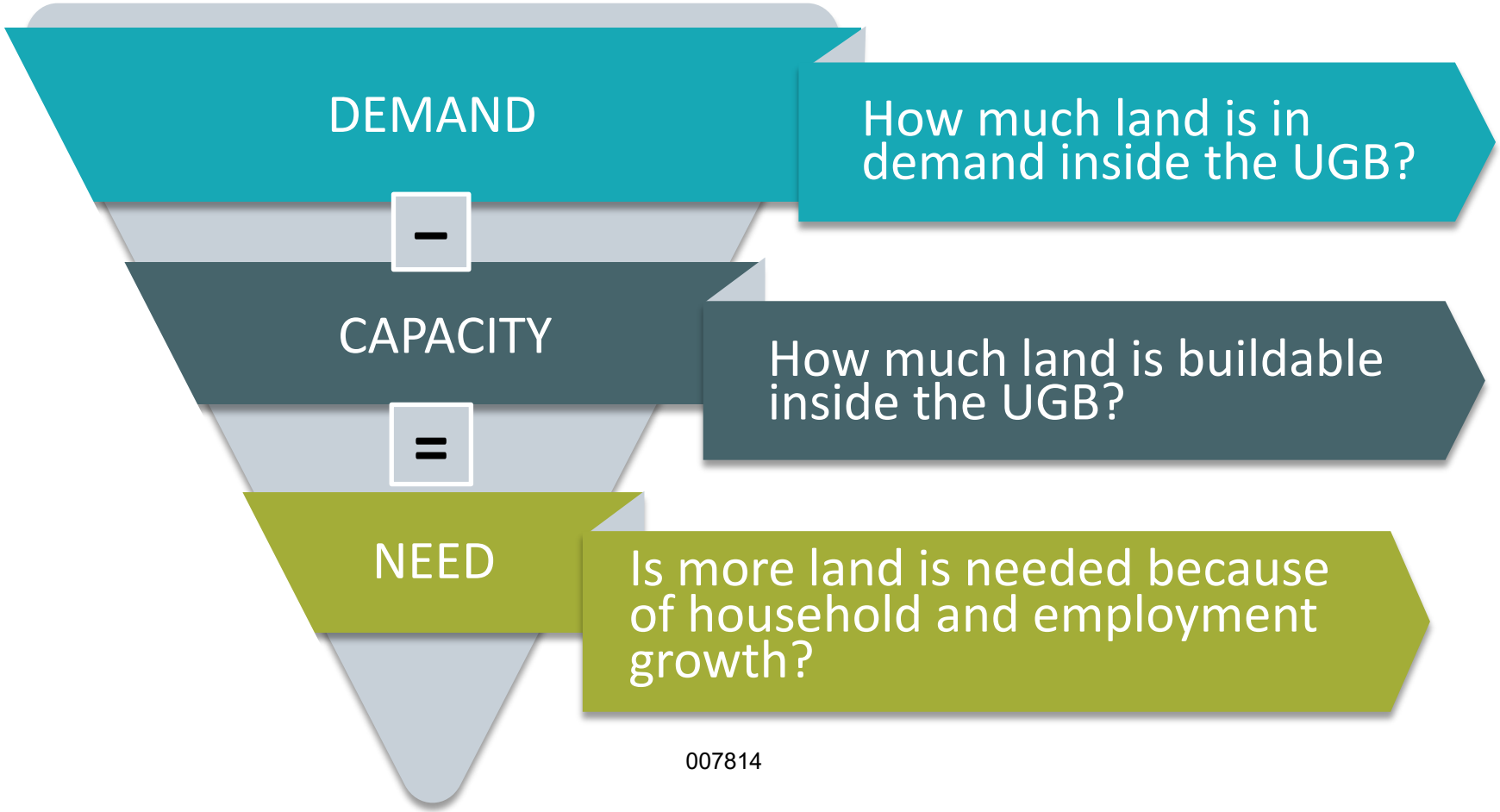
- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

A decision support tool

The Urban Growth Report (UGR) is a decision-making tool for the Metro Council.

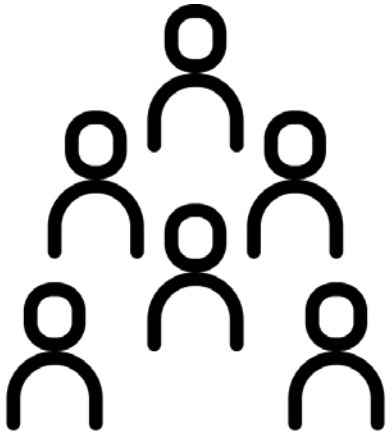


Back to the math equation



So how do we translate the household forecast into land demand?

People in the region in 2044



Regional 7-county household forecast x capture rate

Household Characteristics

- Income
- Age
- Household size
- Presence of kids

&

Housing Characteristics

What housing types are needed to match the needs and choices of the region's households?

- Single family detached
- Middle housing
- Multi-family

Housing needs analysis

Demand for land



The housing needs analysis will include assessments of future and existing needs

FUTURE
20-year forecast

Housing demand based on:

Regional population forecast
&
Household forecast

EXISTING

Housing needs for those experiencing houselessness
&
Historic underproduction - what is the backlog of housing units to date?

Preliminary Housing Needs Analysis (HNA) Results

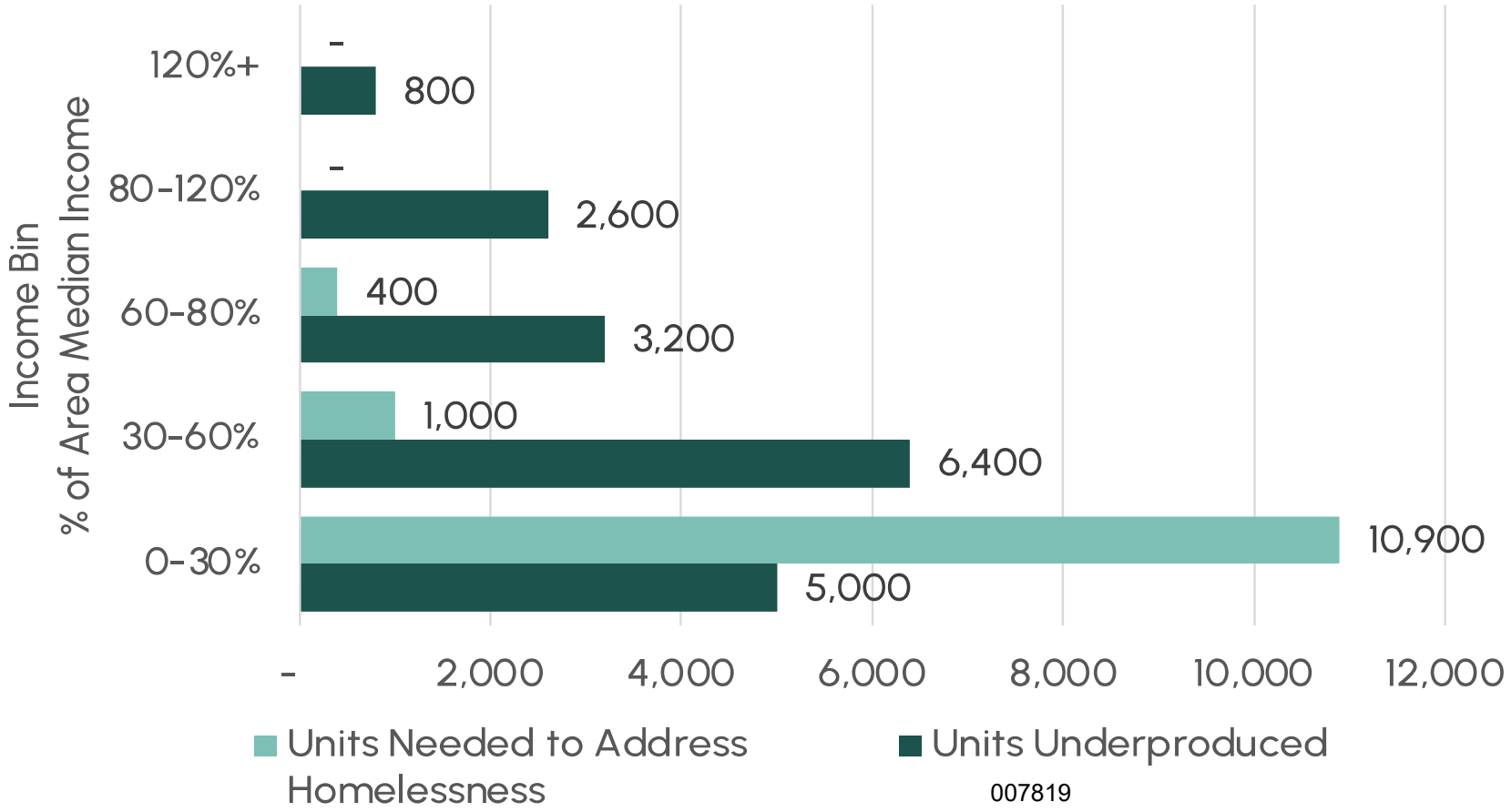
Existing housing needs inside UGB



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Source: ECOnorthwest

Existing needs are for lower incomes



Area Median Income (AMI) for a family of 4 in the Metro region: **$114,400** (2023)

Source: ECOnorthwest

Future housing needs

MSA (7-county) forecast

- Total growth rate
- Peer reviewed

UGB capture rate

- Metro UGB vs. other areas
- Based on past trends

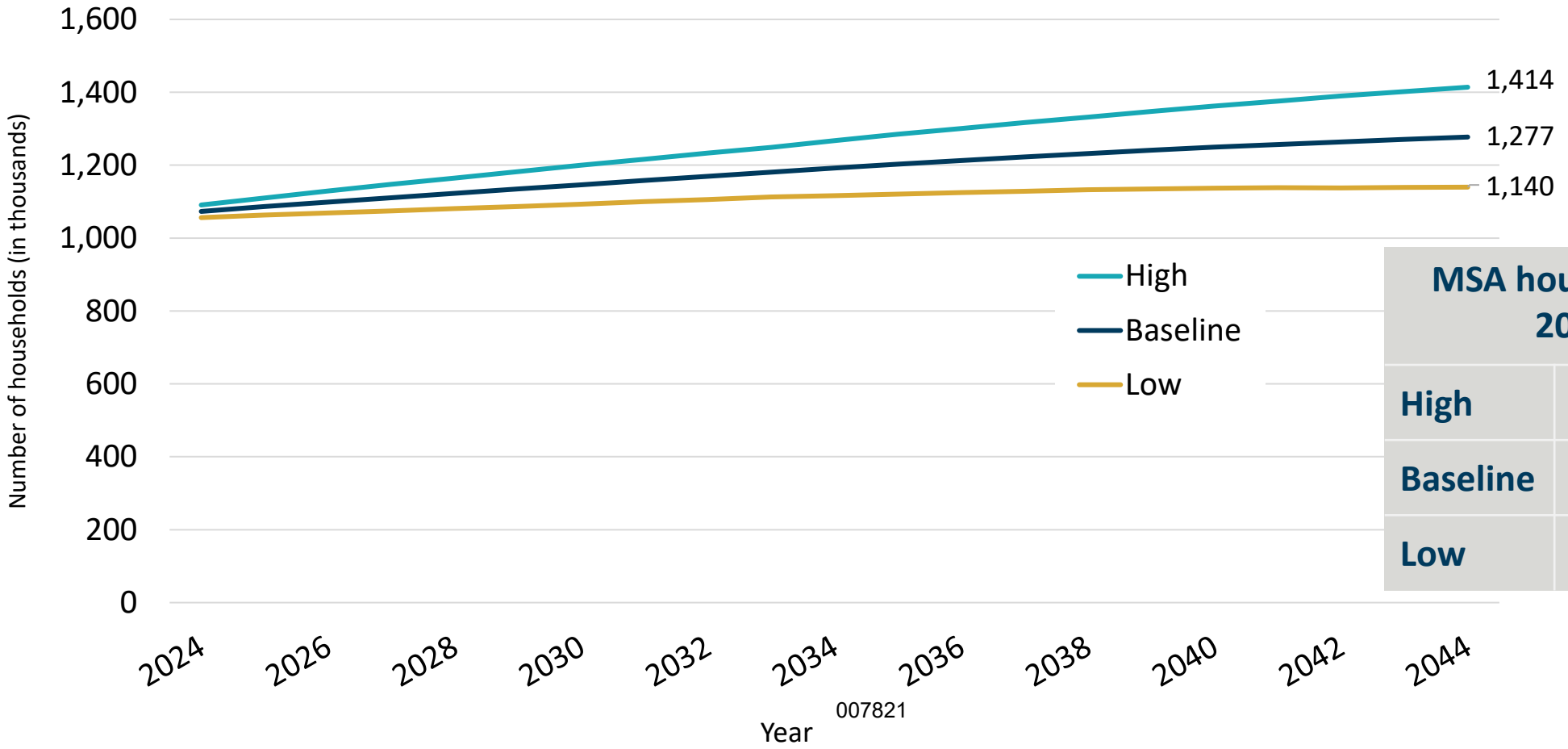
Demographics

- Age (of householder)
- Household Size (number of people)
- Presence of Kids (<18)
- Income

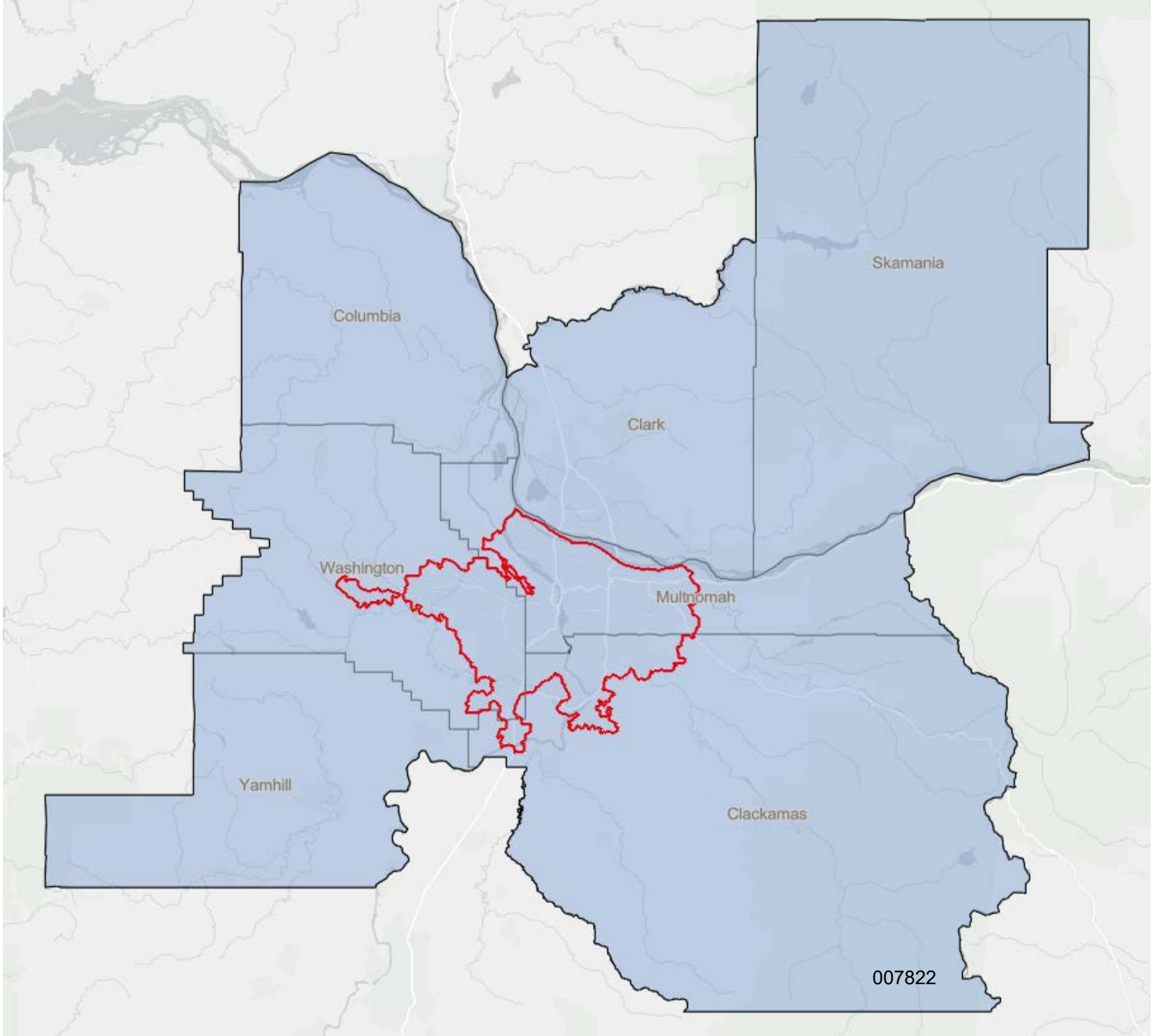
Housing needs

- Affordability / price point
- Housing type

MSA household forecast



MSA household change 2024-2044	
High	323,200
Baseline	203,500
Low	83,900

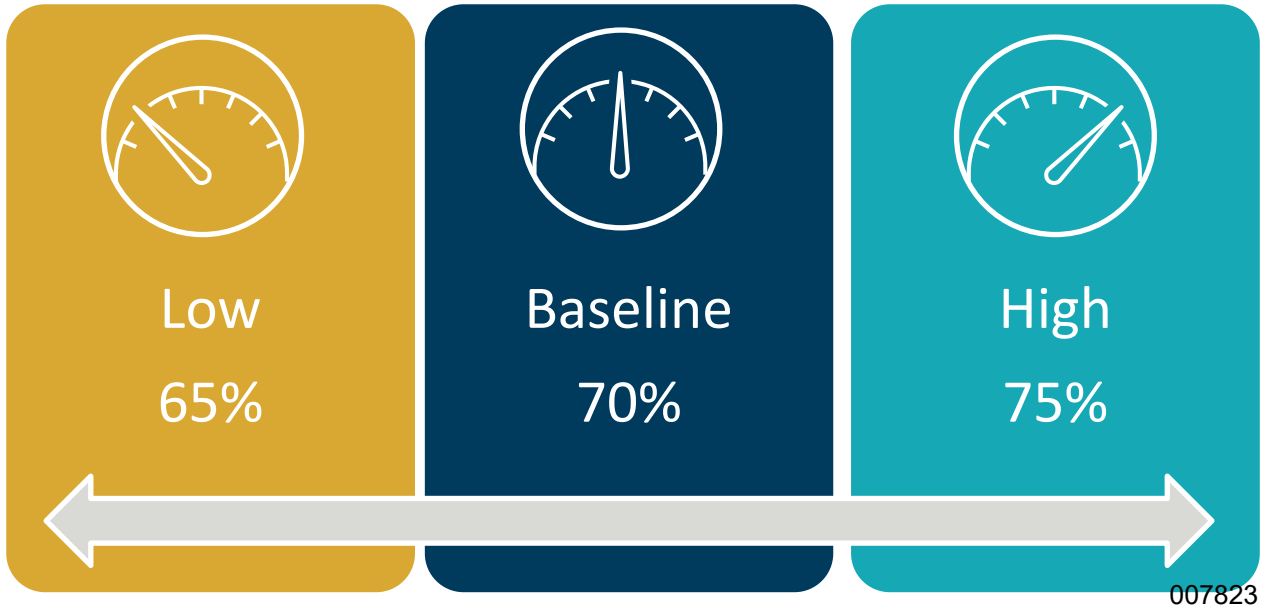


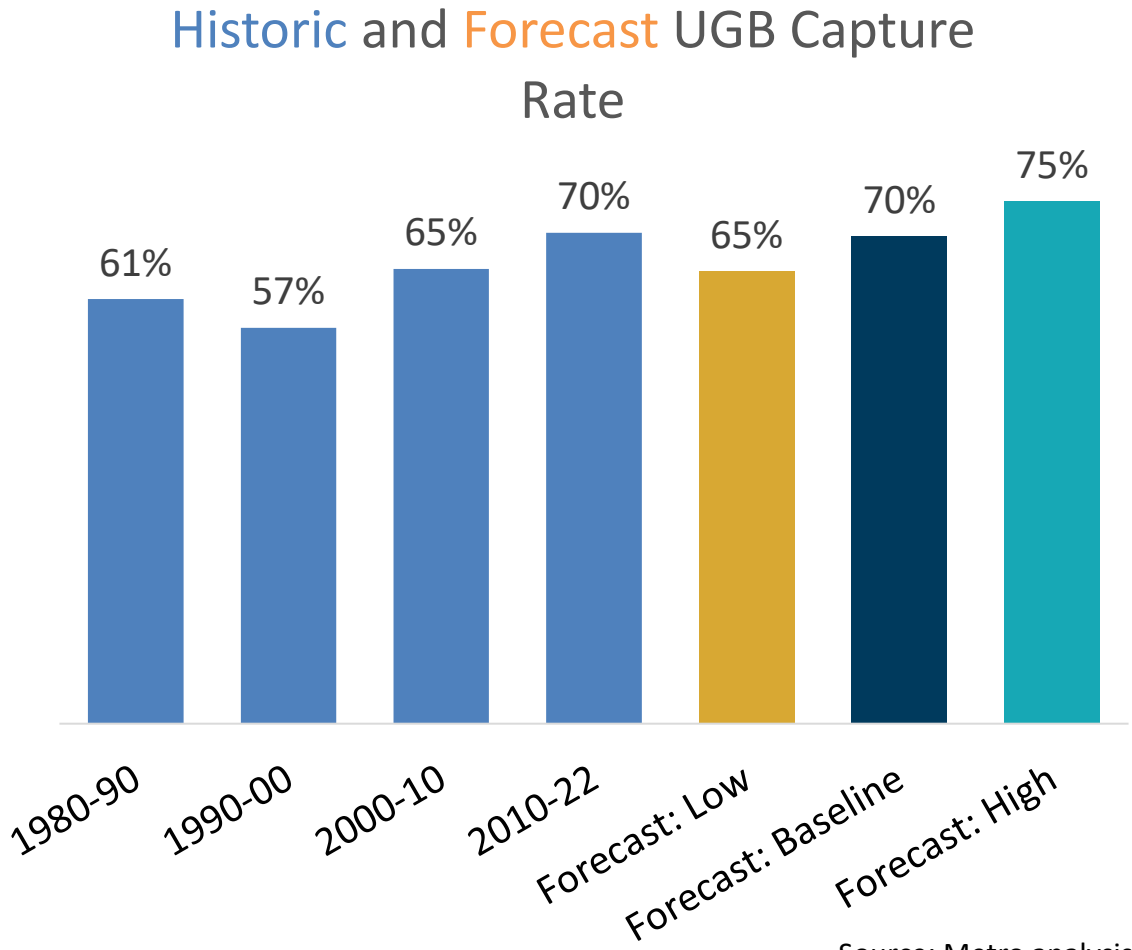
UGB capture rate

How much of the household forecast is expected to fall within the UGB compared to the overall MSA?

UGB capture rate

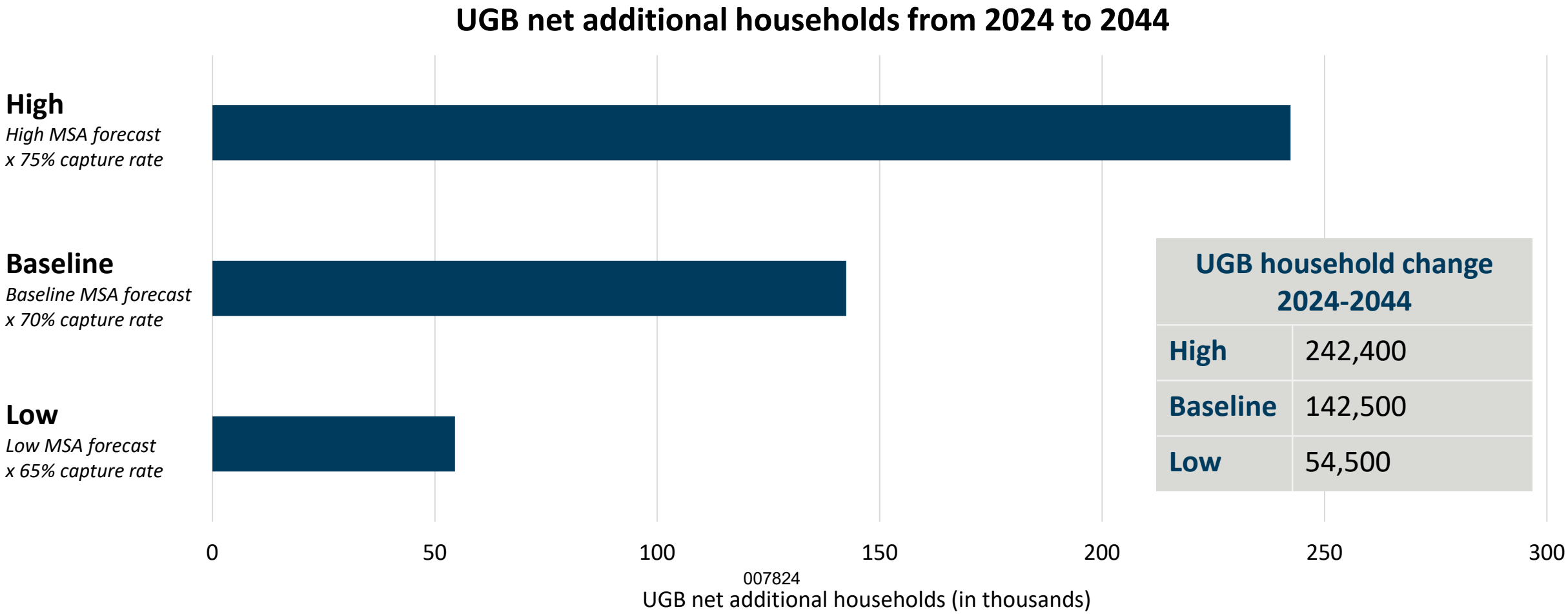
How much of the forecast growth in the MSA will the Metro UGB "capture"?





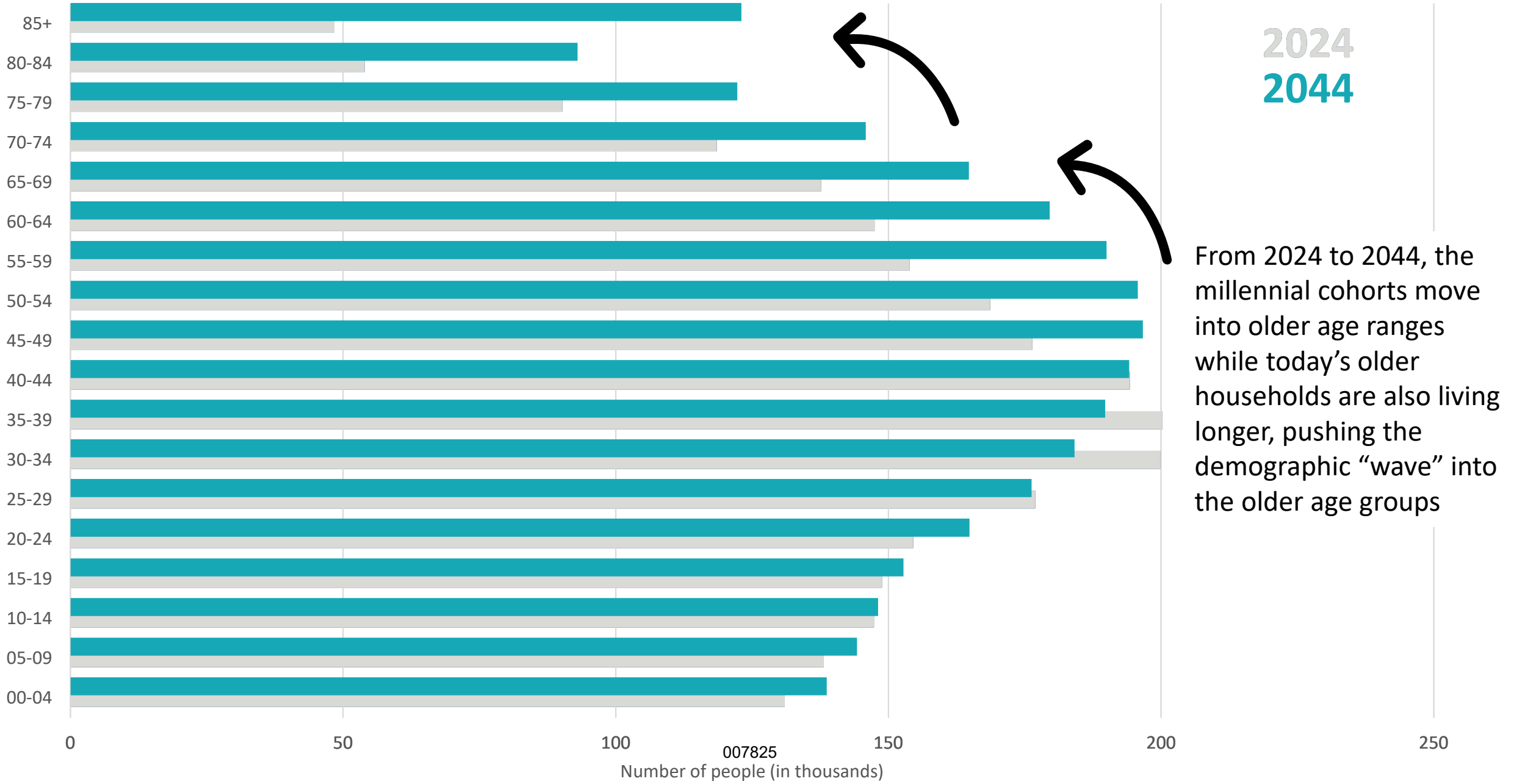
Source: Metro analysis

UGB household forecast: MSA forecast X capture rate



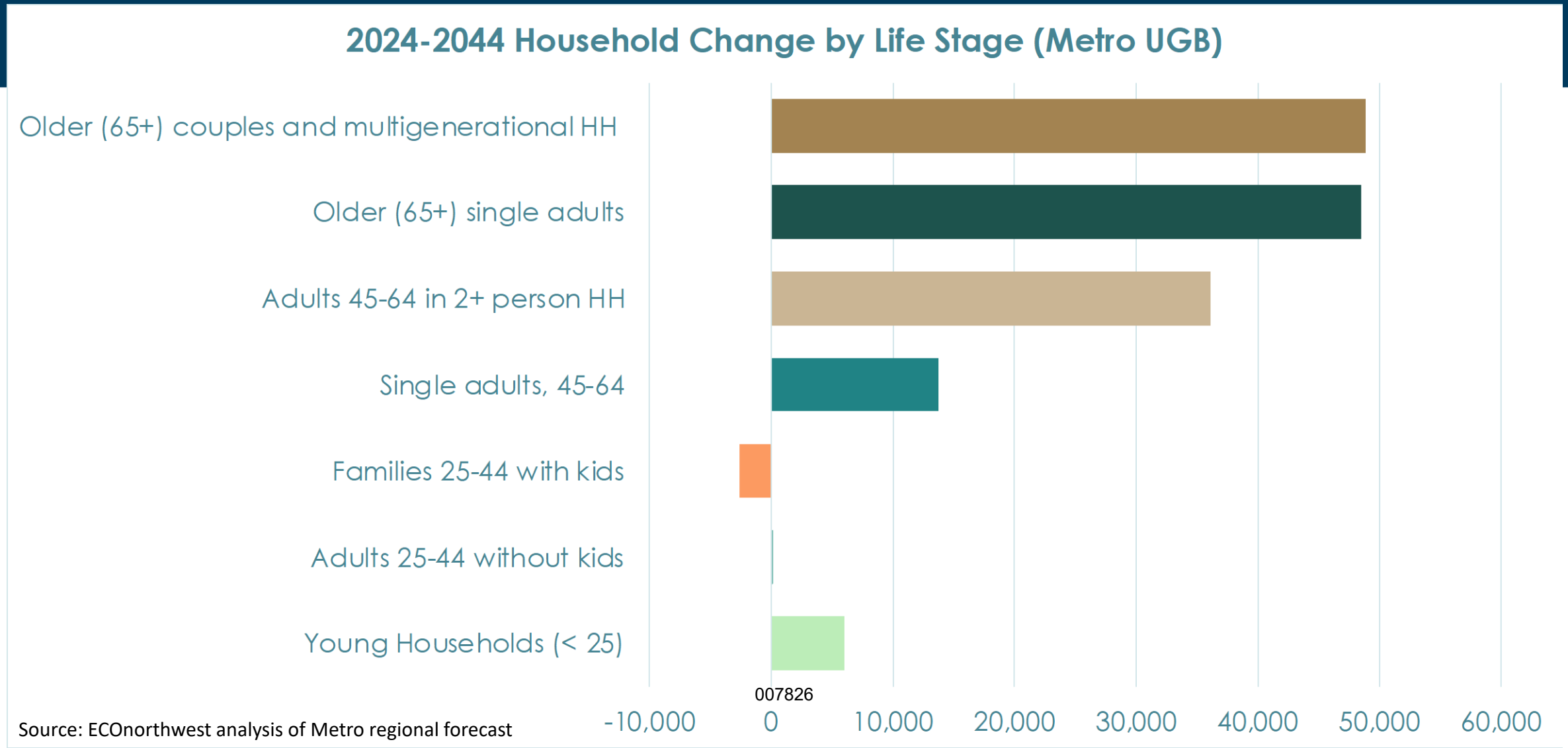
UGB household change 2024-2044	
High	242,400
Baseline	142,500
Low	54,500

MSA population forecast by age cohort



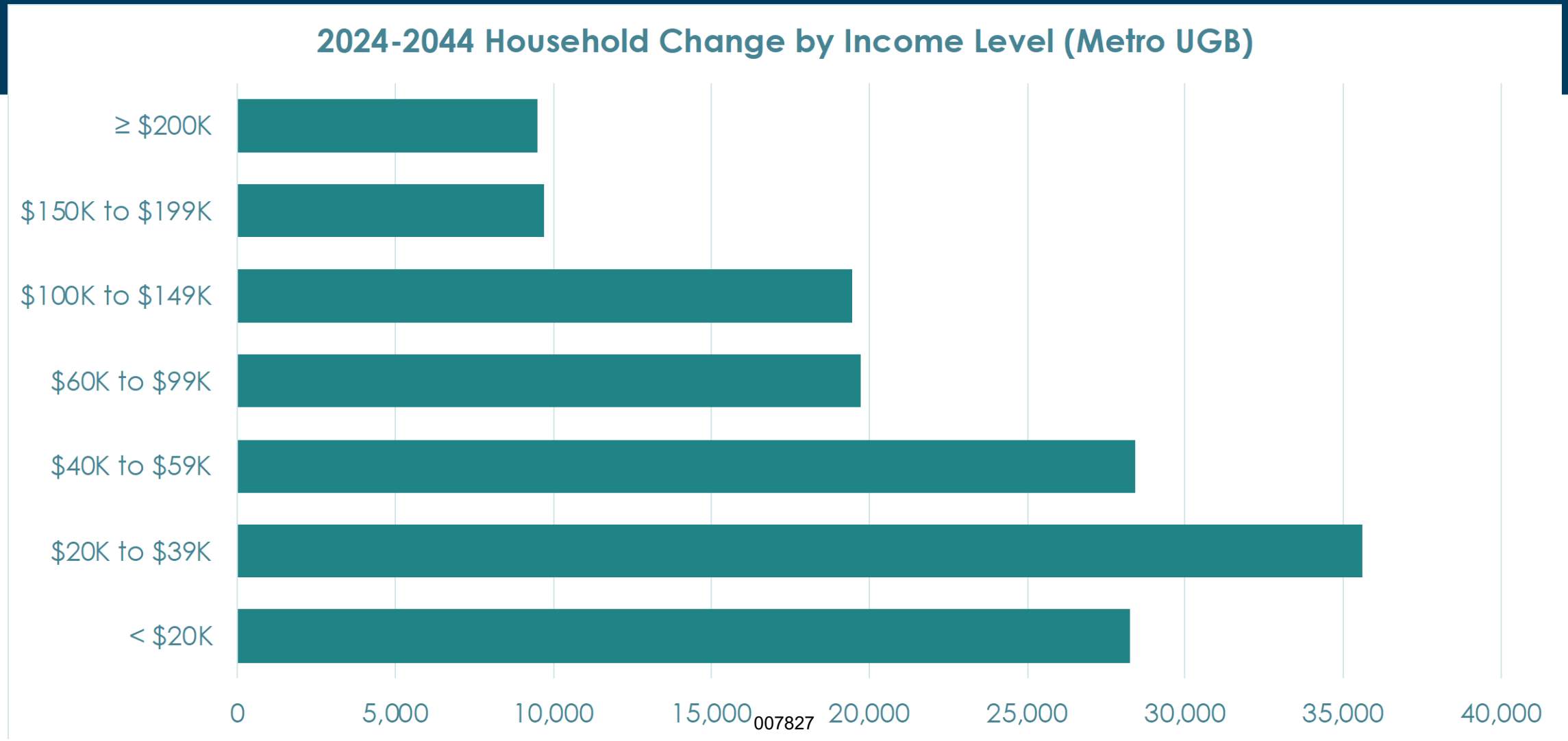
From 2024 to 2044, the millennial cohorts move into older age ranges while today's older households are also living longer, pushing the demographic "wave" into the older age groups

Net growth is in older households



Source: ECOnorthwest analysis of Metro regional forecast

More retirees = lower incomes



Source: ECOnorthwest analysis of Metro regional forecast

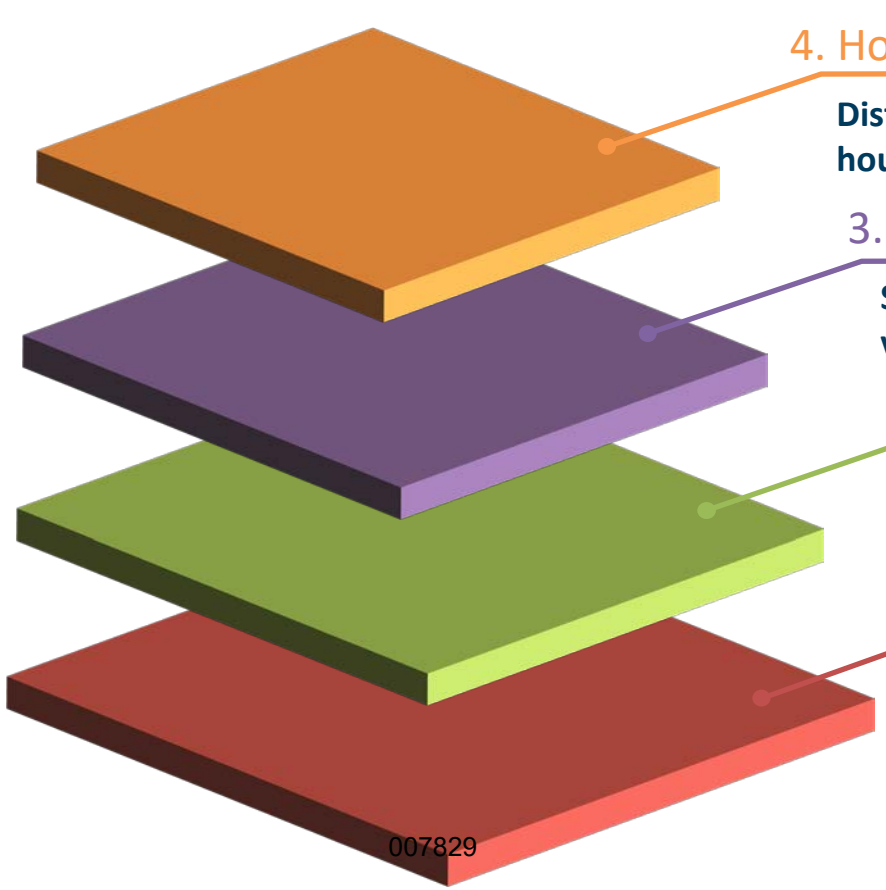
Households → housing units

Add margin for healthy vacancy rate to future household growth



Future housing needs: Housing demand model overview

The demand methodology combines forecasts of households by socioeconomic characteristics (from Metro) with factors impacting housing choice to estimate housing need by housing typology.



4. Housing Choice

Distribution of households by housing type

3. Ability to Pay

Share of income spent on housing varies by income and tenure

2. Tenure Split

Propensity to Rent/Own by life stage characteristic

1. Household Lifestage

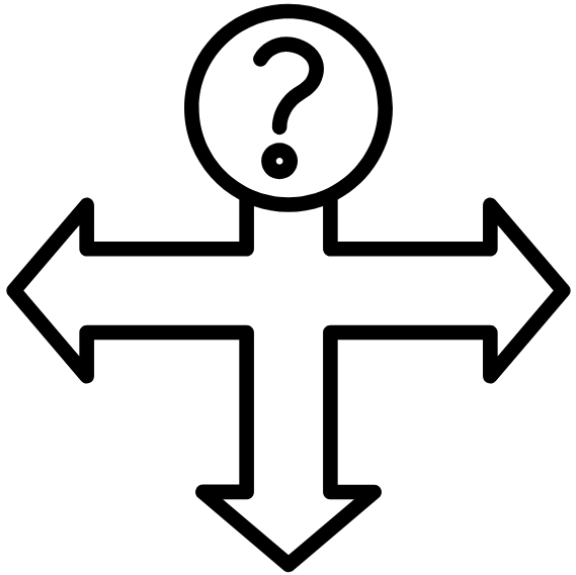
Households by age, size, and presence of kids

Housing demand scenarios

More single-unit detached housing — *More middle housing and multifamily*

Following in footsteps: Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today.



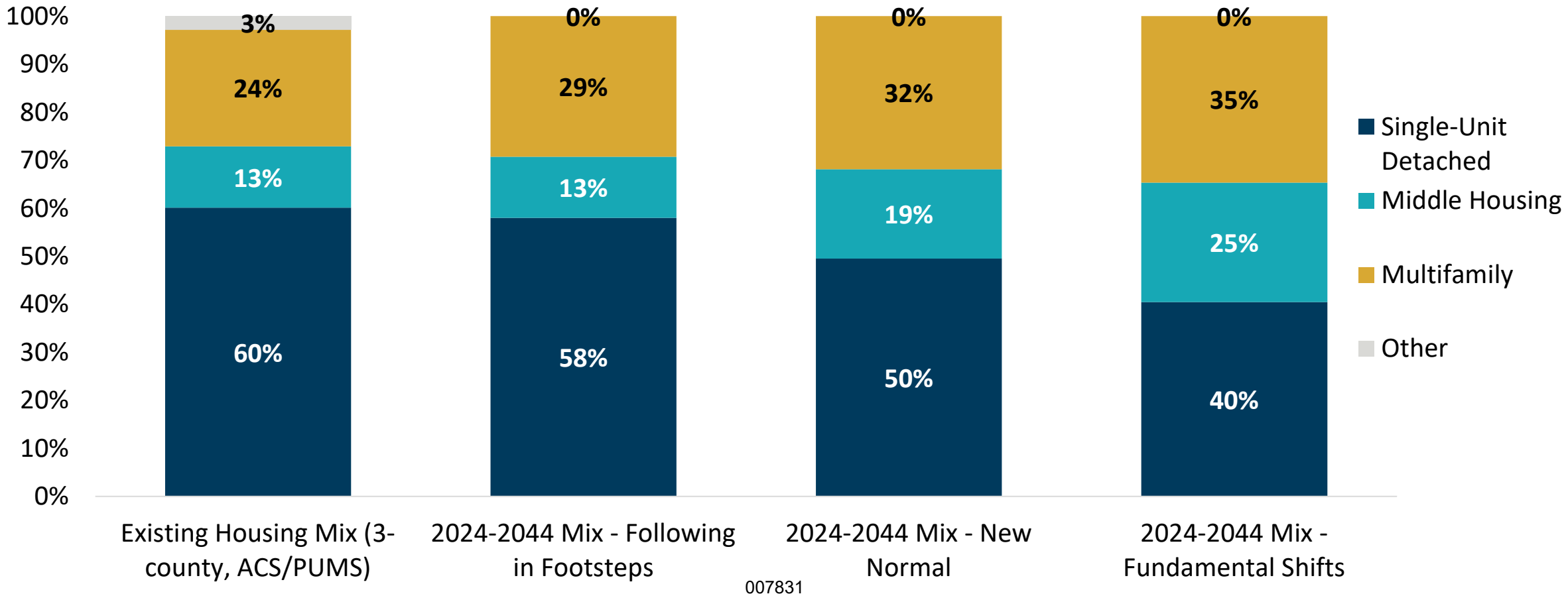


New normal: As households age, their housing choices shift towards those of older households today, but not to same extent.

Fundamental shifts: Housing choices shift substantially towards attached housing based on affordability.



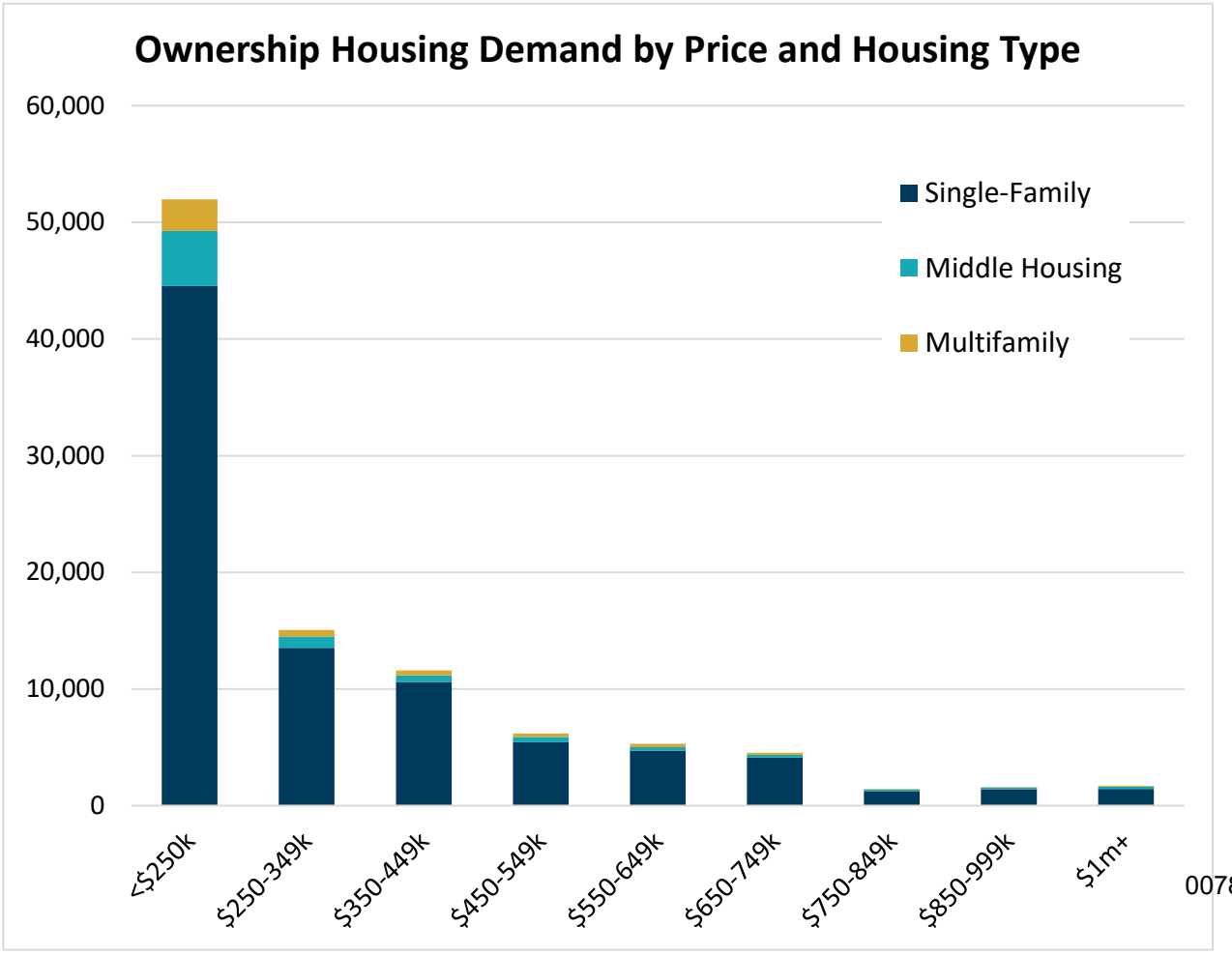
Housing choice → housing mix

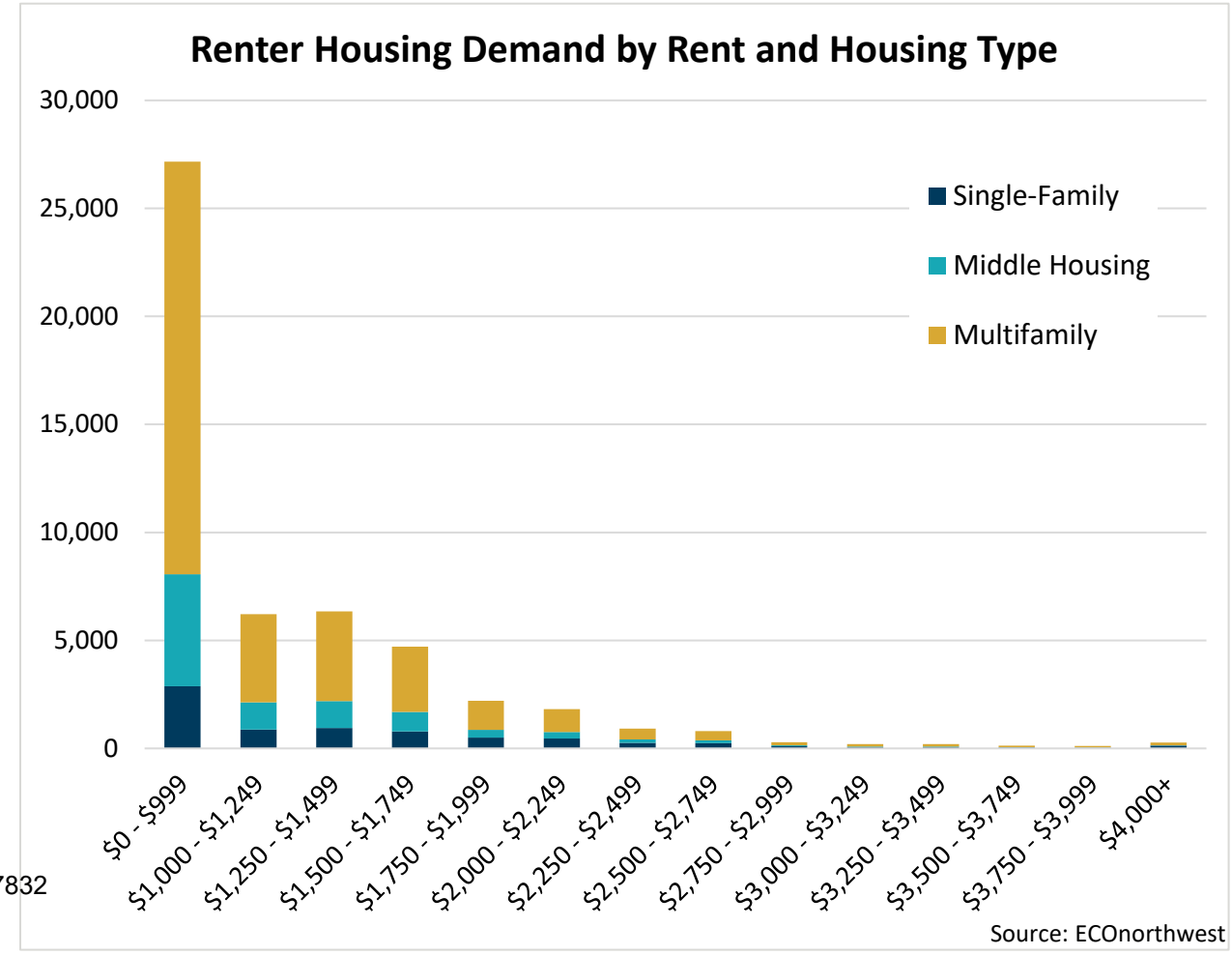


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Source: ECOnorthwest analysis using U.S. Census Bureau, 2021 ACS 5-Year Estimates, PUMS, for tri-county region

Housing type and prices

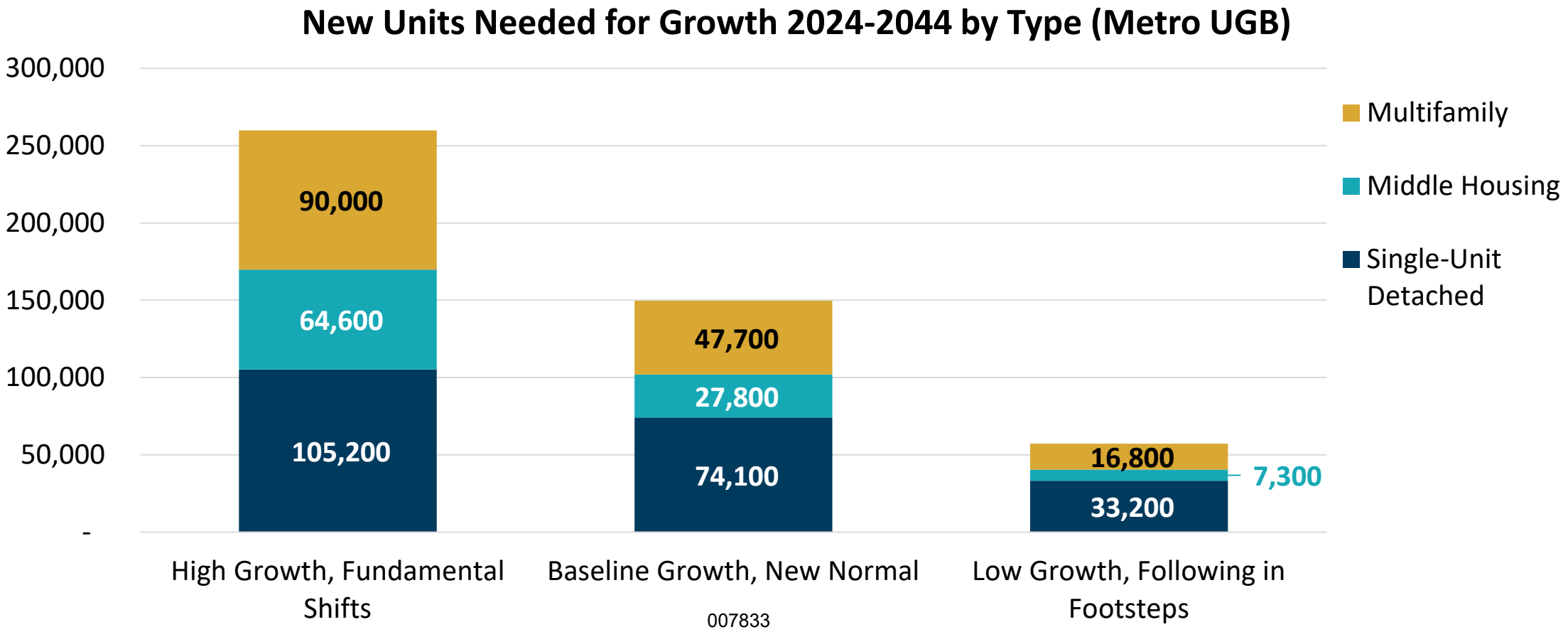




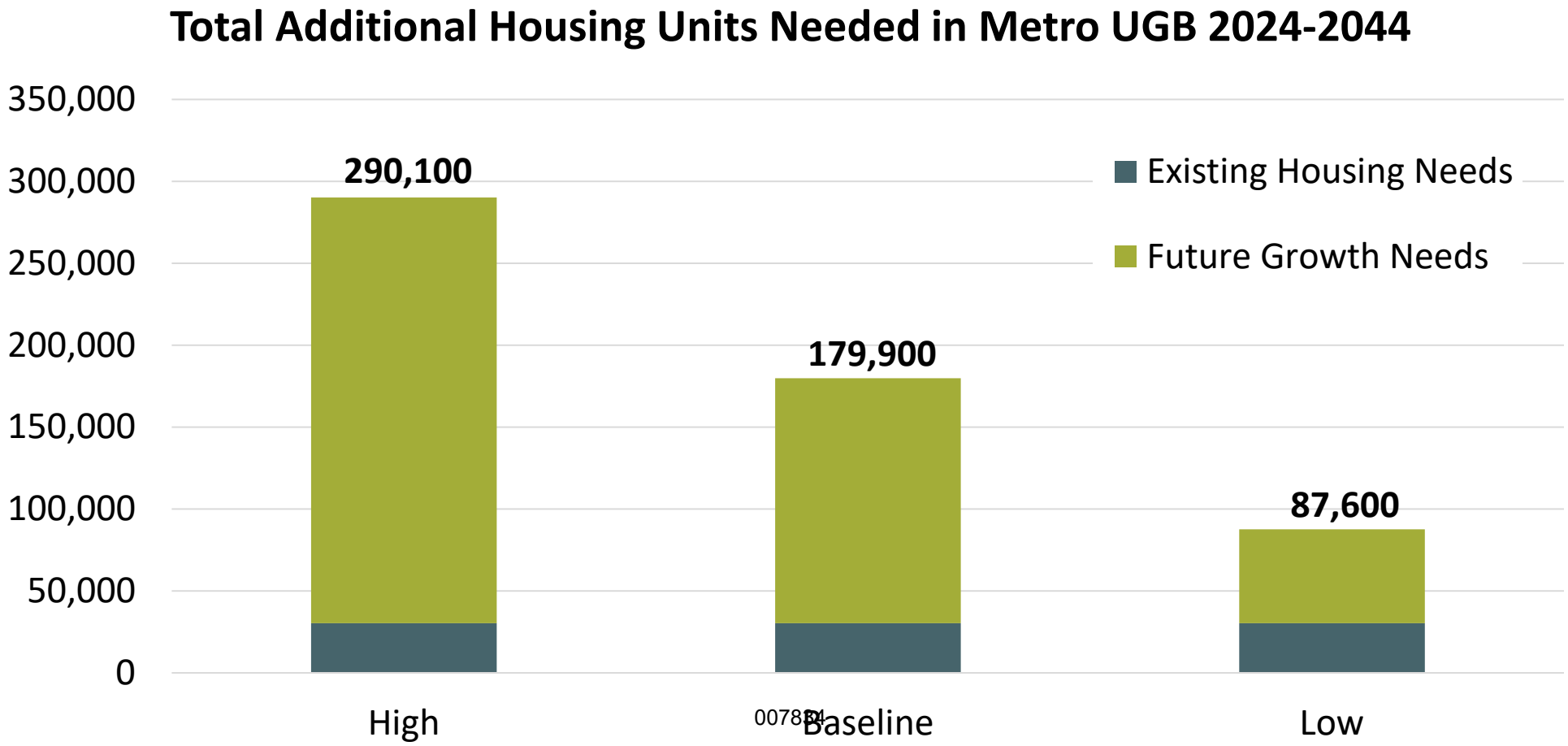
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Source: ECOnorthwest

Putting it together – future need by housing type



Total need


Total Additional Housing Units Needed in Metro UGB 2024-2044
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
290,100
179,900
87,600
Existing Housing Needs
Future Growth Needs
High
Baseline
Low

Questions?

oregonmetro.gov

