# Southeast Sherwood Master Plan

February 20, 2006

Prepared for the:
City of Sherwood
Oregon Transportation and Growth Management Program
A joint program of the Department of Transportation and the Department of Land Conservation and Development

otak

In association with
DKS Associates

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### City of Sherwood Planning Commission

Adrian Emery - Chair
Patrick Allen - Vice Chair
Jean Lafayette
Dan Balza
Matt Nolan
Russell Griffin
Todd Skelton

### City of Sherwood Planning Department

Kevin Cronin - Planning Supervisor
Julia Hajduk - Senior Planner
Cynthia Butler - Administrative Assistant

### Consultant Team

Joe Dills - Project Manager, Otak
Michelle Stephens - Planner, Otak
Benvenuto "Ben" Bortolazzo - Architect & Urban Designer, Otak
Anne Samuel - Landscape Architect, Otak
Carl D. Springer - Senior Transportation Planner, DKS Associates
Chris Maciejewski - Transportation Engineer, DKS Associates

### Oregon Transportation and Growth Management Program

Matthew Crall, TGM Project Manager

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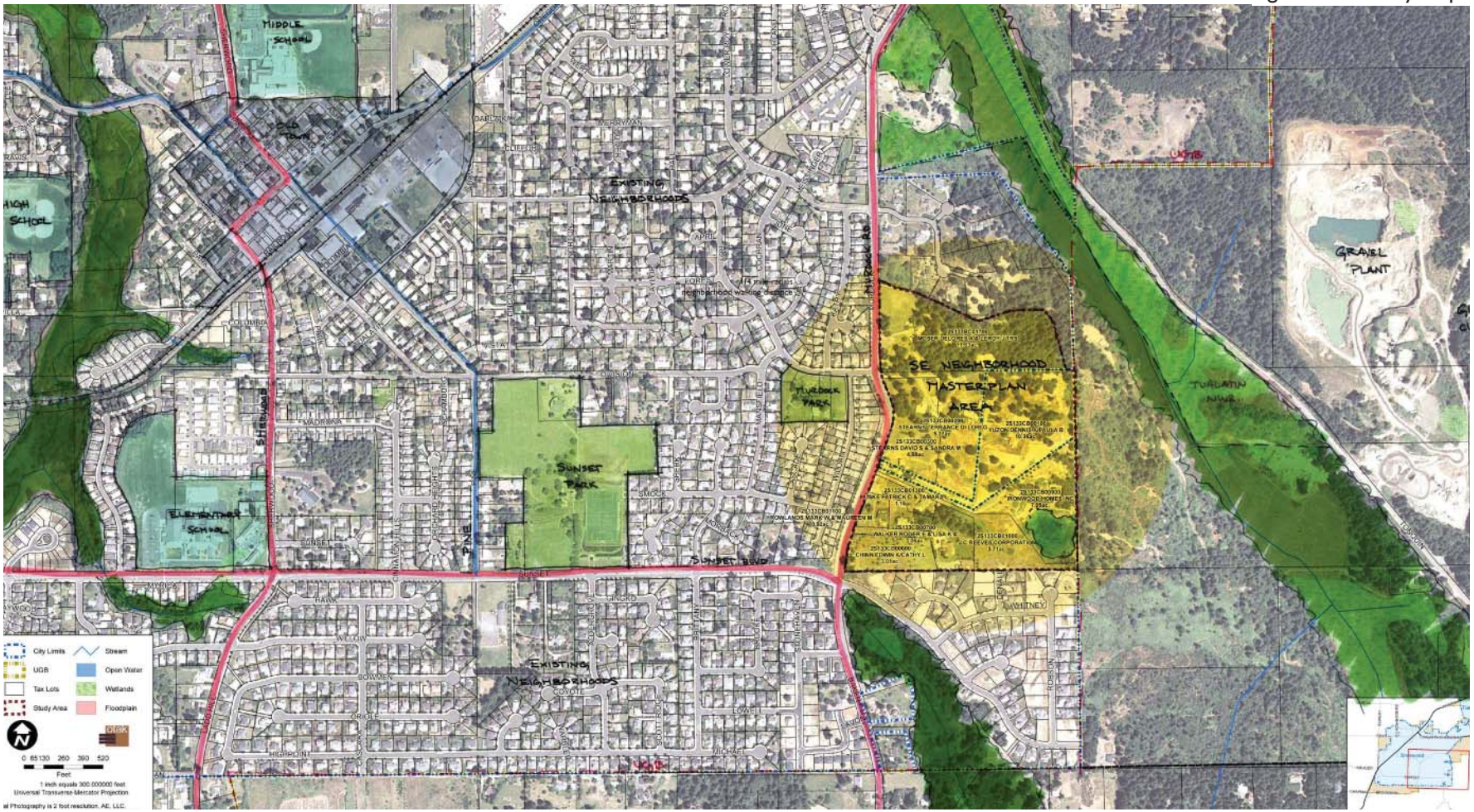
# I. Background

## Introduction

The SE Sherwood Master Plan is a guide for the transition of a 55-acre area in Sherwood, Oregon into a new, walkable neighborhood. The plan is intended to coordinate the separate land use actions and infrastructure investments of property owners, developers, and the City of Sherwood to create a cohesive, livable neighborhood.

The study area is located east of Murdock Road and extends to the eastern limits of the City and urban growth boundary (UGB) (see figure 1). The study area consists of 11 parcels, zoned Very Low Density Residential (VLDR), and nine existing homes.

Figure 1 - Vicinity Map



## Purpose

The purpose of the master plan is for the City of Sherwood to be proactive in coordinating future development of the site. Making good use of the City's urban land supply is consistent with smart growth principles to use land resources efficiently and take advantage of existing urban services. It is also consistent with Sherwood's Comprehensive Plan policies regarding the integration of land use, transportation, open space, natural resource conservation, and preservation of historic resources.

Prior to initiating the study, the City held two informal neighborhood meetings to discuss issues and potential solutions, pre-application meetings for two subdivisions, and heard interest in development proposals from other owners. Based on the potential for piecemeal development, the City concluded that there was a need for a master plan to guide the transition of the area.

The Sherwood City Council agreed with the need for a master plan study and adopted Resolution 2005-059 on September 6, 2005 (see appendix 1). Primary goals include developing solutions to the problems of piecemeal development, exploring options to provide better urban levels of service, emergency response, transportation, tree preservation, open space for fish and wildlife habitat, and recreation opportunities such as walking trails.

The City applied for and received a grant from the Oregon Transportation and Growth Management Program to conduct the master plan process. As stated in the grant's statement of work, which was endorsed by the City Council, the goals of the study were to plan:

*A. A pedestrian friendly transportation system that will link the site with nearby residential developments, parks, schools, commercial sites, and other destinations;*

*B. An increase in residential densities;*

*C. A land use plan that provides for a mix of housing types that is compatible with adjacent uses;*

*D. Conceptual plans for public facilities (roads, paths, water, sewer and storm drainage) needed to support the land use plan;*

*E. Implementing strategies including map and text amendments for the City to adopt (to be prepared by the City); and*

*F. A high level of neighborhood and citizen involvement.*

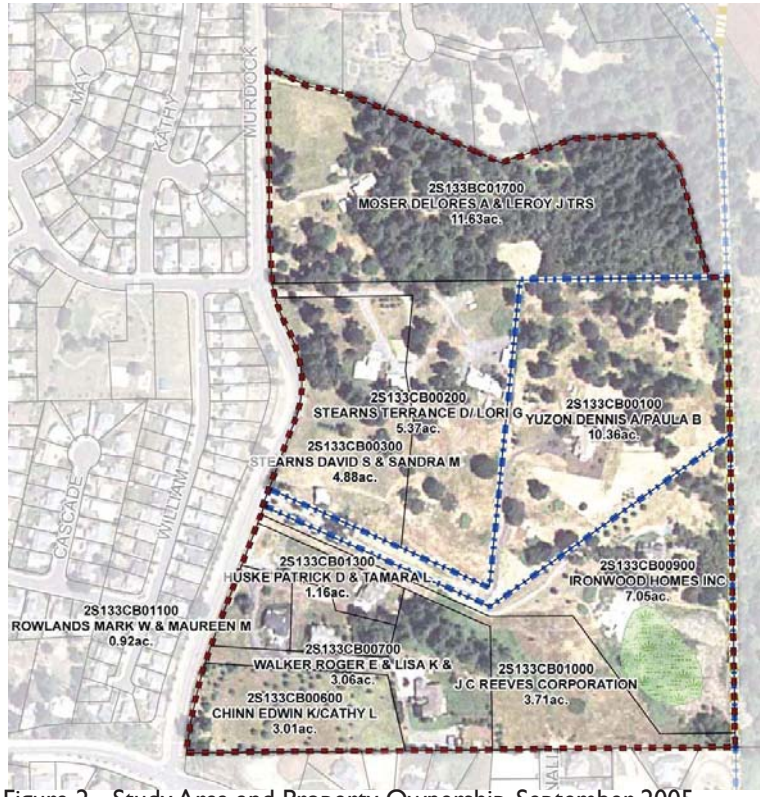



Figure 2 - Study Area and Property Ownership, September 2005

## Process

The master plan was prepared with the input of property owners, developer representatives, neighbors, and City representatives. A series of three open houses were held between October, 2005 and January, 2006. Please see appendix 2, 3, and 4 for the materials and meeting summaries from the open houses. The City developed a project webpage, which was used along with electronic meeting notices and postcards, to provide ongoing information about the project. The process, in summary, included the following steps.

September 21, 2005 – Pre-application conference with property owners and developers.

September 21 – October 13, 2005 – Three site visits by the project team, with mapping of existing conditions.

October 6 and 12, 2005 – Interviews with property owners.

October 26, 2005 – Open House No 1. In this workshop, thirty-two participants viewed background materials regarding existing conditions, opportunities and constraints, transportation issues, frequently asked questions, and smart growth principles. An exit questionnaire was used to obtain feedback. The meeting was held at the Sherwood Police Facility.

November 30, 2005 – Open House No 2. In this workshop, following the open house portion, three working alternative plans were presented. Thirty-nine participants attended the meeting. The meeting was held at the Sherwood YMCA.

January 18, 2006 – Open House No. 3. This workshop was originally planned to present a "preferred" alternative. Based on feedback from the November open house, the meeting was redesigned to continue the development and evaluation of the alternatives. The meeting was held at the new Sherwood Civic Center in Old Town.

The following information was reviewed by the community at the third open house:

- The three previous alternatives from November (Alternatives A, B, and C);
- A new hybrid alternative (Alternative B/C) that responded to issues raised in November;
- Perspective images of the alternatives using the master plans overlaid on Google Earth imagery;
- An illustration of a proposed public park on the property; and
- Information about smart development practices, green streets, and low impact development practices.

In addition to the above, a "Design Your Own Alternative" station was included, where citizens worked with one of Otak's designers to discuss and create additional ideas. The results from that station are included in appendix 4-d of this report. AKS Engineering, who represents several property owners, brought their own alternative master plans to the workshop. They set up a station and discussed their ideas with participants. Forty-one people attended the third Open House. Seventeen people filled out exit questionnaires and/or submitted letters and e-mail comments.

# II. Opportunities and Constraints

The site has multiple environmental constraints which can also be viewed as potential opportunities. These opportunities and constraints are illustrated in figure 3, as well as described in detail in the opportunities and constraints memorandum included in appendix 2-e.

A 2.25-acre wetland is located in the southeast corner of the site. According to neighbors, this wetland has standing water except in the driest summer months. The wetland is an opportunity for the future neighborhood to have passive open space, wildlife habitat, and a natural stormwater area. Neighbors expressed concern about impacts to the wetland area including pesticide runoff, groundwater recharge, and the importance of the wetland as wildlife habitat.

The northern portion of the site has a 12-acre mixed woodland. It includes a variety of secondary growth mature trees, including Madrone, Douglas Fir, and others. Metro's natural resource (Goal 5) inventory describes this area as Class A (highest-value) wildlife habitat. According to a long-term resident, the area provides habitat for many species of mammals and birds. Wildlife moving through the Tonquin lowlands also travel though this portion of the site.

Small tree groves and isolated large trees extend from the northwest to the southeast portion of the site. These trees are a defining feature of the landscape in the interior portion of the site.

The wooded areas and trees are an opportunity to provide visual and open space amenities for the neighborhood. They also provide a challenge for site design. This site is marked by channels, depressions, and bedrock knolls that are part of the broader Tonquin Scablands Geological Area sculpted by ancient glacial flooding. There are two high points, one in the center of the property (elevation 315 feet) and one on the south (elevation 360 feet), with sloping terrain between them. These hilltops have great views, including a view of Mount Hood to the east. The unique terrain of this site provides an opportunity for very appealing home sites, but also provides a challenge to a connected circulation network and cohesive neighborhood design.

Preserving the natural environment of the site (including wildlife habitat, wetlands, steep slopes, endangered species, Tonquin Scablands, and mature vegetation) was mentioned in the majority of the comments received from the first open house. At least one of the above issues was raised by every respondent.

Adjacent land uses are summarized as follows:

North: Fair Oaks Subdivision, large lots (1-acre or larger) single family detached homes;

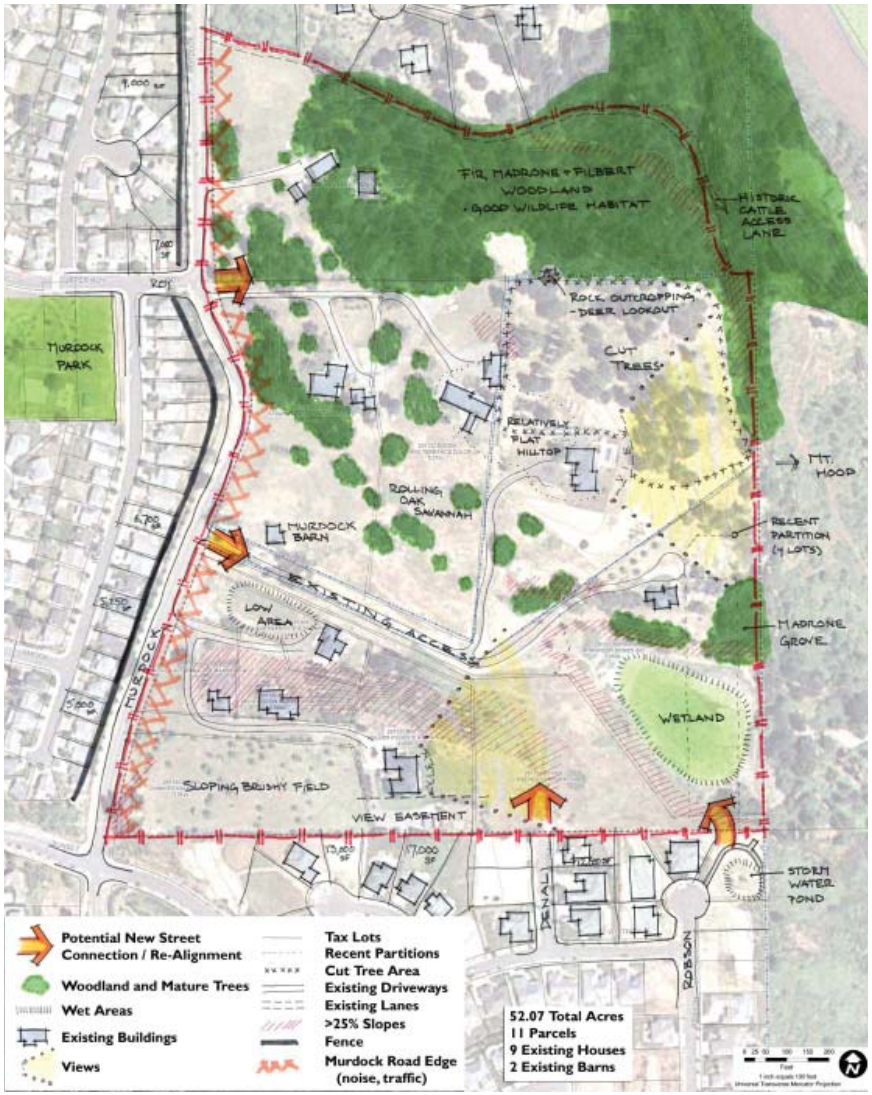
South: Sherwood View Estates, medium lots (approximately 12,000 square feet) single family detached homes;

West: Across Murdock Road, small lots (approximately 6,000 square feet) single family detached homes; and

East: Open space and Resource Land.

Of the comments received from the first open house, the second major concern was the desire of some of the residents within and most adjacent to the project area to maintain the existing Very Low Density Residential (VLDR) zoning of the site. However, some respondents were willing to consider additional density if the existing rural character of the neighborhood was maintained, and proposed lots that were smaller than one acre were placed in the center of the project, buffered from the existing lots.

Figure 3 - Opportunities and Constraints Map



Transportation conditions and issues are described in the Baseline Conditions Transportation Memorandum, prepared by DKS Associates (see appendix 2-d). Transportation conditions, opportunities and constraints include the following:

- Southwest Murdock Road is classified as an arterial and has a posted speed limit of 35 miles per hour. The average daily traffic (ADT) on the road is approximately 6,000 vehicles. A sidewalk only exists on the east side of the street for approximately half the distance between Division Street and Oregon Street. Bike lanes are not provided.

- Southeast Roy Street is classified as a neighborhood street and has a posted speed limit of 25 miles per hour. The two-lane street has sidewalks along both sides and a trail which leads to Murdock Park on the south side of the street. Bike lanes are not provided.

- West Sunset Boulevard is classified as an arterial and has a posted speed limit of 35 miles per hour. The two-lane roadway has sidewalks along both sides and serves approximately 6,000 vehicles per day. Bike lanes are not provided.

- The following table lists performance level of each of the three study intersections. The three intersections in the study area are all operating at level-of-service (LOS) C or better, which meets the City of Sherwood LOS standard of LOS D.

### Existing PM Peak Hour Intersection Performance

| Intersection | Traffic Control | Level of Service | Average Delay | Volume to Capacity |
|---|---|---|---|---|
| SW Murdock Road/Oregon Street | Roundabout | A | 7.3 | 0.68 |
| SW Murdock Road/SE Willamette Street | 2-Way Stop | A/C | -- | -- |
| SW Murdock Road/W Sunset Boulevard | All-Way Stop | B | 10.4 | 0.44 |

- The Sherwood Transportation System Plan requires local street connections to Denali Lane and Roy Street when the area develops.

# III. Alternatives

The Southeast Sherwood Master Plan was prepared through a process of preparing and refining alternatives. Otak prepared four alternatives over the course of Open Houses 2 and 3, as follows:

Open House 2 – Alternatives A, B, and C were presented and discussed with attendees. Comments on the plans were submitted during and following the Open House. Comments received from this open house are summarized in appendix 3-b. These alternatives are described on the following pages.

Open House 3 – Following Open House 2, the City directed Otak to prepare a hybrid plan using: (1) the best features from Alternatives A, B, and C; (2) input received at Open House 2; and, (3) an evaluation of how the plan could be refined to follow ownership boundaries as much as possible. Alternative B/C emerged from this direction. Alternative B/C is described in this report in Section IV, Recommended Plan.

In addition to the four alternatives prepared by Otak, five other plans were created during the process. They include:

Citizen Alternatives – During Open House 3, a "Create Your Own Alternative" station was provided. This station allowed attendees to analyze the site, discuss options, and draw their own alternative. This was a lively and creative session that resulted in the four plans included in appendix 4-d.

AKS Alternative – AKS Engineering, representing several of the property owners who desire to potentially develop their property, prepared an alternative. This plan was brought to Open House 3, where AKS set up their own station and discussed the plan with attendees. The AKS alternative is included in appendix 4-e.

Figure 4 - "Create Your Own Alternative" - Example

# Alternative A

Alternative A was presented at both the second and third open houses. The image shown to the right is the revised drawing, as shown at the third open house. Highlights of Alternative A include:

- 54 new lots (+ 11 existing = 65 Total)
- 14 acres of open space
- 6.5 acres of local streets and alleys
- Two main areas of open space: a five acre area located at the northern woodland and an eight acre corridor that connects and preserves treed areas to the wetland.
- Retention of the Historic Murdock Barn as an open space tract.
- A looping street pattern that follows the topography.
- Connections to existing streets are made at Denali Lane, Roy Street, and Ironwood Lane (south-bound left turn prohibited).
- A pathway network connects all of the open spaces. A mid-block pedestrian crossing is provided on Murdock Road.
- Lots ranging from 5,000 square feet to 1-acre.
- A gross density of 1.5 units/acre and a net density (net of existing lots) of 3.4 units/acre.
- The layout of new lots does not conform to existing ownership boundaries – cooperation between property owners would be needed to process land use approvals.
- This alternative could be developed under current zoning with a planned unit development (PUD) overlay.

Figure 5 - Alternative A Plan View

# Alternative B

Highlights of Alternative B include:

- 83 new lots (+ 11 existing = 94 Total)
- 13 acres of open space
- 7.1 acres of local streets and alleys
- Three main areas of open space: a five acre area located at the northern woodland, a one acre neighborhood park, and a six acre corridor that connects treed areas to the wetland.
- Retention of the Historic Murdock Barn as an open space tract.
- A looping street pattern that follows the topography and provides an edge to the park.
- Connections to existing streets are made at Denali Lane, Roy Street, and Ironwood Lane. A fourth connection to Murdock Road is made at the north property line.
- A pathway network connects all of the open spaces. A mid-block pedestrian crossing is provided on Murdock Road.
- Lots ranging from 5,000 square feet to 1-acre, with many lots in the 7,000 – 10,000 square foot range.
- A gross density of 2.3 units/acre and a net density (net of existing lots) of 5 units/acre.
- The layout of new lots does not conform to existing ownership boundaries – cooperation between property owners would be needed to process land use approvals.
- This alternative would require a text amendment to the VLDR zone district.

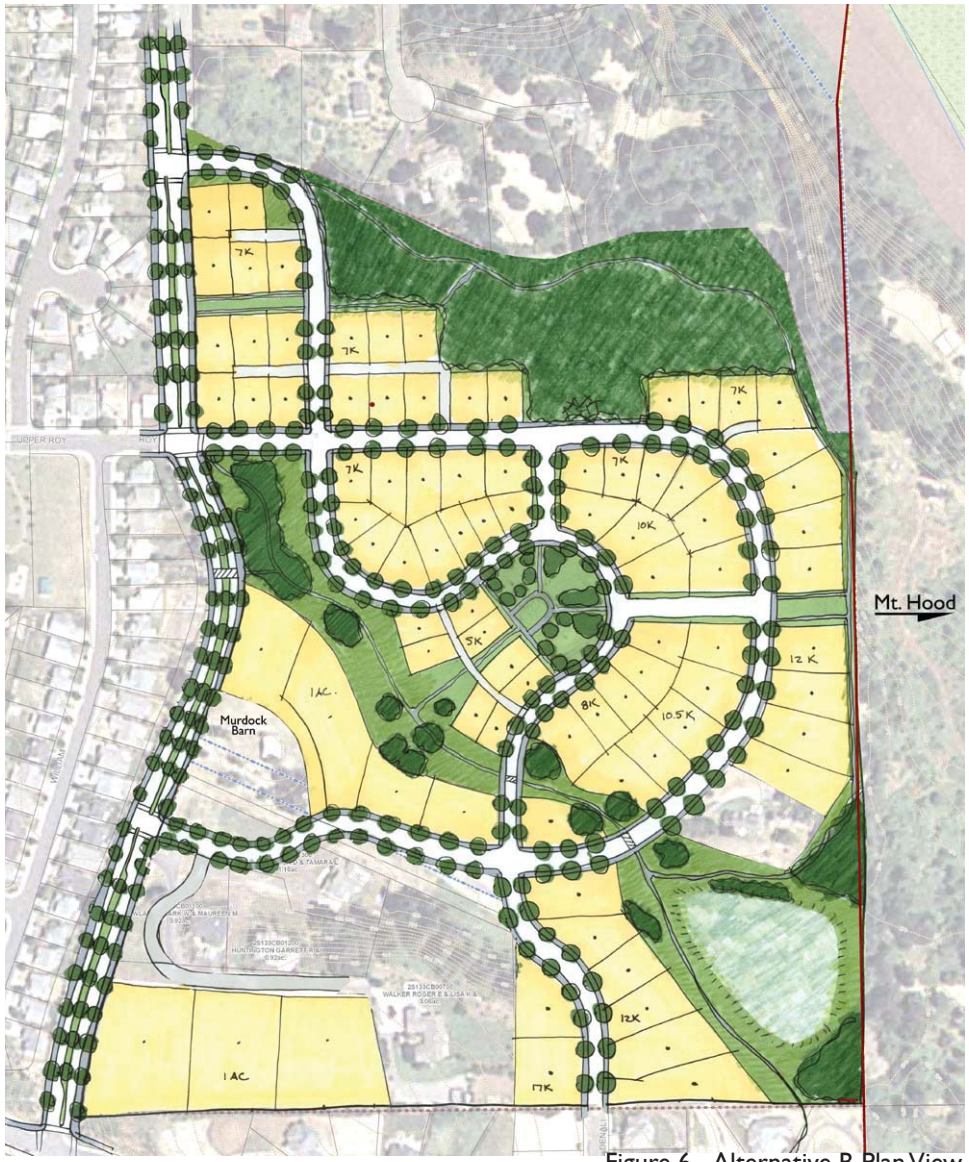


Figure 6 - Alternative B Plan View

# Alternative C

Highlights of Alternative C include:

- 80 new lots (+ 11 existing = 91 Total)
- 9 acres of open space
- 9.4 acres of local streets and alleys
- Open spaces as follows: a three acre area located at the northern woodland, two open space corridors, and a view point in the center of the site.
- Retention of the Historic Murdock Barn as an open space tract.
- A looping street pattern that follows the topography. All new streets are double-loaded with lots.
- Connections to existing streets are made at Denali Lane, Roy Street, and Ironwood Lane. An alley connection to Murdock Road is made at the north property line.
- A pathway network connects all of the open spaces. A mid-block pedestrian crossing is provided on Murdock Road.
- Lots ranging from 5,600 square feet to 0.5-acre, with many lots in the 10,000 – 15,000 square foot range.
- A gross density of 2.2 units/acre and a net density (net of existing lots) of 4.4 units/acre.
- The layout of new lots does not conform to existing ownership boundaries – cooperation between property owners would be needed to process land use approvals.
- This alternative would require a text amendment to the VLDR zoning district.

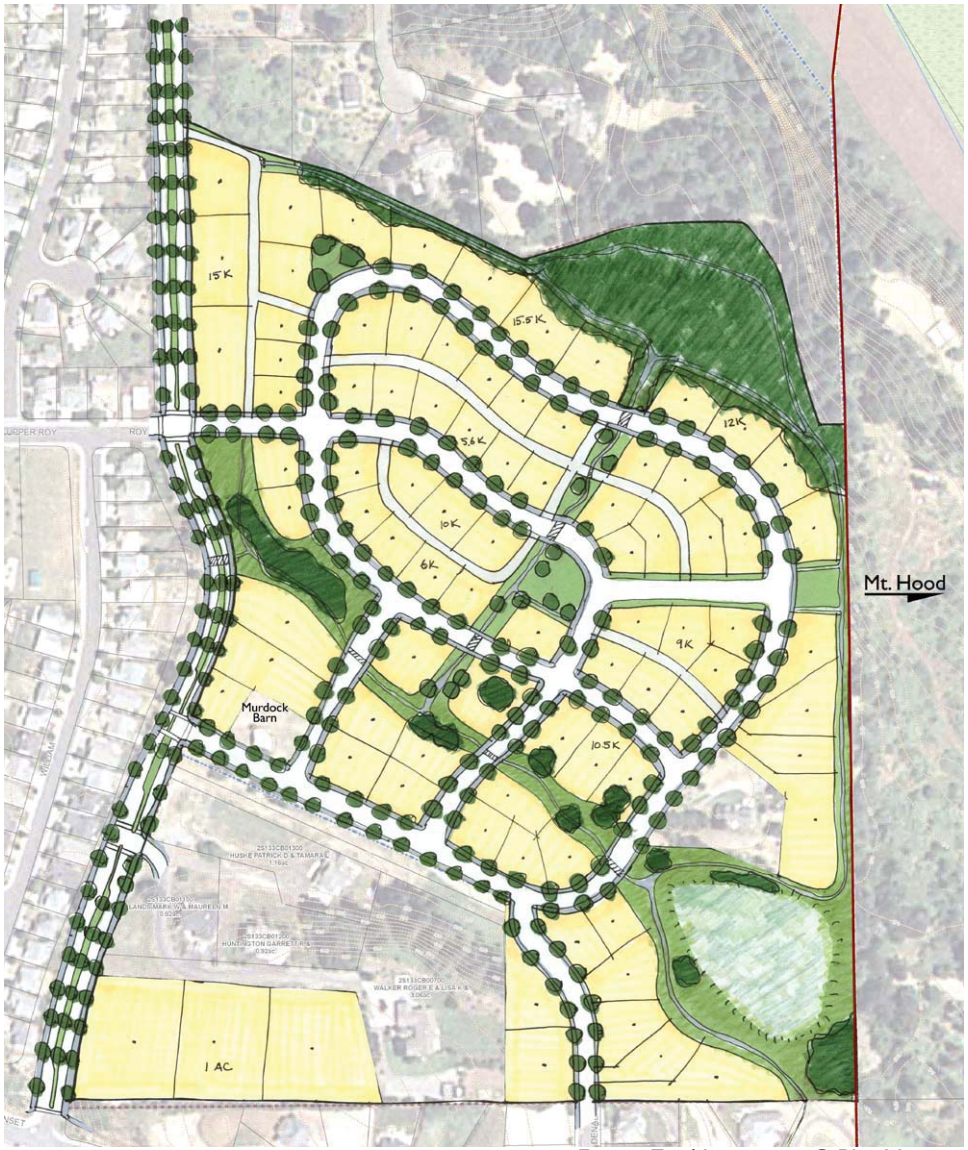



Figure 7 - Alternative C Plan View

## Alternatives Comparison

| Alternative | A | B | C | B/C |
|---|---|---|---|---|
| Total # of proposed lots [1] | 54 | 83 | 80 | 82 |
| Acres of right-of-ways & alleys | 6.5 | 7.1 | 9.4 | 7.1 |
| Acres of open space | 14 | 13 | 9 | 11 |
| Gross Density [2] | 1.5 | 2.3 | 2.2 | 2.2 |
| Net Density [3] | 3.35 | 5.03 | 4.39 | 4.43 |

1. Proposed lots - does not include 11 “existing” 1-acre lots.
2. Gross Density is equal to number of new lots divided by total acres of developable land. Total acres of developed land does not include “existing” lots. Roads, alleys, and open space have not been subtracted from total developable land. Total developable land equals 36.6 acres.
3. Net Density is equal to number of new lots divided by net acres of developable land (roads, alleys, and open space have been subtracted from total developable land area).

# IV. Recommended Plan

## Overall Character

The recommended plan (Alternative B/C) is a 55-acre neighborhood characterized by a mix of large- and medium-lot homes, a variety of open spaces, and a network of streets and paths. It is designed as a walkable neighborhood. The design strikes a balance between compatibility with adjacent uses and densities that are characteristic of Sherwood's low density neighborhoods. The layout generally follows the existing ownership boundaries in order to facilitate future land use approvals.

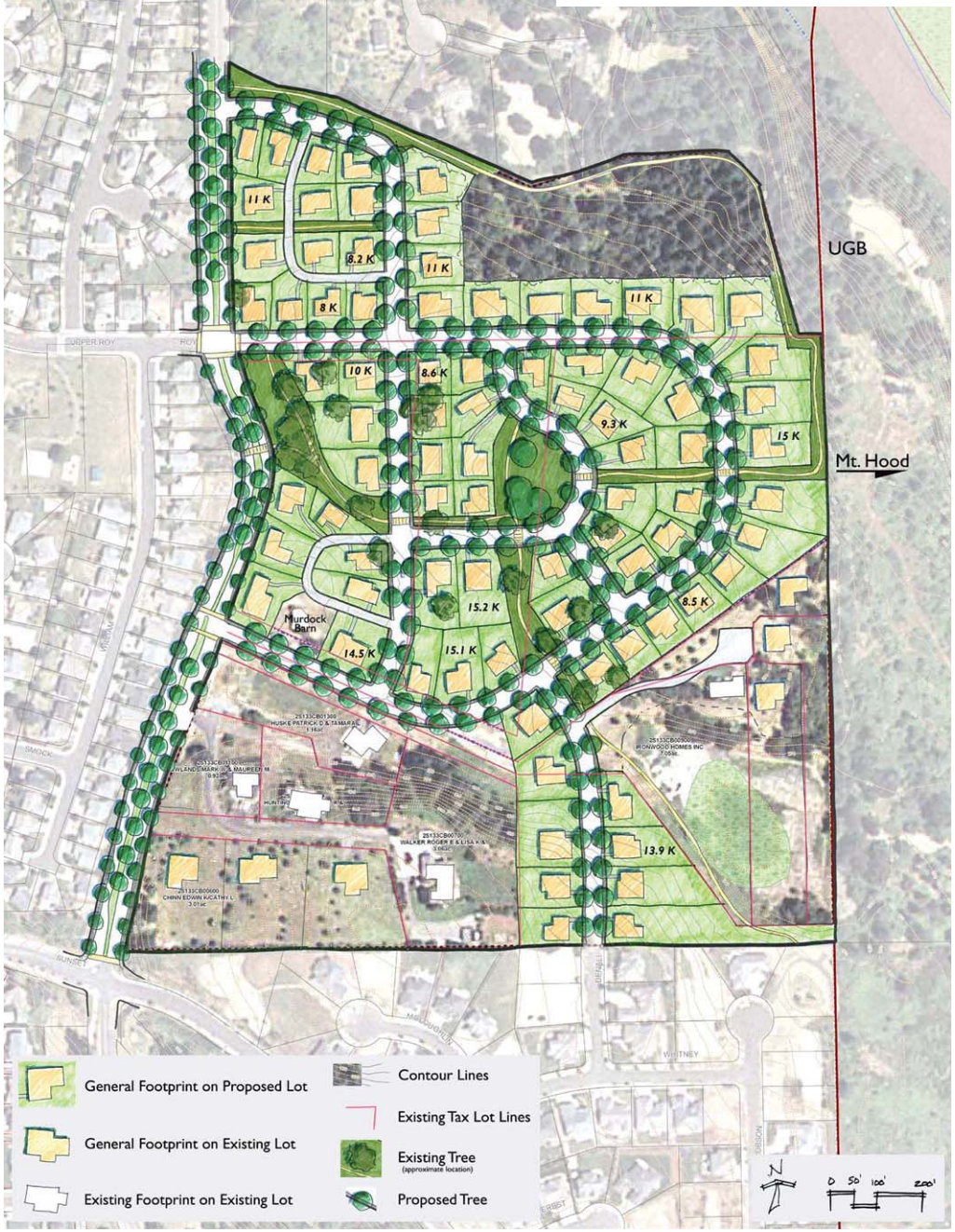
## Residential Density

The 82 new lots on this plan have an approximate gross density of 2.2 units per acre, not including existing lots. The approximate net density is 4.4 units per acre, when streets and open space are not included. Development of this plan would require a text change to the Sherwood Zoning and Development Code Very Low Density Residential (VLDR) zoning district to allow approval as a Planned Unit Development.

## Coordination with Existing Ownerships

The design of the neighborhood conforms very closely to the pattern of existing ownerships. Wherever possible, existing parcel lines have been used as the boundary for streets or lots. This will enable separate land use approvals that, together, will knit into a cohesive neighborhood plan. Some refinements to the plan will be required during implementation.

Figure 8 - Alternative B/C Plan View



## Housing Variety

The plan includes 82 "new" lots, i.e. the colored lots illustrated on Figure 8. These comprise the undeveloped portions of the site. The plan assumes that four existing homes would be redeveloped. Two of these redeveloped homes (tax lots 2S 1 33 CB 200 and 300, see figure 2) are consistent with input received from property owners. With small refinements, all four of these homes could be easily incorporated into the recommended plan.

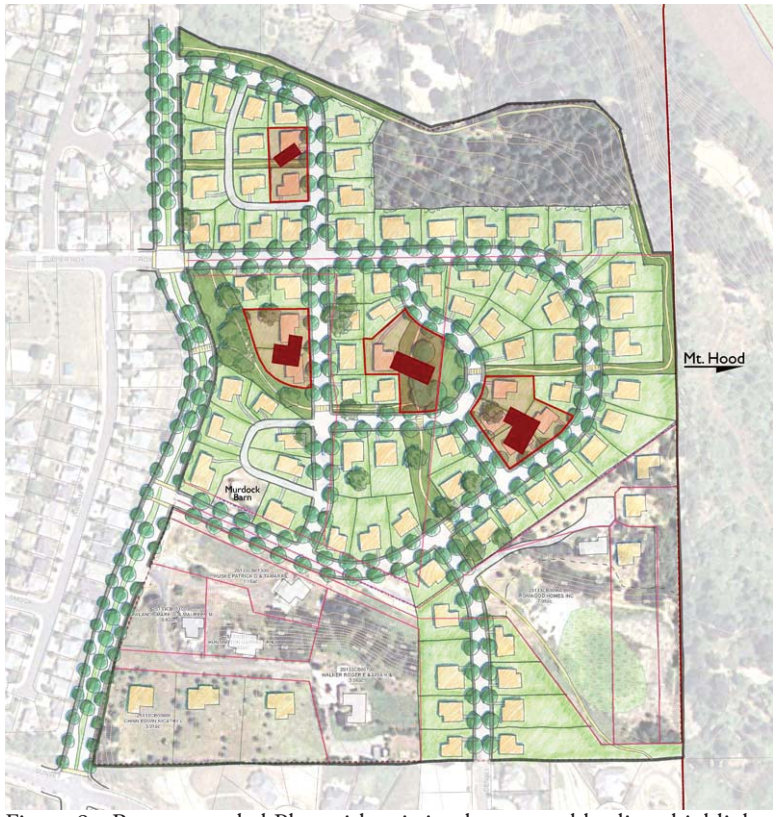



Figure 9 - Recommended Plan with existing homes and lot lines highlighted.

The plan also has 11 lots on existing or future one acre parcels. These include the southwest corner and the four lots comprising Ironwood Estates, a subdivision approved in May 2004. The property owners in the southwest corner of the site do not want further subdivision of their properties.

The overall transition of lot sizes is a "transect" of increasing density from 1-acre lots in the southwest corner, to approximately 15,000 square-foot new lots in the south and middle areas, to 8,000 – 10,000 square feet in the north. This method of design provides a buffer to the existing homes and intensifies towards the center of the plan area, away from the existing neighborhood.

RURAL.....TRANSECT.....URBAN

Figure 10 - Transect Diagram.
This diagram illustrates a complete application of transect design, from central city to rural edge. Courtesy of Duany Plater - Zyberk & Company.

## Open Space

The plan includes 11 acres of open space that is woven throughout the neighborhood. The main open space is 4.5 acres clustered in the northern wooded area. This space is connected to Murdock Road by a green 25-50 foot-wide linear buffer of open space and walking path along the north edge of the site. A one acre neighborhood park is located in the center of the neighborhood at the high point of the site. This prominent location provides views (including an eastward view to Mt. Hood) and serves to organize the pattern of streets and lots around it. The park is visually and physically connected to two open space tracts extending to the south and west.

A grove of trees is preserved at the newly formed intersection of Roy Street and Murdock Road. This location may also accommodate stormwater facilities. The Murdock Barn is preserved and allows a subdivision of the parent parcel.

The wetland area at the south end of Ironwood Estates is key open space. It is a delineated wetland that is part of the lots recorded on the Ironwood Estates plat. One of the off-road pedestrian paths extends along its west edge.

Wetland in southeast corner of the site

## Circulation

The streets form a connected system of blocks that follow the topography of the site. Connections are made at Roy Street and Denali Lane, as required by the Sherwood Transportation System Plan. A new connection to Murdock Road is proposed at the north end of the site. The existing access to Murdock Road, Ironwood Lane, is illustrated with a prohibited south-bound left turn due to sight distance. More site specific mapping is recommended to determine the degree of the sight distance problem. It is likely that modifications to Murdock Road could improve the sight distance to allow for left turns from the site onto Murdock Road. This is further described in the DKS Alternatives Transportation Analysis (appendix 3-c). There are 7.1 acres of land dedicated to local streets and alleys.

The street circulation is supplemented by a network of off-road pedestrian paths. The paths form a walking loop around the north half of the site that connect all of the northern open spaces. A path extends south from the neighborhood park to the wetlands and connects to the cul-de-sac at the north end of Robson Road.

Murdock Road 2005 - looking south

## Green Streets

As part of a larger strategy for low impact infrastructure and development practices, green streets should be considered for Murdock Road and the local circulation within the Southeast Sherwood Master Plan area.

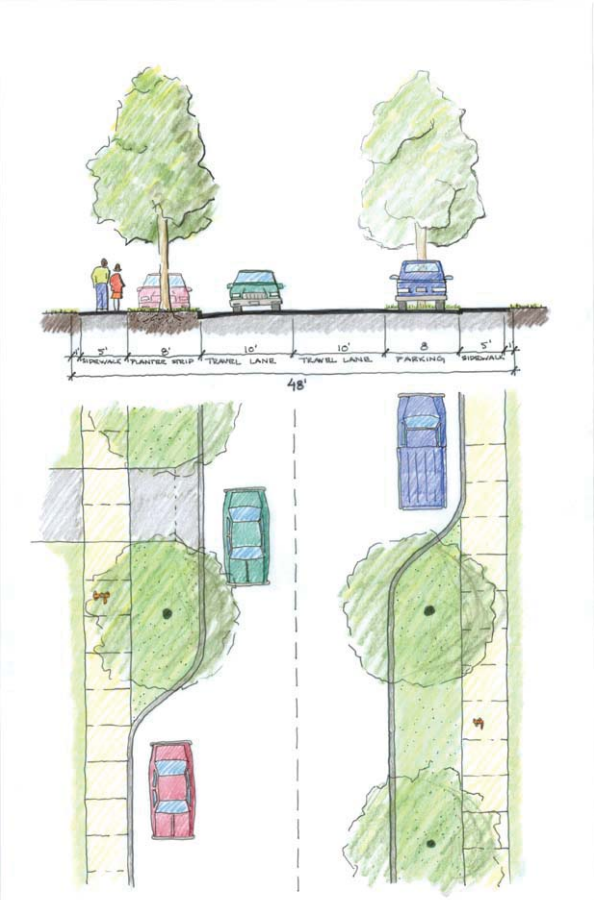



Figure 11 - Local Green Street with Parking

- 28 feet wide with parking on one side
- 32 feet wide with parking on both sides

Issues to be considered include accommodation of adequate parking on residential streets, the feasibility of soils and drainage characteristics, maintenance of green streets, and how green street storm water conveyance will work with other water quality facilities. Three green street cross sections (two local streets to use within the plan area and one for Murdock Road) have been prepared and are illustrated below. For additional information, the Metro Green Streets Handbook is available at http://www.metro-region.org/article.cfm?ArticleID=262.

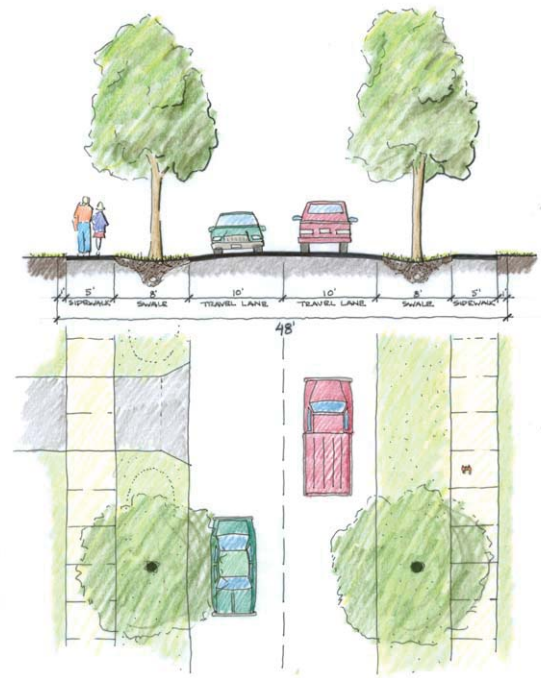



Figure 12 - Local Green Street without Parking

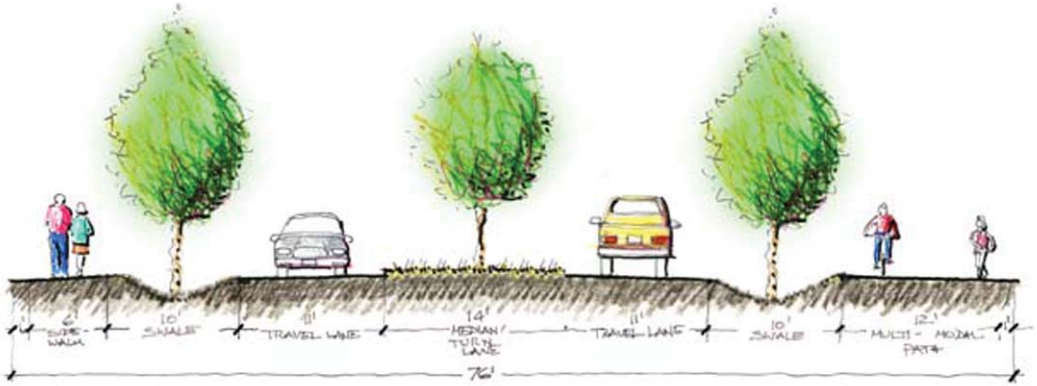
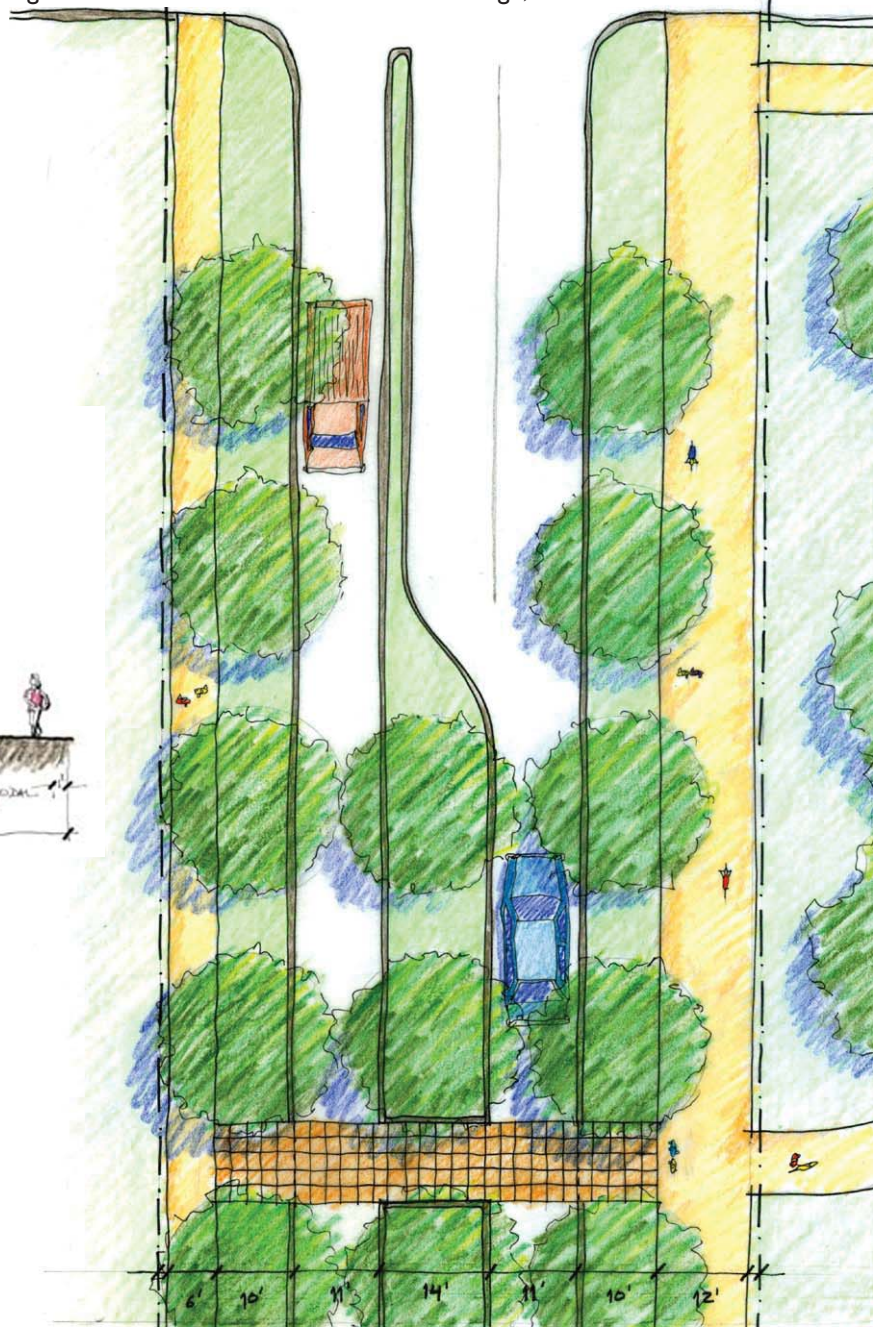



Figure 13 - Murdock Road Green Street Design, Cross- Section

Figure 14 - Murdock Road Green Street Design, Plan View



*Curb Options*

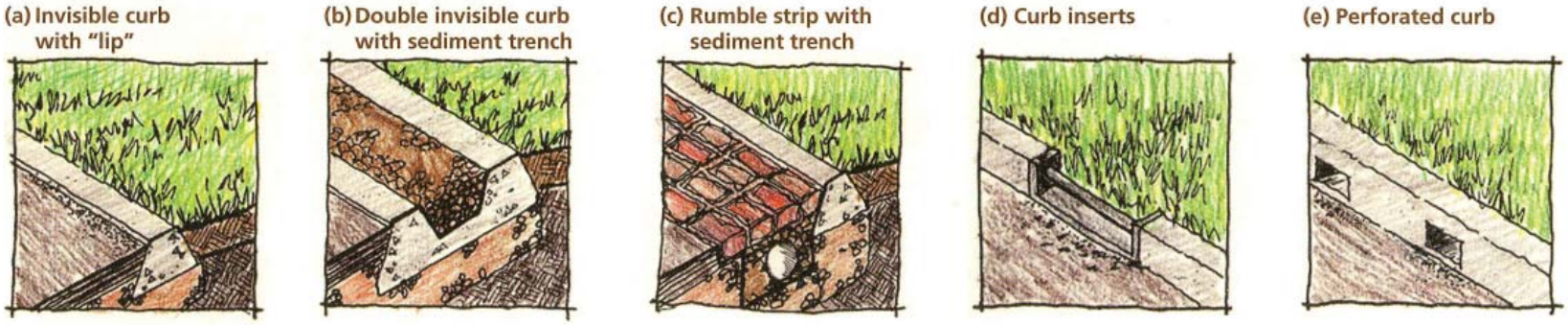



Figure Courtesy of *Green Streets - Innovative Solutions for Stormwater and Stream Crossings*, METRO. 2002

Green Street in Seattle Washington - Courtesy of Seattle's pilot Street Edge Alternatives Project (SEA Streets)

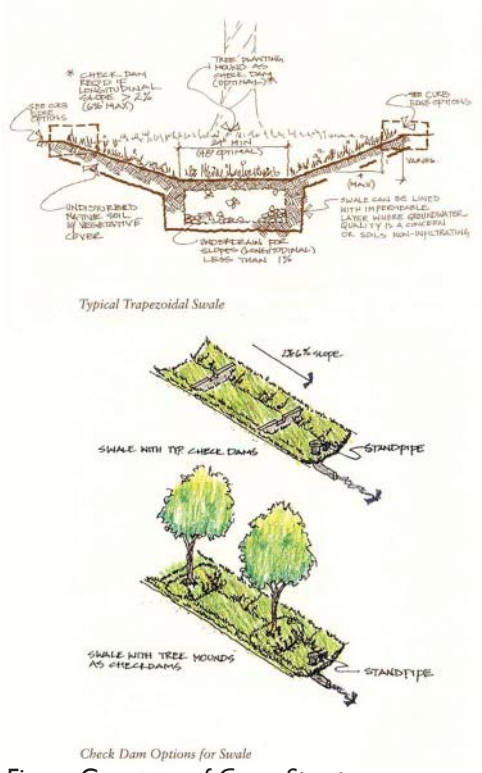



Figure Courtesy of *Green Streets - Innovative Solutions for Stormwater and Stream Crossings*, METRO 2002.

## Rationale for Recommended Plan

The recommended master plan is Alternative B/C as illustrated in Figure 15. As described in previous sections of this report, this alternative grew out of the consideration of all of the other alternatives, plus commentary from participants in the process. The following describes the reasons why Alternative B/C is recommended, using the project goals (in italics) as organizing criteria.

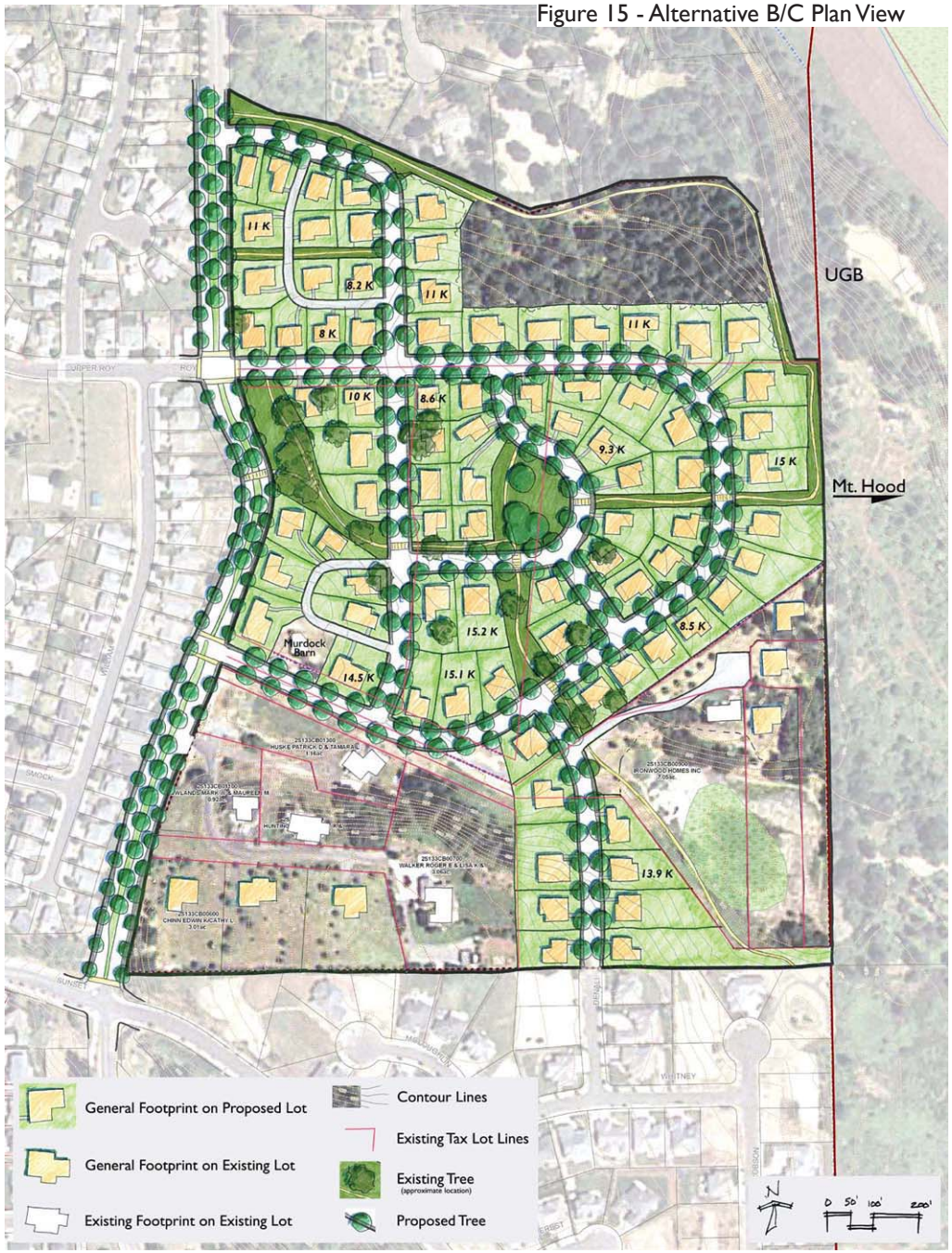
***A. A pedestrian friendly transportation system that will link the site with nearby residential developments, parks, schools, commercial sites and other destinations.***

- All of the alternatives provide pedestrian friendly transportation systems to a strong degree.
- Alternative B/C has the best balance of "public realm" circulation because of the connected and logical pattern of streets and alleys.
- Alternative B/C also has an off-road path network that responds to site opportunities.

***B. An increase in residential densities.***

- Developer and City representatives emphasized the need for providing sufficient density to feasibly pay for infrastructure. Alternative B/C provides an 82-lot design that also has significant open space amenities. This is less than the developer preferred plan (AKS plan - appendix 4-e) of 121 lots with far less open space.
- Citizen input emphasized a preference for larger lots. Many citizens expressed a preference for the VLDR 1-acre zoning pattern. In the third workshop, some citizens who previously supported 1-acre zoning stated they were open to a variation of Alternative A. Alternative A is not recommended because it: (1) does not follow existing ownership lines, which makes coordinated land use approvals difficult; (2) has a disproportionate amount of open space on a few properties; and (3) may not have enough density to pay for infrastructure.
- Alternative B/C incorporates a "transect" of lot sizes from 1-acre lots in the southwest corner, to approximately 15,000 square-foot new lots in the south and middle areas, and to 8,000 – 10,000 square feet in the north. Alternative B/C also incorporates varied open space amenities throughout the neighborhood – this is an essential design feature to enhance neighborhood livability.
- Alternative B/C includes similar lots sizes across streets and in sub-areas of the plan. It also does not include 5,000 – 7,000 square foot lot sizes. These elements are responsive to comments received in the workshops.
- Alternative B/C provides 24 lots on the 12-acre Moser property at the north end of the site, while retaining a 4.5 acre open space in that location. This design maintains base density available under a planned unit development approval procedure, while preserving an important open space and wildlife habitat area.
- Alternative B/C follows existing lot lines as closely as the overall layout would allow.

Figure 15 - Alternative B/C Plan View



*C. A land use plan that provides for a mix of housing types and is compatible with adjacent uses.*

- Alternative B/C achieves a mix of lots sizes, without very small lots (5,000 square foot lots) and without too much variation in sub-areas of the plan. All lots are single-family detached, which is responsive to comments received at the first workshop. Accessory dwelling units would still be allowed.

- At the south end of the site, the 15,000 square foot lot pattern is compatible with the 12,000 square foot lot pattern to the south. The height and specific location of buildings along the Denali Lane extension will be important. The further east, and the lower in height, these homes are constructed, the less they will block eastward views from the adjacent home to the west.

- At the north end of the site, a 25-50 foot buffer with trail has been included to increase compatibility with the 1-acre homes and mature vegetation of Fair Oaks Subdivision. The large open space in this area is a key feature of Alternative B/C and ensures compatibility between the existing subdivision and new development.

- Along Murdock Road, the lot arrangements will provide a friendly neighborhood character that is much more open and green than the existing character of the west side of the street, which is dominated by rear yard fences.

*D. Conceptual plans for public facilities (roads, paths, water, sewer and storm drainage) needed to support the land use plan.*

- As noted above, Alternative B/C provides an 82-lot density (in balance with open space) to enhance the feasibility of paying for infrastructure.

- It provides a connected and clear pattern of public streets.

- Engineering of stormwater facilities was not part of the scope for this neighborhood design process. One or two lots within Alternative B/C may be needed for stormwater facilities. Green streets and low impact development practices are recommended in order to reduce water-related impacts and the land area required for detention basins.

Figure 16 - Alternative B/C Perspective View

- As noted in the transportation analysis, the City's requirements for sight distance are not achieved at the intersection of the proposed southern access and Murdock Road. However, the relocation of this intersection (as shown in Alternative B) was strongly opposed by all participants. More site specific mapping is recommended to determine the degree of the sight distance problem. It is likely that modifications to the alignment of Murdock Road will be needed, as described in the DKS report (appendix 2-d).

- Alternative B/C includes a 1-acre hilltop park. The park is recommended because of its unique location and value as a shared amenity for the neighborhood. It is relatively close to Murdock Park to the west, but would provide passive park use and an alternative to having to cross Murdock Road to visit a local park. This park needs to be coordinated with the City's Park Master Plan. An alternative (not recommended) would be to reduce the space to about 0.25 acre and design it as a small viewpoint.

*E. Implementing strategies including map and text amendments for the City to adopt.*

- Implementing land use procedures and standards will be prepared by the City.

- Alternative B/C follows existing ownership boundaries as closely as the overall layout would allow. This increases the potential for the individual properties to be phased in over time and have the neighborhood "knit together" according to the plan.

*F. A high level of neighborhood and citizen involvement.*

- This project included significant involvement from project area owners and neighbors. Well over 120 individuals attended all three workshops. Further description of neighborhood and citizen involvement is described in Sections I and III of this report as well as in appendixes 2, 3, and 4.

- At the outset of the project, it was hoped that the large public involvement effort would result in a consensus plan with widespread support. However, generally speaking, neighbors and citizens did not support Alternative B/C. And although there was some neighborhood support for Alternative A, this alternative did not achieve the project goals. Conversely, the AKS Plan is not supported by the City or neighbors. The recommended plan responds to as many of the comments as possible and strikes a carefully considered balance between Alternative A and the AKS Plan.

Figure 17 - Alternative B/C Illustrated View of Park

# Appendix

City of Sherwood Oregon

**Resolution 2005-059**

**A RESOLUTION AUTHORIZING PARTICIPATION IN A STUDY OF THE "SE SHERWOOD STUDY AREA" AND THE VERY LOW DENSITY RESIDENTIAL ZONE**

**WHEREAS,** the City of Sherwood has a Very Low Density Residential (VLDR) Zone in the Sherwood Plan and Zone Map that requires a minimum 1 acre per lot; and

**WHEREAS,** the City has approved recent subdivisions and partitions in the proposed study area without adequate public improvements because the City cannot require urban levels of service in proportion to the impacts of the projects; and

**WHEREAS**, the City expects future private development in the immediate future and that a master plan for the neighborhood would better serve current and future property owners, neighbors, and the City; and

**WHEREAS**, City staff has applied for technical assistance through the Oregon Transportation and Growth Management (TGM) Quick Response program to fund the study and master plan for the "SE Sherwood Study Area" and at no additional cost to the City; and

**WHEREAS,** the City is committing in-kind services, such as staff time, to match the overall $50,000 estimated budget; and

**WHEREAS,** this technical assistance application requires a demonstration of support from local elected officials, the Planning Commission has identified the task in the 2005 Work Program; and the City Council recognizes the benefits of a coordinated master plan for efficient land use, multi-modal transportation, and shared open space, and acknowledge the need to analyze and plan for the proposed study area; and

**NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:**

Section 1. The SE Sherwood Study Area (Exhibit A) and technical assistance application is hereby endorsed and the Planning Supervisor shall administer the study according to the attached Statement of Work (Exhibit B).

Duly passed by the City Council this 6th day of September 2005.

Keith S. Mays, Mayor

ATTEST:

C.L. Wiley, City Recorder

# Southeast Sherwood Neighborhood Plan
# Open House - October 26, 2005

**Thank you for attending the open house. Please let us know any comments you have or information we should know regarding:**

**Existing Conditions:** _____

_____

_____

_____

**Transportation:** _____

_____

_____

_____

**Frequently Asked Questions:** _____

_____

_____

_____

**Neighborhood Design** (including specific ideas about the design of this neighborhood)**:**

_____

_____

_____

_____

**Other:** _____

_____

_____

_____

Please submit comments by **November 2, 2005**

To: Kevin Cronin, AICP, Planning Supervisor
City of Sherwood
Southeast Sherwood Open House #1
22566 SW Washington Street
Sherwood, OR 97140

City of Sherwood Oregon

Southeast Sherwood Neighborhood Master Plan Appendix 2-b
Open House # 1 - Exit Survey Responses

Existing Conditions:
- Conditions in study area are currently good.
- More units/acre has no option for space to do anything except exist. People walk in our neighborhood because it is kind of open. When we were elsewhere we walked in the less densely built areas. We need more open space, HOWEVER we must be willing to acquired it – buy, gift, will or some ownership mechanism.
- JC Reeves Dev. Road proposal to go through Denali Lane North has a huge issue due to steep slopes (around 25%). Alternate proposal to go through Robson is unrealistic due to wetland (check 100 year flood plain – it's much broader than map at meeting shows).

Transportation:
- I would prefer most transportation planning to be focused on improving traffic flow on Tualatin – Sherwood road. That is the greatest problem related to growth in my estimation/perspective.
- We'll need some public transportation with more park and ride space.
- To put road in through Denali Lane will require major retaining walls in order to grade slope for road. In the end, it would resemble a tunnel minus the roof. Is that going to be cost-effective?

Frequently Asked Questions:
- You have such a BIG lot – are there any more around here? is one question. Another frustrated remark is – there are no one-story houses to be found anywhere!
- When Woodhaven was developed, the area was designed with green spaces, walking trails and recreational area/ parks. How come JC Reeves didn't have to put anything into his development that would be for the benefit of the entire community?

Neighborhood Design:
- This study area needs large lots and low density due to its unique terrain. Whatever is decided in the end, be sure to protect the forested areas in this study area.
- A mix of apt/condo, large 2 story homes, one story, some larger lots. Sunset Park is great but a tree filled park that offers summer shade and picnic possibilities for apt/condo dwellers and walking/running paths is part of a "neighborhood." Some planning went into the development of Lake Oswego – there are lots of trees and space between houses. I don't feel that I need to "keep my elbows in" as I'm beginning to here.
- I believe JC Reeves should consider selling back that portion (3.7 acres) north of existing development. City should consider walking trails/park (nature) to "connect" areas rather than a road. Building more houses directly about (west) of wetland, as JC Reeves intends, will destroy wetland due to fertilizers/pesticides run-off from lawns. This is an extremely viable wetland. The "pond" is home to many different varieties of birds during the winter and spring months. Deer and coyotes as well as other wildlife, frequent this area.

Other:
- This open house was a good idea to open communication flow.
- Concern with any high density building and apartments town houses, etc.
- Also, the wetlands and property between Tonquin and the west edge of Metro Boundary.
- Major Concern – impact on wetlands if land becomes subdivision with high density – must protect the wildlife and wetlands.
- We don't want to loose the value of our property because of neighbors or trees.
- Almost everything being built for the "younger" set – two or more story places, etc.
- The area in question should not be more than one house per acres. People in Fairoaks' and Ironwood's developments custom-built homes there with the knowledge that it was zoned as such. It wouldn't be ethical to re-zone since the majority of those people don't want it rezoned (2 developers owning 85% of the land knowing it was zoned as such). In fact P. Huske built homes for people using that knowledge in his favor to entice people to buy into his development.

Curt Peterson
- Concerned about unique geologic features – Tonquin Scablands.
- Concerned about wildlife habitat and migration.
- Would prefer VLDR Density retained.
- Not enough technical knowledge involved in the creation of the master plan (i.e. needs more geologic studies, etc).

Carolyn Peterson
- The overall plan theme should be Low Impact to the current citizens of Sherwood and low density zoning should be preserved.
- Due to the unusual natural landscape and woodlands, any plan should only allow natural landscaping and native vegetation. Traditional lawns and non-native plants should be minimized.
- Cut and filling of topography must be minimized.
- Fencing that inhibits movement of wildlife should not be allowed.
- These types of safeguards will lessen pollution to the adjacent Tonquin wetlands and groundwater.
- There is no need for an internal connected road network that inhibits the movement of wildlife and discourages pedestrians.
- Bike and pedestrian trials can interconnect the areas. Theses same trails can be designed to allow emergency access.
- The plan to turn Murdock Road into another three land Day Road is a high price for the citizens of Sherwood to pay for continued unrestrained development.
- Be a leader for low impact development in the Metro area.

Kurt Kristensen
- Set aside master plan until UGB extended to wetland high mark below the bluff parallel with Rock Creek (with Metro collaboration).
- Have more collaborative process including: Metro, Federal Wildlife Refuge, Neighbors and property owners of bluff property, Washington County commissioners.
- Area is too sensitive to develop at higher density than currently zoned.
- City favors developers over residents.
- Murdock Road does not need improvements.

Roger and Lisa Walker
- Concerned about increased pedestrian and vehicular traffic
- Concerned about loss of wildlife, view, and natural environment.
- Would like City to maintain diverse lot sizes by retaining large lot zoning in this area (minimum 1 unit/acre).
- Non-resident land owners are pushing the need for a rezone.
- Do not make improvements to Murdock Road that would encourage its use as a bypass road to Tualatin-Sherwood Road.
- Buffer existing homes with large new homes, parks, or wetlands.
- Require height and setbacks to protect existing homes and views.
- Avoid building on steep property.

Rufauna Craigmiles (Roni)

- The Metro Long-Range Growth Plan of 2040 considered diversity of housing and protection of natural areas key issues.
- To my knowledge, the comparatively small area of very low-density zoning that exists east of Murdock represents the only one-acre lots available for homes in the Sherwood city boundary. If this is true, we may have our last opportunity to protect them. The area under consideration for rezoning is partially developed with homes on acre or larger lots.
- Maintaining the integrity of the existing homes is important. Any future development should be done to protect these property owners as well as to address concerns over the wildlife, wetlands and vegetation in the area. Zoning to allow less than acre lots would destroy the last chance to offer Sherwood this level of diversity and would harm the natural environment.
- Murdock Road needs some attention without question. Resurfacing and maybe a left hand turn lane for safety would be nice. I would not, however, like to see it turned into a thoroughfare connecting Tualatin Sherwood Highway and Sunset. This could easily become a by-pass from Oregon to 99W and create a traffic Rufauna Craigmiles (Roni)
- Feedback Form Format
- The Metro Long-Range Growth Plan of 2040 considered diversity of housing and protection of natural areas key issues.
- To my knowledge, the comparatively small area of very low-density zoning that exists east of Murdock represents the only one-acre lots available for homes in the Sherwood city boundary. If this is true, we may have our last opportunity to protect them. The area under consideration for rezoning is partially developed with homes on acre or larger lots.
- Maintaining the integrity of the existing homes is important. Any future development should be done to protect these property owners as well as to address concerns over the wildlife, wetlands and vegetation in the area. Zoning to allow less than acre lots would destroy the last chance to offer Sherwood this level of diversity and would harm the natural environment.
- Murdock Road needs some attention without question. Resurfacing and maybe a left hand turn lane for safety would be nice. I would not, however, like to see it turned into a thoroughfare connecting Tualatin Sherwood Highway and Sunset. This could easily become a by-pass from Oregon to 99W and create a traffic nightmare for local residents. If future development in the area were in line with present zoning restrictions, the present street would be adequate with general maintenance.
- Buffer existing properties with parks and wetlands. Change siting of Denali to the east to protect existing wetlands.
- Require setbacks and height restrictions in consideration of existing houses and view property.
- Avoid building on steep property. Slides and erosion potential could be harmful to the area in general. Use this property for green spaces.

Gary Huntington

- Minimum 1 unit/acre zoning, especially on existing 3 acres between Ironwood Homes and Sherwood View Estates (Chinn Property).
- If higher density allowed, it should be placed in center of property.
- Homes should have a minimum size to be consistent with existing homes in surrounding subdivisions.

Martin J. Gavin

- Supports minimum one acre zoning.
- Murdock Road traffic has increased greatly over last 10 years and new residential development will add to the traffic resulting in right of way improvements that may encroach upon their property.
- Values heavily wooded area on north end of site. Concerned about the impact development will have on wildlife.
- Why is there a focus on Southeast Sherwood Neighborhood rather than on other areas of town that need planning?
- Why is Sherwood not focusing on a greater mix of uses overall (jobs/residential/commercial)?
- The City should place a higher priority on sustainable building and renewable energy technologies and be an example for other communities.
- The City should preserve this land.

Nancy and Mark Batz

- The environmental impact of any development must be considered in this extremely sensitive area.
- Concerned that low density residential is not being considered as part of the master planning process.

Jean Lafayette – Planning Commissioner
Summary of comments heard at open house:

- John McKinney wants to keep large lots. No less than 1/4 of an acre.
- Gail Toien requested more adult oriented activities available in the parks.
- Dan Jamimeson, School District Super., expressed concerns on sidewalk connectivity especially on Sunset near the school.
- What's the current right of way? How much will the city take and from which side of the road?
- Why is this a city priority? There are many other things that need to be addressed.
- Future notices. Please confirm that if they signed in future notices will be mailed directly to them.
- Maintain and protect existing owners. Bought based on VLDR adjacent.
- This should be kept VLDR to provide diversity. The only one acre lots in the city.
- Don't change zone to build.
- Need to consider wildlife in the area. This is near (next to?) areas that the Tualatin Wildlife Refuge is interested in protecting.
- We discussed protecting existing home owners by smart planning with the highest density in the center of the area and the adjacent properties maintaining larger lots.
- There was also concern about the city's goal for developing this at a higher density than its currently zoned. "What's the city getting out of this?"

Appendix 2-c

## Frequently Asked Questions (FAQ)

**Question 1:** *Why is the City doing a master plan?*
**Answer:** The secret is out. Sherwood is a great place to live and work and a lot of new families continue to move here to enjoy a high quality of life. As a result, development is going to happen. The City wants to coordinate this new development so it fits in with the existing community and is designed well. As it pertains to SE Sherwood, the City wishes to avoid piecemeal development and inadequate infrastructure that could result from development under the existing zoning or from multiple requests for zone changes. Property owners and developers who would like to develop control over 85 percent of the land in the study area. Recent developments have resulted in a disjointed land use pattern without public improvements, connected streets, recreation trails, or shared open space. The master plan will address the issues of public facilities, traffic and transportation, recreation and open space, tree preservation, and location and lot patterns for new housing.

**Question 2:** *Has the City decided to change the existing zoning?*
**Answer:** No. The master plan is a study. The Planning Commission and City Council will review the results and decide whether to initiate further action.

**Question 3:** *Who is paying for the master plan?*
**Answer:** The Oregon Transportation & Growth Management program has provided the necessary funds to pay for the consultant services. The City does not pay any direct costs for the master plan. The contract is between the State and the consultant, while the City receives the professional service and provides staff support.

**Question 4:** *Why is the City considering a new zoning designation or amending the existing Very Low Density designation?*
**Answer:** According to the Metro Housing Rule (OAR 660-007-0035), Sherwood is required to provide a minimum 6 units per acre for new housing. For example, the Washington County zoning designation is R-6, or six to an acre, for the Yuzon property, which is far and above the existing 1 acre minimum and is consistent with the state standard. Typically, when areas are annexed to the City a property is "upzoned" to an urban density and not "downzoned" to a rural density located in a city limits. The City is simply following the pre-existing zoning that was in place before annexation. The City is honoring the property owners request to review the zoning standards because they see higher densities all around them. From a market perspective, in order to privately finance public improvements, and reduce the burden on taxpayers, the development community needs a project "to pencil out" so different land use scenarios need to be considered prior to any master plan being adopted.

**Question 5:** *Why add more housing when the local schools are at capacity?*
**Answer:** Regardless of school district capacity issues, the City cannot stop development. However, the City can direct where the growth goes and what it looks like. Since December 2004, the City has been working with the school district on a master plan that includes a new elementary and middle school for Area 59 west of Sherwood to address capacity issues. The City can only control *how* the area develops; the market and individual property owner decisions determine *when* the area develops.

**Question 6:** *Does the Planning Commission and City Council support this master plan process?*
**Answer:** City staff consulted the Planning Commission on many occasions prior to initiating the master plan and has supported staff's decision to develop a master plan. The Planning Commission has identified this task in their 2005 Work Program. In addition, the City Council adopted Resolution 2005-059 that endorsed and authorized the master plan.

**Question 7:** *How large is the study area and how many property owners are involved?*
**Answer:** The study area contains about 53 acres. Property sizes range from 1 to 12 acres. There are 11 properties, 8 different property owners, and 9 residential units.

**Question 8:** *Why is the Snyder property not included in the Study Area?*
**Answer:** The Snyder property, located west of the study area, is outside the UGB. In all likelihood, this property will not come into the UGB. Therefore, it will not be developed at urban densities.

**Question 9:** *What are the City's tree regulations and how do they apply?*
**Answer:** Section 8.304.07 of the Sherwood Zoning & Community Development Code (SZCDC) requires a developer to inventory and mitigate all native and non-nursery related trees on a property subject to a land use application. In addition to the inventory, a certified arborist must submit a tree mitigation plan that does one or a combination of the following:
(1) preserve as many as possible that are not impacted by new roads or structures;
(2) replace on per caliper inch any removal of trees on site;
(3) replace off site on city parks, open space, or right-of-way; and/or
(4) pay a fee in lieu per caliper inch.

These options provide the necessary flexibility to meet the tree standard. New city rules will be explored in 2006 to implement a region wide Tualatin Basin program to protect and restore fish and wildlife habitat. These new rules will implement new standards adopted by Metro in September 2005.

**Question 10:** *How do I get involved?*
**Answer:** There are four ways to get involved:

1. Check the Web for updates:
   http://www.ci.sherwood.or.us/government/departments/planning/se_sherwood.html
2. Email: planning@ci.sherwood.or.us;
3. Phone: Kevin A. Cronin, Planning Supervisor, 503-625-4242; and
4. Read monthly updates in the *Sherwood Archer* insert in the *Gazette*.

If you have any other questions that have not been addressed above, or would like to receive future notices of meetings and updates, e-mail the Planning Department at planning@ci.sherwood.or.us or call 503-625-4242.

**DKS Associates**
TRANSPORTATION SOLUTIONS

# Memorandum

**DATE:** October 26, 2005

**TO:** SE Sherwood Master Plan Project Team
**FROM:** Carl D. Springer, PE; Chris Maciejewski, PE; Garth Appanaitis

**SUBJECT:** **SE Sherwood Master Plan Baseline Transportation Conditions Review**

---

The purpose of this memorandum is to summarize the existing transportation conditions surrounding the southeast Sherwood Master Plan study area. The City is considering strategies to coordinate future development of the study area, bordered on the north by Fair Oaks, on the south by Sherwood View Estates, on the west by SW Murdock Road and on the east by the UGB. This memorandum includes information regarding the roadway network and intersection operations for the areas along SW Murdock Road between W Sunset Boulevard and NE/SW Oregon Street. Specific information in the following sections includes general street and trail layout, street functional class, existing speed limits, traffic volumes, and intersection operations.

## Roadway Network

The following section provides information regarding the streets located in the vicinity of the Southeast Sherwood study area based on field review and the City of Sherwood Transportation System Plan[1]. The primary street characteristics are summarized in Table 1.

**Table 1: Roadway System Characteristics**

| Street Name | Classification | Daily Traffic Volume | Posted Speed (mph) |
|---|---|---|---|
| SW Murdock Road | Arterial | 6,000 | 35 |
| NE Oregon Street | Arterial | 9,000 | 35 |
| SW Oregon Street | Collector | 5,000 | 25 |
| SW Willamette Street | Neighborhood Street | 500 | 25 |
| SW Fairoaks Drive | Local | N/A | 25 |
| SW Roy Street | Neighborhood Street | N/A | 25 |
| West Sunset Boulevard | Arterial | 6,000 | 25 |
| SW McKinley Drive | Local | N/A | 25 |

N/A = not available

[1] *City of Sherwood Transportation System Plan*, Prepared by DKS Associates, March 2005.

1400 SW Fifth Avenue
Suite 500
Portland, OR 97201

(503) 243-3500
((503) 243-1934 fax
www.dksassociates.com

**Southwest Murdock Road** is classified as an arterial and has a posted speed limit of 35 miles per hour. The two-lane roadway runs from the roundabout at NE/SW Oregon Street southward past W Sunset Boulevard, bordering the west side of the study area. The average daily traffic (ADT) on the road is approximately 6,000 vehicles. Sidewalks are provided for the majority of the west side of the street between Oregon Street and Sunset Boulevard, except for a short distance north of Willamette Street. A sidewalk only exists on the east side of the street for approximately half the distance between Division Street and Oregon Street. Bike lanes are not provided.

Murdock Road is controlled by a roundabout at Oregon Street and a four-way stop at Sunset Boulevard. There are currently no traditional traffic calming devices (e.g. speed humps or curb extensions) on the roadway, although there are street trees on portions of the west side. Murdock Road is designated as a primary emergency response route by Tualatin Valley Fire and Rescue[2] and therefore, options for installing traffic calming measures in the future are limited to options that would not impact emergency response times.

**Northeast Oregon Street** is classified as an arterial and has a posted speed limit of 35 miles per hour. The road intersects SW Oregon Street and Murdock Road at a roundabout. Sidewalks run along the entire north side of the street, as well as a portion of the southern side between Murdock Road and Tonquin Road. The two-lane road widens to three lanes east of Tonquin Road and serves approximately 9,000 vehicles per day. Bike lanes are provided between Tonquin Road and Tualatin-Sherwood Road.

**Southwest Oregon Street** is classified as a collector and has a posted speed limit of 25 miles per hour. The two-lane road serves approximately 5,000 vehicles per day and has sidewalks along the south side. Bike lanes are not provided

**Southeast Willamette Street** is classified as a neighborhood street and has a posted speed limit of 25 miles per hour. The two-lane road intersects Murdock Road from the west, opposite of Fairoaks Drive. In the vicinity of the study area, sidewalks are provided along the south side of Willamette Street only. The street serves approximately 500 vehicles per day. Bike lanes are not provided.

**Southeast Fairoaks Drive** is classified as a local road and has a posted speed limit of 25 miles per hour. The two-lane road provides access to the Fair Oaks Planned Unit Development (PUD). Bike lanes are not provided.

**Southeast Roy Street** is classified as a neighborhood street and has a posted speed limit of 25 miles per hour. The two-lane street has sidewalks along both sides and a trail which leads to Murdock Park on the south side of the street. Bike lanes are not provided.

**West Sunset Boulevard** is classified as an arterial and has a posted speed limit of 35 miles per hour. The two-lane roadway has sidewalks along both sides and serves approximately 6,000 vehicles per day. Bike lanes are not provided.

[2] *City of Sherwood Transportation System Plan*, Prepared by DKS Associates, March 2005.

DKS Associates
TRANSPORTATION SOLUTIONS



**Southwest McKinley Drive** is classified as a local road and has a posted speed limit of 25 miles per hour. The street has sidewalks along both sides and provides access to Sherwood View Estates. Bike lanes are not provided.

## Existing Intersection Operations

The operational performance of the study intersections was determined using 2000 Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections. Table 2 lists the performance level of each study intersection. The three intersections in the study area are all operating at level-of-service (LOS) C or better, which meets the City of Sherwood LOS standard of LOS D[3].

This finding suggests that the existing traffic controls at these study intersections could service moderate growth along the corridor. Future forecasts for any new planned development within the study area would be re-evaluated to ensure that there will be adequate facilities to serve it.

**Table 2: Existing PM Peak Hour Intersection Performance**

| Intersection | Traffic Control | Level of Service | Average Delay | Volume to Capacity |
|---|---|---|---|---|
| SW Murdock Road / Oregon Street | Roundabout | A | 7.3 | 0.68 |
| SW Murdock Road / SE Willamette Street | 2-Way Stop | A/C | — | — |
| SW Murdock Road / W Sunset Boulevard | All-Way Stop | B | 10.4 | 0.44 |

**2-Way Stop Intersection LOS:**
A/A = Major Street turn LOS/ Minor Street turn LOS

**Roundabout Intersection LOS:**
LOS = FHWA Methodology Level of Service
Delay = FHWA Methodology Level of Service
V/C = HCM Methodology worst approach Volume to Capacity Ratio

[3] *City of Sherwood Transportation System Plan*, Prepared by DKS Associates, March 2005.

# Memorandum

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

| | |
|---|---|
| To: | Kevin Cronin, AICP, Planning Supervisor, City of Sherwood |
| From: | Michelle Stephens and Joe Dills, OTAK |
| Copies: | Matt Crall, Transportation & Growth Management Program |
| Date: | November 15, 2005 |
| Subject: | Southeast Sherwood Master Plan Opportunities and Constraints Memo with Stakeholder Input from Workshop # 1 (Task 2.2d) |
| Project No.: | 13384 |

The purpose of this memorandum is to outline the opportunities and constraints for the SE Sherwood Neighborhood Plan. The site is an approximately 52-acre (GIS database) area located on the east side of Murdock Road, north of Sunset Boulevard and south of the Fair Oaks Subdivision (see Vicinity Map in Appendix).

Issues addressed (and illustrated below and on the Opportunities and Constraints Map in the appendix) include existing site conditions (slope, wetlands, woodlands, public facilities/infrastructure, transportation, and parks and open space), the opportunities and constraints specific to residential master plan options for this site, and input from project stakeholders. The City of Sherwood produced a Technical Memo that addresses many of the policy and site issues in greater detail available at www.ci.sherwood.or.us/government/departments/planning/se_sherwood.html.

## Parcelization

Within the 52-acre study area there are 11 total properties ranging in size from 1 to 12 acres. There are eight different property owners and nine existing homes. Piecemeal development and inadequate infrastructure could result from development under the existing zoning or from multiple requests for zone changes. The master plan presents an opportunity to coordinate development and ensure well designed, coordinated developments that have adequate infrastructure, transportation networks, and open space.

## Slope Analysis and Views

The site slopes downward from both the north and the south, with a lowland area located in the center and southeast corner of the project area. Approximately 27 percent of this site (15-acres) has slopes greater than 15 percent, with over half of those being slopes greater than 20 percent (8-acres). Slopes greater than 20 percent create design difficulties for residential development and the

construction of infrastructure and streets. This site is also marked by channels, depressions, and bedrock knolls that are part of the Tonquin Scablands Geological Area that was sculpted by ancient glacial flooding.

The terrain is defined by two high points and sloping terrain between them. The highest point is at the southern end of the site (tax lot 700, elevation 360 feet mean sea level). The other high point is east of the center of the site (tax lot 100, elevation 315 feet mean sea level). The two highpoints are annotated on the Opportunities and Constraints Map with view arrows. These hilltops enjoy great views, including ones of Mount Hood to the east. Other portions of the site have good views of the Tualatin Valley.

The unique terrain of this site provides an opportunity for providing privacy and variation in home orientation. It also provides a challenge to a connected circulation network and cohesive neighborhood design.

## Wetlands

According to a delineation report submitted to the Department of State Lands and the City for the Ironwood Acres Subdivision, there are 2.25 acres of delineated wetlands located at the southeast corner of the site. The wetlands extend to the east of the site boundary. The wetland marsh holds water except in the driest summer months. It is bordered by defined banks on the south and north sides.

The wetland can act as passive open space for the future residents of the area, while also providing wildlife habitat and storm water mitigation. As a jurisdictional wetland, it is not part of the developable land on the site.

## Woodlands and Trees

A mixed woodland is located at the northern portion of the site. It includes a variety of mature trees, including Madrone, Douglas fir, and others. It occupies approximately 12 acres of land or 21 percent of the total site area. Metro's natural resource (Goal 5) inventory describes this area as Class A (highest-value) wildlife habitat. According to the long term resident of the property, the area provides habitat for many species of mammals and birds. Wildlife moving through the Tonquin lowlands travel though this portion of the site.

The Opportunities and Constraints Map illustrates the pattern of small tree groves and isolated large trees running from northwest to the southeast portion of the site. The oak savannah is a defining element of the existing landscape in the interior portion of the site and is consistent with native upland habitat in the Willamette Valley. The trees on Tax Lot 100 have been recently cut. Section 8.304.07 of the City's zoning code addresses trees on private property. In general, the City only permits the removal of trees for the purposes of constructing City and private utilities, streets,

and other infrastructure, and the minimally required site grading necessary to construct the development as approved. If other trees must be removed the City requires that the removed trees be mitigated. Mitigation can be in the form of replacement trees on-site, replacement trees planted off-site, or cash payments equivalent to the fair market value of the otherwise required replacement trees.

Overall, the wooded areas and trees provide both opportunities and challenges to the master plan. They are an opportunity to provide visual and open space amenities for the neighborhood. They also provide a challenge for site design and provision of density that may be needed for covering infrastructure costs. The master plan should explore the potential for clustering development in the north so that a portion of the woodland can be retained.

## Public Facilities/Infrastructure

Public infrastructure/facilities including sanitary sewer, water, and fire protection are all available to the site. Storm water and water quality facilities can potentially be consolidated to one or two locations within the site instead of each development having its own facility, thereby reducing maintenance costs to the City and providing more developable land.

## Transportation

The Transportation System Plan (TSP) for the City of Sherwood was adopted in March of 2005 and is available on the City's webpage (www.ci.sherwood.or.us/government/departments/engineering/tsp/tsp.html). The plan addresses existing conditions on Murdock Road and the surrounding streets as well as planned improvements for the next 20 years, including pedestrian and bicycle facilities that may require the dedication of right-of-way in the project area. DKS Associates, the transportation firm that prepared the TSP, has also prepared a transportation technical memo specific to new residential development on this site.

The nine homes located in the project area are all accessed by private drives from Murdock Road. Future roads for the project area will need to provide connectivity internally in addition to the surrounding projects and streets. The geologic features, wetland, and woodland are all obstacles to an internal connected road network.

Pedestrian activity in the area is relatively low, but will increase when development occurs on the site. Careful design for pedestrian crossings of Murdock will be needed for safety. A network of sidewalks and pedestrian paths will be an amenity for the neighborhood and help integrate it into the surrounding area that has parks and school facilities. There are no multi-use paths in the site area, but will be explored as part of the master plan process.

## Parks and Open Space

The entire site is within one-quarter mile, or a five minute walk, from Murdock Park, a four-acre active city park. The site is also within one-half mile of Sunset Park, which at 16 acres, is the second largest park in Sherwood.

The Tualatin River National Wildlife Refuge is located within one-half mile northeast of the project site. Residential development in this area will be accessible to the regional trail system that is part of Metro's future trail network which includes the wildlife refuge.

## Adjacent Land Use

Fair Oaks Subdivision north of the site consists of large lot (1-acre or larger) detached single-family homes. West of the site, across Murdock Road, are small lot detached single-family homes developed on varying lot sizes that average approximately 6,000 square feet (7 units per acre). Sherwood View Estates, located south of the site, consists of detached single-family homes with an average lot size of approximately 12,000 square feet.

Compatibility with adjacent densities and existing homes on the site will need to be considered in the master plan. Opportunities include: buffer areas between the large lots on the north and smaller lots on the site; a landscaped edge treatment to Murdock Road; and careful home siting on the south.

## Summary of Stakeholder Issues

Approximately 40 stakeholders attended the Southeast Sherwood Neighborhood Master Plan Open House #1. Fifteen written comments were returned on either the provided feedback form or in a letter format.

Two issues were mentioned in the majority of the comments. The first was the importance of preserving the natural environment of the site including wildlife habitat, wetlands, steep slopes, endangered species, Tonquin Scablands, and mature vegetation. At least one of these issues were raised by every respondent.

The second primary issue was the desire of the residents within the project area and adjacent to the project area to maintain the existing Very Low Density Residential (VLDR) zoning. Although some respondents were willing to consider additional density, their preference was to maintain a maximum of one unit per acre zoning. In addition, lots that were smaller than one acre needed to be placed in the center of the project, and buffered from the existing larger lots.

Some respondents felt the master plan process should be postponed. Instead, a larger study involving Washington County Commissioners, Metro, other agencies, and more residents and additional land outside of the existing UGB would be conducted. This response was due partly to the perception that the master plan process was being driven by two developers and that the City favored the developers desires over the desires of the existing residents.

Respondents also desire to maintain the existing views and the adoption of design standards for new development that requires large setbacks, buffer areas between existing and new development, and height restrictions. Other neighborhood design issues include the request to preserve the Murdock Barn, have a connected trail network which allows for wildlife migration and access by emergency vehicles, and a request that any development keep an "open" feel (i.e. "elbow room"). Although the majority of comments desired large lot, detached single family homes, one respondent desired a mix of home styles that cater to residents in all stages of life.

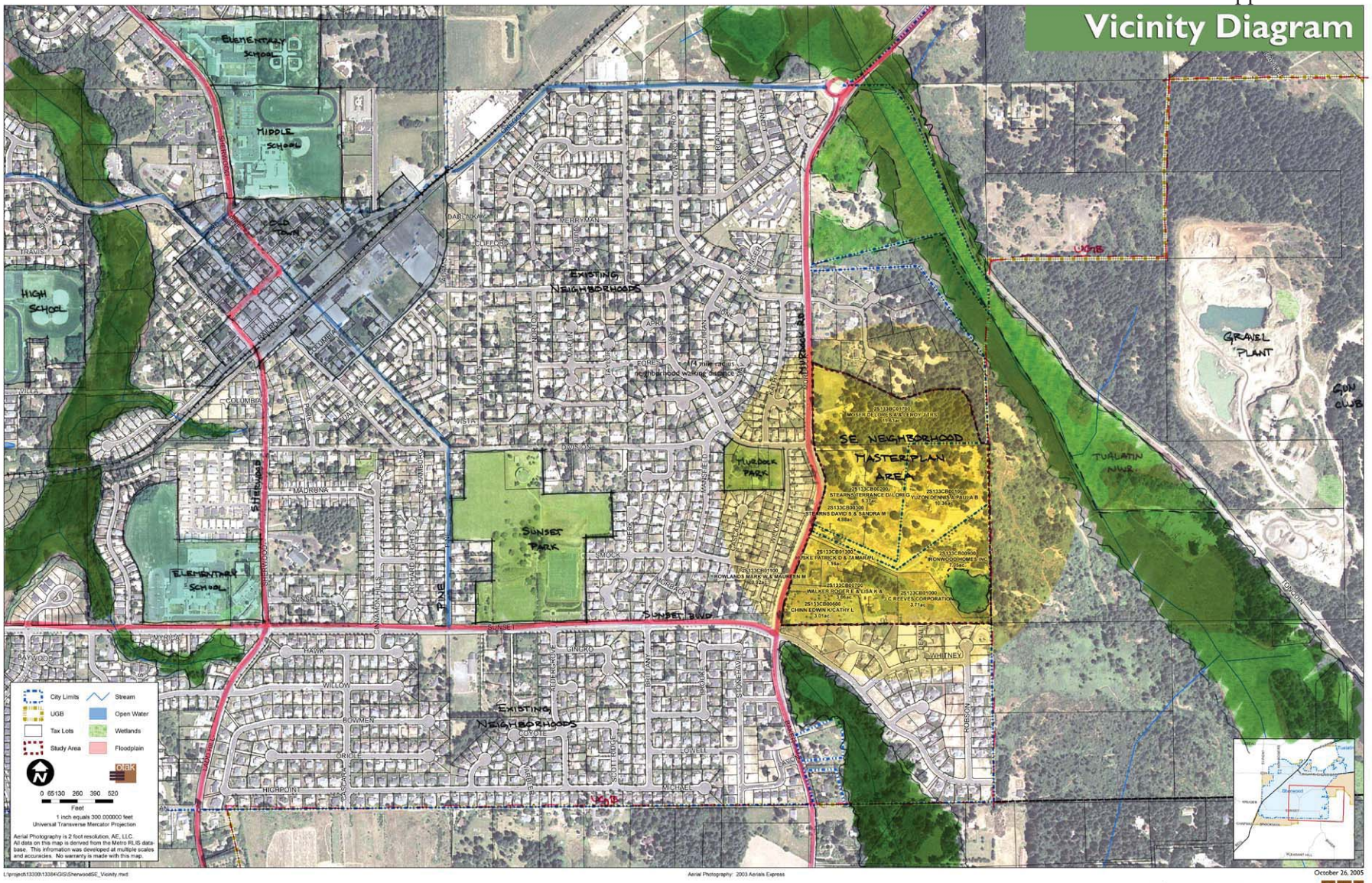
Existing traffic, pedestrian and bicycling facilities along Murdock Road were not listed as a concern by any of the respondents. However, the majority of respondents did not want Murdock Road to become a bypass route onto the Tualatin-Sherwood Road. The respondents did not believe any right of way changes (besides maintenance) were necessary on Murdock Road as it not perceived to currently have a traffic problem. There is also a perception that a "high" density development within the project area would cause traffic congestion on Murdock Road, and therefore require the right of way changes proposed in the TSP. Some respondents, who were opposed to the changes in right of way, were therefore opposed to an increased density on the project site.

One commenter stated that an internal connected road network was not necessary and that a connected pedestrian network that connected safely to schools and parks was a priority that would also allow wildlife migration.

# Appendix

Appendix 2-e

# Vicinity Diagram




L:\projects\13300\133884\GIS\SherwoodSE_Vicinity.mxd

Aerial Photography: 2003 Aerials Express

October 26, 2005

**City of Sherwood**
**Oregon Department of**
**Land Conservation and Development**
**TGM Quick Response Program**

## Southeast Sherwood Neighborhood Master Plan

**Sherwood, Oregon**

City of Sherwood Oregon

otak

DKS Associates TRANSPORTATION SOLUTIONS

Appendix 2-e

City of Sherwood
Oregon Department of
Land Conservation and Development
TGM Quick Response Program

**Southeast Sherwood Neighborhood Master Plan**

**Sherwood, Oregon**

City of Sherwood Oregon

otak

DKS Associates TRANSPORTATION SOLUTIONS

# Southeast Sherwood Neighborhood Plan
# Alternatives Workshop – November 30, 2005

**Thank you for attending the workshop.**
**Please let us know any comments or preferences regarding:**

**Alternative A (open space, lot size, transportation network, etc.):** _____

_____
_____
_____
_____

**Alternative B (open space, lot size, transportation network, etc.):** _____

_____
_____
_____
_____

**Alternative C (open space, lot size, transportation network, etc.):** _____

_____
_____
_____
_____

**Overall Critique/Other:** _____

_____
_____
_____
_____
_____
_____

Please submit comments by **December 12, 2005**

To: Kevin Cronin, AICP, Planning Supervisor
City of Sherwood
Southeast Sherwood Workshop #2
22566 SW Washington Street
Sherwood, OR 97140

Or: cronink@ci.sherwood.or.us

Use back or additional sheets if necessary

Southeast Sherwood Neighborhood Master Plan Appendix 3-b
Open House #2 – Survey Response

Alternative A (open space, lot size, transportation network, etc.):

- Too much lot size variation – too much house size variation would result.
- Don't like the tiny lot circles if you change that, like open space near UGB.
- Don't like alleys.
- Make these lots fewer and bigger.
- Nothing < 10,000' lots.
- I like this plan the best.
- Open Space excessive.
- Not acceptable.
- This alternative does not take into account the input from the majority of the workshop participants to leave this area as it, or at the minimum subdividing it into one acre lots with 50% for open/natural space.
- Minimum lot size 10K to 12K sf.
- Denali should be cul-de-sac to preserve Sherwood View Estates as was originally planned when residents bought property.

Alternative B (open space, lot size, transportation network, etc.):

- Too many small lots.
- Don't like alleys.
- Don't like the mix of lot sizes.
- Nothing less than 10,000' lots.
- Reject.
- Having no left turn allowed onto Murdock from the SE Sherwood Neighborhood (near the Murdock barn) will cause increased traffic through the Sherwood View Estates neighborhood. That is a big concern.
- Open space excessive.
- Road at entrance runs thru wetlands.
- Best plan for view lots.
- Not acceptable.
- Subdividing this area into 91 lots would totally destroy the natural beauty. This are is unique and should not be developed in this manner. Changing the zoning would go against the public input and the best interest of the overall Sherwood community.
- Too many small lots – would be difficult to get buyers for larger lots when such close quarters are "next door" – reminds you of (could not read, but looks like Alotto) – not a good thing (where you have a nice house and someone puts up a different "type")
- Minimum lot size s/b 10K to 12K
- Keep Denali a cul-de-sac.

Alternative C (open space, lot size, transportation network, etc.):

- Too many small lots.
- Don't like alleys.
- Nothing less than 10,000' lots.
- Reject.
- Having no left turn allowed onto Murdock from the SE Sherwood Neighborhood (near the Murdock barn) will cause increased traffic through the Sherwood View Estates neighborhood. That is a big concern.
- 5000 sq. foot lots are unreasonable for this area. The planners are kidding themselves if they think someone with of 15.5k lot would want a home on 5000 sq. ft. directly across the street.
- Not acceptable.
- This alternative in even less of a desirable plan than alternative "B". It has negative issues relating to the existing plant and animal habitat, as well being an overwhelming change to the area as it exists today. There is no public support for this alternative.
- Same as for Alternative B. Too many small lots – would be difficult to get buyers for larger lots when such close quarters are "next door" – reminds you of (could not read, but looks like Alotto) – not a good thing (where you have a nice house and someone puts up a different "type"). Minimum lot size s/b 10K to 12K. Keep Denali a cul-de-sac.
- Get rid of alleys – this is not the Bronx!

Overall Critique/Other:

- Please try an option D with less # houses than B and C, and more lot size uniformity than A.
- Why is the zoning changing in the first place? We all moved in believing the current zoning. It feels like we got a bait and switch, rug pulled out from under us thing. Why have zoning if it means nothing and people can't count on it?
- It's extremely disturbing how in each alternative there are plans for eight homes directly above the delineated wetland pond. How will those homes with fertilizers, pesticides, etc. used on the lawns prevent harming the pond and the various wildlife that uses it?
- How do you make it equitable for each owner? Who will pay for open space? Overall, this process is turning out to be a disappointment. There is a core of people who are not open-minded about the alternatives presented. They are just using this as a forum to say that they want no change and would be very happy if there were not further development. Of course, they would – they are not the property owners. Everyone wants to be the last person in the City!
- I am still looking forward to an Alternative "D" from the City of Sherwood which leaves the area as it is without additional residential development. I am personally against the above three Alternatives based on the potential negative impact to already crowded school, increased traffic on Murdock Road and the natural environment of this unique area.
- I recommend that the decision to develop this area or leave as is be left up to a vote by all residents of the City of Sherwood. A ballot measure could be setup to allow this area to be preserved for future natural park land, or to be developed as a residential subdivision. If approved by the measure for future natural park land, a bond measure could be established for funding land acquisition and park development.
- Need an alternative showing original zoning.
- Also, alternative need with 10K to 12K lots.
- Keep green space and buffer zone for fragile wildlife and wetland areas.

Southeast Sherwood Neighborhood Master Plan Appendix 3-b
Open House #2 Written Comments Received

Kurt Kristensen
- Does not believe there is support for any of the alternatives.
- Cost of development on environmental and school system too high. Would be better to not allow development on land until school system catches up
- City did not honor workshop #1 comments.
- Upgrades to Murdock Road should not be considered with this development as the need for the road improvements are related to the entire City, not just this development.
- Traffic on Murdock Road is a concern.
- Roundabouts should be considered. Intersections proposed will cause road to become unsafe and cause traffic congestion in Fairoaks Subdivision.
- This project needs to be reviewed with Metro and Washington County to look at entire bluff area and wetlands. Make wildlife refuge a regional attraction.
- Build a Street of Dreams.
- Protect areas with lower density.
- Propose additional workshop before final recommendation.
- Believes plans are developer driven.

Steve Klein
- Preferred Alternative A to the other plans, but none were to his satisfaction. Improvements to Alternative A include reducing the number of lots, creating a minimum lot sizes of 7,500 square feet, but keep average lot size around 20,000 square feet. Increase lot sizes even if it means reducing open space.
- Does not see need for any formal parks within development. Area already served by Murdock and Sunset Parks.
- Access onto Murdock Road a large concern (doesn't say why). Combine private accesses into one of the new access roads.

Lisa Walker
- There is a need for at least one additional meeting. At least one plan needs to reflect minimum 1 acre

Bob Davidson
- Although he would prefer no development – development of lots within the 12,000 to 15,000 square foot range or larger are acceptable. Similar to development in Sherwood View Estates.
- Not in favor of smaller lot sizes mixed with larger lot sizes.

Evy Kristensen
- Worried that a zone change will be like "opening a can of worms." Prefers to keep 1 acre zoning.
- Concerned about impact on schools and environment.
- Wants to preserve last forest in Sherwood.

Dean Glover
- Wants to see a 1 acre plan/option.
- Moser forest along north property line needs to be saved and protected. No development permitted. How is this area being protected?
- Alternative A is the preferred out of the 3 presented. Alternative C is the least preferred – lots are too small.
- Believes alleys give the impression that too many homes are being squeezed into project area without adequate access.
- Access to Murdock appears to be dangerous.
- Concerned about 20 foot easement on north property line. If developed would like 10 foot dedicated back to Fairoaks Subdivision.
- Believes process is moving too fast.
- Would like more City planning personnel at open houses to hear feedback and to have meetings recorded.

Gary De Boer
- Allow construction at the end of Denali with cul-de-sac.
- Only provide emergency access through existing subdivision rather than allowing access by new development through existing subdivision.
- Not in favor of any of the presented alternatives. Would prefer low density plan.
- Does not like alleys.
- Concerned about Murdock Road accesses and "no left turn" proposal. Would force traffic through existing subdivisions.
- Worried about school congestion.
- Create a "street of dreams."

Carolyn and Curt Peterson
- Likes the open space, and alleys on Alternative A.
- Alternative B is less desirable than A, and C is the least desirable due to the amount of proposed open space.
- Dislikes the proposed flag lots, due to access through existing lots.
- Concerned about access through existing (western) wetland.
- Southeast wetland needs larger buffer.
- Concerned that allowing smaller lot sizes is only a way to allow future development of hundreds of houses on this site.
- Extending Denali Street results in unfair traffic burden on residents of Fairview Estates.
- Prefers minimum 1 acre zoning, similar to Fairoaks subdivision.
- Worried about school congestion.
- City should partner with Metro (or find other funding source) to protect sensitive lands/forests.
- Safeguards should be in place to ensure development is wildlife/environment friendly.
- Not in favor of a three lane Murdock Road.
- Wants City to be a leader for low impact development.

Mark and Megan Rowlands
- Keep current 1 acre zoning.
- Would like another meeting with 4th option presented.
- Consider doing a "Street of Dreams."
- Take more time to develop smart growth plan.

AKS – Montgomery Hurley
- Master plans do not recognize existing homes and/or property lines.
- Streets and lot layouts on three alternatives are irregular.
- Proposed layouts/lot sizes/streets do not appear to meet City code or require PUD overlay to accomplish.
- Plans do not seem to add much density over what is currently allowed.
- Not in favor of alleys.
- Wants more details on ownership of alleys and open space.
- Would like specifics on plans (setbacks, stormwater, and length of driveways).
- Plan requires excessive lengths of driveways and awkward home configurations.
- Would like to see an additional public open house.

Paula Yuzon
- Encourages the City on its path of thinking for the entire community and region (prevent sprawl, develop compact urban form).
- Don't be swayed by NIMBY's, but listen to their comments.

Lori Stearns
- Owns property within plan area. Does not want sale/development of her land attached to a Master Plan – property controlled by neighbors.
- Concerned with all three alternatives:
  - Not dense enough lot sizes.
  - None of the three plans were acceptable.
  - Believes true parcel lines and recorded plats need to be represented on alternatives.
  - Layout does not consider existing property lines
  - Too much open/green space shown on her property
  - Concerned with safety of nature trails – Doesn't the City already have enough trails
  - Why is there a formal park?
  - More consideration should have been given to other clusters of mature trees on developed lots within the plan area.
- Doesn't like Murdock with a median. Too expensive, why not just use turn lanes.
- Feels her property is taking unfair share of burden of open space.

DKS Associates
TRANSPORTATION SOLUTIONS

# Memorandum

**DATE:** November 30, 2005

**TO:** SE Sherwood Master Plan Project Team
**FROM:** Chris Maciejewski, PE; Carl D. Springer, PE

**SUBJECT:** **SE Sherwood Master Plan – Alternatives Transportation Analysis**
P05274-000-000

The purpose of this memorandum is to review the transportation performance and other key characteristics of the alternatives created for the SE Sherwood Master Plan (Alternatives A, B, and C). The first two sections of this memorandum discuss compliance of the proposed alternatives with City access spacing and safety standards. The last section evaluates local traffic operation issues in the long term (2020).

## Access Spacing

Murdock Road is designated as an arterial roadway in the City's Transportation System Plan (TSP)[1], which has an access spacing minimum of 600 feet and maximum of 1,000 feet. The properties forming the study area combine for approximately 2,000 feet of frontage to Murdock Road. The City's TSP designates a connection to the study area at Roy Street. Because Roy Street is located approximately 1,500 feet north of Sunset Boulevard, there should also be one access point to the study area between Sunset Boulevard and Roy Street. North of Roy Street, the study area has approximately 500 feet of frontage, which under the City access spacing criteria would not allow an access point north of Roy Street.

In addition to access to Murdock Road, the TSP designates a local street connection from the study area to the south (Denali Lane). This connection should be included in each of the alternatives.

While the adopted City standards for access spacing are aimed at providing a well-connected, functional roadway system, it is important to consider the balance between maintaining standards and providing effective access to the lands served by the roadway. The City has the authority to grant exceptions to the access spacing criteria when it is warranted. For example, there are no access options to Murdock Road between Roy Street and Willamette Street (which are 1,100 feet apart) where development has already occurred. Therefore, a public roadway access to Murdock Road at the north end of the study area (500 feet north of Roy Street) may be desirable as it could balance motor vehicle traffic accessing the study area (less turning traffic at each site access intersection, less traffic on the local streets leading into the study area) and it would meet the City's criteria of maximum 1,000 foot spacing between public roadways.

[1] *City of Sherwood Transportation System Plan*, Prepared by DKS Associates, March 2005.

1400 SW Fifth Avenue
Suite 500
Portland, OR 97201

(503) 243-3500
((503) 243-1934 fax
www.dksassociates.com

In addition, access spacing criteria is subject to the physical constraints of the surrounding land (topography, adjoining property access). When the access spacing criteria cannot be met (without significantly impacting the function of a property) due to physical constraints, the City also has the authority to grant an access spacing criteria exception. For example, the southeast corner of the study area has several existing homes served by a driveway accessing Murdock Road that winds up a steep slope. This driveway is bounded by the slope to the south and a storm water pond to the north. As it would be difficult to convert this driveway into a public roadway and connect it to the rest of the study area, it may be appropriate to have a second access to Murdock Road between Roy Street and Sunset Boulevard.

Based on these access spacing criteria, the three alternatives created for the study area were reviewed for compliance with City standards. Table 1 summarizes the findings.

**Table 1: Access Criteria Review Summary**

| Scenario | Proposed Access Points to Murdock | Meets City Standard? | Connection to Denali? | Comments |
|---|---|---|---|---|
| Alternative A | 3 | No | Yes | ▪ Includes 2 access points between Roy and Sunset, which does not meet minimum 600' spacing requirement. However, both of these access points may be needed due to physical constraints between the two access points |
| Alternative B | 3 | Marginal | Yes | ▪ Meets criteria between Sunset and Roy<br>▪ Northern access is approximately 500 feet north of Roy, which is slightly below the 600 foot minimum. This access may be desirable as it would be the only intersection on Murdock in the 1,100 feet between Roy and Willamette. |
| Alternative C | 4 | No | Yes | ▪ Includes 2 access points between Roy and Sunset, which does not meet minimum spacing requirements. However, both of these access points may be needed due to physical constraints between the two access points<br>▪ Northern access is approximately 500 feet north of Roy, which is slightly below the 600 foot minimum. This access may be desirable as it would be the only intersection on Murdock in the 1,100 feet between Roy and Willamette. |

**Table 2: Forecasted 2020 (TSP) PM Peak Hour Intersection Performance**

| Intersection | Traffic Control | Level of Service | Average Delay | Volume to Capacity |
|---|---|---|---|---|
| Murdock Road / Oregon Street | Roundabout | A | 5.4 | 0.34 |
| Murdock Road / Willamette Street | 2-Way Stop | A/B | — | — |
| Murdock Road / Sunset Boulevard | All-Way Stop | B | 10.2 | 0.39 |

**2-Way Stop Intersection LOS:**
A/A = Major Street turn LOS/ Minor Street turn LOS

**Roundabout Intersection LOS:**
LOS = FHWA Methodology Level of Service
Delay = FHWA Methodology Level of Service
V/C = HCM Methodology worst approach Volume to Capacity Ratio

**All-Way Stop Intersection LOS:**
LOS = Level of Service
Delay = Average delay per vehicle (seconds)
V/C = Volume to Capacity Ratio

To determine if rezoning the study area to allow more units impacts the operations at the study intersection, the trip generation of the site was estimated for each of the alternatives. Trip generation was estimated based on rates provided by the Institute of Transportation Engineers[3] (ITE) for residential land uses. Table 3 lists the estimated daily and peak hour trips for each of the alternatives, including a calculation of the net increase in trips from existing zoning. Alternatives B and C, which have similar unit totals, would generate approximately 250 more daily vehicle trips and approximately 20 to 30 more peak hour vehicle trips than Alternative A.

**Table 3: Motor Vehicle Trip Generation Comparison**

| Scenario | Residential Units | Daily Trips | AM Peak Trips | PM Peak Trips |
|---|---|---|---|---|
| Alternative A* | 65 | 622 | 49 | 65 |
| Alternative B | 91 | 871 | 68 | 92 |
| *Net Increase (B – A)* | *+26* | *+249* | *+19* | *+27* |
| Alternative C | 90 | 861 | 68 | 91 |
| *Net Increase (C – A)* | *+25* | *+239* | *+19* | *+26* |

**Alternative A is based on the level of development allowed with existing zoning*

[3] *Trip Generation Manual, 7th Edition*, Institute of Transportation Engineers, 2003.

Based on the small net increase of trip generation listed in Table 3, the denser alternatives for the proposed site would not significantly impact operations on the surrounding roadway system. The net increase in traffic would represent less than 5 percent growth in daily or peak hour volumes. The operation at the study area intersections is estimated to continue to meet or exceed performance standards (LOS D). The functional classification of Murdock Road (arterial) and Denali Lane (local) is not estimated to warrant change with the net increase in trips. Therefore, the planned roadway system in the study area can adequately serve the vehicle generated by any of the development alternatives.

## Conclusions

The proposed alternatives for the SE Sherwood Master Plan layout a well-connected, functional roadway system that is in-line with planning objectives in the City's TSP. In each option, there are roadway issues to be considered that balance strictly meeting roadway standards with realistically providing an effective roadway system. The City has the authority to grant exceptions to criteria when warranted to address these issues. Based on the analysis presented in the previous sections, the following findings should be considered to select a preferred alternative:

- Access Spacing
  - Alternatives A and C would require an exception to access spacing criteria between Roy and Sunset. This option may be pursued if it is determined that the physical constraints (storm-water pond and hillside) create barriers to site access.
  - Alternative B would require an exception to access spacing criteria north of Roy Street. However, this would be the most likely location for an access onto Murdock between Roy Street and Willamette Street.
- Safety
  - Alternatives A and C could require the prohibition of side-street left turns at the main access point between Roy Street and Sunset Boulevard due to restricted sight distance. This could be addressed with a channeled median. If implemented, this turn restriction could increase the amount of traffic generated from the study area that would use Denali Lane to access Sunset Boulevard and Baker Road to the south of the site. As another option, the curves on Murdock Road may be able to be corrected as part of the roadway improvements to provide adequate sight distance.
  - In each alternative, the exact location of the enhanced pedestrian crossing on Murdock Road south of Roy Street needs to address sight distance issues with both the horizontal and vertical curves on Murdock Road.
- Operations
  - The street system serving the study area is planned to have adequate capacity to handle any of the alternatives. The net increase in vehicle trips would not significantly impact roadway performance or function on Murdock Road or Denali Lane.

# Southeast Sherwood Neighborhood Plan
# Alternatives Open House # 3 – January 18, 2006

**In addition to comments on specific plan alternatives (see other side), it is helpful to the City to know your opinion regarding key issues.**

**1. Please prioritize the following neighborhood master planning issues as least important (1) to most important (5) to you:**

| **Master Plan Issues** | **No Opinion** | **Least Important . . . .** | | | **Most Important** | |
|---|---|---|---|---|---|---|
| a. Similar Lot Sizes To Existing Neighborhood | 0 | 1 | 2 | 3 | 4 | 5 |
| b. Similar Home Sizes To Existing Neighborhood | 0 | 1 | 2 | 3 | 4 | 5 |
| c. Public Open Space (manicured park) | 0 | 1 | 2 | 3 | 4 | 5 |
| d. Public Open Space (nature park) | 0 | 1 | 2 | 3 | 4 | 5 |
| e. Mature Trees/Forests | 0 | 1 | 2 | 3 | 4 | 5 |
| f. Wetlands | 0 | 1 | 2 | 3 | 4 | 5 |
| g. Pedestrian Access/Walkable Neighborhood | 0 | 1 | 2 | 3 | 4 | 5 |
| h. Pedestrian Safety | 0 | 1 | 2 | 3 | 4 | 5 |
| i. "Green" Infrastructure | 0 | 1 | 2 | 3 | 4 | 5 |
| j. Connected Street Network | 0 | 1 | 2 | 3 | 4 | 5 |
| k. Trail/Open Space Access | 0 | 1 | 2 | 3 | 4 | 5 |
| l. Overall Density | 0 | 1 | 2 | 3 | 4 | 5 |
| m. On-Street Parking | 0 | 1 | 2 | 3 | 4 | 5 |
| n. Density sufficient to fund required infrastructure | 0 | 1 | 2 | 3 | 4 | 5 |
| o. Coordinated Development of Parcels Under Separate Ownership(s) | 0 | 1 | 2 | 3 | 4 | 5 |
| p. Other (please specify) | 0 | 1 | 2 | 3 | 4 | 5 |

**2. Where do you live?**

A. North of the project area
B. South of the project area
C. West of the project area
D. In the project area

***Thank you for attending the open house!***

City of Sherwood Oregon

# Southeast Sherwood Neighborhood Plan
# Alternatives Open House # 3 – January 18, 2006

## Please let us know any comments or preferences regarding:

**Alternative A (open space, lot size, transportation network, etc.)** _____

_____

_____

_____

_____

_____

_____

**Alternative B/C Hybrid (open space, lot size, transportation network, etc.)** _____

_____

_____

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**Comments** _____

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Please submit comments by **January 30, 2006**

To: Kevin Cronin, AICP, Planning Supervisor
City of Sherwood
Southeast Sherwood Open House # 3
22560 SW Pine Street
Sherwood, OR 97140

Or: cronink@ci.sherwood.or.us

Use additional sheets if necessary

## Southeast Sherwood Neighbhorhood Plan
## Alternatives Open House #3 - January 18, 2006

**1. Please prioritize the following neighborhood master planning issues at least important (1) to most important (5) to you:**

| Master Plan Issues Survey # | Mean | Max | Min | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| a. Similar Lot Sizes to Existing Neighborhood | 3.6 | 5 | 2 | 5 | 3 | 2 | 3 | 3 | 5 | 5 | 4 | | | 2 | 4 | 4 |
| b. Similar Home Sizes to Existing Neighborhood | 3.7 | 5 | 2 | 5 | 2 | 2 | 3 | 3 | 5 | 5 | 4 | | | 2 | 4 | 4 |
| c. Pulic Open Space (manicured park) | 2.8 | 5 | 1 | 1 | 5 | 4 | 3 | 4 | 2 | 3 | 3 | | | 4 | 3 | 1 |
| d. Public Open Space (nature park) | 4.2 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | 2 | 4 | 2 |
| e. Mature Trees/Forests | 4.3 | 5 | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | 1 | 4 | 4 |
| f. Wetlands | 4.0 | 5 | 0 | 5 | 4 | 5 | 5 | 4 | 5 | 4 | 5 | | | 0 | 5 | 4 |
| g. Pedestrian Access/Walkable Neighborhood | 3.9 | 5 | 2 | 4 | 5 | 4 | 5 | 5 | 5 | 5 | 4 | | | 2 | 3 | 3 |
| h. Pedestrian Safety | 4.3 | 5 | 3 | 5 | 4 | 3 | 5 | 4 | 5 | 5 | 4 | | | 5 | 3 | |
| i. "Green" Infrastructure | 3.8 | 5 | 1 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 4 | | | 1 | 2 | 4 |
| j. Connected Street Network | 1.7 | 4 | 0 | 3 | 0 | 4 | 3 | 1 | 1 | 1 | 1 | | | 2 | | 1 |
| k. Trail/Open Space Access | 4.0 | 5 | 1 | 3 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | | | 1 | 4 | 4 |
| l. Overall Density | 3.7 | 5 | 1 | 4 | 5 | 2 | 1 | | 5 | 4 | 1 | 3 | | 5 | 5 | 5 |
| m. On-Street Parking | 1.5 | 4 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | | | 2 | 2 | 2 |
| n. Density sufficient to fund required infrastructure | 2.4 | 5 | 0 | 1 | 0 | 4 | 0 | 3 | 1 | 4 | 2 | | | 5 | 4 | 1 |
| o. Coordinated Development of Parcels Under Separate Ownership(s) | 3.4 | 5 | 0 | 5 | 4 | 4 | 4 | 2 | 4 | 5 | 1 | | | 0 | 5 | 2 |
| p. Other - Minimize disruption to exisiting neighborhoods | | | | | | | | | | | na | | | | | |
| p. Other - Average owners lots | | | | | | | | | | | | | | na | | |
| p. Other - Traffic from new development direct access to Murdock including ability to make left turn on Murdock. | | | | | | | | | | | | | | | | na |
| p. Other - Low Density | | | | | | | | | | | | | | | | na |
| p. Other - Flexibility within Master Plan regarding lot layout and streets. | | | | | | | | | | | | | | | | na |

**2. Where do you live?**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. North of the project area | | | | | | | | | 1 | | | | | 1 | | |
| B. South of the project area | | | | 1 | 1 | | 1 | | | 1 | 1 | | | | 1 | 1 |
| C. West of the project area | | | | | | | | 1 | | | | | | | | |
| D. In the project area | | | | | | | | | | | | | | | | |
| E. N/A | | | | | | 1 | | | | | | | | | | |

The entries in the above columns (numbered 1 - 13) represent the 13 feedback forms returned with the "survey" portion completed from Open House #3. The numbers within the columns are the priority ranking from each respondent to each of the issues on the left (one through five - with five as the most important). The Mean column is the average rank of each master plan issue, followed with the highest (Max) and lowest (Min) ranking for each issue.

Alternative A (open space, lot size, transportation network, etc.)

- I would, of course, prefer even less houses – but appreciate the trails – connection to open park and nature spaces. The lot sizes are more generous than most – that's a plus.
- Eliminate lot west of Murdock Barn so you have open space on Murdock Road and preserve the look of Murdock Barn.
- I like the trails, preserving the tree area.
- Best Alternative – most space new intersection should be "full service" left and right turns. To not do so would route much more traffic thru existing neighborhood of Sherwood View Estates.
- Yes – preserve as much as possible of the Moser Natural Area – Sherwood's last original forest.
- Like Moser natural area a lot. Like the Murdock "existing look and feel" preservation. Much prefer this plan to all others. Except: Please make the "no left turn" intersection on Murdock a full right and left turn intersection! The backflow into Sherwood view will cause much disruption as people go that way to get to Sunset. We thought we had a dead-end neighborhood, and now I get how many people driving by my house everyday?
- Best plan presented. Leaves nice amount of green space and would best complement existing homes and neighborhoods.
- This is the least worst of the two alternatives. Less homes per acre than B/C. Rapid growth is not necessarily good. Dense housing is bad.
- Does not meet overall goals of the Master Plan for best use of the land within city boundaries.
- It does not reflect the majority owner's wishes for higher density.
- It does not reflect accurate conditions for the region, both for platted lots; i.e. Ironwood Acres and a trail system along its eastern boundary.
- The plan shows a green corridor through the center of the plan, the long term plan success may have a problem sense the health of the current trees are poor, some are dead or dying. The plan also depicts several large trees in this area that don't exist.
- This plan does not allow emergency services access in or out in all directions onto Murdock Road. That could be hazardous in emergency situations.
- I disagree with trails running down the center of the development that benefit very few citizens and pets.
- There are too few lots to support the cost of the infrastructure.
- Offers a better compromise and a higher degree of protection and use of the environment for City park connects and trails.
- There should be a collaboration with METRO, Washington County, and Fish and Wildlife to accomplish Alternative A and protect and provide access to viewing the wetlands, and possibly, with METRO Open Spaces look at a system of elevated trails around the perimeter of the wetlands – with access from the green belt corridor between Sherwood Fairoaks and SE Sherwood.
- It is imperative that Planners and focus groups that are working on Sherwood's 20 year parks plan review Alternative A and incorporate the trails and access. In particular they should visit Wilsonville's River Park and take note of the wild trails they have incorporated; this type of system would fit the area that is to be preserved as Sherwood's Last Forest on the Moser Property.
- The City, attorneys for developers and neighbors should work with state, Washington county and Metro to assure that once Alternative A is adopted that there is a legal guarantee that the open space concepts and areas shown will, in fact, be preserved. Either with METRO Open Space Bonds or City Parks Funds.

Alternative B/C Hybrid (open space, lot size, transportation network, etc.)

- Looks best.
- Too many houses, too many streets, too little open spaces.
- Like this because apparently will be easier to do with less owner cooperation.
- Like to have all exits from development both left and right turn.
- Alternative "B" is denser but leave more of natural area than "B/C"
- Most space new intersection should be "full service" left and right turns. To not do so would route much more traffic thru existing neighborhood of Sherwood View Estates.
- Like Moser natural area a lot. Let's keep it as Sherwood's last forest.
- Please make the "no left turn" intersection on Murdock a full right and left turn intersection! The backflow into Sherwood view will cause much disruption as people go that way to get to Sunset. We thought we had a dead-end neighborhood, and now I get how many people driving by my house everyday? This was my same comment in Alternative A, I can't stress this enough. Please straighten Murdock so that the sightline is enough to allow left turns. Please do not burden us in Sherwood View with the backflow of cars coming through our neighborhood in order to get the Sunset and Murdock intersection. Our neighborhood never planned on this traffic through it. I'm counting on you, Pat!!!
- Lots too small, too many people, cars, etc. Does not measure up to existing adjacent homes and neighborhoods.
- Throw this option out.
- Lot sizes are acceptable, if a lower density neighborhood was wanted.
- Closer to an acceptable plan, if a lower density plan was wanted.
- It has green space that does not dominate one property.
- It recognizes property lines.
- It recognizes existing conditions for platted lots and tree survey.
- I disagree with the exact placement of a few private streets. They do not flow well with the topography and marketability of the region.
- I like the trail system but still think flexibility for the trail system locations is needed.
- I agree that there could be a small public space, but I don't think it should be an open space park on top of the hill (view will be blocked). There is already a park for free play a half block down the street. Perhaps a quiet space with a few benches in a serine setting like the edge of the wetland or the timber setting would better suit the neighborhood and community?

AKS Alternative

- Has met all goals of the Master Plan agreement #24248 #1 for the SE Sherwood contract.
- Reflects realistic densities for land within urban growth boundary.
- Designed with current development codes, easily implemented.
- Designed with accurate infrastructure including water quality facilities and topography.
- Liberal use of trail system and green space throughout plan.

Comments

- PLEASE straighten Murdock so cars can make left-hand turns and drive safely.
- Develop the cooperation and find the time to collaboratively create ways to protect high-value habitat and runoff to wetlands.
- Plan, plan, and plan for future traffic congestion. Don't want to be in gridlock.
- I would prefer nothing to ever be built there. Of the options I like Alternative A.
- Conservation easement.
- Like to see more evenly spaced lots and park. I think if all property owners are planned with a ratio of lots and park you would have more consensus. We need parks they can be designed in a way that considers each owners land.
- Like the AKS Versions and B/C Hybrid.
- I like Lisa Walker's plan, an also the plan drawn based on top of it. "Plan D".
- Thanks for listening to inputs at the last open house. It looks like you took inputs into consideration. Please keep it up! Thanks.
- We like plan 4 AKS, it is better for everyone, all are treated the same. We all get what we want.
- I don't believe that the Moser's property should have to give up half of the open space for this plan. I think the open space should be a percentage of each owner's property – I also feel that smaller lots would be more likely to have more amenities per developer's as it would make developing less costly.
- Unless a left turn is provided at both streets connecting to Murdock, Denali, Whitney and McKinley will see an unacceptable increase in traffic. These streets should remain low traffic, quiet residential streets as they were when the homeowners bought their properties.
- Since you are developing a master plan, developers should be required to follow it, or the plan is useless.
- Sherwood has a problem with over crowded schools now. Bringing in a large numbers of people will only make the situation worse. Instead of focusing on growth, the City of Sherwood should focus on improving existing conditions. Tualatin-Sherwood road needs to be four lanes. Murdock and Sunset Blvd. need to be repaved now with a surface that can handle the heavy trucks that use them. Note: Heavy trucks do use Sunset.
- More classrooms and more teachers are required. Sherwood should grow only when it is capable of handling growth.
- Thank you for your time and consideration. I hope that moving forward there will be a little flexibility with development layout.
- As a homeowner, a majority landowner and developer/builder in this region it was difficult to sit on the sidelines and not be an integral part of the design phase. As one final request, I ask that the future process will allow flexibility for future development layouts base on the guidelines that have been outlined in this process.
- Concerned about the traffic designs along Murdock and forecast accidents and road rage as traffic increases. Our traffic circles have proven themselves and I suggest that long-term growth will be better provided for by compact traffic circles at: 1. Murdock and Denali, Murdock and Upper Roy and 3. At Fairoaks and Murdock. There's a unique opportunity to get ahead, rather than serve near term needs. My measurements show that there is adequate space to provide tight traffic circles at all intersections, and these circles will provide flow as well as slow down speeders; long-term, regardless of volume this will provide a neighborhood with safer perimeters.
- There needs to be a lighted and guarded crossing for people at several places.

- There is a 50% chance that the I-5/99 interconnect will run 1-2 miles south of Sunset, and that Murdock will become a primary feeder; I suggest that, to protect the adjoining neighborhoods, we need those traffic circles. If that is not acceptable 4 way lights at all intersections are needed.
- I agree with Pat Fleming that there are regional advantages to connecting the area North of Fairoaks into the parks, trails and wet land access system being considered for SE Sherwood. With Metro's Open Spaces Bond the City would be able to create a WaterScape in the three parcel area in front of Fairoaks and, with Fish and Wetlands people create an access platform for regional visitors that would want to walk the visualized elevated trails - similar to Stellar Olson Park.
- The traffic master plan can be accommodated with a safety lane access that is gated at Denali rather than a full fledged traffic artery. If the planning commission could accept that I predict a huge amount of opposition would melt.
- As citizens and tax payers of Sherwood, we are greatly concerned about the proposed development of SE Sherwood. We reside in Sherwood View Estates and when we bought our lot and built our home it was our understanding that Denali Lane would be ending in a cul-de-sac and that was a selling point. This is our retirement home since we do not plan on leaving Sherwood until we have no control ("feet first").
- Supporters of the educational bond issues even though we do not have children or even grand children in the system – but we feel that is the future – the education of the children. All this leads to our concerns about what the proposed development will create:
- Increased student load on an already over capacity school system. The addition of 65 to 91 houses in the proposed development area would even further overload the system.
- Environmental impact on the fragile wet lands directly adjoining the proposed development area. Even with storm drains the run-off will still impact the area down hill – in other words – the wet lands.
- Environmental impact on the fragile wild life refuge which also directly adjoins the proposed development area. Development will affect the migratory patterns of the wildlife even more than we already have, forcing them into an ever decreasing habitat. It will also affect their food supply and water supply not to mention the impact of the encroachment of so many people on their ever shrinking habitat.
- Increased traffic and decreased safety for residents – there is already a problem at the Sunset-Murdock intersection from people not stopping for the stop sign. The three alternatives offered did not address the issue of either another round-about or traffic light for people trying to exit the proposed development and turning left.
- The "punching through" of Denali would channel traffic through Denali and through Sherwood View – which was never supposed to handle such a load. This is a safety issue which has not been properly addressed. We have heard that the City needs to have another access route to Sherwood View, however, it appears that instead of solving that City concern, it will instead create more dangerous concerns for the residents – traffic and crime (more access/exit for perpetrators).
- It was extremely disappointing to find that only three alternatives were being offered for this development – even with the concerns already voiced by participants in the three open meetings. It was even more disappointing to find that the area being developed across 99W at Elwert was considered over a year and there were FIVE alternatives proposed, along with an established citizen's advisory committee. Why were the citizens of the SE Sherwood area not given the same opportunity, but were given only three alternatives, less than six months time, no citizen advisory committee, and only three meetings? It appears input from tax payers for this particular development area doesn't carry very much weight – which makes us wonder just why!! Was our participation in the meetings just an exercise in futility and the decision had already been made as to what would be done? It is hoped the tax payers' and voters' opinions would count in the process – please consider this.

Appendix 4-c

# Frequently Asked Questions (FAQ)
# SE Sherwood Master Plan Workshop No. 3 – January 18, 2006

**Question 1:** *Why is the City not doing a fourth alternative?*
**Answer:** The project budget and timeline included the development of three plans for SE Sherwood. A fourth alternative is not budgeted, nor does is it accomplish the objectives of the project. Those objectives include creative site design, a connected and multi-modal transportation system, dedicated recreation opportunities and open space, maximum tree preservation, and "green" public infrastructure. For example, a fourth alternative that has all one acre lots does not achieve any of these objectives, which is why the City initiated the master plan process.

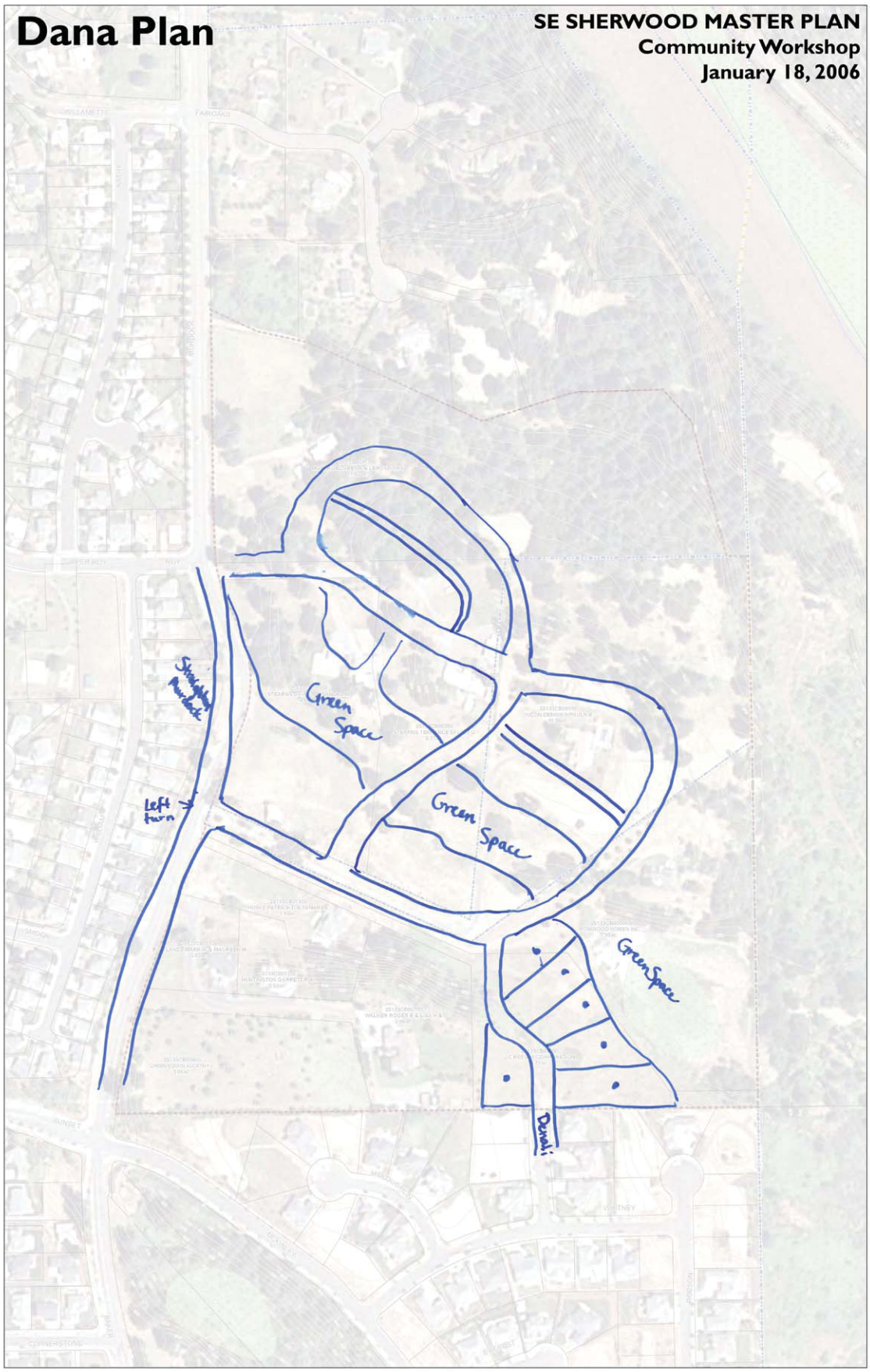
**Question 2:** *Can someone from the public present their own plan to the Planning Commission?*
**Answer:** Yes. Anyone from the public can present a plan to the Planning Commission. AKS Engineering, who represents three property owners in SE Sherwood, will present their own plans at the January 18 workshop. In addition, the City will provide the public an opportunity to design the SE Sherwood neighborhood. Any plans produced can be presented to the Planning Commission for their consideration. City staff can work with individuals who wish to make a presentation and help navigate the public review process.

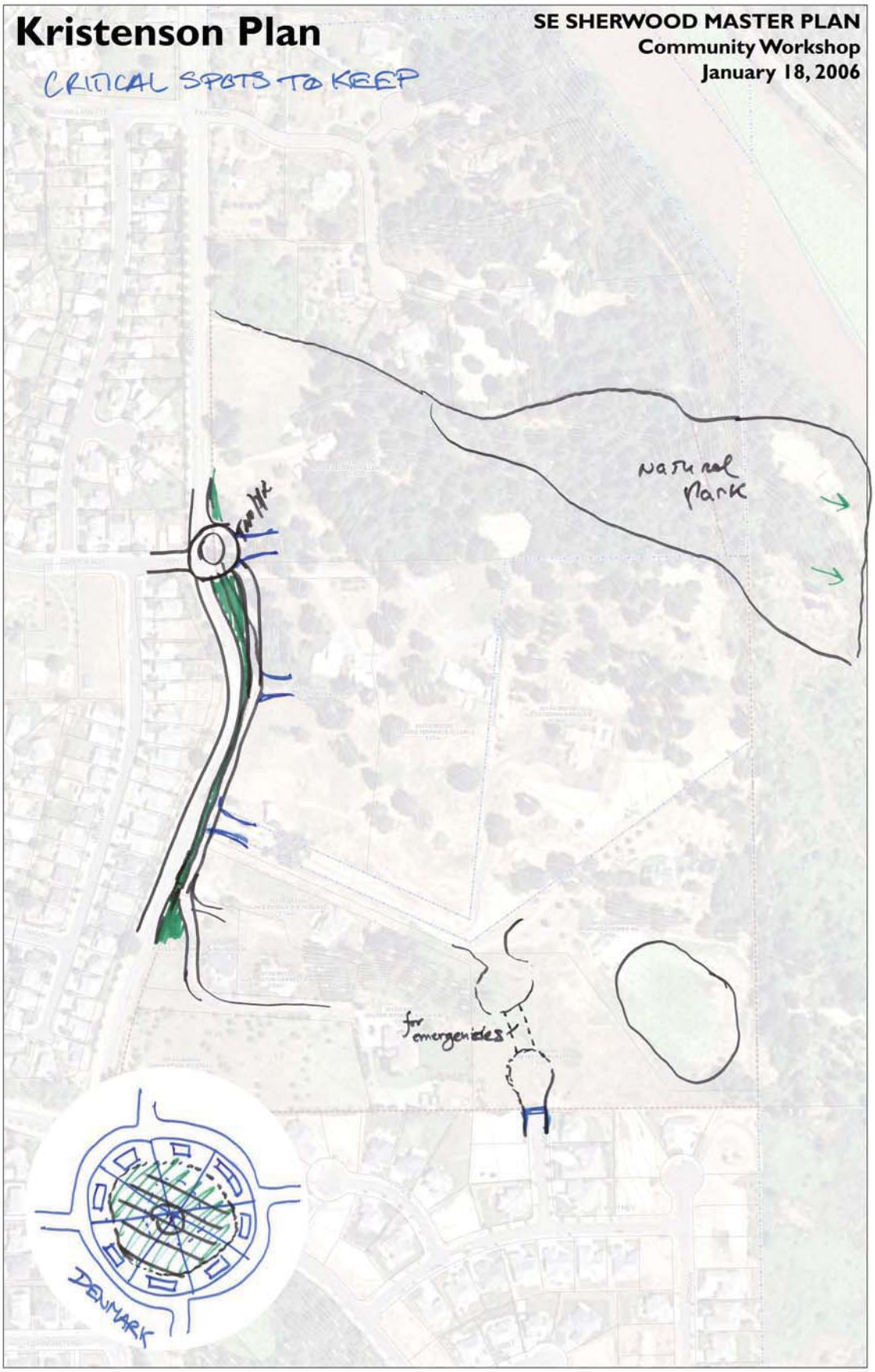
**Question 3:** *Is a preferred alternative being selected at the January 18 workshop?*
**Answer:** No. The original scope of work for this project, which was developed last summer and approved by the City Council (September 2005), included the selection of a preferred alternative. Since then, the City has received many comments concerning the selection of one plan. There is a perception in the community that the City is doing this plan for the developers and that selection will be based on the most density. Nothing could be further from the truth. As a result of a lack of consensus, City staff will forward both plans to the Planning Commission that were produced by the consultant during the last five months. Any plans that were produced by third parties can also be submitted.

**Question 4:** *What are the next steps?*
**Answer:** The consultant will collect all the public comments, revise the two alternatives based on comments, and summarize the master plan process in a report. In this report the consultant will provide a recommendation and a list of implementation measures for each alternative prepared by the consultants. City staff will review the report and forward it to the Planning Commission in February or March 2006 depending on the consultant's schedule and staff availability.

**Question 5:** *Will I receive notice of future meetings regarding the SE Sherwood Master Plan?*
**Answer:** Yes. The City has been providing this service since the project began in April 2005 with the very first neighborhood meeting. If you have received e-notice in the past you will receive e-notice in the future when the Planning Commission or City Council reviews the report. Please make sure the Planning Department has current contact information.

**Question 6:** *What happens after the Planning Commission reviews the consultant's report?*
**Answer:** The Planning Commission has a range of choices, including but not limited to: (1) Select a preferred alternative and direct City staff to implement the plan, (2) Allow property owners to submit subdivision plans, a zone change, and/or a planned unit development application based on one of the alternatives produced during the master plan process, (3) Select a preferred alternative and forward to the City Council for review and adoption by resolution, or (4) Table the process and take no action. Other implementation measures could be developed per the direction of the Planning Commission.


Dana Plan
SE SHERWOOD MASTER PLAN
Community Workshop
January 18, 2006
Green Space
Green Space
Green Space
Left turn
Denali


Kristenson Plan
SE SHERWOOD MASTER PLAN
Community Workshop
January 18, 2006
CRITICAL SPOTS TO KEEP
natural park
for emergencies
DENMARK

# Walker Plan

**SE SHERWOOD MASTER PLAN**
**Community Workshop**
**January 18, 2006**

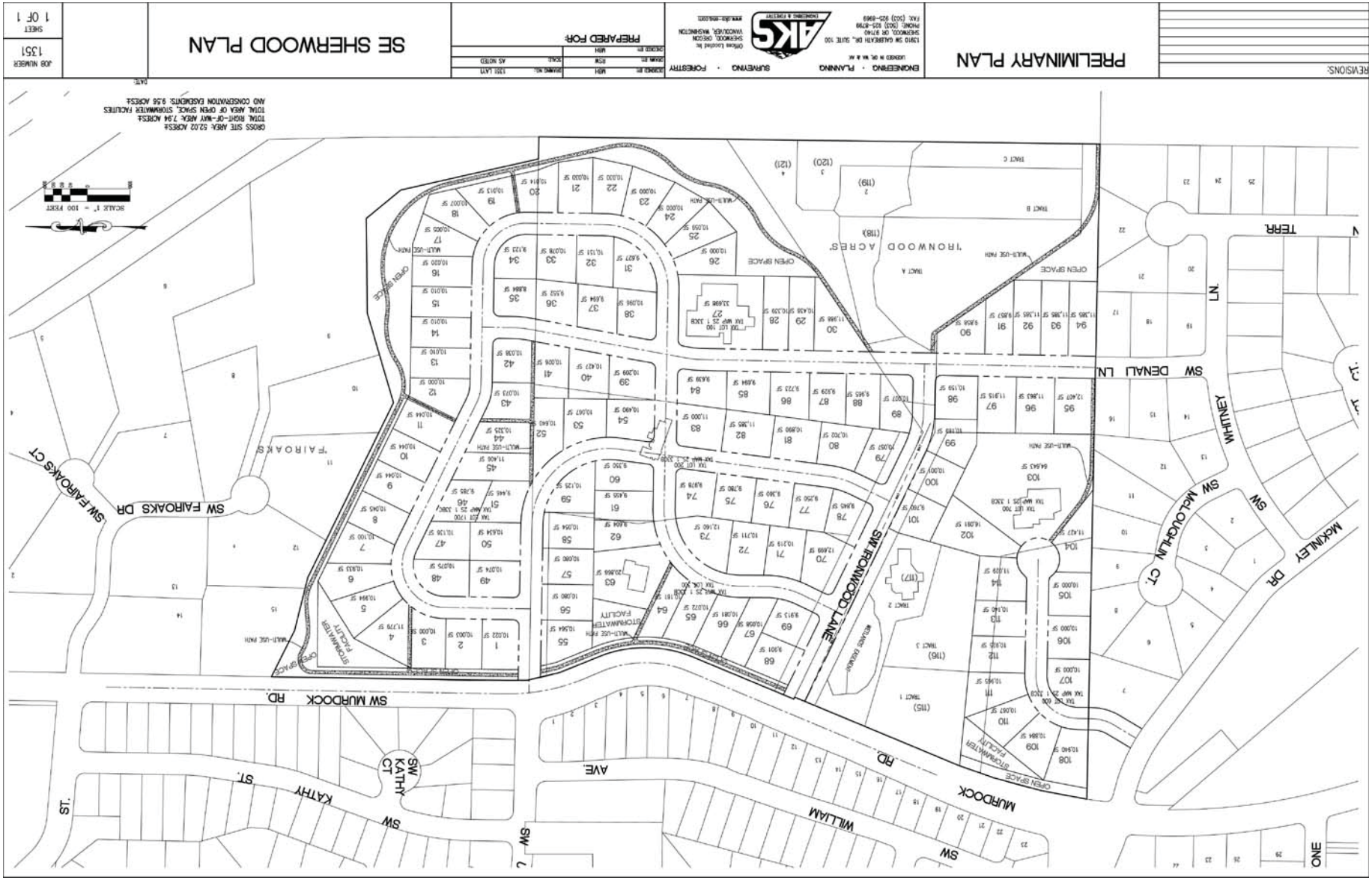
More closely follow ideas of Alt. A
- Green strip (space)
- lots of varying sizes
- larger lots

But follows existing lot owners lines to be more realistic as in Alt. B/C.
And eliminate or minimize alleys.
Prefer left turn onto Murdock if Murdock is straightened a bit to increase site distance between 4 way stops @ Sunset and Roy

Submitted by
Lisa Walker
1/18/05

Walker Plan
No alley option
SE SHERWOOD MASTER PLAN
Community Workshop
January 18, 2006
EMRO MKS
ROY
GREEN SPACE
TREES
BARN
MURDOCK
More closely follow ideas of Alt. A
- Green strip (space)
- lots of varying sizes
- larger lots
But follows existing lot owners lines to be more realistic as in Alt. B/C.
and eliminate or minimize alleys.
Prefer left turn onto Murdock if Murdock is straightened a bit to increase site distance between 4 way stops @ Sunset and Roy
Submitted by
Lisa Walker
1/18/05

Appendix 4-e


PRELIMINARY PLAN
SE SHERWOOD PLAN
SW FAIROAKS DR
SW FAIROAKS CT
SW MURDOCK RD
SW KATHY ST.
SW KATHY CT
SW WILLIAM AVE
SW MURDOCK RD
SW IRONWOOD LANE
SW DENALI LN.
SW WHITNEY LN.
SW McLOUGHLIN CT.
SW McKINLEY DR.
IRONWOOD ACRES
OPEN SPACE
STORMWATER FACILITY
MULTI-USE PATH

**Raindrops to Refuge Position – SE Sherwood Master Plan December 2005**

**GOALS: 1. MANAGE STORMWATER 2. PROTECT HABITAT**

1. **Stormwater Management —**
   - To limit stormwater runoff after development to an amount that does not exceed that of the site if in an undeveloped state. (zero-discharge).
   - The stormwater that does run off the site will be clean.
2. **Habitat –**
   - Protect high-value upland habitat to meet stormwater goals and to save habitat adjacent to the Tualatin River National Wildlife Refuge and Rock Creek wetlands.
   - Ensure the delineated wetland on the site is protected.
   - Designate that the wetland will eventually be restored to a healthy natural state.

**STRATEGY: Plan and build the entire SE Sherwood Neighborhood as a Green Streets/Low-Impact development.**

Due to this area's proximity to the Wildlife Refuge and Rock Creek wetlands and due to its unique Tonquin geologic attributes, R2R asks that this area be consider a prime candidate for a Low-Impact neighborhood. R2R believes this is an economically advantageous strategy as well.

**Discussion on the Green Streets/Low Impact strategy.**

R2R believes that the current focus of the debate is on the wrong topic – density. Density may or may not have anything to do with ecological impact. Either low or high density developments can be friendly to the natural environment or can deliver great harm. Low density developments, such as 1 acre sites, have been some of the worst contributors to ecological degradation. Large homes, expensive landscaping, large areas of impervious surface, and hobby farm uses all can contribute to harmful runoff and create other negative impacts. Frequently owners of large, expensive homes employ commercial services to maintain huge, green, weed-free lawns year round. Over-watering and over-fertilizing are common. Heavy pesticide use is routine.

Conversely, high density development, when done well, can actually have less impact on ecological health. Of course the reverse of both scenarios occurs as well. The point is that discussion and planning must focus on design, development, and then homeowner behaviors, not just density, if the natural areas around the neighborhood are to be protected.

R2R is pleased to see the proposal for a green street for Murdock Road. We ask however that these concepts be expanded into the entire neighborhood. Various techniques are proven to control and clean runoff naturally and inexpensively. Neighborhood layout options are available to meet density goals while protecting habitat sites. There exists a growing realization that the use of native plants on both public and private sites results in low-cost maintenance and good looking landscapes. Metro, Clean Water Services and others offer guides to the development of low-impact/green streets neighborhoods.

R2R also asks the community to recognize the economic advantages of planning a green neighborhood. Information is available that documents the positive long-term economics of investing in green development strategies up front. A growing body of information supports the contention that land and home values are positively affected when natural areas in and around the neighborhood are protected, enhanced, and accessible.

The SE Sherwood Plan offers too good an opportunity to pass up. Here, in the preliminary planning stage, the community has the opportunity to insert these low-impact options into the discussion. Raindrops to Refuge offers to do research and compile information relevant to a low-impact scenario in support of this advanced planning process.

Neighboring residents, current and future landowners, and developers all stand to benefit economically and esthetically when this neighborhood is completed in a manner that protects its natural areas.

Appendix 5

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

# MEMORANDUM

City of Sherwood
22566 SW Washington St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.ci.sherwood.or.us

**Mayor**
Keith Mays

**Councilors**
Dennis Durrell
Dave Grant
Dave Heironimus
Linda Henderson
Dan King
Dave Luman

**City Manager**
Ross Schultz

**DATE:** September 27, 2005

**TO:** Kevin Cronin, Planning Supervisor

**FROM:** Julia Hajduk, Senior Planner

**SUBJECT:** Southeast Sherwood Study Area Technical Memo

## Introduction

The purpose of this memo is to provide technical background information to consider as the City and property owners study future growth implications in the southeast Sherwood area.

## Location

The area specifically being discussed in this memo includes the areas both inside and outside of the City of Sherwood zoned Very Low Density Residential (VLDR). Generally, the subject area is located on the east side of Murdock Road. All the parcels except tax lot 100 identified on assessor's map 2S1 33CB are located inside the City limits. The properties were brought into the City in 1991 and 1987[1]. An annexation application is currently in process to bring the last tax lot (TL 100) into the City limits.

## Land Use

Density

The zoning, VLDR, currently provides a maximum of one dwelling unit per acre. Upon review of early versions of the Comprehensive Plan and the Washington County Sherwood Community Plan, this low density designation did not always limit development to this extent.

Comprehensive Plan

*1983*[2] – This version provided a minimum of 1-3 dwelling units per acre with minimum lot sizes ranging from 10,000-43,000 square feet per lot. The Plan and Zone Map includes portions of the SE Sherwood area zoned VLDR, but also VLDR in other locations throughout the City and Plan area.

[1] Current tax lot 1700 on assessor's map 2S1 33BC and tax lots 200 and 300 on assessor's map 2S1 33CB were annexed in 1987 (Boundary Commission file #2365). Current tax lots 600, 700, 900, 1000, 1100, 1200 and 1300 on assessor's map 2S1 33CB were annexed in 1991 (Boundary Commission file #2819). *Note: tax lot numbers were revised after the parcels were annexed.*

[2] Reflects changes to the Comprehensive Plan since it was adopted by the Council in August 1980 (Ordinance 726) through March 1983 (Ordinance 737).

*1991 update*[3] – This version is the first to require the 1 dwelling unit per acre minimum. The 1991 version Plan and Zone Map identified the SE Sherwood area as the only VLDR in the Plan area.

Both versions have the same location related considerations for VLDR:

- Where natural features such as topography, soil conditions, or natural hazards make development to higher densities undesirable;
- Along the fringe of expanding urban development where the transition from rural to urban densities is occurring; and
- Where a full range of urban services may not be available but where a minimum of urban sewer and water service is available or can be provided in conjunction with urban development.

Sherwood Community Plan[4]
The Sherwood Community Plan was developed and adopted by Washington County in 1983 as part of the County Comprehensive Plan process. The Sherwood Community Plan designated the SE Sherwood area with an R-6 (6 units per acre) density. For example, the Yuzon property that is proposed for annexation in October, has a County designation of R-6, but if annexed to the City, the property will be "down zoned" to a lower density. Under normal circumstances, a County designation is lower than City designation. It should be noted, however, that at the time, the County did not assign any urban areas with a density lower than 5 units per acre and there was no "minimum" density requirement. In addition, the Community Plan identifies the SE Sherwood area as an area of special concern specifically requiring any development on these parcels to go through a planned development (PUD) process.

**Natural Resources**
The Sherwood Community Plan designated SE Sherwood as an area of special concern due to the Tonquin Scablands geological area. This area was thought to be an important geological and biological feature due to its unique scientific and educational value. The area is marked by channels, depressions and bedrock knolls and was determined to present some constraints to development. The Sherwood Community Plan indicated that a detailed study, in coordination with Metro, the State, Clackamas County and the Cities of Sherwood and Tualatin was needed to determine the significance of this area. While no study was found during this research, more recent information on the area determined that "The Tonquin Geologic Area" stretches from the Willamette River through the city of Wilsonville, and connects to the Tualatin River National Wildlife Refuge near Sherwood and Tualatin. It includes unique geologic depressions called "kolk ponds" and basalt "knobs" sculpted by ancient glacial flooding. Historic Coffee Lake basin, a long north-south running lowland, is the dominant natural feature in the area. The Metro open space and trails plans targeted acquisition of portions of the Tonquin Geologic Area. To date the "Metro Greenspaces" bond money funded the acquisition of 436 acres of land in the Tonquin Geologic area, the majority of which lies north of Wilsonville. Metro will consider a similar bond in November 2006 to replace expended funds from the original bond from 1995.

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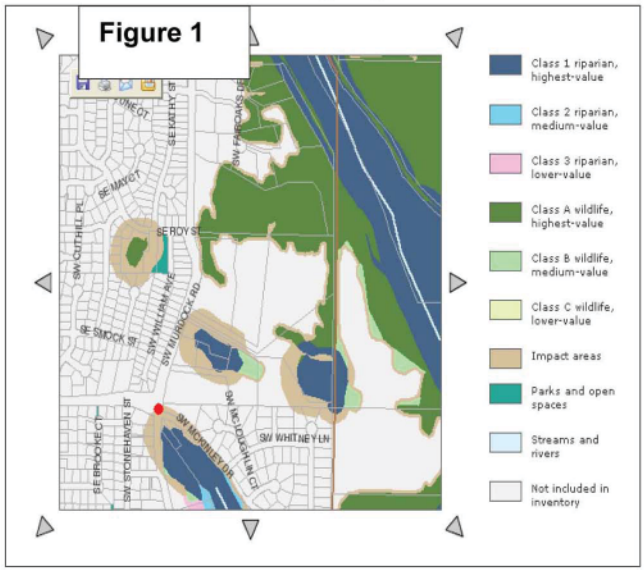
[3] Adopted March 13, 1991 (Ordinance 91-922). Planning case number PA 91-12.
[4] Adopted by the Washington County Board of Commissioners June 28, 1983 (County Ordinances 263, 264, and 265), acknowledged by the Department of Land Conservation and Development October 7, 1983. The Community Plan was revised December 27, 1983 by Ordinances 278, 279 and 280 to update information and to reflect the adoption of other plan elements.

Given Metro targets for open space acquisition providing a multi-use trail system from the Willamette River to the Tualatin River National Wildlife Refuge in Sherwood, it can be argued that the VLDR land in Sherwood is not a critical element to the overall protection of the Tonquin Geologic area. However, Comprehensive Plan policies encourage and require future growth to complement the natural environment and, if possible, add additional viewing and access opportunities.

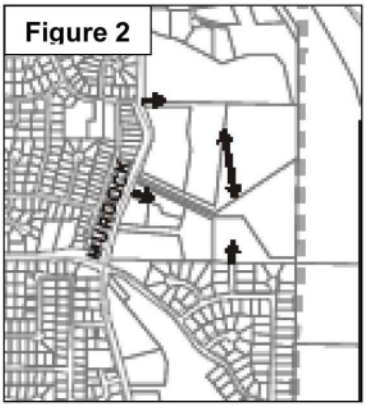
In addition, there are significant riparian and wildlife habitat areas within the SE Sherwood Study Area that will need to be considered when planning any changes to the zoning. **Figure 1** identifies the Metro inventoried resources in this area.

The Tualatin Basin Natural Resources Protection Program (Program) has been under development for the last four years with the cooperation and input from local cities and special districts Washington County's Tualatin River Basin. This program will not add any additional regulations beyond the existing Clean Water Services Title 3 buffer requirements. However, the Tualatin Basin Program does call for providing flexibility in development standards and encouragement of low impact development design techniques for areas that have class I and II riparian and class A and B wildlife resources. The City of Sherwood will participate in the development of new standards during the next year and will provide a proposal to the City Council in late 2006.




**Transportation**

The Transportation System Plan (TSP), adopted in March 2005[5], is a master plan for all modes of transportation. The TSP identifies the need for local street connectivity in the SE Sherwood area connecting SW Denali Street to the north to provide access to the undeveloped parcels. **Figure 2** shows the local street connectivity identified in Figure 8-3 of the TSP for this portion of Sherwood. Planned connections include a new street that lines up with SW Roy Street, a new street to replace an existing flag lot drive, and another street to provide access and circulation internally.




The Southeast Sherwood study area is not directly adjacent to the newly added Urban Growth Area 48 (2004), therefore, a higher classification street and/or a street to the east of the existing City limits was not identified in the TSP. SW Murdock Road, running along the west of the study area, is classified as an arterial street. According to the TSP, SW Murdock Road lacks sidewalks and bicycle facilities adjacent to the study area. Other than SW Murdock Road, there is no planned bicycle or pedestrian facilities adjacent to the study area.

[5] Adopted by the City Council March 15, 2005 (Ordinance 2005-006)

To the north, a planned trail is identified in the TSP through the National Wildlife Refuge connecting to the Tonquin Trail.

**Historic Resources**

The City adopted the Sherwood Cultural Resource Inventory as an appendix to the Comprehensive Plan update in March 1991.[6] The inventory identified 2 resources in the SE Sherwood study area: the E. Murdock Residence and the Murdock Barn.

The E. Murdock Residence[7] is listed as a resource of primary significance due to its connection with the Murdock family. It was inventoried in 1989 and found to be in fair condition, however, it appears that the residence was demolished. The residence was constructed circa 1905 by Emer Murdock who purchased the land in 1901. The Murdock family members were farmers in the area and resided in the Murdock residence until it was sold in 1943 to the Fosters.

The Murdock barn[8] is listed as a resource of secondary significance and remains in the property currently identified on assessor's map 2S1 33CB, tax lot 300. In 1989 it was determined to be in poor condition, but remained in the significance inventory due to its connection with the Murdock family. The Murdock residence is directly west of the barn. The barn was constructed circa 1910.

**Public Facilities**

SW Murdock Road is served by an 8 inch PVC sanitary sewer line and water line that varies in size between 10 and 12 inches. There is currently no storm line in SW Murdock Road between SW Upper Roy Street and SW Sunset Blvd. The area south of the SE Sherwood study area appears to drain storm water to a pond system built with the Sherwood View Estates PUD which then flows south to an unnamed tributary of Rock Creek South. Murdock Park is the closest city park. This four acre facility is located near the intersection of Roy and Murdock Road. Sunset Park, at 16 acres, is the second largest park and located about 1,500 feet to the west along Sunset Boulevard. Archer Glen Elementary is the closest public school and has recreation fields.

[6] Adopted March 13, 1991 (Ordinance 91-922); Planning file PA 91-12.
[7] Sherwood Cultural Resource Inventory Field No. 58, December 1989
[8] Sherwood Cultural Resource Inventory Field No. 59, December 1989

1 Looking South Along Murdock
2 Looking North Along Murdock
3 Cattle Access Lane
4 Moser Barn
5 Murdock Barn
6 Woodlot Edge
7 Madrone Grove
8 Wetland and Hill up to Denali as viewed from Ironwood Homes Property
9 View from Denali
10 Panorama from Southern End of the Study Area
WHITNEY