

# Downtown Sherwood Streetscape Master Plan

---

***Prepared for***

City of Sherwood  
Engineering Department

***Prepared by***

Lango Hansen Landscape Architects PC  
kpff Consulting Engineers  
Glumac International

***Adopted by***

Sherwood City Council  
Resolution No. 2003-095

***Ratified by***

Sherwood Urban Renewal Agency  
Resolution No. 2003-019

9 December 2003





## Acknowledgements

---

### City of Sherwood Engineering Department

Sandra Burtzos, *Landscape Architect, Senior Project Manager*

Terry Keyes, *P.E., City Engineer*

Bill Carley, *Senior Project Manager*

### Sherwood Urban Renewal Planning Advisory Committee (SURPAC)

### Sherwood City Council

### Friends of Old Town (FOOT)

### Lango Hansen Landscape Architects PC

Kurt Lango

Jane Hansen

Liz Crane

Greg Matto

### Kpff Consulting Engineers

Curt Vanderzanden

Scott Bryan

### Glumac International

Kirk Davis

Zachary Suchara

### Wiser Rail Engineering

Tom Wiser

### *Special thanks to*

Holli Robinson, *Chamber Director, Sherwood Chamber of Commerce*

Charles Harbick, *Owner of Railroad Street Antique Mall, downtown resident, SURPAC and FOOT member*

Photographs and illustrations by Lango Hansen except as individually noted.

# Table of Contents

---

<b>I Overview</b>		<b>V Design Detail Guidelines</b>	
Master Plan Philosophy	4	Materials	28
Master Plan Process	5	Street Trees	29
Study Area & Existing Land Use	6	Street Furnishings	30
Sherwood History	7	Street Lighting	32
Proposed Downtown Development	8	Urban Amenities	33
		Festival Accommodations	34
<b>II Downtown Transportation System Plan</b>		<b>VI Implementation</b>	
Vehicular Access	9	Phasing Strategy & Costs	35
Pedestrian/Bicycle Greenway	11	City Ordinances	37
Public Transportation	12		
Parking	13		
The Railroad	14		
Large-Vehicle Routes	16		
<b>III Utilities Improvements Plan</b>			
Existing Public Utilities	17		
Proposed Public Utility Improvements	18		
Existing & Proposed Franchise Utilities	20		
<b>IV Streetscape Master Plan</b>			
Existing Street Character	21		
Streetscape Concept & Proposed Streetscape Character	22		
Gateways & Open Space	23		
Building Face to Building Face	24		
The Elements	25		
Alleyways, Existing Street Trees & Driveways	26		
Railroad Street	27		



T. Keyes

## Overview | Master Plan Philosophy

*Streets and roads mold a community's character. They enliven daily life or deaden it. They foster human contact or frustrate it. They broaden people's choices or limit them to a narrow range of experiences.*

Phillip Langdon,  
A Better Place to Live, Reshaping the American Suburb

### Something Different

How do we rebuild a successful downtown? Do we start with the streets and infrastructure or the bricks and mortar of buildings? Do we spend time planning our ideal downtown, hoping others will build it, or do we skip the time-consuming planning phase and jump right into construction?

These are questions faced by hundreds of fading towns and neighborhoods throughout America. Questions that are the subject of numerous books and seminars, but questions that so far have evaded a simple answer.



Anna Tennent



Greater State Street Business Association

The most successful downtowns and neighborhood centers seem to evolve, as if an invisible hand is guiding them toward success. Many Portland neighborhoods, such as Northwest 23<sup>rd</sup> and the Hawthorn district, are successful in spite of a measure of benign neglect from the city. Europe exhibits thousands of bustling downtowns that are successful due to uncoordinated events over the past 500 years.

Sherwood has not been so lucky. For years, it has languished, with small businesses coming and going, although mostly going. The fastest growing city in one of the fastest growing states has a downtown that somehow has not benefited from the massive growth around it. How can this be? Can this pattern change?

This plan is an effort to kick-start the process of creating a successful downtown Sherwood. It is an effort to create something different—a downtown that stands out as unique in a sea of suburban monotony.

How is the plan different? It turns the streets over to pedestrians and makes cars visitors in a pedestrian environment. The plan uses lessons learned from European towns where people, bikes, cars, buses and trucks peacefully coexist within the downtown street realm. It is a concept that is so alien to American culture that the European term for it, *woonerf*, meaning *street for living*, is unknown to most Americans.



T. Keyes

Because this concept is so foreign to America, especially in the suburbs, the Streetscape Master Plan uses multiple techniques to slow cars so they do not destroy the pedestrian environment. Gateway entrances, narrow travel lanes, curbless streets, unusual pavement materials and tight corners with large trees present subtle obstacles in the automobiles' normal haven—the street.

Why go through all this trouble when many people just want the potholes filled? Because, as most business professors will tell you, making something different, i.e., creating your own niche, is the key to success for a small enterprise. Sherwood is a small enterprise and this type of downtown is a niche that few cities have exploited.

Allan B. Jacobs, in his book *Great Streets*, sums up this approach most eloquently:

*There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there.*

This sums up what we are trying to create in this plan. We are trying to create great streets that will attract people to a downtown that is a hidden gem in the suburban sprawl surrounding it.

Terry Keyes, P.E.  
Sherwood City Engineer

## Overview | Master Plan Process



*A street becomes alive and vibrant when shops can display their goods outside their storefronts.*

The Downtown Sherwood Streetscape Master Plan was developed over a six-month period in 2003. The design consultant team was comprised of landscape architects, civil engineers and lighting designers. The consultant team also relied on the services of a railway engineer. The design team worked through concepts and technical issues with the Sherwood Engineering Department staff. Throughout the design process, a number of goals were established that guided the development of the Streetscape Master Plan.

The three primary goals were:

- To provide a pedestrian-friendly environment;
- To create a design that is unique to Sherwood; and
- To create vibrant streets.

As design iterations were developed, each of the goals was tested against the design options. The conceptual design was presented for two days at the Robin Hood Festival and before the Friends of Old Town, the Sherwood Urban Renewal Policy Advisory Committee (SURPAC), the Sherwood Planning Commission and the Sherwood City Council. The presentations were well received, and comments were incorporated into the plans. The City and the design team also met with ODOT Rail Division and Portland Western Railroad to discuss the railroad crossings and future use of the railway.



*A generous sidewalk width can accommodate outdoor seating and enliven the street with activity.*



*Concept boards presented to public at Robin Hood festival*

The Downtown Sherwood Streetscape Master Plan is fresh in its approach and vision. It rethinks the typical cross section of sidewalk and street to create a single, unified space from building to building. This space becomes a multi-modal plaza

that accommodates the auto but celebrates the pedestrian. The pedestrian space is enlarged and enriched with amenities to create a vibrant and rich outdoor experience.

# Overview | Study Area & Existing Land Use



Aerial view of study area

### Study Area

The Master Plan addresses approximately 14 blocks north of the Portland Western Railroad and includes the future mixed-use cannery development south of the railway. 3<sup>rd</sup> Street bounds the study area to the north, Ash Street to the East, Willamette Street to the south and Park Street to the west. For simplicity, the Master Plan document

refers to project cardinal directions aligning with the downtown's diagonal street grid. True north is approximately 22 degrees from project north.

### Existing Land Use

Land use within the study area is a mix of residential, industrial, office and commercial.



Existing land use

### Legend

- Residential
- Commercial/service
- School
- Government
- Industrial
- City park
- City-owned property

The office and commercial area is located between 1<sup>st</sup> and Railroad Streets and along Pine Street. Residences extend outward from the commercial core and the industrial area includes the vacant cannery site and businesses along Oregon Street. The public parks are Veterans Park inside the study area and Stella Olsen Park northwest of the study area.

# Overview | Sherwood History

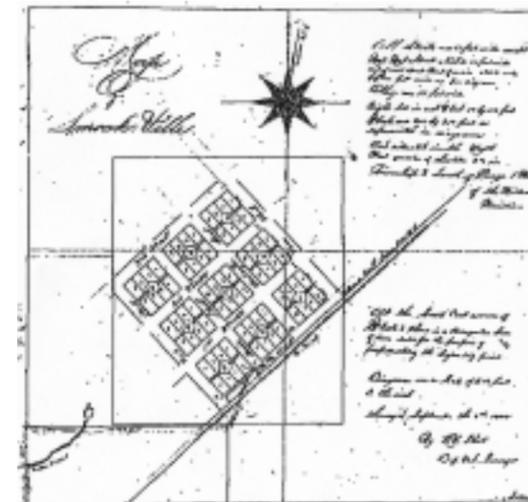


Smock House



Old Sherwood Hotel, circa 1920

Washington County Historical Society



Historic plat map of Smockville (Sherwood)

## History

The City of Sherwood was established by a donation land claim by A.Z. Hall in 1853. The town's beginnings were primarily agricultural with the establishment of a small saw mill and grist mill. J.C. Smock purchased the site of what was then known as Smockville from his stepfather in 1868. The Smock house, the oldest structure in Sherwood, was built in 1868 and moved in 1889 to its current location on 1<sup>st</sup> Street between Main and Washington Streets.

Like many small towns in the west, it was the railway that was a major catalyst for development in Sherwood. With the construction

of the railroad through town in the 1880's, the town suddenly grew to include boarding houses, general stores and warehouses. In 1885, J.C. Smock platted out the first nine blocks of Sherwood which form the core of the study area. In addition to the railroad, the construction of a brick manufacturing plant at the existing cannery site operated between 1890 and 1893 and had a significant effect on the growth of the town. The town experienced continued growth through the early 1900's and was temporarily setback by several large fires within the downtown core. The Graves Cannery was built in 1918 on the location of the old brickyard and processed a variety of fruit until it closed in 1971.



Sherwood streetscape, circa 1880

Washington County Historical Society

# Overview | Proposed Downtown Development



Aerial view of cannery and future civic building site

## Proposed Downtown Development

As of mid-2003, proposed development within the project area includes a mixed-use development on the site of the old cannery, a new civic building, a field house, and the relocation of the Smock house.

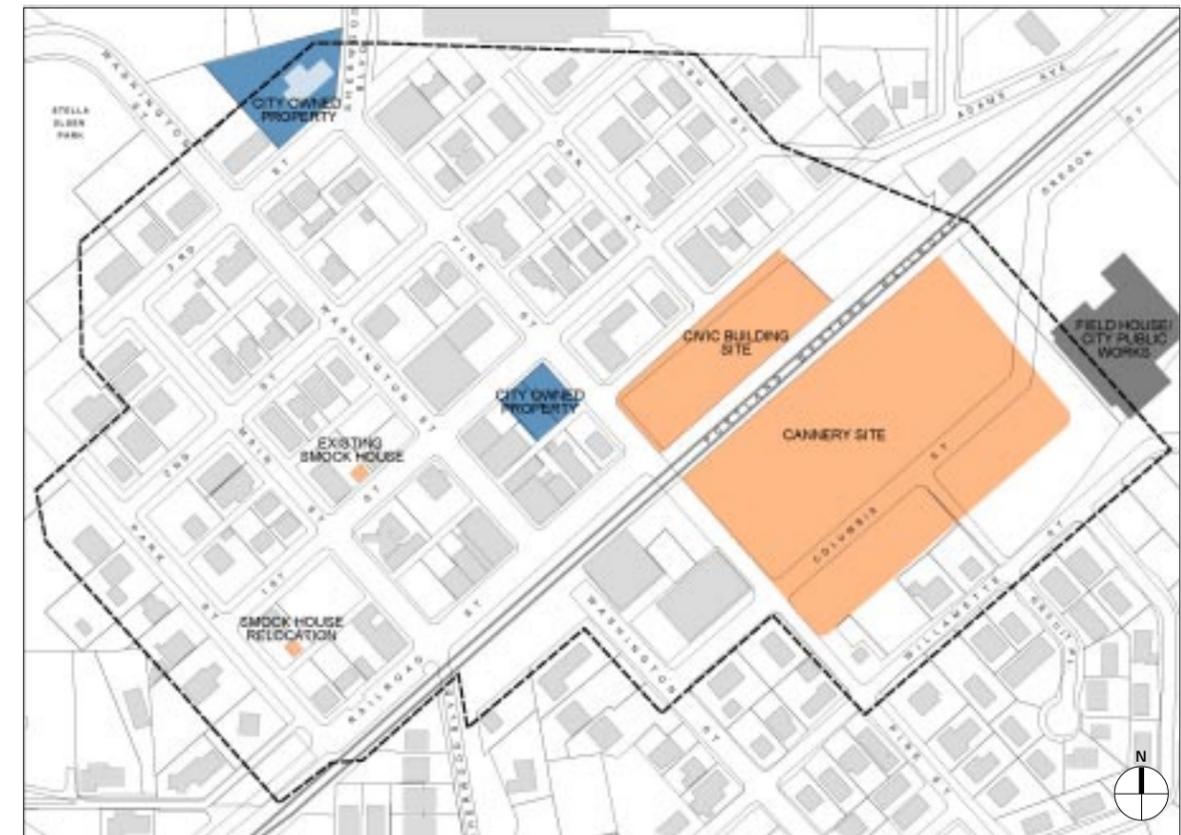
The cannery development will comprise most of the historic cannery site and may include an anchor grocery store, housing, office, retail and parking. The site for the new civic building is on Pine Street north of the railway. The City is currently working with a design team to prepare preliminary plans for the new civic building which will include a parking lot.

Construction is underway for the new field house that will house a regulation size soccer field and offices for the Sherwood Department of Public Works.

The historic Smock house is in the process of being moved one block west adjacent to the Morback house within Veterans Park. Plans are underway to use the Morback house as an historical resource center and museum. A master plan for Veterans Park will be completed as a future project, most likely including removal of the alley parking lot and expansion of the grass area as a civic green.



City-owned schoolhouse parcel at North Sherwood Boulevard and 3<sup>rd</sup> Street



Proposed development

The remaining significant properties that the City owns for future development include the old schoolhouse parcel at the north-west corner of North Sherwood Boulevard and 3<sup>rd</sup> Street and the quarter block at the corner of 1<sup>st</sup> and Pine Streets where the Robin Hood Theater once stood.

## Downtown Transportation System Plan | Vehicular Access



*Pedestrian unfriendly intersection at Pine and 3<sup>rd</sup> Streets*

Successful downtowns require convenient and logical access by many modes of transportation. To attain this goal, the Downtown Streetscape Master Plan is closely coordinated with the new Sherwood Transportation System Plan (TSP), currently under development. Street realignments, pedestrian/bike path connections and changes in mass transit routing proposed by the Streetscape Master Plan were tested and incorporated into the TSP.

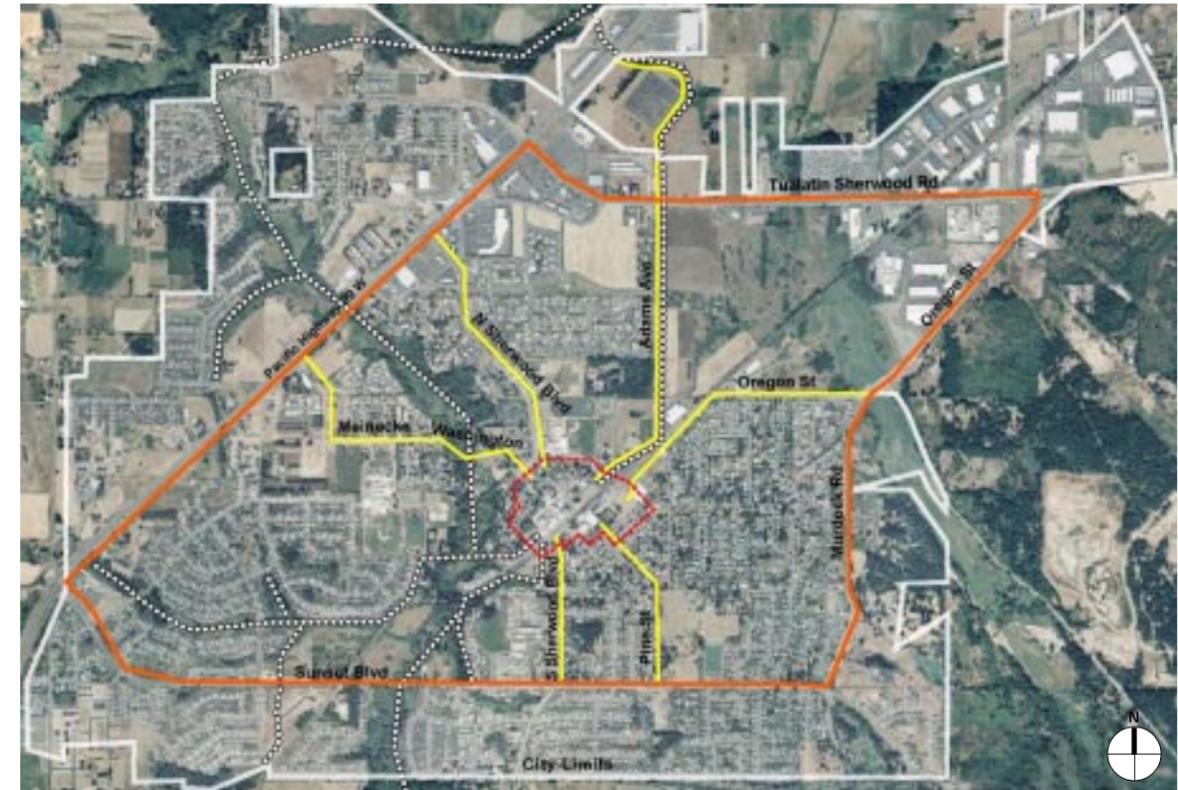
### Vehicular Access

Through some quirk of circumstance, and unlike most small towns, a major highway does not sever downtown Sherwood. Instead, the two major regional highways, 99W and Tualatin-Sherwood Road, are

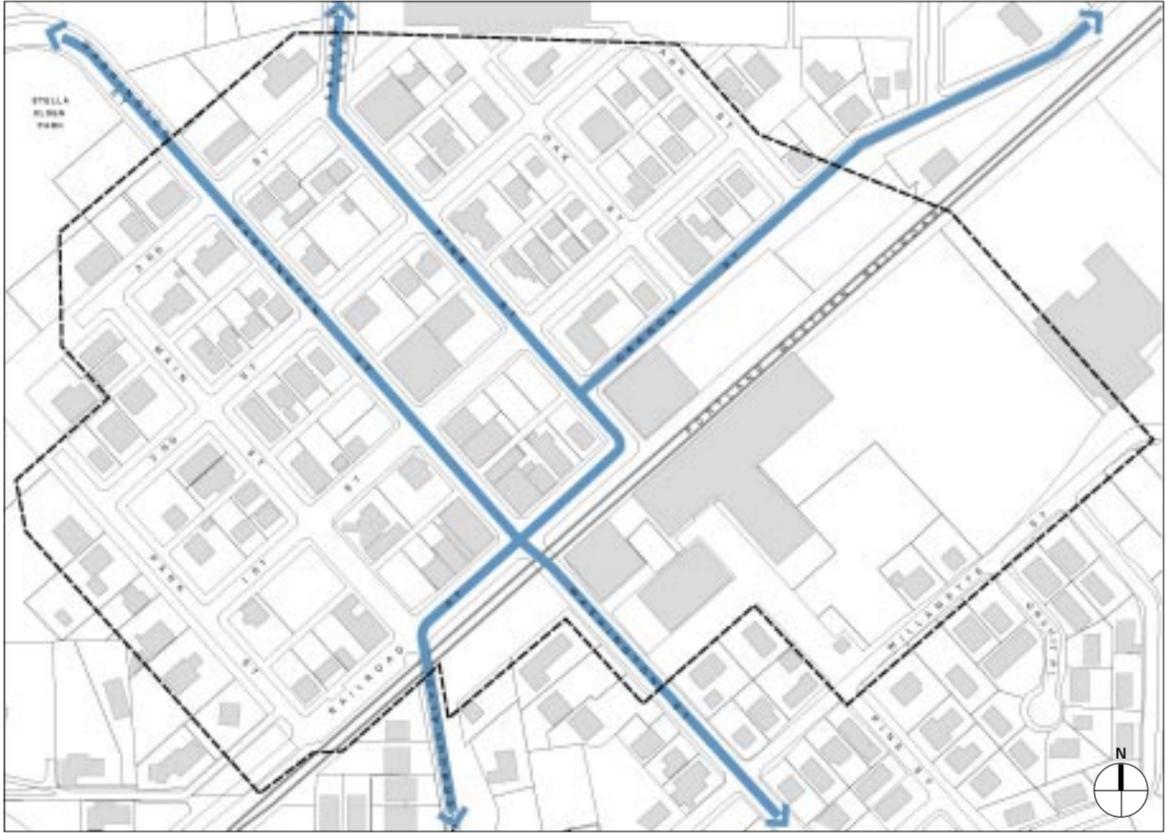
located half a mile from downtown. In fact, these two roads, in conjunction with Oregon Street, Murdock Road and Sunset Blvd, form a natural bypass around downtown Sherwood. This means that the streets in downtown Sherwood do not need to be designed to carry large volumes of pass-through car or truck traffic. This fact forms a key foundation for many aspects of the Downtown Streetscape Master Plan.

Currently, the majority of traffic enters downtown on N Sherwood Blvd. Secondary collectors leading into downtown include Oregon Street, S Sherwood Blvd, Washington Street from Meinecke Road, and Washington Street from Washington Hill. Once traffic is downtown, Pine and Railroad Streets serve as the primary connectors between the various entry streets. A number of problems exist with this current traffic pattern including:

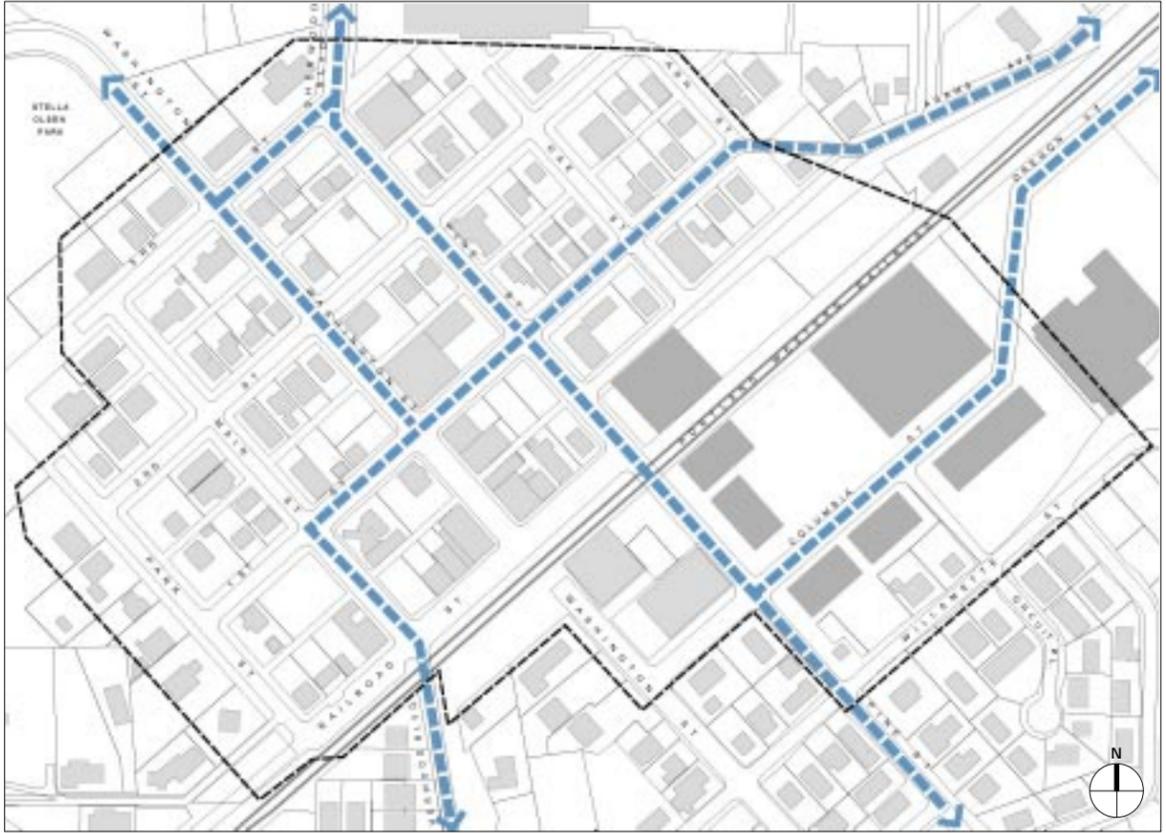
- An awkward intersection at Pine and Oregon Streets, which will soon necessitate a traffic signal;
- An unsafe "S" turn on Washington Hill at Washington, Division and Pine Streets;
- Unsafe major intersections adjacent to the PNWR railroad (Railroad-Washington and Railroad-S Sherwood-Main);
- Poor access to the cannery site, which hampers development of the site;
- Extensive right-of-way purchase needed to connect the future Adams Avenue to Oregon Street; and
- An inability of school buses to use the railroad crossings at S Sherwood and Washington due to the four-way stops at these intersections.



*Proposed regional vehicular access into downtown Sherwood (dotted white lines represent major pedestrian/bicycle corridors)*



Existing primary vehicular access routes



Proposed primary vehicular access routes

To correct these problems, the Downtown Streetscape Master Plan and Transportation System Plan (TSP) are proposing a number of changes to the street patterns near and in downtown. These changes include:

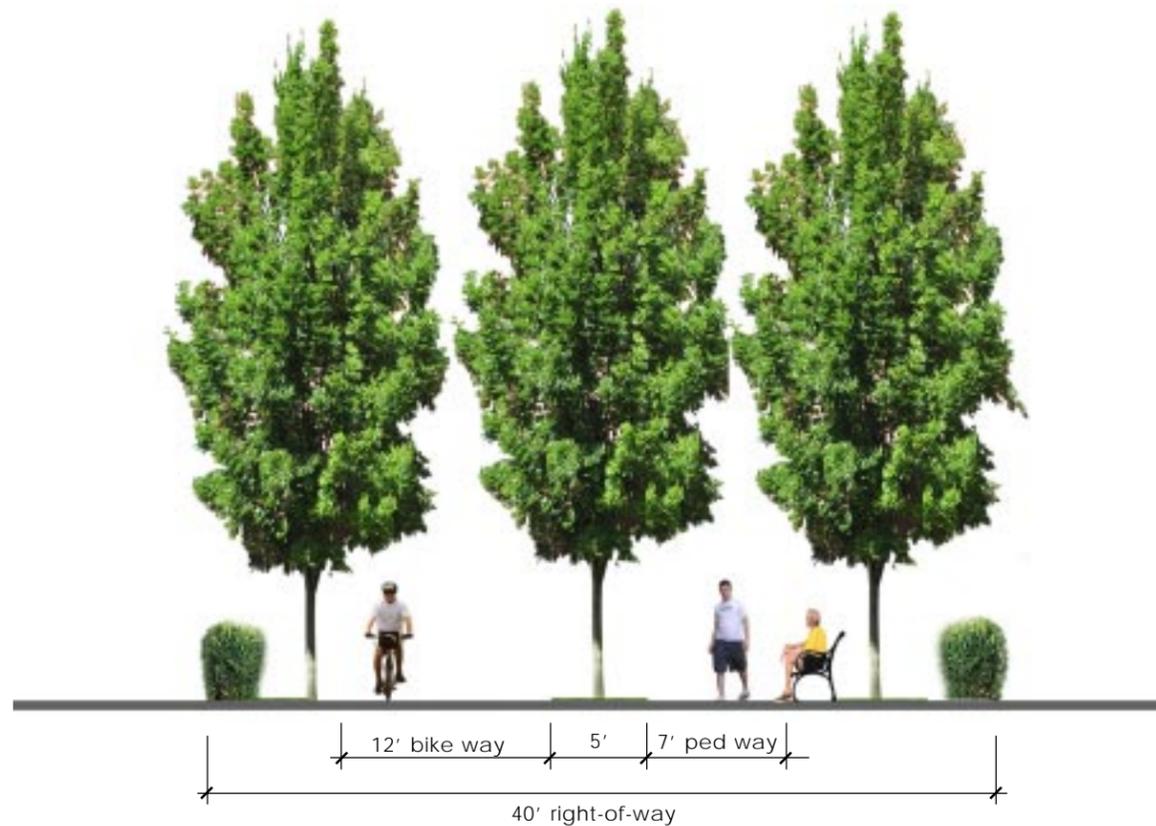
- Relocating the Washington Street railroad crossing to Pine and improving Pine Street to Sunset Blvd, allowing it to function as a second collector (in

- Closing the Oregon Street railroad crossing, except for emergency vehicles leaving the fire station, and building a new Oregon Street through the cannery site to the intersection of Columbia and Pine;

- Constructing Adams Avenue from Century Drive to the intersection of 1<sup>st</sup> and Ash and widening 1<sup>st</sup> Street from Pine to Ash; and
- Reconstructing Oregon Street as a pedestrian/bicycle greenway from Pine to Ash Streets.

Under this new street alignment, Pine Street will have three stop signs downtown (3<sup>rd</sup>, 1<sup>st</sup> and Columbia). The Adams-1<sup>st</sup>-Main-Sherwood collector will have two stop signs (Pine and Main-1<sup>st</sup>). All downtown collector streets will be two lanes with no left turn lanes and no traffic signals. These scenarios have been tested as part of the TSP and will function adequately through the year 2020.

# Downtown Transportation System Plan | Pedestrian/Bicycle Greenway



Proposed greenway section (not to scale)

## Pedestrian/Bicycle Greenway

An extensive pedestrian/bicycle trail system connecting Sherwood with the Tualatin Valley National Wildlife Refuge is intended to be one of the future draws for downtown. This pedestrian/bicycle trail system is partially established with a trail stub leading into downtown near Park and Railroad Streets.

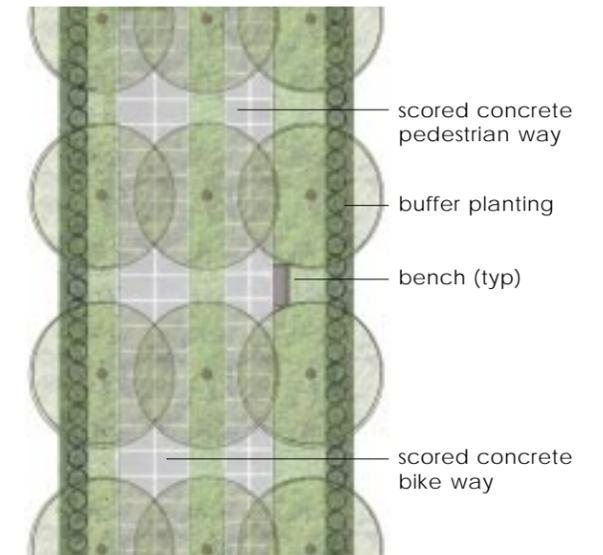
The Downtown Streetscape Master Plan proposes to improve the current connection near Park and Railroad Streets (Villa Trail) to give excellent access to downtown from the Cedar Creek Greenway and the Woodhaven neighborhood. In addition, Adams Avenue is being planned with a major multi-modal trail running along its east side from Ash Street to the future intersection with 99W (Home Depot traffic

signal). At this point, the Adams Avenue trail will connect with the Cedar Creek Trail and allow direct access to the future Visitors Center at the Refuge north of 99W.

The south end of the Adams Avenue trail will feed into the proposed Old Oregon Street pedestrian/bicycle greenway allowing pedestrians and bikes direct access into downtown at Pine Street. The pedestrian/bicycle greenway is configured with a 7-foot pedestrian-only concrete path and a 12-foot concrete bicycle, rollerblading, and skateboarding path (all wheels). Separating the two paths is a planted grass strip. A grove of trees extends the entire length of the greenway with benches and lighting. Along both sides of the right-of-way, a 4-foot hedge provides a buffer between the adjacent development and the greenway. Adjacent to the future civic building, the grass area may become hard surfaced to create a plaza area for activities and small events.

Early versions of the Downtown Streetscape Master Plan envisioned a pedestrian/bikeway on the south side of Railroad Street connecting the Villa and Adams Avenue Trails.

This concept was omitted from the final plan for the following reasons:



Proposed greenway plan view (not to scale)

- Omitting the Railroad Street trail allowed two-way traffic and additional parking on Railroad;
- Creating a separate trail corridor along Railroad Street, isolated from the storefronts downtown, conflicted with the goal of creating a vibrant downtown; and
- The anticipated slow speed of traffic on the downtown streets (15 mph) will allow cyclists to safely travel on the streets through downtown.



Existing Tri-Met bus route



Existing Tri-Met bus stop and layover zone on Railroad Street

**Public Transportation**

Sherwood is at the furthest southwest corner of the Tri-Met system. Tri-Met buses now enter downtown on North Sherwood Blvd, turn right on 1<sup>st</sup>, left on Main, and left on Railroad Street before stopping at a Park & Ride facility located on Railroad Street. After a layover at the Park & Ride facility which causes unnecessary noise and pollution downtown, the buses turn left on Pine and head back up N Sherwood Blvd toward Portland.

While access to public transportation is vital to downtown, a Park & Ride facility is not. The great majority of people using the Park & Ride facility are commuters who use downtown as nothing more than a parking lot.

Compounding the problem, very little business is generated for downtown merchants from commuters using the Park & Ride facility.

For this reason, the Transportation System Plan (TSP) proposes to eliminate the Park & Ride facility downtown and create a facility more convenient for commuters near the intersection of 99W and Tualatin-Sherwood Road. Tri-Met buses will still move through downtown, but they will not use downtown as a layover site. The future routing of buses through downtown will be determined by the TSP.

# Downtown Transportation System Plan | Parking



Preservation of on-street parking was an important goal in the development of the Master Plan.

### Existing Parking

Parking is provided along both sides of the street within the commercial area of downtown. Although there is no striping for the parking spaces, eight cars can generally park on a single block face (often times, this number is less due to the inefficiency of not having marked spaces). Within many of the residential areas, parking is limited to one side of the street due to narrow street widths. There are several City-owned and privately owned parking lots within the study area. The alley parking area adjacent to Veterans Park can accommodate eleven cars and the gravel parking lot south of the railway between Washington and Main Streets can accommodate 40 cars. This lot will be paved and landscaped as part of future improvements outside of the scope of Master Plan improvements. There is also a Park & Ride lot

along Railroad Street between Park and Main Streets. The total number of existing on and off-street public parking spaces is 384.

### Proposed Parking

As an important element of the Master Plan, on-street parking will remain in the present locations throughout the study area. With the addition of bulb-outs at the intersections, each block face will lose approximately one parking space. This may vary from block to block depending upon the location and number of existing driveways. A total of 24-30 parking spaces will be removed from the core commercial area due to the bulb-outs. An additional eleven parking spaces will be lost with the expansion of Veterans Park.

Although there will be a small loss of on-street parking spaces in the downtown core with the implementation of the streetscape plan, an additional eight spaces will be gained with the elimination of the Park & Ride lot. There is also the potential for additional public parking spaces with the development of the City-owned property at the corner of 1<sup>st</sup> and Pine. Approximately 40 new parking spaces will be incorporated into the design of the future civic building site. Approximately 60 on-street spaces are planned to accompany the cannery development in addition to internal parking lots. The total number of proposed on and off-street public parking spaces is 467.



Existing downtown public parking

Parking Lost*		Parking Gained*		Legend	
Bulb-out loss	24-30	RR St between Pine & Washington St	7	<span style="color: red;">—</span>	No on-street parking
Alley parking lot	11	New Pine St from RR tracks to Willamette St	14	<span style="color: green;">—</span>	On-street parking
<b>total</b>	<b>36-41</b>	New Oregon-Columbia St from east edge of cannery site to Pine St	42	<span style="background-color: grey; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Public parking lot
		1 <sup>st</sup> St from Pine to Ash St	14	<span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Temporary parking
		New civic building	40	<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Park & Ride
		Closing of Park & Ride	7		
		Future off-street parking at cannery	TBD		
		<b>total</b>	<b>124 +/-</b>		

\* losses and gains are approximate



## Downtown Transportation System Plan | The Railroad



*The railroad contributes to the history and character of Sherwood.*

### Existing Railroad Condition

Currently, the Portland and Western Railroad operates over the tracks through Sherwood to service industries in the region under a lease arrangement with Union Pacific Railroad, the owner of the property and trackage. A portion of the right-of-way is leased by the City for a parking lot south of the tracks between Washington Street and South Sherwood Blvd.

The majority of the thru-traffic to Newberg and beyond has been diverted through Salem. At this time there are three to four trains per week, mainly at night, switching cars for local industry. This switching movement involves the use of the siding track located in downtown Sherwood. The cars are delivered from the storage yard, west to

the siding track. The engines disconnect from the cars and run around to the east end of the industry cars and then pull the cars west to deliver to the various industries. This switching move triggers the railroad crossing signals at Oregon Street, Washington Street and at South Sherwood Boulevard a number of times for each switch. The operations typically take between twenty and thirty minutes to clear the siding.

There are existing crossings at South Sherwood Boulevard, Washington Street and Oregon Street. The current configurations of Washington Street and South Sherwood Boulevard are four-way stops at Railroad Street. This requires large trucks and vehicles with trailers to stop, such that the truck or trailer is protruding across the main line track. In addition, the sidewalks are not continuous across the tracks at South Sherwood Blvd, requiring pedestrians to enter onto the street to cross the tracks. Both of these conditions are unsafe and do not meet the standards of ODOT Rail. None of the crossings meet ADA requirements. Oregon Street runs parallel to the main line and crosses the tracks at a skew without sidewalks. In addition, there is an industry that enters Oregon Street between the crossing signals. This allows traffic from the industry to bypass the crossing signals and possibly cross the tracks in an unsafe manner.



*Existing pedestrian/vehicular railroad crossings at Main and Washington Streets*

## Downtown Transportation System Plan | The Railroad



*The absence of a buffer between the railway and the sidewalk encourages unsafe pedestrian crossing.*

### Proposed Railroad Condition

The rail crossings will be modified to provide safer vehicular and pedestrian travel across the tracks. The Washington Street crossing will be closed and Pine Street extended across the tracks. In addition, both South Sherwood Boulevard and Pine Street will be signed to allow for through traffic to have the right-of-way and any access off of Railroad Street will be required to stop. This will significantly reduce the number of incidents where a truck or trailer is required to stop while obstructing the tracks.

Oregon Street will be reconfigured to remain on the south side of the tracks and enter into downtown through the cannery development.

Adams Avenue will be extended and follow the old northern portion of Oregon Street until it merges into 1<sup>st</sup> Street. The existing Oregon Street crossing will be closed to public access with private gated access limited only to emergency vehicles from Tualatin Valley Fire and Rescue. To allow for the pedestrian traffic that crossed at the existing Oregon Street crossing, a new pedestrian crossing, just west of the existing Oregon Street crossing will be constructed.

The current siding located in downtown should be relocated outside of downtown, north of Tualatin-Sherwood Rd., so that only one track traverses downtown. A single track will make it easier to blend the cannery development into the Old Town area.

In the future, commuter rail may operate on this railroad track through Sherwood. This route is currently the second phase of the Washington County commuter rail project. If this second phase comes to reality, a train station will likely be located in downtown. An appropriate location will be at the intersection of Washington and the railroad, thereby forming a terminal view of a railway station from both directions on Washington.



*Proposed improved pedestrian/vehicular railroad crossings at Main and Pine Streets*



## Downtown Transportation System Plan | Large-Vehicle Routes

### Existing Large-Vehicle Routes

Trucks and other large vehicles currently pass through downtown as well as enter downtown to make deliveries to downtown businesses. Other than retail delivery vehicles, the businesses that currently require access to large trucks are:

- Jim Fisher Roofing (old Oregon and Ash Streets)
- Billet Industries (old Oregon Street and the railroad tracks)
- Cannery site businesses (Willamette Street and Orcutt Place)

### Proposed Large-Vehicle Routes

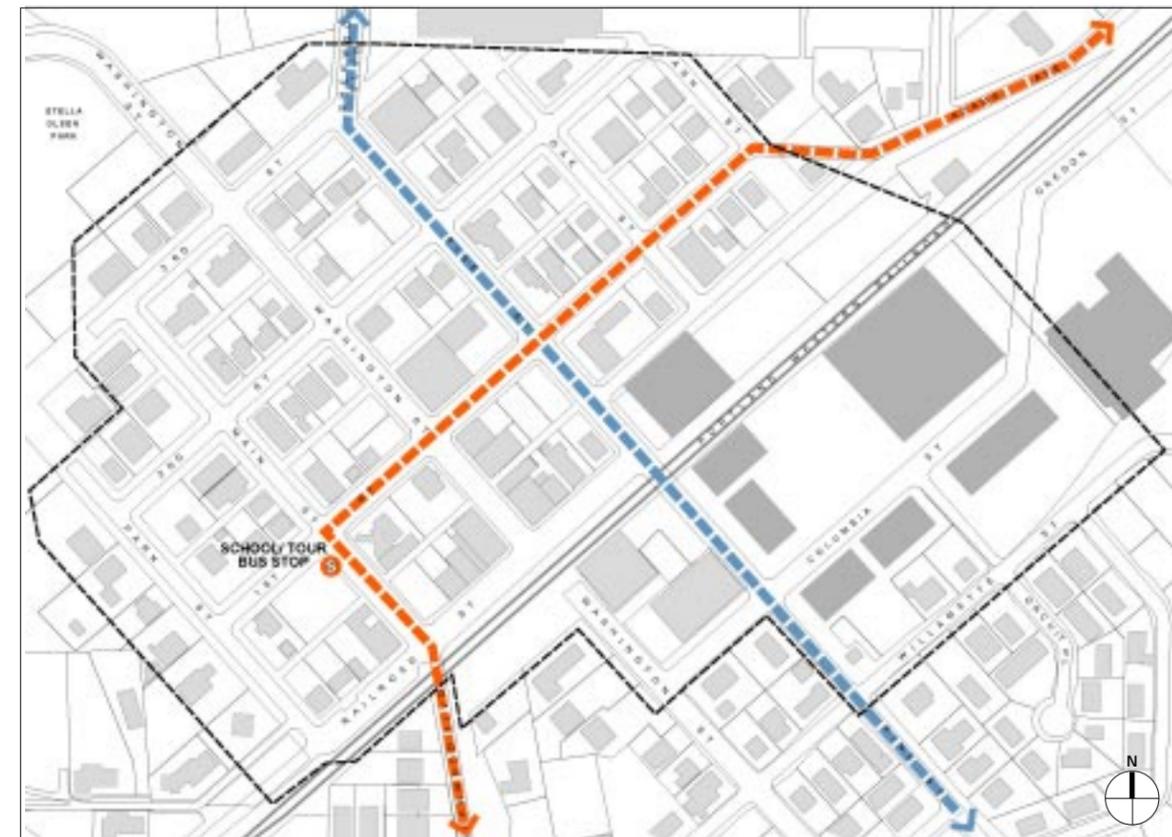
Large trucks and buses require large turning radii at street corners. Intersections designed to accommodate the turns of large vehicles cannot be pedestrian-friendly because the large turning radii extend pedestrian crossing distances and shrink sidewalk areas. Therefore, to meet the key goal of the Streetscape Master Plan - to create a pedestrian-friendly downtown, the plan envisions minimizing the use of downtown streets by large vehicles.

The proposed large truck access route through downtown is limited to Pine Street. The design vehicle that can be accommo-

dated is an AASHTO SU-30 Design Vehicle. The SU-30 Design Vehicle will need to encroach into the adjacent travel lane to make turns at intersections. Smaller delivery vehicles and garbage trucks can maneuver within the commercial area of downtown and daily school bus routes are outside of the downtown core.

The museum at the Morback house is seen as a potential attractor for school children and tour groups that will require buses to enter the downtown area. The bus route for museum field trips will be on Adams Avenue, 1<sup>st</sup> Street and then south on Main Street. Visitors will be dropped off and picked up at the eastern side of Veterans Park.

Trucks serving Jim Fisher Roofing and Billet Industries will access those businesses from Tualatin-Sherwood Road and Adams Avenue, eliminating the need to traverse downtown streets. Cannery site businesses, if they continue to exist, can be accessed from the new Oregon Street, south of the railroad tracks.



Proposed large vehicular access - orange line is school/tour bus route, blue line is truck route

# Utilities Improvements Plan | Existing Public Utilities

## Utilities Analysis

The analysis of existing utilities is based on system maps and record drawings provided by the City of Sherwood and the franchise utility companies. This information was supplemented with a field survey along Pine Street. The analysis focused on the identification of needed improvements to the utilities within the downtown area necessary to accommodate proposed streetscape improvements and to address existing inadequacies within the study area.

## Existing Sanitary Sewer System

The existing sanitary sewer system in the downtown area consists of sewers of varying sizes with shallow depths, primarily located within alleys bisecting the blocks. These lines run into a deeper main located in Park Street and into a system located at the northern end of Washington Street. The existing main located in Park Street extends north across private property, connecting to a manhole located in Washington Street.

Based on television inspections of the existing sewers, completed by the City, the existing sanitary sewer mains appear to be in good condition. While the existing depths are not ideal (varying to a minimum of 3-feet at Oak Street) it appears that this system is adequately serving the existing uses in the area. The existing sanitary sewer system should be adequate for future development in the

study area. However, structures constructed with basements may be required to pump to the existing system due to the shallow grades.

## Existing Storm Drainage System

The existing storm drainage system is based on review of mapping information from the City of Sherwood and review of record drawings from various projects completed in the downtown area over the years. Based on television inspection completed by the City, it appears that the existing storm drainage mains are in good condition. It is unknown at this time if roof drainage is being directed to the existing system.

Recently, the City constructed a storm water quality swale, known as Villa Swale, to the west of the downtown area. This facility treats storm water from the southwest quarter of downtown.

A number of deficiencies in the storm drainage are addressed as part of the Utility Master Plan. There appears to be a main that extends west from downtown across private property. The actual location of this main is unknown. The majority of storm water from the study area is discharged, untreated, at an existing outfall located at the north end of Park Street. There are several blind bends connecting existing catch basins into the storm drainage system. Several intersections do not have storm drainage service.



Existing public utilities

## Existing Electrical System

There are 120v outlets recess mounted into some of the tree grates along the downtown streets. These outlets are typically used for holiday lighting, festival vendors and maintenance crews. The city has requested additional 120v power outlets for holiday and festival lighting as well as for street vendors. Higher voltage outlets will be required in some areas, as the existing outlets are inadequate for some vendor uses.

## Existing Water System

The water system in the study area was reconstructed recently and the mains appear to be in good condition.

# Utilities Improvements Plan | Proposed Public Utility Improvements

## Sanitary Sewer System Improvements

The plan for sanitary sewer construction includes rerouting of the existing main that extends across private property from the north end of Park Street to a manhole located northwest of 3<sup>rd</sup> Street in Washington Street. This main will be replaced with a new 12" sanitary sewer located within 3<sup>rd</sup> and Washington Streets. The plan also includes the construction of a new manhole over an existing junction located in Park Street between Railroad and 1<sup>st</sup> Streets.

If the existing shallow sewers crossing streets that are to be reconstructed are impacted by the construction of the improvements, some reconstruction of the sanitary sewer at these crossings may be required.



Sanitary sewer reconstruction/rehabilitation plan



Storm sewer master plan

## Storm Drainage System Improvements

There are a number of proposed improvements for the City's storm drainage.

The Master Plan includes the construction of a storm water treatment facility at the north end of Park Street in Stella Olsen Park to treat the majority of the surface runoff from the area prior to discharge. Additional topographic information in this area will confirm if this location is feasible for the

construction of a storm water quality facility. If it is not feasible, the City has identified an alternate location west of Washington Street, north of downtown in Stella Olsen Park.

The Master Plan includes the extension of storm drainage facilities to intersections not currently served and the addition of catch basins at these locations. In addition, new



## Utilities Improvements Plan | Proposed Public Utility Improvements

catch basins will need to be installed at mid-block locations to better control flow in the proposed valley gutter.

The final design of the storm drainage facilities will need to take into account the width and depth of gutter flows within the proposed valley gutter at the centerline of the streets. Preliminary calculations based on 100-foot spacing of catch basins, a 2-year storm event and a longitudinal grade of 0.30% indicate that the flow in the center gutter will be approximately 8.3 feet wide and 1" deep at the center.

City staff has indicated that these flows are acceptable. Spacing of catch basins will likely vary from block to block based on the proposed grades.

Also included in the Master Plan is the construction of a new main in Railroad Street outfalling to the existing water quality facility west of downtown, Villa Swale. This will allow for the abandonment of the existing line extending across private property and will provide better service to the southern portion of the downtown area. Based upon the review of record drawings for the existing water quality facility, it appears that adequate grade exists for this realignment.



*An element of the utility improvements plan is to bury existing above ground utilities.*

### Proposed Electrical Improvements

Additional 20A, single-phase 120v outlets will be provided at the base of street trees and at the base and tops of street poles without fixture heads. 60A three-phase 208/120v outlets can be provided in dedicated locations on each block for larger load requirements. Relocation or addition of ground mounted transformers, meters and control cabinets for street lighting power as well as for convenience outlets will be required for most blocks affected by the streetscape changes.

### Proposed Water System Improvements

Because of the good condition of water utilities, the Master Plan recommends that no work be conducted on the existing water mains. There will be the need for relocation and adjustment of hydrants, meters and valves as part of the proposed streetscape improvements.

# Utilities Improvements Plan | Existing & Proposed Franchise Utilities

## Existing Franchise Utilities

Franchise utility companies with facilities within the study area are Portland General Electric, Verizon, Comcast and Northwest Natural Gas. In addition, there is a City-owned fiber optic line that will need to be accommodated with proposed improvements. The existing franchise utilities in the study area consist of undergrounded facilities in the area bound by Railroad Street,

Pine Street, 1<sup>st</sup> Street and Main Street. The remaining portions of the study area contain overhead lines and utility poles.

## Proposed Franchise Utility Improvements

The Master Plan includes the undergrounding of those franchise utilities currently located on utility poles within the study area. The intent is to move these facilities into common trenches.

The common trenches will be approximately 3-feet wide. In addition, some adjustments of existing vaults located in and adjacent to existing alleys will be necessary.

The timing of this work will be critical to the successful completion of the proposed improvements. Close coordination with the franchise utility companies with existing overhead facilities in the study area early in

the development of the construction documents will be necessary to assure that this work can be completed in a timely manner and that vault locations are coordinated well with the proposed improvements. These include PGE, Verizon, Comcast, NW Natural Gas and City of Sherwood facilities.



Existing franchise utilities



Proposed franchise utilities

# Streetscape Master Plan | Existing Street Character

## Existing Street Character

Within the study area, the right-of-way is generally 60-feet. The only two exceptions are Oregon Street at 40-feet and Railroad Street at 50-feet. Within the downtown core, the street section consists of 8-foot wide sidewalks, 9-foot wide on-street parking and two travel lanes at 13-feet.



*Sidewalk on Pine Street is inhospitable with the absence of a pedestrian buffer zone.*

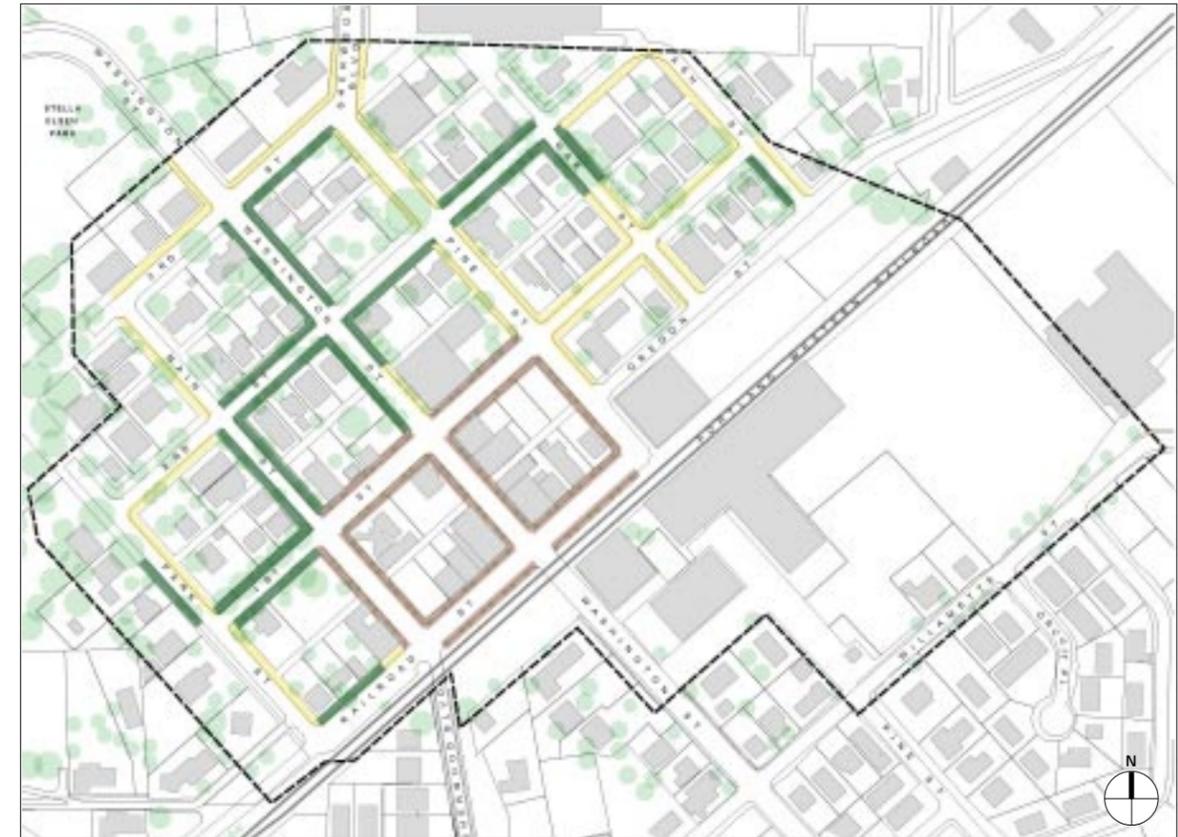
In the late 1990's, a streetscape plan was installed in the two blocks bounded by Main, 1<sup>st</sup>, Pine and Railroad Streets. This included concrete pavers made to look like brick, lighting and street trees. Unfortunately, the concrete pavers were poorly installed and are settling. They were not graded correctly, creating several situations of puddling or drainage into buildings.



*Columnar street trees selected for existing narrow sidewalk will never grow into a full canopy.*

The sidewalks are so narrow that even small groups of pedestrians cannot pass without someone having to walk out into the street and the curb ramps that were installed do not meet ADA requirements. Many of the street trees are doing poorly and the species selected will never achieve a large canopy. The street lights that were chosen are extremely inefficient and emit a substantial amount of glare and light pollution. Additionally, the fixtures and poles are not PGE approved and as a result, are not maintained by PGE.

The sidewalks within the residential area vary in size and proximity to the curb. Many along the perimeter of the study area are 6-foot wide and abut the curb without a pedestrian buffer zone.



*Existing sidewalk character*

Those with a buffer zone have a grass planting strip between the sidewalk and the curb. There are five block faces that do not have any sidewalks.

### Legend

- Concrete sidewalk with planting strip
- Concrete sidewalk adjacent to curb
- Concrete paver sidewalk adjacent to curb



A street tree canopy provides shade, vertically defines the pedestrian zone and creates the feeling of an outdoor room.

**Streetscape Concept**

The Transportation System Plan (TSP) is used as the foundation on which the Streetscape Master Plan has been developed. Within the right-of-way, the streetscape character has been redefined from automobile-dominant to pedestrian-friendly. Using the concept of “curbless streets” within the commercial core, the streets and sidewalks have been transformed into a single space.

The Streetscape Master Plan incorporates the concept of “curbless streets” to establish a unique setting for active retail, year-round festivals and social interaction. This concept has been used for centuries in Europe to create lively streets and sidewalks that support multiple uses. In the spirit of creating a pedestrian-friendly environment, the

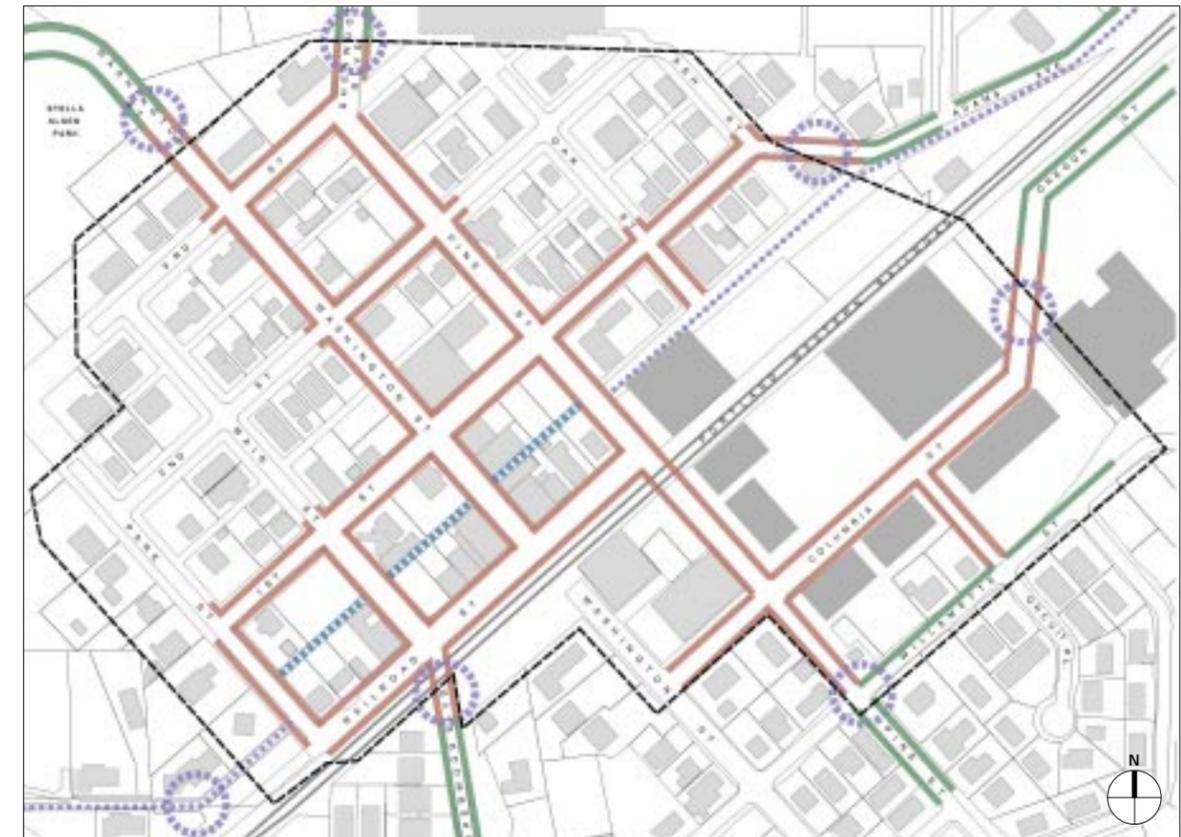
Downtown Streetscape Master Plan creates a district of curbless streets within the downtown core. In material and form, the sidewalks and streets are a simple expression of the city’s history and values.

In order to signify that pedestrians and motorists are entering into a unique district, gateways are placed at the major entries into downtown. The gateways may vary in form and size depending on location, but each will act as a welcoming threshold to the downtown core.



At intersection proposed curbless streetscape concept creates a plaza-like environment.

Within the residential areas northwest and northeast of the commercial core, the Master Plan maintains the existing sidewalk condition for each of the blocks. New sidewalks are installed on the blocks that are currently without walks and street lights are provided. Depending upon the location



Proposed streetscape concept diagram

**Legend**

-  Concrete sidewalk w/planting strip
-  Concrete sidewalk adjacent to curb
-  Curbless street w/site furnishings
-  Pedestrian/bike route
-  Alley improvements
-  Gateway

and maturity of existing street trees, the sidewalk may abut the curb or include a grass buffer strip. The Master Plan does not propose the curbless street concept for the residential area. However, if in the future the commercial core of the downtown expands further into the residential area, the curbless street design can be extended into these areas.



## Streetscape Master Plan | Gateways & Open Space



A gateway can define a district and add richness to its character.

### Gateways

The primary gateway into downtown Sherwood is north of the intersection of 3<sup>rd</sup> Street and Pine Street. This gateway is an opportunity to announce that people are entering into a unique part of Sherwood and it should reflect the character and materials of the streetscape plan. It also satisfies the need to announce to drivers that they are entering a pedestrian zone, to slow down and use caution.

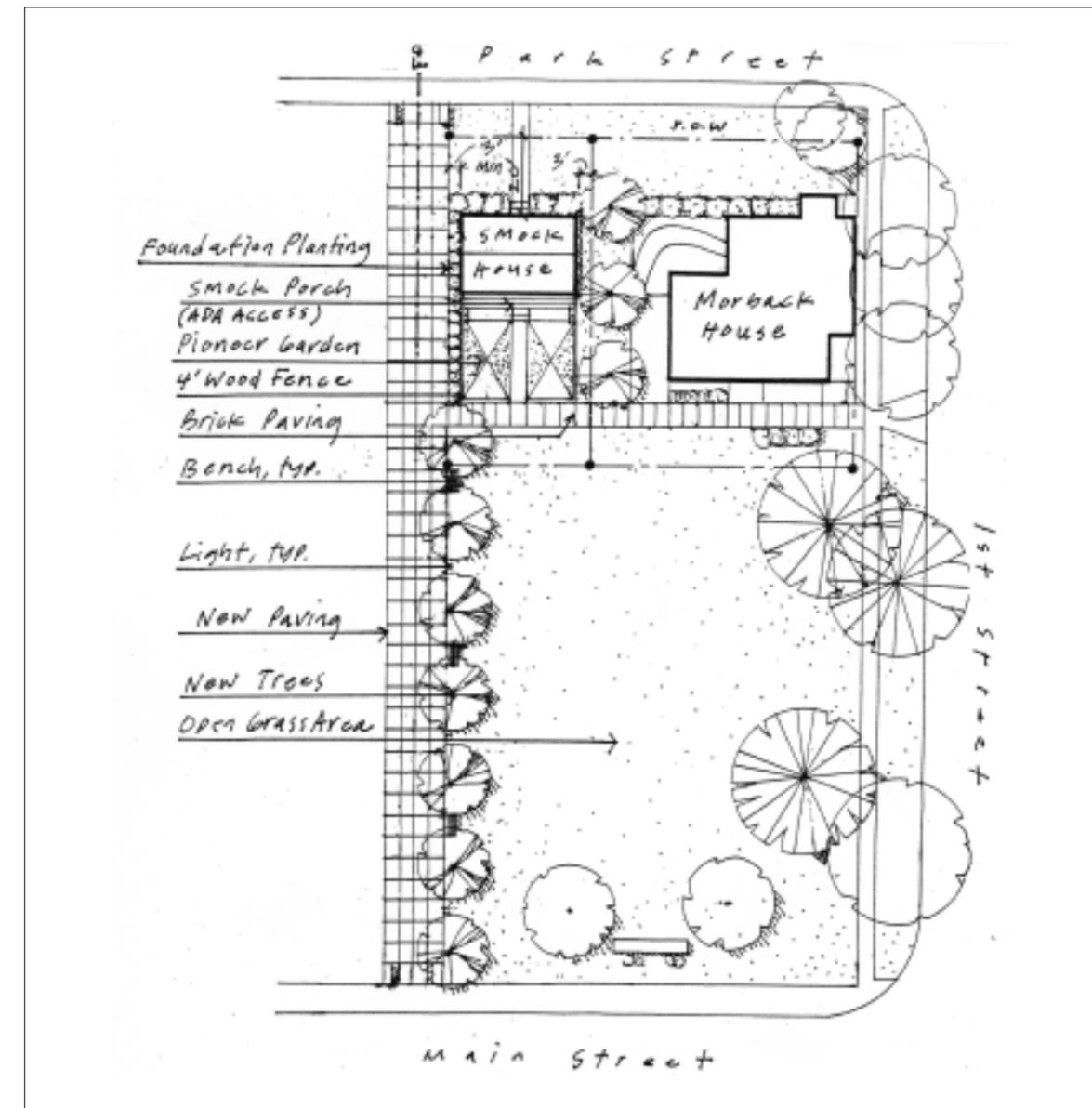
Secondary gateways are also needed at South Sherwood Boulevard, 1<sup>st</sup> Street/Adams, Pine/Willamette, Oregon Street at the east side of the cannery site, Meinecke/Washing-

ton, and the Villa Road pedestrian/bicycle trail. These secondary gateways are smaller in scale, but still need to convey a sense of entering into Old Town Sherwood. The Pine/3<sup>rd</sup> gateway will be designed as part of the Pine Street improvements. This design will establish the design style for the secondary gateways.

### Open Space

As part of the proposed Smock house relocation, Veterans Park is expanded to the south with the removal of the existing parking area and the addition of new lawn and walkway. The 14-foot walkway is the alley right-of-way and extends the full length of the park. This generous walk could be closed off and used as an alternative site for festivals that require a hard surface. Trees are planted on the north side of the walk and have electrical outlets for park events. At the front of the Smock house, a concrete walk brings visitors to the front door off of Park Street.

A possible future civic space has been identified in the area of Pine Street and 1<sup>st</sup> Street. This space would provide a hard surface alternative to Veterans Park and provide a space for City events throughout the year. A town flag pole, small fountain, information kiosk and restrooms could be incorporated into the design of the plaza. Sherwood's annual Christmas tree would be placed within the plaza.



Proposed Veterans Park Plan (not to scale)



## Streetscape Master Plan | Building Face to Building Face

### Building Face to Building Face

Within the commercial core, the proposed streetscape plan widens the pedestrian way to 12-feet with 7-feet for on-street parking and two 11-foot travel lanes. Within the 12-foot sidewalk, a 4-foot furnishing zone is designated adjacent to the on-street parking for the location of street trees, pedestrian-scaled lights and furnishings.

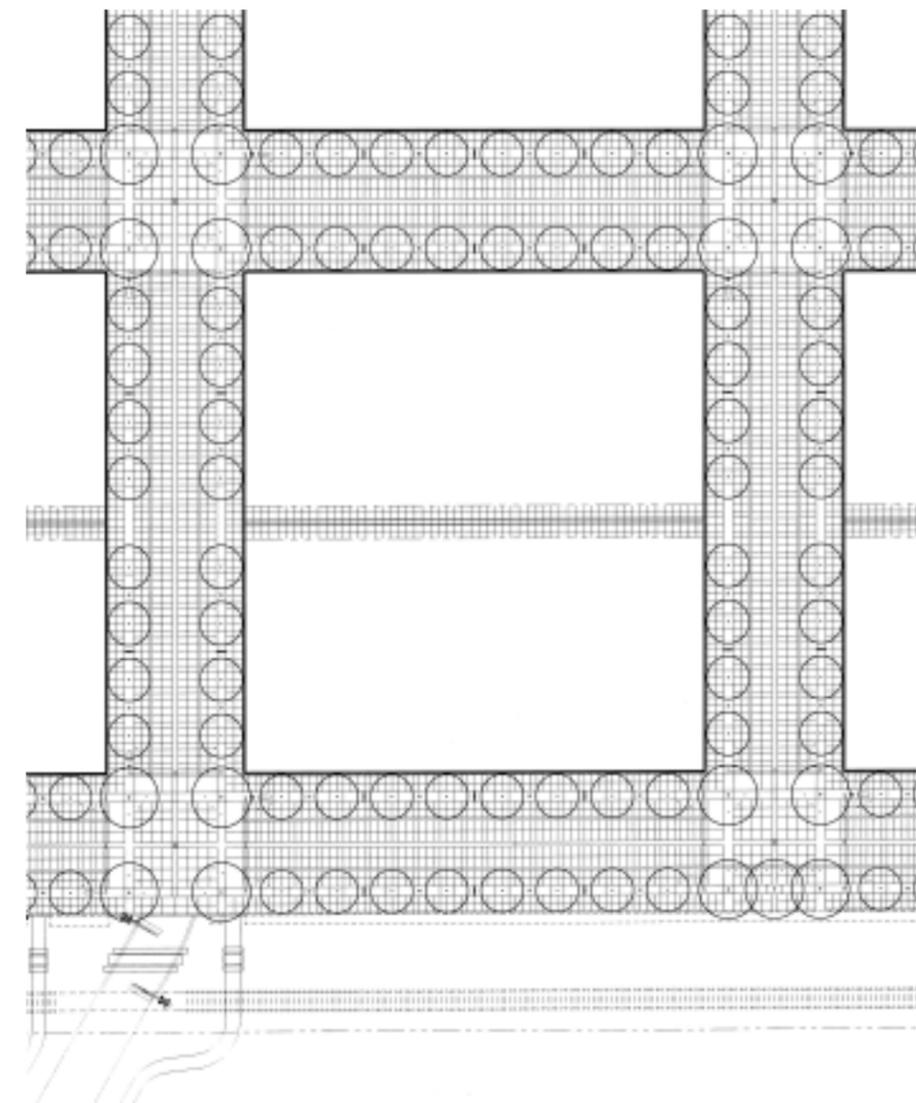
A curbless street condition exists throughout this area with a central valley gutter located along the centerline of the street to capture drainage from the sidewalk and street.



*A widened sidewalk can allow restaurants and businesses to spill out onto the street while still allowing uninterrupted pedestrian movement.*



*Proposed streetscape section (not to scale)*



*Full block streetscape plan (not to scale)*



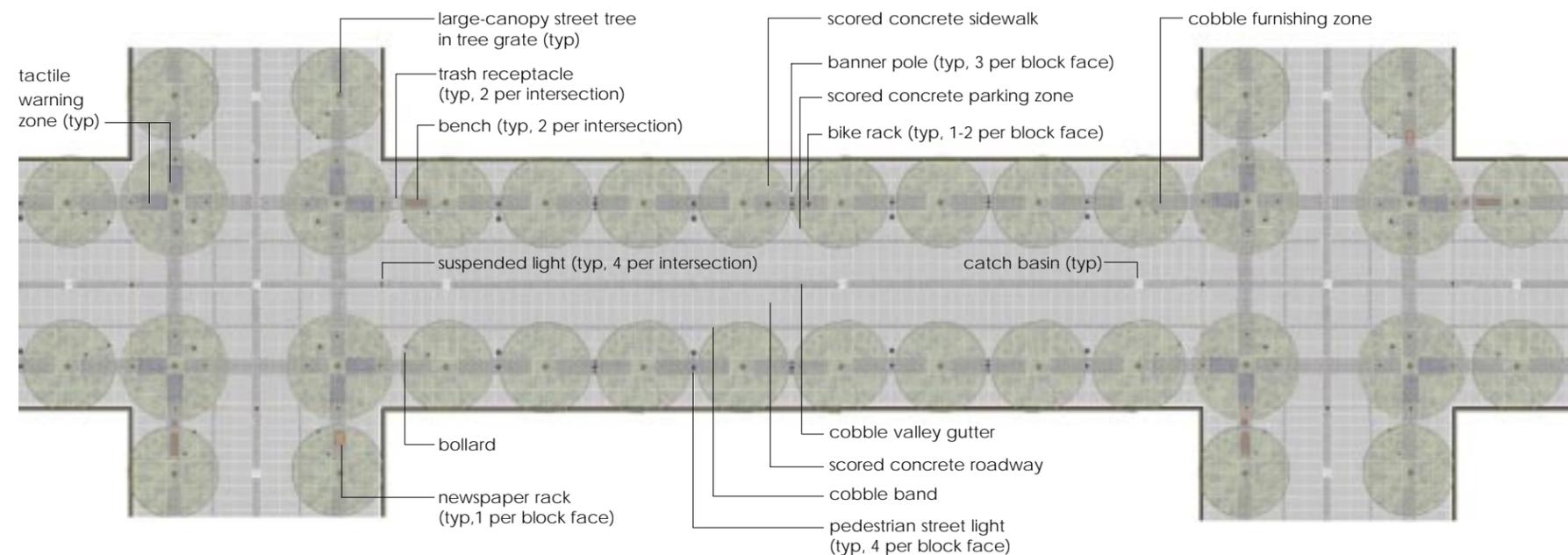
## Streetscape Master Plan | The Elements

### Vertical Elements

Large-canopied street trees, lighting and furnishings provide adequate vertical barriers to distinguish the pedestrian way from the adjacent parking area. Street trees are spaced 24-feet on-center to align with the spacing of parking stalls. Centered between each tree is either a light fixture or a free-standing banner pole to vertically define the pedestrian zone. The proposed light fixtures reference the historic gas lamps of Sherwood in the late 1800's. Other site furnishings include benches, bicycle racks, bollards, trash receptacles, tree grates, newspaper dispensers and drinking fountains. The number and quantity of individual street furnishings will be determined on a block by block basis.

### Horizontal Elements

Both the sidewalks and streets are constructed primarily of scored concrete with accents of granite cobble to delineate the functions of the different zones within the right-of-way. The valley gutter, furnishing zone and band that demarcates the on-street parking zone from the travel lanes are all paved in granite cobble. The concrete patterning that spans the street has been designed as if it were a large plaza space rather than a vehicular space. Vehicular zones have been identified in the paving, but not overemphasized.



Typical block face and intersection plan (not to scale)

### Intersection Elements

At each intersection, a bulb-out provides additional pedestrian-only space and reduces the length of the crosswalk. A number of elements serve to announce the intersection. The lighting at the intersection uses the banner pole to support a hanging light over the middle of the intersection. This occurs at each street for a total of 4 hanging lights per intersection. The row of street trees terminates at each intersection with a larger-canopied tree at each street corner. The granite paving of the valley gutter continues through the intersection and

drains to a single catch basin in the middle of the intersection. Bollards are placed along the perimeter of the bulb-out to provide additional protection for pedestrians.

### Accessibility

One of the goals of the Streetscape Master Plan is to provide a fully accessible streetscape. Given that the curbless streetscape creates a flush condition between the sidewalk and street, special attention has been paid to issues related to the American with Disabilities Act (ADA).

The furnishing zone which separates the main pedestrian walkway and the parking area uses an irregular granite cobble that is darker than the color of concrete. The rough texture of the cobble and color change provide a visual and tactile warning that alerts people they are entering into a automobile zone. The light standards, banner poles and other site furnishings also help to demarcate the transition zone between pedestrians and motorists. At each intersection, the granite cobble in the bulb-out area have truncated domes that meet the proposed ADA standards for tactile warnings.



## Streetscape Master Plan | Alleyways, Existing Street Trees & Driveways



*Alleyway enhancement will necessitate the relocation of existing above grade utilities.*

### Alleyways

The alleyways have a 14-foot right-of-way and run east-west through downtown Sherwood. The entrance to the alleyways will not be treated differently than the typical sidewalk treatment. Along the north/south block faces with alley entrances, the street trees are spaced an additional 7-feet from the centerline of the alleyway to provide adequate lines of sight for vehicles turning in and out of the alleys. As the commercial core begins to infill and expands, the alleyways can function as additional places for restaurants, smaller galleries and other retail business to begin activate these mid-block spaces. The alleyway sidewalk should be concrete, and specialty lighting may be used to provide a unique character specific to alleyways.

### Existing Street Trees

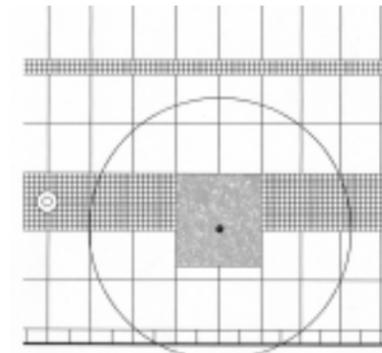
There are a number of site-specific conditions created by mature existing street trees within the study area where the curbsless street concept must be slightly modified. These areas are:

- 1<sup>st</sup> Street between Park Street and Main Street;
- Washington Street between 3<sup>rd</sup> Street and 1<sup>st</sup> Street; and
- Pine Street from 3<sup>rd</sup> Street to 1<sup>st</sup> Street.



*Existing street trees on Pine Street will need to be incorporated into the streetscape improvements.*

The overall concept for these circumstances is to maintain the typical curbsless cross section and to allow the existing trees to 'float' within the pedestrian zone.



*Existing street trees will 'float' within the pedestrian zone.*

Along First Street between Park and Main, there are a number of existing large trees that flank both of the blocks. On-street parking on the south side of First Street should remain, along with the grass strips that separate the existing sidewalk from the street. The proposed improvements should include a minimum 5-foot concrete sidewalk, grass strip area with existing trees, a rolled concrete curb and concrete roadway.

On Washington and Pine Streets between 1<sup>st</sup> and 3<sup>rd</sup>, the existing trees will encroach into the proposed 8-foot wide pedestrian area. The 4-foot wide furnishing band should remain adjacent to the parking area and the tree pits will float into the sidewalk area. All new trees will be planted with tree grates within the furnishing zone. Tree grates should be used wherever possible with the existing trees. When not possible, existing trees

should be surrounded by groundcover planting area in a layout that coordinates with the paving grid.



*Existing vehicular curb cut takes precedence over pedestrian space.*

### Driveways

Similar to the alley entrances, the driveways to private businesses and residences will not deviate from the established sidewalk patterning and materials. In addition, all driveway cuts will be designed to meet current ADA standards. Depending upon the driveway location, minor adjustments may need to be made with regard to street trees and furnishings. Placement and width of future driveways will be restricted to minimize interruption within the pedestrian zone. Standards for these driveways will require that they be constructed of the same materials and patterning as the sidewalks.



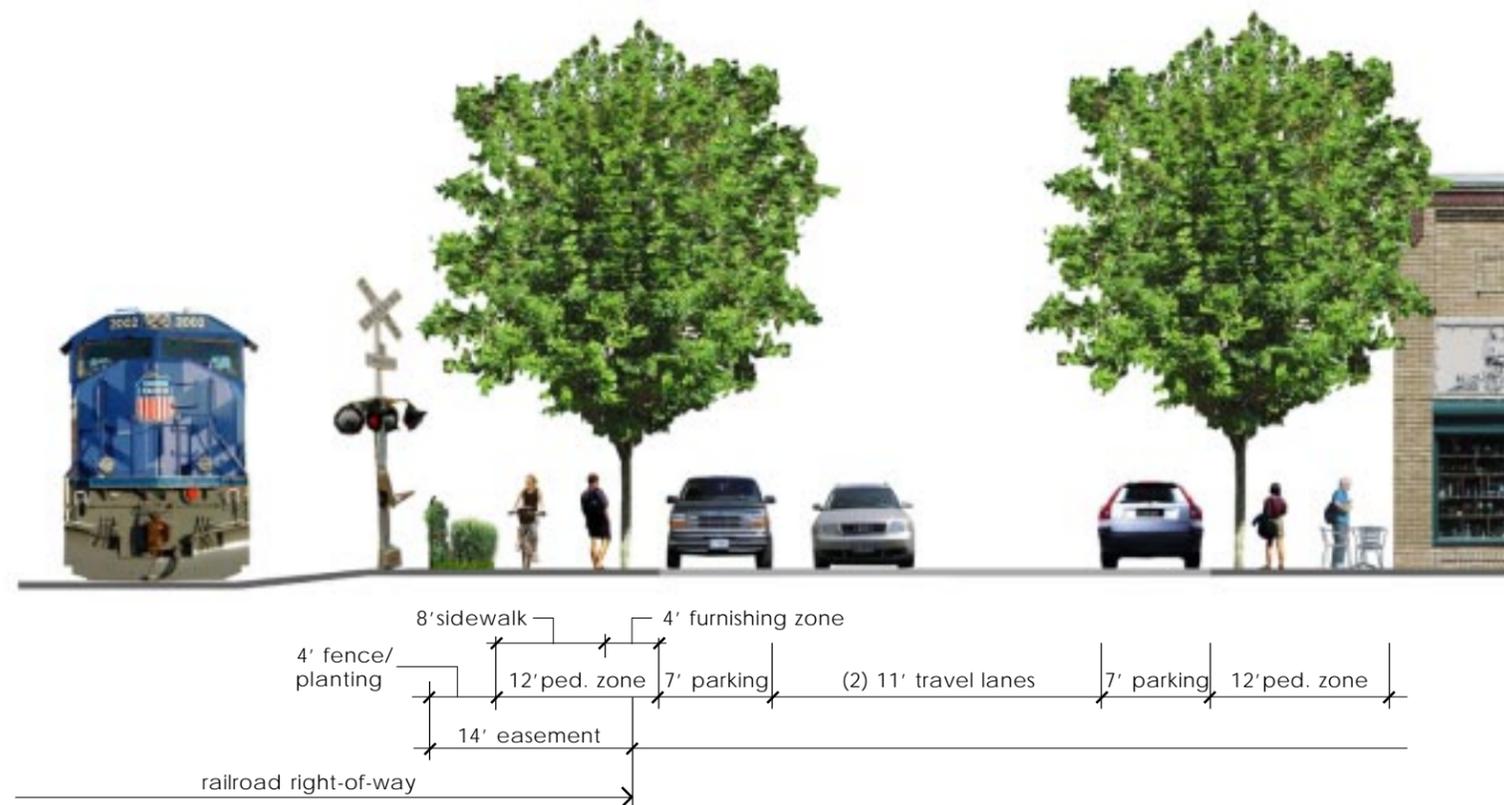
## Streetscape Master Plan | Railroad Street



Existing edge condition does not provide buffer to discourage unsafe rail crossing by pedestrians.

### Railroad Street

Railroad Street will be also be curbless and treated with the same vertical and horizontal elements as described for use on other streets. A four-foot high fence with a hedge will be located adjacent to the tracks the entire length of the street to discourage illegal crossing of the tracks. The existing right-of-way is 50'. A 14' easement will have to be obtained from the railroad to accommodate the improvements shown in the section to the right. Railroad Street provides several opportunities for small plaza areas where additional seating and planting may occur. These areas are the south terminus of Washington Street and the east terminus of Railroad Street at Pine. The terminus at Washington is substantial enough in size that it may also be the location for a public fountain or sculpture, or ultimately, a commuter rail station.



Typical proposed section at Railroad Street (not to scale)



## Design Detail Guidelines | Materials

### Hardscape Materials

The primary paving materials of the streetscape plan are poured-in-place, natural color concrete and granite cobbles. The cobbles will be mortared to a concrete sub-slab with grouted joints. A geotechnical engineer will recommend the thickness of the concrete sub-slab, poured-in-place concrete and subbase during the next phase of work.

### Pedestrian Zone

Within the 12-foot sidewalk, the concrete scoring and granite cobbles differentiate different zones of travel or use. A 1-foot score band will be located adjacent to the right-of-way (or building face). Where a building is set back slightly beyond the right-of-way line, additional concrete paving with matching jointing and finish will extend to meet the building's face. The main pedestrian way is a rectangular pattern of 3-foot by 3.5-foot score lines. Within the 4-foot furnishing zone, 4-inch granite cobbles are grouted to a concrete subslab. These cobbles are tumbled to create rough edges with a smooth top surface. The top surface has a thermal finish that is slightly rough and meets ADA accessibility codes. The grout in between each paver varies from 1/2 to 1-inch wide depending upon the variation of the stone's sizes and tumbled edges.

### On-Street Parking Area

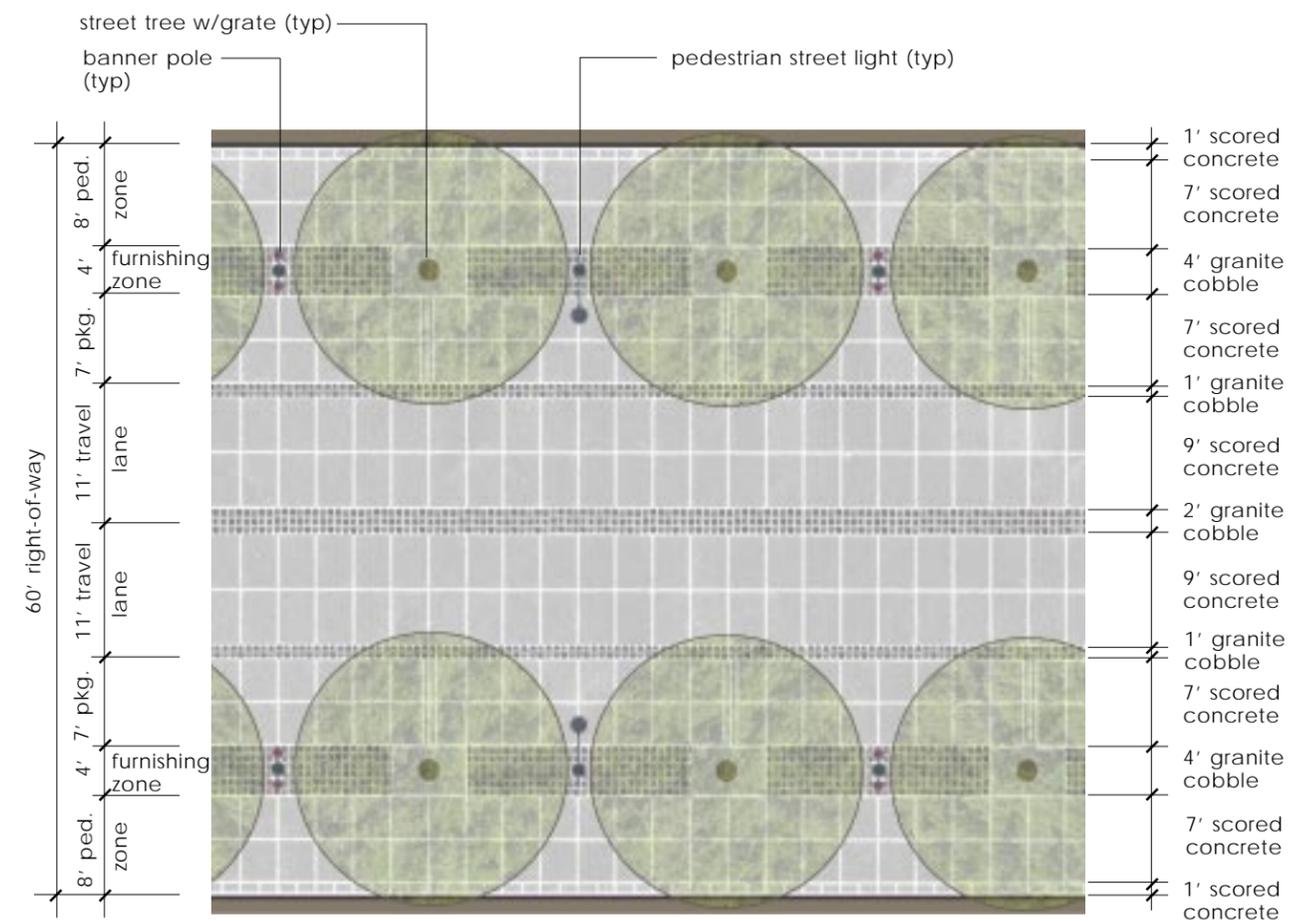
The on-street parking area is concrete with a similar scoring pattern of 3-feet by 3.5 feet. Score lines within the concrete that center on each tree demarcate each parking space. Six score lines are two-inches on center for a total of a ten-inch wide "stripe".

### Travel Lanes

The two 11-foot travel lanes (total of 22-feet) are bounded by a 1-foot wide band of 4-inch granite cobbles. This provides a visual demarcation of the parking area. The travel lanes are constructed of scored concrete in a 3-foot 4.5-foot pattern. The center of the street has a 2-foot wide granite cobbled valley gutter that is slightly depressed. Cast iron decorative drain covers are used on catch basins placed in the center of each intersection and at intermediate locations as necessary to capture storm water drainage.

### Existing Streetscape Materials & Furnishings

As part of the streetscape improvements, an effort will be made to relocate the existing concrete pavers to another location in Sherwood. Potential relocation sites include the development of the new civic plaza or the new walkway within Veterans Park. When possible, the existing street trees planted as part of the late 1990's streetscape project will be transplanted to



Typical street plan (not to scale)

another site in the city, such as a park. Every effort will be made to sell the existing streetlights and tree grates to another user.

## Design Detail Guidelines | Street Trees

Street trees have been chosen for their ability to withstand urban conditions, color, texture, ease of maintenance and canopy size. The north-south streets will be planted with the Japanese Zelkova 'Halka' and the east-west streets will be planted with the Urbanite Ash. The Allee Elm will be used at street corners to announce the intersections.



*Fraxinus pennsylvanica* 'Urbanite'  
Urbanite Ash

<b>Height</b>	50'
<b>Spread</b>	40'
<b>Form</b>	broadly pyramidal
<b>Foliage</b>	lustrous dark green, thick and leathery, dense canopy
<b>Fall Color</b>	deep bronze
<b>Bark</b>	grey to darkish brown, becoming ridged and furrowed with age, more resistant to sun scald than other cultivars
<b>Growth rate</b>	moderate to extremely vigorous
<b>Hardiness</b>	Zone 5



*Zelkova serrata* 'Green Vase'  
Japanese Zelkova 'Green Vase'

<b>Height</b>	50'
<b>Spread</b>	30'
<b>Form</b>	graceful, loose, open vase shape
<b>Fall Color</b>	yellowish
<b>Growth rate</b>	very fast
<b>Hardiness</b>	Zone 5



*Ulmus parviflora* 'Emer II'  
Allee Elm

<b>Height</b>	50'
<b>Spread</b>	35'
<b>Form</b>	upright vase, arching
<b>Foliage</b>	medium green, glossy
<b>Fall Color</b>	yellow-orange to rust red
<b>Bark</b>	irregular deep fluting, grey to orange exfoliating bark
<b>Growth rate</b>	fast
<b>Hardiness</b>	Zone 5, resistant to Dutch Elm disease and phloem necrosis



Landscape Forms

**Bench**

The Plainwell bench is an aluminum bench manufactured by Landscape Forms. It is 72-inches long with arm rests on both sides of the bench. The bench is powder coated black and will be bolted into the concrete sub-slab.

**Contact**

Landscape Forms  
 phone 503.292.9102  
 fax 503.292.9103

**Litter Receptacle**

The Plainwell litter receptacle is aluminum receptacle manufactured by Landscape Forms. It has a 35-gallon capacity and a polyethylene liner. The receptacle is powder coated black and has a side opening for litter deposit. The trash receptacle will be bolted into the concrete subslab.

**Contact**

Landscape Forms  
 phone 503.292.9102  
 fax 503.292.9103



Landscape Forms



Fairweather

**Bollard**

The B-1 with Rivet Bollard is a permanent welded steel bollard manufactured by Fairweather Site Furnishings. The bollard is 8-inches in diameter with a fully welded dome top. Decorative rivets are placed on welded bands on the bollard. The bollard is embedded into a subsurface concrete footing.

The bollards are powder coated black. Removable bollards are also available that match the permanent bollard.

**Moveable Bollard**

For circumstances where a moveable bollard is necessary, like temporary road closures or outdoor restaurant seating areas, an aluminum version of the B-1 bollard is available with an aluminum base plate for support.

**Contact**

Sitelines  
 Phone 503.291.1800  
 Fax 503.291.0100

**Bike Rack**

The bike rack uses the Fairweather B-1 Bollard without the middle collar as its post with the side tubes of the BR-2 Fairweather Bike Rack. The bike rack is 8-inch schedule 40 pipe that is powder coated black. The bike racks are embedded into a subsurface concrete footing.

**Contact**

Sitelines  
 Phone 503.291.1800  
 Fax 503.291.0100



Fairweather

**Tree Grate**

The Chinook Tree Grate, manufactured by Urban Accessories, is a ductile iron grate available in 4-feet by 6-feet (mid-block condition) and 4-feet by 4-feet (at intersections). The standard finish is raw cast grey iron. The grates will be bolted to a manufacturer supplied frame that is embedded into the concrete subslab.



Urban Accessories

**Drain Cover**

The drain cover will be of ductile iron and custom manufactured by Urban Accessories to match the perimeter patterning of the Chinook tree grate. The size of the typical valley gutter grate will be 2'x2'.

**Contact**

Northwest Recreation  
Phone 503.624.4800  
Fax 503.624.5492



Murdock

**Drinking Fountain**

The Murdock M-23 drinking fountain with pet fountain complies with ADA. It is constructed of bronze, brass and iron and is vandal proof. All parts are removable to facilitate maintenance. Finish is to be black powdercoat.

**Contact**

Murdock, Inc.  
Phone 513.471.7700  
Fax 513.471.3299

**Infrastructure**

Infrastructure elements such as manhole covers, water meter and valve covers, and fire hydrants should not visually detract from the streetscape. Coordination with the appropriate utility companies and the water district will be necessary when specifying these items.

**Granite**

A tumblestone granite and a split edge paver with truncated domes are the two types of granite specified. The tumblestone granite look is created by splitting the pavers to size, then tumbling them against each other. This gives tumblestone its distinctive rounded edges. The tumblestone granite will be 4-inches by 4-inches by 3-inches thick. The truncated dome paver will meet the standards set by the ADA Accessibility Guidelines and will be 4-inches by 4-inches by 2-inches thick. Color for all the granite will range from dark gray to reddish-brown.

**Contact**

Cold Spring Granite  
Phone 320.685.3621  
Fax 320.685.4287



**Tree Guard**

The preference is to exclude tree guards in the first installation project as a test to determine if they are needed. If the trees sustain damage without guards, they will be added. If the tree guard becomes part of the site furnishings, the Olympic Foundry GDA will be used. The tree guard is made of steel slats powder coated black. The tree guard is bolted to the tree grate.

**Contact**

Sitelines  
Phone 503.291.1800  
Fax 503.291.0100

**Newspaper Rack**

The Concourse newspaper rack is a free-standing modular unit that provides an area for two, four or six newspaper-vending compartments as manufactured by Sho-Rack. The number of compartments will be determined on a case-by-case basis. The newspaper rack will be bolted into the concrete subbase.

**Contact**

Kaspar Wire Works  
phone 800.527.1134



Sho-rack



Hadco

**Pedestrian Lighting**

The Hadco, Techtra luminaire mounted on a 14' shepherd's crook pole is a contemporary light fixture with a historical look. Photographs taken in Sherwood prior to 1900 show similar fixtures being used in some areas of downtown. The light fixture is constructed of heavy duty cast aluminum with a cast aluminum neck, specular aluminum reflector, UV stabilized polycarbonate lens and protective cast aluminum cage. The fixtures

utilize an 85W QL induction lamp which provides high color-rendering white light and has a rated lamp life of 100,000 hours. The poles are made of aluminum, offering reduced weight and durable construction. Poles and fixtures will be powder coated black. The poles will be oriented perpendicular to the sidewalks and directed toward the street.

**Intersection Lighting**

The typical intersection luminaire will be more of a system than an individual luminaire. One heavy-duty aluminum 20' pole will be placed on each corner at a typical intersection. A cable will be suspended between each pole, four of these cables forming a square around the intersection. A fixture head will then be suspended over the center of each street



*Suspended light example, similar to those proposed at intersections.*

entering the intersection. The fixture head will be the same type used on the pedestrian scale poles, but a 165W QL induction lamp will be used due to the increased height and need for higher illumination levels at the intersections.



**Banner Poles, Banner Arms & Flower Baskets**

The banner poles will be the same pole as is used for the pedestrian scale light fixtures, minus the fixture head. These poles may have convenience outlets in the base and at the top of the pole, if needed. Each pole will be equipped with a banner support system allowing large banners to be suspended across the street and small banners to be hung on the pole. Poles at intersections will also support street name signs. Each pole will also be equipped with a

hook allowing flower baskets to be hung on the poles. Flower basket hangers will be a Hadco 12" aluminum arm extension mounted to the light fixture pole with a 5" clamp-on collar. Drip irrigation will be installed within the poles for the flower baskets.



*Banner poles can accommodate both flower baskets and streetscape banners.*

**Kiosk**

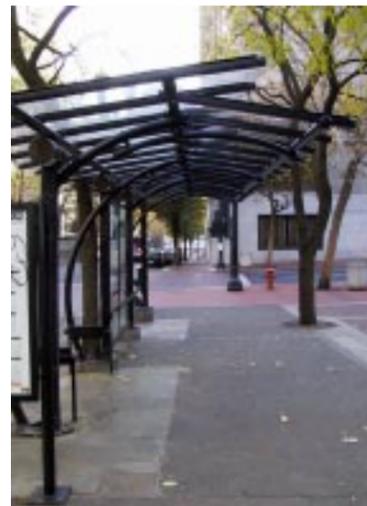
A central kiosk with information on the City’s events, maps, and general information should be located within the civic plaza. The actual design of the kiosk should be done during the design development of the civic space. The graphics affiliated with the kiosk should be designed as part of the identity graphics system.



*Example of kiosk structure.*

**Bus Shelters**

Bus shelters should be custom designed to respond to surrounding architecture or the specific location in which they will be placed. They should have a bench, be easily maintainable, free of advertising and minimize conflicts with storefronts and signage.



*Custom-designed transit shelter*

**Public Restroom**

The public restroom should be designed as a shared-use structure to minimize unwanted activities and images typically associated with public restrooms. Possible shared uses include a flower stand, a coffee bar, ice cream stand, etc.



*Shared-use restroom building*

**Environmental Graphics**

A graphic identity system will need to be developed with an environmental graphic consultant to visually identify the City of Sherwood. Wayfinding elements, signage, gateways, informational kiosks and banners should read as a graphic family that is unique to the City of Sherwood.

Standards or guidelines should also be developed for commercial signage. As part of the identity graphic system, a small-scaled façade-mounted sign should be designed for business use.



**Public Art**

Public art can enrich and enliven the streetscape. Because of the nature of producing art pieces and their function particular to a specific site, guidelines cannot be outlined in the Master Plan. Art should be considered not only a means to further enrich the streetscape, but a way to establish a stronger sense of place and historical continuity. Art pieces can be freestanding, integrated into the pavement design, incorporated into bus shelters, etc.

**Historical Markers**

Historical markers will be used throughout the project area to convey significant cultural and natural landmarks within the City. These may either be embedded flush within the granite cobble area or mounted on a building. The City and a graphic designer will further refine the size and material of the historical markers.



*Wall-mounted historical marker*



Robin Hood Festival float

**Festivals**

The City has a rich history of festivals and markets within downtown Sherwood. The Streetscape Master Plan is designed to accommodate the existing festivals and envisions new festivals occurring throughout the year. During each of the festivals, Pine Street will always remain open for two-way vehicular traffic and uninterrupted bus service.

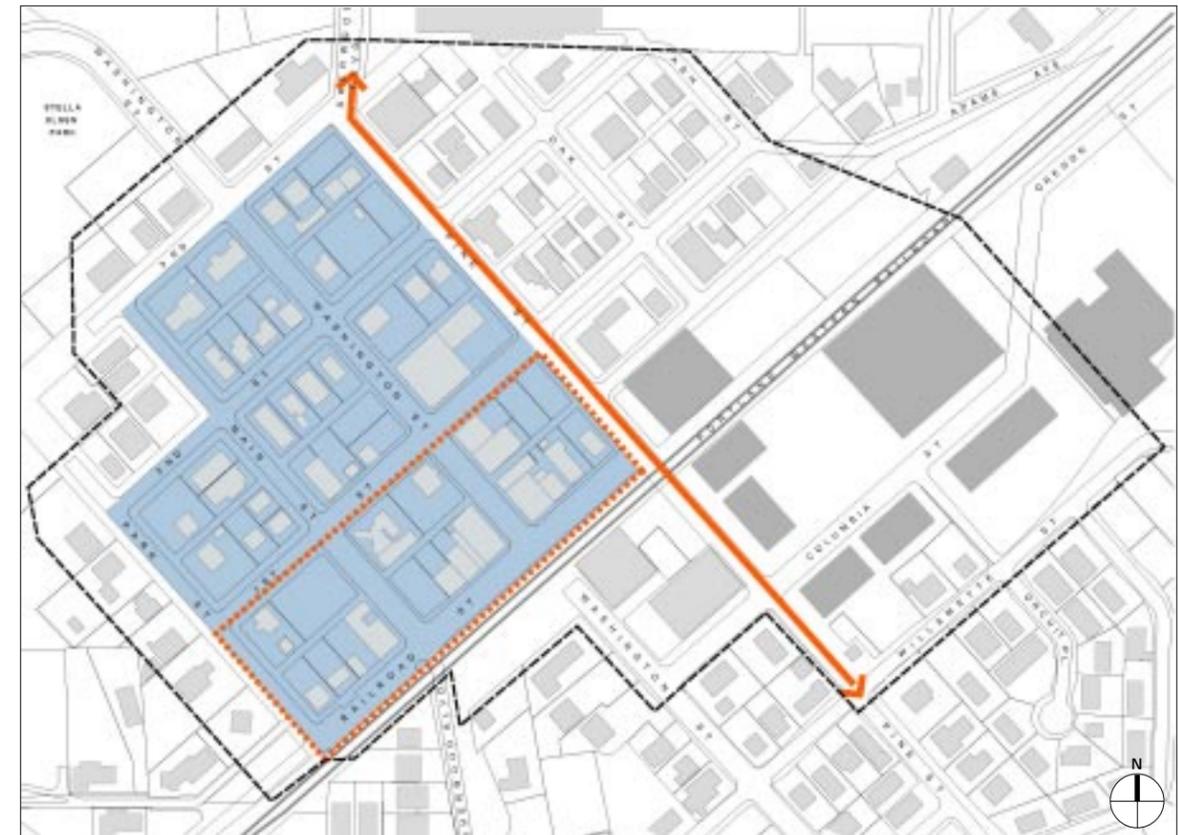
The festival use areas have been divided into two districts. For larger festivals such as

Cruisin' Sherwood and the Robin Hood Festival, the festival area is bounded by Pine Street to the east with the ability to use all of the streets, sidewalks and open space within the downtown area.

For smaller festivals such as the Sherwood Old Town Arts Festival and the Old Town Holiday Celebration, the events take place between 1<sup>st</sup> and Railroad Streets and Pine and Park Streets. This is considered the festival core area that is bounded by Veterans Park and the potential civic space at the corner of 1<sup>st</sup> and Pine Streets. The smallest festivals such as the Farmer's Market will utilize a single closed street such as Washington Street (Railroad to 1<sup>st</sup>) or 1<sup>st</sup> Street (Main to Park).



Cruisin' Sherwood on closed Railroad Street



Festival Districts

## Implementation | Phasing Strategy & Costs

### Phase 1 - Old Town Core (Recommended)

The first recommended implementation phase of the Downtown Sherwood Streetscape Master Plan involves the commercial core in Old Town, plus the Pine Street and 1<sup>st</sup> Street arterials leading to this commercial district. Designing and constructing these streets as part of a single phase will significantly reduce project costs and reduce disruptions to Old Town by minimizing the time of construction. Final design of this phase will begin upon adoption of this plan. The phase will be bid as a single project with the contractor meeting the following requirements:

- Maintain continuous access through downtown from the 3 primary entry points: N Sherwood Boulevard, Oregon Street, and S Sherwood Boulevard
- Minimize disruption to downtown businesses
- Limit construction activities during major downtown festivals

The product of this phase will be a completely rebuilt streetscape within the right-of-way.

### Phase 2 - Cannery Arterials (Recommended)

The second recommended implementation phase of the Downtown Sherwood Streetscape Master Plan involves the two main streets through the Cannery site: Pine Street and Columbia Street east of Pine. The plan recommends that the city construct approximately the center 36-feet of these streets along with street lighting. The remaining streetscape will be the responsibility of the developer when the Cannery site develops. The right-of-way for these streets is assumed to be dedicated to the city at no cost.

Design of this phase will begin as soon as design of Phase 1 is complete, with bidding and construction immediately following design. This phase cannot be started immediately because the right-of-way is not yet acquired and state permits for a new railroad crossing at Pine will not be approved until 2004.



*Construction of the Downtown Streetscape Master Plan will occur incrementally over time. In general, construction will be timed to minimize impacts on festivals and downtown property owners.*

## Implementation | Phasing Strategy & Costs

### Total Costs for Recommended Phases (Phases 1 & 2)

The table below shows the total cost for the two recommended phases of the Downtown Sherwood Streetscape Master Plan. The costs include construction, design, staff administration and contingency.

Phase	Total Cost	Funding Source			
		Urban Renewal Funds	City Utility Funds	Transportation Funds	Developer Funds
1 - Old Town Core	<b>10,385,007</b>	9,002,562	708,230	674,215	0
2 - Cannery Arterials	<b>3,620,151</b>	951,913	7,000	1,566,084	1,095,154
Recommended Total	<b>14,005,158</b>	9,954,475	715,230	2,240,299	1,095,154

### Phase 3 - Old Town Secondary Streets

If funding is available, a series of secondary streets in the Old Town area should be constructed in accordance with this master plan. The most critical of these streets is Washington Street which serves as a secondary entry to downtown from Highway 99W and is the primary connection between Stella Olsen Park and the Old Town commercial core.

### Phase 4 - Old Town Residential Neighborhoods

Again, if funding is available, a number of modest improvements can be made to the residential districts in Old Town. These improvements primarily consist of completing sidewalk connections and installing street lights identical to those proposed in the commercial core.

### Phase 5 - Cannery Secondary Streets

As the Cannery site develops, reconstruction of a number of secondary streets will be required. The design of Columbia Street (west of Pine Street) and Orcuit Street will be in accordance with the curbless streets proposed in this master plan. The improvements to Willamette Street will involve more standard half-street improvements with curb, gutter, planted parkway strip, and sidewalks. Costs for these improvements will be borne by the developer of the Cannery site.

### Phase 6 - Railroad Siding Relocation

A final improvement to downtown involves relocation of the siding track that now runs through the entire downtown railroad corridor. Due to the high cost and the importance of completing the downtown streets, this phase is not recommended to be funded, unless additional funds become available.

### Total Costs for Future Phases

The table below shows the total cost for future phases of the Downtown Sherwood Streetscape Master Plan. The costs include construction, design, staff administration and contingency.

Phase	Total Cost	Funding Source			
		Urban Renewal Funds	City Utility Funds	Transportation Funds	Developer Funds
3 - Old Town Secondary Streets	<b>3,457,370</b>	3,343,970	113,400	0	0
4 - Old Town Residential Neighborhoods	<b>528,170</b>	525,370	2,800	0	0
5 - Cannery Secondary Streets	<b>852,250</b>	0	0	0	852,250
6 - RR Siding	<b>637,000</b>	637,000	0	0	0
Future Phases Total	<b>5,474,790</b>	4,506,340	116,200	0	852,250

## Implementation | City Ordinances

---

City ordinances will need to be developed or revised to accomplish some of the Master Plan goals. They include:

### **Building Signage in the Right-of-Way**

An ordinance is needed to define the types, styles and sizes of signage allowed to overhang into the right-of-way. The primary emphasis will be on insuring the signs are small enough to not interfere with lighting and street trees and that the signs have a look that is unique to Old Town.

### **Building Overhangs & Canopies in Right-of-Way**

While various types of building overhangs and canopies give character to a downtown street, an ordinance is needed to define the size of those allowed to overhang into the right-of-way.

### **Retail allowed to use parking spaces for seating, displays, etc.**

The Streetscape Master Plan is designed to encourage use of the streets by pedestrians as well as stores and restaurants. Therefore, the city needs to craft an ordinance that clearly allows businesses to use the sidewalks for tables, displays, sidewalk sales, etc. In addition, in order to provide more outdoor seating, restaurants need to be able to utilize the parking spaces in front of their restaurants for outside seating.

### **Driveway Accesses**

While the Transportation System Plan (TSP) will define driveway spacing and construction standards, additional details will be needed for downtown where new driveways can severely impact the pedestrian-friendliness of a street. Details will be needed to ensure that new downtown driveways are constructed to the streetscape paving standard with regard to design and materials.

### **Closing Streets/Alleys**

A rule is needed defining which streets and alleys can be closed, how they are barricaded and signed for closure, and the duration of the allowed closure.

### **Truck Routes/Delivery Access**

This is one of the most critical ordinances needed. The Streetscape Master Plan design will not allow large trucks to maneuver downtown because the corner radii will be small. Therefore,

truck routes avoiding downtown must be defined and enforced and a limit on the size of delivery vehicles entering downtown is needed.

### **Newspaper & Publication Dispensers**

A rule is needed to disallow publishers' own dispensers and require they utilize the City-provided dispensers.

### **Utility Trenching**

To preserve the city's investment in the downtown streetscape, tightly enforced rules on utility trenching are needed. These rules need to require:

1. Utility cuts only be made along score lines
2. Type of backfill required and if CDF is needed
3. Type of concrete and cobble to use for replacement
4. Permit and inspection fees adequate to allow monitoring and enforcement of the rules
5. City to have option to require City crews or contractors perform all utility cuts and replacements.

### **Joint Use of Parking Lots**

With parking being a key ingredient in a successful downtown, the City needs to require that new parking lots in the downtown area be required to allow public parking during off-hours.