



Home of the Tualatin River National Wildlife Refuge

CITY COUNCIL MEETING PACKET

FOR

Tuesday, June 7, 2022

**Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**

5:30 pm City Council Work Session

7:00 pm City Council Regular Meeting

City Council Executive Session
(ORS 192.660(2)(f), Exempt Public Records)
(Following the Regular City Council Meeting)

This meeting will be live streamed at
<https://www.youtube.com/user/CityofSherwood>



5:30 PM WORK SESSION

1. **Sherwood West Update** (Erika Palmer, Planning Manager)
2. **Public Works Facility Master Plan Update**
(Craig Sheldon, Public Works Director)
3. **Discuss City Attorney** (Josh Soper, City Attorney)

7:00 PM REGULAR SESSION

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **APPROVAL OF AGENDA**
5. **CONSENT AGENDA**
 - A. **Approval of May 17, 2022 City Council Meeting Minutes** (Sylvia Murphy, City Recorder)
 - B. **Approval of May 31, 2022 City Council Meeting Minutes** (Sylvia Murphy, City Recorder)
 - C. **Resolution 2022-027 Appointing Jake Wenbourne to the Sherwood Planning Commission**
(Erika Palmer, Planning Manager)
 - D. **Resolution 2022-028 Authorizing the City Manager to Sign a One-Year Extension to the On-Call Building Plan Review and Inspection Services Contract with Clair Company**
(Scott McKie, Building Official)
6. **CITIZEN COMMENTS**
7. **PRESENTATIONS**
 - A. **Introduction of New Police Officer** (Ty Hanlon, Police Chief)
 - B. **Proclamation, Proclaiming July 15-16, 2022 as Robin Hood Festival Weekend** (Mayor Mays)
 - C. **Recognition of Robin Hood Festival Maid Marian Court** (Mayor Mays)
8. **NEW BUSINESS**
 - A. **Resolution 2022-029 Adopting the Capital Improvement Plan (CIP) for FY2022-23**
(David Bodway, Finance Director)

AGENDA

SHERWOOD CITY COUNCIL June 7, 2022

5:30 pm City Council Work Session

7:00 pm City Council Regular Meeting

**City Council Executive Session
(ORS 192.660(2)(f), Exempt Public Records)
(following the Regular City Council Meeting)**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140**

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9. PUBLIC HEARINGS

A. Ordinance 2022-004 Amending sections of the Sherwood Zoning and Community Development Code for New Housing Choices to comply with Oregon HB 2001

(Joy Chang, Senior Planner) (*Continued Hearing*)

B. Ordinance 2022-005 Amending sections of the Transportation System Plan for Housing Choices (Joy Chang, Senior Planner) (*Second Hearing*)

10. CITY MANAGER REPORT

11. COUNCIL ANNOUNCEMENTS

12. ADJOURN to EXECUTIVE SESSION

A. ORS 192.660(2)(f), Exempt Public Records (Josh Soper, City Attorney)

13. ADJOURN

How to Provide Citizen Comments and Public Hearing Testimony: Citizen comments and public hearing testimony may be provided in person, in writing, or by telephone. Written comments must be submitted at least 24 hours in advance of the scheduled meeting start time by e-mail to Cityrecorder@Sherwoodoregon.gov and must clearly state either (1) that it is intended as a general Citizen Comment for this meeting or (2) if it is intended as testimony for a public hearing, the specific public hearing topic for which it is intended. To provide comment by phone during the live meeting, please e-mail or call the City Recorder at Cityrecorder@Sherwoodoregon.gov or 503-625-4246 at least 24 hours in advance of the meeting start time in order to receive the phone dial-in instructions. Per Council Rules Ch. 2 Section (V)(D)(5), Citizen Comments, "Speakers shall identify themselves by their names and by their city of residence." Anonymous comments will not be accepted into the meeting record.

How to Find out What's on the Council Schedule: City Council meeting materials and agenda are posted to the City web page at www.sherwoodoregon.gov, generally by the Thursday prior to a Council meeting. When possible, Council agendas are also posted at the Sherwood Library/City Hall and the Sherwood Post Office.

To Schedule a Presentation to the Council: If you would like to schedule a presentation to the City Council, please submit your name, phone number, the subject of your presentation and the date you wish to appear to the City Recorder, 503-625-4246 or Cityrecorder@Sherwoodoregon.gov

ADA Accommodations: If you require an ADA accommodation for this public meeting, please contact the City Recorder's Office at (503) 625-4246 or Cityrecorder@Sherwoodoregon.gov at least 48 hours in advance of the scheduled meeting time.



SHERWOOD CITY COUNCIL MEETING MINUTES
22560 SW Pine St., Sherwood, Or
May 17, 2022

WORK SESSION

- 1. CALL TO ORDER:** Mayor Mays called the work session to order at 5:30 pm.
- 2. COUNCIL PRESENT:** Mayor Keith Mays, Councilors Kim Young, Doug Scott, Renee Brouse, and Taylor Giles. Councilors Sean Garland and Council President Tim Rosener participated remotely.
- 3. STAFF PRESENT:** IT Director Brad Crawford, Community Development Director Julia Hajduk, Public Works Director Craig Sheldon, Planning Manager Erika Palmer, Senior Planner Joy Chang, Economic Development Manager Bruce Coleman, City Engineer Bob Galati, Records Technician Katie Corgan, and City Recorder Sylvia Murphy. City Manager Keith D. Campbell and City Attorney Josh Soper participated remotely.

OTHERS PRESENT: Deb Galardi with Galardi Rothstein Group.

4. TOPICS:

A. Sanitary & Storm Rate & SDC Update

Public Works Director Craig Sheldon recapped that Sanitary and Storm SDCs (system development charges) were brought to Council in December 2021 and said that this was a follow up to the previous work session. He explained that more work was needed on the Sanitary rates before it would be ready for Council to review. He outlined that staff was seeking Council's input on whether or not to go forward with the Storm SDC increases. Consultant Deb Galardi presented the "Stormwater Rate and SDC Update" PowerPoint presentation (see record, Exhibit A) and provided background. She explained that the current SDCs were put into place in 2016 and were based on the Master Plan's 20-year CIP needs for local systems and the growth cost per equivalent service unit (ESU) was used to determine the local share. She reported that at the time, the growth costs per ESU approximated the local share of the calculated regional CWS charge. She stated that the CIP costs had been updated to reflect inflation and several significant water quality and hydro modification facilities on planned future streets projects were added to the CIP list in 2022. She explained that with the addition of the updated figures, the calculations showed that Sherwood was no longer within the regional calculated SDC. She stated that there was a basis for having a local SDC in addition to the regional SDC. She explained Stormwater was calculated on an equivalent service unit basis based on impervious area of a typical home and it was a system-wide SDC, unlike Sanitary which had different geographical surcharges. She outlined that there were three components to the local portion of the Stormwater SDC and included the reimbursement fee which was based on the cost of existing facilities and came to \$204 per ESU, the improvement fee which came to \$1,222 per ESU, and a compliance charge which was related to the city's cost to comply with the statutes and came to \$36 per ESU, a total of \$1,462 and a

regional SDC of \$585. She explained that part of the issue with Stormwater SDCs was that there were increasing costs but there was also an issue with the policy around credits. She explained that under Oregon statutes, developers who installed facilities were entitled to a credit of up to the improvement fee portion of the SDC if it was above and beyond the cost to meet the development's specific needs. She stated that CWS's credit policy provided for 100% credit against the SDC in total for meeting development standards which often resulted in no returned revenue to the city. She stated that was why she recommended that Sherwood only credit back 45% of the water quality portion of the improvement fee of the SDC and commented that that was consistent with state law. She reported that the net SDC would then be estimated at \$913 per ESU. Council President Rosener asked how SDC credits would work with different types of swale construction and provided an example of small swales on individual lots or swales in the sidewalk planter strip. Ms. Galardi replied that generally speaking, the way CWS applied the credit policy was based on the project meeting development standards and commented that those standards could be different development practices. She continued that in this case, for the city's portion of the SDC, there would still be some credit for the water quality portion but not the water quantity portion and that the development was still impacting the system and therefore a portion of the SDC would be charged. City Engineer Bob Galati spoke on developers getting credits back and explained that typically, SDC charges for subdivisions were easy to deal with but smaller individual lots still followed the same rule if their impervious surface area of over 1,000 square feet was impacted. He continued that if that was the case, the city would give them the same type of treatment because there was nothing in CWS's rules that had modified that requirement. He explained that if they provided water quality treatment on site, they would get the 45% credit. The 55% rule for detention was for instances when the water was treated onsite (e.g. a planter strip or rain garden) and they then discharged the water on their own property and not to the street, they then received 100% credit because the detention requirement mandated that they were not impacting the off-site downstream side. He clarified that most projects currently received 100% credit. He explained that with hydro modification, which was typically a natural stream corridor, there would be no dumping into existing lines because it was a natural corridor. He explained that eventually, there would be an issue in the area and Public Works would have to maintain it even though it was a natural stream corridor and that was why the 55% was recommended in order to help the city deal with the issues that were not currently covered in the rules, but soon would be covered by regulations. Ms. Galardi provided an overview of the SDC comparison chart on page 5 of the presentation. She recapped that she had updated the Stormwater rate forecast to include the most current CIP plan as well as factoring in some revenue projection from SDCs, should the proposed SDC and credit policy go forward. She outlined that the current Stormwater rates provided funding for both operation and maintenance and capital improvements and stated that current capital improvement funding capacity was roughly \$750,000 and would fund things like road related capital improvements, equipment and vehicle replacement, and the projects listed in the CIP. She reported that the projected 10-year capital expenses was \$11.3 million and the SDC funding assumed implementation of an updated local SDC and credit policy. She commented that it was difficult to predict SDC revenue based on the timing of growth alone and the use of credits and how credits would ultimately be applied, but she forecasted \$500,000-700,000 in SDC revenue that would be available to fund some projects. She explained that the operating transfers to fund the remaining would need to average a little over \$800,000 per year to fund the CIP as it was currently projected. She provided an overview of the projected capital costs and reserves chart on page 9 of the presentation and noted that the new Public Works facility was forecasted towards the last five years. Ms. Galardi reported that with the presumed continued transfer of rate revenue from the operating fund, there would be an initial drawdown of capital reserves, the reserves would climb again in the middle of the plan and would eventually be drawdown to help construct the new Public Works facility. She noted that the point of reserves was to allow for flexibility for when there were large improvements after which the reserves would begin to grow again. She outlined that CIP transfers from the Operating Fund were typically increased by 2% per year and

would meet the needs, but there would be some years where the 2% increase would not be sufficient and there would be some drawdown of fund balance. She explained that a portion of the rate was set by CWS, so the total increases in the rates may vary and it would be important to monitor based on how CWS set their rates and the city's growth rate to ensure that the revenue was keeping pace with expenses. Council President Rosener referred to the chart on page 10 and asked if the city had transferred \$400,000 for fiscal year 2022? Ms. Galardi explained that in future years, the city would transfer funds from the Operating Fund to the Capital Fund, but in 2022, there was budgeted rate revenue in the fund as opposed to a transfer and explained that it functioned the same way. Council President Rosener asked that staff look into what the transfers out of the General Fund had looked like historically compared to what it would look like going forward. Ms. Galardi provided an overview of the combined reserves chart on page 11 of the presentation and explained that the actual reserves would depend on the rate of growth and actual SDC revenue and CWS increases to local portion of the regional rate. She stated that based on her calculations, it appeared that the 2% with the additional SDC revenue and capital improvements as identified, would overall keep the fund at a prudent reserve level. She provided an overview of the Stormwater bill comparison chart on page 12 of the presentation and stated that Sherwood's total would be \$17.49 per ESU for single-family residential. She recapped that the implementation of a local SDC and partial credit on water quality would help support capital project costs and maintain operating reserves and the 2% increase per year was needed in order to keep pace with operating costs and support non-growth capital. Mayor Mays commented that the city would have the option of doing something different with rate increases if things changed with commercial, government, industrial, or non-residential services. He asked City Attorney Josh Soper if Council had passed a resolution that stated the plan to implement the 2% increase every year? City Attorney Soper replied that Council had passed a resolution that would automatically increase certain fees every year and noted that not every fee was on the list. Mayor Mays asked that Mr. Soper check to make sure that this fee was covered. Mayor Mays stated he liked the strategy and the plan. Discussion occurred. Council President Rosener referred to the transfers and asked if they were coming from the rates that were being charged and not General Fund money being used? Public Works Director Sheldon replied that the transfers were from the rates charged, not the General Fund. Council President Rosener stated he was fine with the plan. Mr. Sheldon explained that when the Sanitary rates were brought to Council it would look slightly different than Stormwater as they would present different options for commercial rates that would be separate from residential. He noted that Sherwood did not have a lot of commercial, so it would only make a small difference and said that they would also bring back options for bonding to discuss.

B. Hwy 99W Brookman & Chapman Roads Preliminary Study

Record note: The discussion of work session agenda item B, Hwy 99W Brookman & Chapman Roads Preliminary Study, was postponed to allow staff and consultants additional preparation time.

C. Housing Amendments Review

Senior Planner Joy Chang provided a copy of the submitted comments and questions from Mayor Mays and Council President Rosener regarding housing amendments in Ordinance 2022-004 with her responses (see record, Exhibit B) to Council and stated she was also distributing a memorandum regarding Shared Courts (see record, Exhibit C). She outlined that she wished to hear Council feedback to identify items that could be changed in the proposed housing choices and reminded Council that the city had to implement a policy by June 30th, or the Model Code would be implemented. She explained that she would address each question/comment in Exhibit B and would ask Council for their feedback and stated that staff would ask Council to continue the hearing on the proposed ordinance until June 7th because there may be additional changes that need to be made based on this discussion. She stated that she had received a joint email

testimony from Housing Land Advocates (HLA), Fair Housing Council of Oregon (FHCO), and 1000 Friends of Oregon which stated each of their organization's support for the proposed ordinance (see record, Exhibit D), but they also asked for several amendments to the proposed ordinance which Council needed to discuss. She addressed the question of *"The housing ordinance - when passed 'shall become effective' date= I'd like it to be as late as possible - so is that June 30th?"* and replied that the latest effective date of HB 2001 was June 30, 2022 and staff had updated the effective date in the proposed ordinance. She addressed the question of *"Is an alley allowed on multiple sides of a lot?"* and replied that as it was currently defined, it did not prohibit an alley on multiple sides of a lot and added that Council could direct staff to make amendments to the definition of an alley if they wished. She addressed Council President Rosener's comment of *"We should change this to only one side, opposite the street with the highest use."* And stated that one of the key aspects of these questions was concerning the scope of the housing choices and that an alley had always been defined and allowed within the code but the design standards for an alley had not been codified. She added that proposed Ordinance 2022-005 would modify the TSP (Transportation System Plan) to include a cross-section of an alley. Mayor Mays clarified that that meant that Council President Rosener's suggestion was not applicable to the purview of Ordinance 2022-004, but should instead be included for Ordinance 2022-005 instead? Ms. Chang replied that was correct. Community Development Director Julia Hajduk clarified that there would be some things that could be resolved within the scope of this project, but there may be some other things that Council wanted to do but were unable to include in this project due to noticing requirements, so staff would note down their comments and carry them forward for the future. Senior Planner Chang addressed the question of *"Is an alley allowed in any land use zone?"* and replied that alleys were permitted under the current language and added that according to the City Engineer, commercial and industrial sites were typically large enough to not warrant internal public streets. She added that amendments could be proposed to restrict them to only residential land use zoning districts if Council wished to do so. Council President Rosener referred to his comments of *"Given mixed-use standards etc... we should prohibit alleys in commercial and industrial sites."* and clarified that he was worried about alleys in mixed use areas and was concerned that that was a potential loophole. Councilor Scott replied he was fine with that, but he did not feel it belonged in this ordinance. Discussion occurred. Planning Manager Erika Palmer recapped that Council felt that there should be a change regarding alleys and recommended that the change be included during code clean up during the summer so the Planning Commission could weigh in and it would come back to Council as a part of a second amendment package. Council President Rosener asked what the timeframe for that would be? Ms. Palmer replied that it would likely come back to Council in late August or early September. Mayor Mays asked City Attorney Soper if this item could not be covered under Ordinance 2022-004 or Ordinance 2022-005? City Attorney Soper replied that it was not within the scope of what was noticed and commented that the city could re-notice for Ordinance 2022-005. He asked if Council felt that this was a big enough issue that they wanted it to go through the typical process of going through the Planning Commission and having them make a recommendation to Council? Councilor Scott replied that if this issue was included in a group of other potential changes for the Planning Commission to look into, then that process was appropriate. Senior Planner Chang addressed the comment of *"I do not understand the purpose for 'Shared Court'- never seen this before in any presentation that I remember."* and replied that she provided several examples of what a Shared Court looked like on page 2 of Exhibit B. She stated that a Shared Court was part of the design elements that could be used as part of a Cottage Cluster Development and explained that it was designed to accommodate bicycles, pedestrians, and vehicles. Discussion regarding how a Shared Court differed from a parking lot occurred. Council agreed that "Common Courtyard" and "Shared Court" were too similar and were confusing. Ms. Chang provided context and explained that a Shared Court was a design standard under entry location and orientation and the design guideline stated that "building elevations facing streets and Shared Courts should include pedestrian-oriented entrances" and commented that it could be removed. Discussion regarding removing the term "Shared Court" from the proposed

ordinance occurred. City Attorney Soper added that the only time the term was used in the code was under the requirements for pedestrian-oriented designed entrances and the code stated that the code required that if there was an entrance that faced a regular parking lot, it did not have to be that style of entrance. But if it faced a Shared Court, it required that type of entrance. Discussion occurred. City Attorney Soper clarified that the intent was to require that if it was facing a public street, it required a more attractive articulated entrance and that if developers built something that was more pedestrian oriented than a typical parking lot, then in those situations, the city wanted more attractive entrances. Councilor Scott asked what public benefit was being served by having this requirement? Discussion occurred. Councilor Scott remarked that the issue could be simplified by deciding if all entrances should meet the high standard, regardless of where they face, or only require the higher standard if the entrance faced the public. Discussion occurred. Councilor Scott clarified that there were already standards that required entrances that faced the public road had to meet a higher standard, but Council was deciding on if under certain circumstances, when the entrance did not face the public road, should it have to meet those higher standards? Council President Rosener commented that he was concerned that it would discourage developers if the city had that higher standard. Discussion occurred. Senior Planner Chang recapped that Council wished to remove "Shared Court" from the document and revisit the term in the future if necessary. Council agreed. Senior Planner Chang addressed the remark of *"Ditto for Common Green."* in Exhibit B and stated that staff would delete references to "Common Green" and would use "Common Courtyard" instead. City Attorney Soper referred to the previous question addressing "Shared Court" and stated that staff intended to remove the term "Common Green" and replace it with "Common Courtyard" but in the section pertaining to pedestrian-friendly entrances, the term was removed and not replaced. He explained that the original language would have required pedestrian-friendly entrances when the entrance faced Common Courtyards and asked if Council wished to revise their previous decision to only require pedestrian-friendly entrances when they faced a public street? Council stated they wished to add the requirement for pedestrian-friendly entrances when they faced a Common Courtyard. Ms. Chang addressed the remark of *"Errors on page 17 - 'Lot Depth' - is that min., max, fixed?"* and replied that the listed lot depth standard was a minimum and staff would add "minimum" to the lot depth language. She addressed the question of *"Page 17 - Residential building height- not defined as to reference point. Example - hillside project with alleys or without alleys?"* and explained that the city already had a standard way in which they measured building height and was typically used when an applicant submitted a building permit and the building technician would review the height requirements to the standard. She addressed the comment on *"Page 18 - front yard setback for 3 zones is only 14 vs. 20 for others. I'm not sold on idea of 14 ft."* and explained that there currently was a 14-foot front yard setback for Medium Density Residential Low, Medium Density Residential High, and High Density Residential. Planning Manager Erika Palmer added that the 14-foot setback requirement was for the building, not the garage and the garage had a 20-foot setback requirement. Mayor Mays clarified that his comments were more in reference to the infill code language which allowed for a further reduction in the setback for the building of up to 4-5 feet. Discussion occurred. Councilor Scott commented that he was open to fixing that language, but he did not feel it was in the scope of this ordinance. Ms. Palmer replied that she would add it to the list of other items to look into. Discussion occurred. Council stated they wanted to review the infill language as well as the general lot setback language. Ms. Chang addressed the question of *"Page 18 -Townhome= side yard Zero. What about if/when townhome zoned land is next to another type of residential zoned land (and no road separating them)?"* and recapped that staff proposed to amend the table to reflect a side yard setback of 5 feet and add a new footnote to the Development Standards Table of 16.12.030 for clarity. She reported that the existing Code did not have additional setback standards between residential zones, but it did allow for perimeter screening and buffering requirements to help with transition. Council President Rosener asked if there was anything in the code regarding requiring interfacing between housing and other types of development with regard to building heights and referred to the multi-story hotel that abutted to people's backyards. Community Development

Director Hajduk replied that buildings could only be so high up to a certain distance and then beyond that the building could be as tall as whatever the maximum height was. Senior Planner Chang addressed the question of *"Page 18 - side yards - is it clear 5 ft must be maintained - no HVAC equipment, no Natural Gas meters, no PGE meters, no fireplaces extending out into the area?"* and explained that there were some exceptions as far as architectural features, such as cornices, eaves, canopies, sunshades, gutters, signs, chimneys, and flues could project up to 5 feet into a front or rear required yard setback and 2.5 feet into the required side yard setback. Mayor Mays asked that the topic be added to the list of items for Council to review at a later time. Ms. Chang addressed the remark of *"Page 19 - not a fan of 1.5 floors allowed for cottage cluster units. And not sure a requirement for a mix of 1 and 1.5 floor units is possible to enforce long term."* Mayor Mays clarified that he made this comment prior to the last review Council had completed and withdrew his comment. She addressed the remark of *"Page 32+/- driveways - do we have or can we add language around location of fire/ USPS facilities must be planned with residential driveways in a way to maximize on-street parking opportunities."* and explained that one of the items that was included in the compilation ordinance that staff would put forward to Council in the fall included the requirement of having parking plans be submitted with the subdivision. She addressed the question of *"Page 39 - #11-why allow accessory structures in cottage clusters?? If we agree they can have them - then why max of 400 sq ft? and how many are allowed in a cottage cluster project?"* and replied that staff recognized that 400 square feet was excessive for the 900 square foot footprint of a cottage cluster unit and asked for Council's direction. She added that Council President Rosener had recommended a maximum of 50 square feet for cottage cluster unit accessory structures. Discussion occurred. Council agreed to proceed with one accessory structure of 50 square feet per cottage cluster unit. Ms. Chang referred to the remark of *"Page 44 - comments that a section is amended to include setback standards but the text of that is not on any page."* and stated that the setback commentary was made in error and had been removed. She addressed the remark of *"Page 45 - Purpose "A" - Somewhere I'd like it to say in print - City Council has no requirement to give a reason to withhold approval of any proposed PUD."* and Mayor Mays explained that his comment was not within the scope of this ordinance. Councilor Scott asked that it be added to the list of future items for Council to review. Council President Rosener asked that when it was reviewed that language also be added under "community benefit" that spoke on a wider community benefit and not just to that specific PUD. Ms. Chang addressed the question of *"Page 61- B2 - Manufactured Homes - located in a park or individual lot - must they follow all residential design standards - i.e. complete checklist or design review"* and explained that manufactured homes were not currently required to meet the Residential Design Standards because they had their own siting requirements. Councilor Scott commented that that needed to be reviewed and brought in line with Residential Design Standards. Council agreed that the chapter should be reviewed as soon as possible. Senior Planner Chang addressed the question of *"Page 65 - can we alter standards for parking space size?-like fewer compact? And/or space must be larger if next to a wall or tree or other object?"* and explained that the city did not currently require a parking plan except for townhomes but staff was planning to bring forward an ordinance this summer regarding parking plans that would require that a parking plan be submitted for all residential developments. She addressed Mayor Mays's remarks and questions on page 5 of Exhibit B regarding cottage clusters and alleys, shared open space, and shared pathways. She explained that all cottage cluster developments were required to abut a public street, but each unit within the cluster was not required to abut a public street and could instead be built to abut a private street, shared open space, or a shared pathway. Councilor Scott stated that he felt it was acceptable as long as there was a sidewalk or paved pathway from the public street to every unit. Ms. Chang replied that there was a required interconnectedness that connected each cottage cluster unit to the sidewalk in the public right-of-way. Discussion occurred. She addressed the remark of *"I also don't like private streets and want to prohibit them - can we nix this in this process or do we do that with TSP update when I hope to review the future of Alleys in town."* Ms. Chang explained that a PUD would allow the City Engineer the flexibility to allow for private

streets and added that private streets were only allowed for two lots or less. Discussion occurred. Mayor Mays asked that private streets be added to the list for Council to discuss. City Engineer Bob Galati explained the difficulty with private streets and discussion occurred. Senior Planner Chang stated that she was asking for Council to continue the hearing on Ordinance 2022-004 to the June 7th meeting and explained that the proposed ordinance would then have to be adopted under the emergency protocol. Discussion occurred.

5. ADJOURNED:

Mayor Mays adjourned the work session at 6:50 pm.

REGULAR SESSION

1. CALL TO ORDER: Mayor Mays called the meeting to order at 7:03 pm.

2. COUNCIL PRESENT: Mayor Keith Mays, Councilors Kim Young, Doug Scott, Renee Brouse, and Taylor Giles. Councilors Sean Garland and Council President Tim Rosener participated remotely.

3. STAFF PRESENT: Police Chief Ty Hanlon, Senior Planner Joy Chang, IT Director Brad Crawford, Public Works Director Craig Sheldon, Community Development Director Julia Hajduk, Planning Manager Erika Palmer, Economic Development Manager Bruce Coleman, City Engineer Bob Galati, and City Recorder Sylvia Murphy. City Manager Keith D. Campbell and City Attorney Josh Soper participated remotely.

4. APPROVAL OF AGENDA:

MOTION: FROM COUNCILOR YOUNG TO APPROVE THE AGENDA. SECONDED BY COUNCILOR SCOTT. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Mays addressed the next agenda item.

5. CONSENT AGENDA:

- A. Approval of May 3, 2022 City Council Meeting Minutes**
- B. Resolution 2022-024, Authorizing the City Manager to Purchase Vehicles and Equipment for Sherwood Broadband**
- C. Resolution 2022-025, Authorizing the City Manager to Acquire Real Property**
- D. Resolution 2022-026, Declaring the Need to Acquire Real Property Interests to Construct and Thereafter Operate & Maintain Infrastructure Related to the SW Oregon Street Improvements Project**

MOTION: FROM COUNCILOR BROUSE TO APPROVE THE CONSENT AGENDA. SECONDED BY COUNCILOR SCOTT. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Mays addressed the next agenda item.

6. CITIZEN COMMENTS:

Sherwood resident Dave Sweeney came forward and read aloud his testimony regarding trees located on Red Fern Drive. He asked that Council visit the site to see the trees at the south end of Red Fern Drive in order to help Council better understand the situation and have more information to help inform their decision regarding the trees. He stated that children had been playing in that forest for over 25 years and asked that Council not allow for the forest to be cut down and instead preserve the forest for future generations. He asked that Council visit and walk down the Arbor Lane trail to understand how well the trail wound through the forest and how well the trail would integrate into a trail through the flagpole section down to Brookman Road. He stated that most of the 115 trees had been growing for over 100 years and if they were to be cut down, it would leave a "700-foot scar through the land." He stated that the trees were slated to be cut down by developers in order to accommodate two houses and a private driveway. He stated that the construction of the two houses would, "result in the destruction of a natural area that kids and adults have enjoyed for a generation" and the two houses would destroy a natural area and the wildlife habitat the area provided. He asked that Council find a way to protect the trees from destruction and to visit the site to fully understand the situation. He commented that Council had options such as the "tree ordinance" and the 5% park district requirement for usable open space from developments. He thanked Councilors Brouse and Giles for visiting the site.

Mayor Mays addressed the next agenda item and the City Recorder read the public hearing statement.

7. PUBLIC HEARING:

A. Ordinance 2022-004 Amending sections of the Sherwood Zoning and Community Development Code for New Housing Choices to comply with Oregon HB 2001 *(Continued Hearing)*

Mayor Mays recapped that this was the third hearing for this ordinance and explained that Council had held a work session to review and discuss both his and Council President Rosener's previously submitted comments and questions on the ordinance prior to this meeting. He stated that Council had decided to continue the hearing on this ordinance to the June 7th City Council meeting in order to incorporate the direction Council had provided to staff on the proposed ordinance. Senior Planner Joy Chang stated that she had received a joint email testimony from Housing Land Advocates (HLA), Fair Housing Council of Oregon (FHCO), and 1000 Friends of Oregon which stated each of their organization's support for the proposed ordinance (Exhibit D). She explained that the email asked for several amendments to the proposed ordinance to improve the prospects of increasing access to more affordable housing types by either creating detached homes in plex developments, eliminating parking requirements, and allowing for density bonus. She stated they also requested that Council defer the adoption of the amendments until full Goal 10 findings could be made. Ms. Chang addressed the Goal 10 findings comment and explained that the Sherwood Housing Needs Analysis would need to be updated in 2026, at which time an added percentage for middle housing capacity may be reflected in the analysis. She stated that staff felt that the Goal 10 findings were sufficient. She recommended Council hold a third hearing on the proposed ordinance at this meeting in order to receive public testimony and then continue the hearing to June 7th to allow staff time to incorporate the feedback they had received from Council on the proposed amendments. Mayor Mays opened the public hearing and asked for public comment on the proposed ordinance. Hearing none, Mayor Mays closed the public hearing and asked for discussion or questions from Council.

MOTION: FROM COUNCILOR BROUSE TO CONTINUE THE DISCUSSION OF ORDINANCE 2022-004 AMENDING SECTIONS OF THE SHERWOOD ZONING AND COMMUNITY DEVELOPMENT CODE FOR NEW HOUSING CHOICES TO COMPLY WITH OREGON HB 2001 TO THE JUNE 7TH CITY COUNCIL

MEETING. SECONDED BY COUNCILOR YOUNG. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

B. Ordinance 2022-005 Amending sections of the Transportation System Plan for Housing Choices
(First Hearing)

Senior Planner Joy Chang presented the “Transportation System Plan Amendments” PowerPoint presentation (see record, Exhibit E) and provided background. She explained that the Transportation Systems Plan (TSP) went through its last major update in 2014 and through the implementation of House Bill 2001, it was identified that a cross section detail for a public alley was missing from the adopted 2014 TSP. She reported that City Council, Planning Commission, and the Sherwood community had identified that safety and on-street parking were valued benefits to the Sherwood Community and staff were therefore proposing amendments to the TSP that included a new public alley cross section detail and a revised standard for residential roadways. She provided an overview of the proposed public alley cross section on page 4 of the presentation and explained that public alleys had been allowed in the Sherwood Development Code, but a cross section detail for a public alley was missing and the amendment would add the new cross section to the TSP. She reported that the public alley cross section would show a 21-foot ROW with a mountable curb, 16-foot pedestrian level light pole, a 5-foot public utility easement, and on-street parking would not be permitted. She stated that Pride Disposal had confirmed that their trucks would be able to clear the proposed 16-foot light pole. She commented that it had also been noted that on-street parking would not be permitted on either side of the alley. Senior Planner Chang outlined that Council had identified in a previous work session that the pedestrian level light pole should meet the typical street standard and requested that the Planning Commission consider changing the pole height from 12 feet in height to the standard 20 feet. She recapped that it was determined that a 20-foot light pole would have a light intrusion of 17.7 feet and would impact second story windows whereas the 16-foot poles had a light intrusion of 13.7 feet and did not impact second story windows. She reported that City Engineer Bob Galati had confirmed that pedestrian level light poles did not limit good light for vehicular travel, and they limited light intrusion to adjacent second floor residential units. She noted that pedestrian scale lights required additional light poles due to light spacing standards. She stated the Planning Commission recommended the 16-foot-high light pole for public alley streets. Ms. Chang addressed residential standard right-of-way and stated that City Council, Planning Commission, and the Sherwood community had identified that safety and on-street parking were valued benefits to the Sherwood Community. She explained that the existing 28-foot residential standard cross section only allowed for parking on one side of the street and staff proposed a 36-foot residential standard cross section that would allow for parking on both sides of the street. She explained that the proposed 36-foot residential standard would allow for additional on-street parking and commented that the vast majority of Sherwood residents travelled outside of the city for employment and other transportation options were limited. She outlined that Sherwood’s two bus lines did not offer frequent service, they did not serve a significant portion of Sherwood’s residential areas, and they did not connect Sherwood’s residential areas to services. She reported that Sherwood had a vehicle per household average of 1.97, which was 8% higher rate of car ownership than Washington County as a whole and was 33% higher than Portland. She stated that the increased paved roadway width would allow for additional on-street parking that was consistent with the operational needs of the Residential street facility. Senior Planner Chang reported that throughout the city’s comprehensive planning process, residents had indicated in surveys that additional on-street parking was needed. She referred to disagreements between neighbors due to limited on-street parking and stated that if the city decided to increase the paved width of the local residential street standard, it would not be inconsistent with the city’s adopted Comprehensive Plan or TSP. She continued that the updated residential street standard, in addition to the goals and policies within the city’s TSP, would still provide for safe and convenient pedestrian, bicycle, and vehicular circulation that was consistent with access

management standards and that public safety vehicles would be able to maneuver and deploy equipment safely within a wider street. She provided an overview of the applicable criteria and findings for a plan amendment on pages 9-10 of the presentation and stated that all other applicable criteria were addressed in the staff report and the proposed amendments met the criteria. She recapped that the addition of the public alley cross section detail would provide the opportunity for a different classification of roadway and could assist with affordability on certain types of development. She recapped that the proposed 36-foot roadway residential standard would provide two lanes of vehicular travel and on-street parking that met Sherwood's existing and future needs for safe, efficient and well-connected streets. She stated that notice of the application was routed to DLCD on February 2, 2022, an email-notice was sent to Metro and agency partners on February 17, 2022, and newspaper publication was completed through the local times publication. Senior Planner Chang stated that besides Pride Disposal, no other agencies had provided comment on the revised proposed plan amendment. She recapped that at the March 8, 2022 Planning Commission hearing, Neil Shannon provided testimony in favor of the proposed amendment that would include the new 36-foot residential standards cross section and that a 28-foot street impacted safety and efficiency. He also had concerns that the 12-foot height of the public alley pedestrian light could potentially damage utility vehicles. Ms. Chang clarified that the height of the pedestrian lighting had been increased from the original proposed height of 12 feet to 16 feet. She summarized that based on the findings and applicable code criteria, staff recommended that Council approve the proposed text amendments and hold the second public hearing for Ordinance 2022-005 on June 7, 2022. Mayor Mays opened the public hearing and asked for public comment on the proposed ordinance. Hearing none, Mayor Mays closed the public hearing and asked for discussion or questions from Council. Councilor Young asked if the new DLCD rule would impact the street width amendment? Mayor Mays replied that it would, and that it was an interim standard until the state mandated a different standard in the future. Council President Rosener explained that the DLCD wanted to limit street widths to 28-feet and commented he felt that 28-foot wide streets were not compatible with the Sherwood community. Councilor Giles commented that street width was a safety issue for drivers and children playing in or near the street. Councilor Scott thanked Senior Planner Chang for her work on the proposed ordinance and commented he was in favor of all aspects of the ordinance. Mayor Mays stated that the proposed ordinance would be back for a second hearing at the June 7th City Council meeting.

Mayor Mays addressed the next agenda item.

8. CITY MANAGER REPORT:

City Manager Keith Campbell explained that he had received Community Development Director Julia Hajduk's notice of resignation. He stated Ms. Hajduk had been with the city for nearly 17 years and had helped to "create one of the best places and best communities to live, work, and play." He thanked Ms. Hajduk for her dedication and time with the city and he wished her well on her new position as the City Manager of Stayton. Mayor Mays expressed it was bittersweet news to hear and commented that the new position was a great opportunity for Ms. Hajduk and her family and that "we were lucky to have you for the last 17 years...your hard work, your countless hours" and wished her the best. Councilor Young thanked Ms. Hajduk for her willingness to answer councilor questions and help them understand the many processes that occurred in community development and wished Ms. Hajduk the best. Councilor Giles commented that having come from the Planning Commission, it "routinely amazed" him at the amount of knowledge city staff had and stated that that was a credit to Ms. Hajduk's leadership style and her ability to foster an excellent team that was always prepared and congratulated her on her new position. Councilor Garland stated that "people often point to Sherwood as being one of the most livable cities and Julia is a major part of that" and that her ability to visualize and plan for 5-10 years into the future was why Sherwood was so great. He

thanked her for sharing her knowledge with Council and wished her good luck in her new position. Councilor Brouse commented that she loved watching Ms. Hajduk interact with her staff and see what staff was able to accomplish because of her leadership and stated that Ms. Hajduk would do well in her new position and wished her good luck. Councilor Scott thanked Ms. Hajduk for her mentorship, kind words, and patience through the years and stated he echoed the other councilor's sentiments. Council President Rosener stated he agreed with the other councilor's comments and said that he had learned a lot from Ms. Hajduk and thanked her for her grace and ability to explain things and offer alternatives when appropriate.

Community Development Director Hajduk stated that she would not be able to go where she was going without the Sherwood community and she hoped to replicate what made Sherwood so remarkable in Stayton. She expressed that Council and the community had taught her a lot and that she would miss Sherwood, but she was excited for the next endeavor.

Mayor Mays addressed the next agenda item.

9. COUNCIL ANNOUNCEMENTS:

Councilor Garland reported that he had recently driven around nearby cities and had observed many campaign signs along the roads and gave his kudos to Code Compliance Officer Dan Miller for his work as well as current and former Council and staff who had drafted Sherwood's sign code standards. He reported he attended the Cultural Arts Commission meeting on May 16th and announced that there would be two upcoming vacancies on the board. He encouraged residents to apply to serve on the Cultural Arts Commission.

Council President Rosener reported he attended the LOC policy committees meeting where they completed their work on the Broadband Committee and submitted five policy statements that would go to the board and LOC members. He reported work on the Taxation Committee and Community Development Committee continued their work.

Councilor Giles thanked the school district and Police Department for their professionalism during the previous weekend's activities. He stated he was grateful to "live in a community with a police force that does things the right way" and took student safety seriously. He reported he attended the Planning Commission meeting and congratulated the new Planning Commission members and encouraged residents to get involved with the Planning Commission. He reported that the high school was putting on Shakespeare's "A Midsummer Night's Dream" May 20-22nd.

Councilor Young reported on National Police week and the upcoming Police Advisory Board meeting.

Councilor Brouse reported that the Library Advisory Board would meet May 18th and the Senior Advisory Board met last week but there was no quorum. She reported the Housing Advisory Committee would meet next week. She stated that tickets to the Sherwood Police Foundation gala on June 24th were available.

Councilor Scott reported that the Parks and Recreation Advisory Board did not meet in May but would meet on June 6th.

Mayor Mays reported that he attended a LOC committee meeting on transportation and would submit policy statements to the board and LOC members. He reported he traveled to Washington D.C. to lobby on behalf

of Sherwood and met with Senator Merkley's staff and Senator Wyden and his staff to discuss Sherwood's four funding priorities. He explained that the projects were: sewer line replacement in Old Town, sewer line replacement near Old Town, a grant to help pay for the tannery site cleanup and building Ice Age Drive to help provide access into the TEA. He explained that the finalized list would be published in roughly three weeks. He gave his kudos to Police Chief Ty Hanlon and his staff.

10. ADJOURN:

Mayor Mays adjourned the regular session at 7:52 pm and convened an executive session.

EXECUTIVE SESSION

1. CALL TO ORDER: The executive session was called to order at 9:01 pm.

2. COUNCIL PRESENT: Council President Tim Rosener, Councilors Kim Young, Doug Scott, Renee Brouse, Sean Garland, and Taylor Giles. Mayor Keith Mays was absent.

3. STAFF PRESENT: City Attorney Josh Soper, and City Manager Keith Campbell.

4. TOPICS

A. ORS 192.660(2)(e) Real Property Transactions

5. ADJOURN:

The executive session was adjourned at 9:08 pm.

Attest:

Sylvia Murphy, MMC, City Recorder

Keith Mays, Mayor



SHERWOOD CITY COUNCIL MEETING MINUTES
22560 SW Pine St., Sherwood, Or
May 31, 2022

EXECUTIVE SESSION

1. **CALL TO ORDER:** The executive session was called to order at 5:09 pm.
2. **COUNCIL PRESENT:** Mayor Keith Mays, Council President Tim Rosener, Councilors Kim Young, Doug Scott, Renee Brouse, and Sean Garland. Councilor participated remotely Taylor Giles (joined at 5:16 pm and left at 5:28 pm). Councilor Doug Scott was absent.
3. **STAFF PRESENT:** City Attorney Josh Soper and City Manager Keith Campbell.

4. TOPICS

A. ORS 192.660(2)(d) Labor Negotiations

5. ADJOURN:

The executive session was adjourned at 5:34 pm.

Attest:

Sylvia Murphy, MMC, City Recorder

Keith Mays, Mayor

TO: Sherwood City Council

FROM: Erika Palmer, Planning Manager
Through: Keith D. Campbell, City Manager

SUBJECT: Resolution 2022-027, Appointing Jake Wenbourne to the Sherwood Planning Commission

Issue:

Should the Council appoint Jake Wenbourne to the Planning Commission?

Background:

Planning Commissioner Taylor Giles, seated in position #2, whose term expires at the end of June 2024, was appointed to City Council on March 22, 2022. The vacancy was posted, and Jake Wenbourne submitted an application for consideration of appointment to the Planning Commission. After reviewing the application, and a subsequent interview process, the review panel of Planning Commission liaison Councilor Doug Scott; Jean Simson, Chair of the Planning Commission; and Erika Palmer, Planning Manager, recommended to Mayor Keith Mays that Jake Wenbourne be appointed to the Commission to fill position #2. Mayor Keith Mays has recommended this appointment to Council. In accordance with Council Rules, all such appointments are subject to the approval of City Council by resolution.

Financial Impacts:

There are no financial impacts from this proposed action.

Recommendation:

Staff respectfully recommends City Council adoption of Resolution 2022-027, appointing Jake Wenbourne to the Sherwood Planning Commission.



RESOLUTION 2022-027

APPOINTING JAKE WENBOURNE TO THE SHERWOOD PLANNING COMMISSION

WHEREAS, a Planning Commission vacancy exists due to Taylor Giles' appointment to City Council; and

WHEREAS, Commissioner Giles term expires in June 2024; and

WHEREAS, this vacancy needs to be filled; and

WHEREAS, the City posted a request for applications on the City website, and announced the vacancy before both the Planning Commission and the City Council; and

WHEREAS, Jake Wenbourne applied to be appointed and was interviewed by Planning Commission liaison Councilor Doug Scott, Planning Commission Chair Jean Simson, and Planning Manager Erika Palmer; and

WHEREAS, the interview panel considered all of the candidates and recommended to Mayor Keith Mays that Jake Wenbourne be appointed to fill said vacancy in the Planning Commission; and

WHEREAS, Mayor Keith Mays has recommended to Council that Jake Wenbourne be appointed; and

WHEREAS, in accordance with Council Rules of Procedure, all such appointments are subject to the approval of the City Council by resolution.

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

Section 1. The Sherwood City Council hereby appoints Jake Wenbourne to position #2 on the Planning Commission for the remainder of the term expiring at the end of June 2024.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 7th day of June 2022.

Keith Mays, Mayor

Attest:

Sylvia Murphy, MMC, City Recorder

Agenda Item: Consent Agenda

TO: Sherwood City Council

FROM: Scott McKie, Building Official

Through: Julia Hajduk, Community Development Director, Keith D. Campbell, City Manager
and Josh Soper, City Attorney

SUBJECT: Resolution 2022-028, Authorizing the City Manager to Sign a One-Year Extension to the On-Call Building Plan Review and Inspection Services Contract with Clair Company

Issue:

Shall the City Council authorize the City Manager to sign a one-year extension to the contract with Clair Company for on-call building plan review and inspection services?

Background:

In 2019, the City went through a formal Request for Proposals (RFP) process for building contract plan review and inspection services. Clair Company was selected as our on-call firm (along with New World Plan Review LLC, which is no longer in business) and Council authorized a 3-year contract. The contract is set to expire at the end of May and a renewal is needed to ensure there is no gap in service. The RFP process indicated that one-year extensions were possible, therefore, staff is proposing to extend their contract by a year. The firm has been very responsive to our needs for quick reviews to support economic development. While they have been very quick and responsive, their reviews have been no less thorough, and we believe they are doing an excellent job. Their fee is competitive and is based on a percentage of the value of the permit, similar to other firms. We are recommending continuing the contract for an additional year rather than going out for a new RFP.

It should be noted that we did budget for an in-house plan reviewer but have been unable to hire a qualified person as of yet. In the event that we are able to hire an in-house plan reviewer, we would still want to have an on-call option to allow for flexibility when timeliness is a concern due to project load or vacations.

Financial Impacts:

There are no immediate financial impacts associated with entering into on-call services contracts. As services are needed, fees associated with these services will be paid from a percentage of the building permit and plan review fees that are collected at the time of building permit application.

Recommendation:

Staff respectfully recommends City Council approval of Resolution 2022-028, Authorizing the City Manager to sign a one-year extension to the on-call building plan review and inspection services contract with Clair Company.



RESOLUTION 2022-028

AUTHORIZING THE CITY MANAGER TO SIGN A ONE-YEAR EXTENSION TO THE ON-CALL BUILDING PLAN REVIEW AND INSPECTION SERVICE CONTRACT WITH CLAIR COMPANY

WHEREAS, in 2019, the City went through a formal RFP process and selected Clair Company for on-call building plan review and inspection services; and

WHEREAS, the RFP indicated that one-year extensions to the contract, after the initial three year contract, were an option; and

WHEREAS, Clair Company has provided timely and thorough plan reviews which has helped the City in achieving its economic development goals; and

WHEREAS, a one-year extension to the contract will ensure that there is no gap in service which could impact our ability to provide timely building permit reviews.

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

Section 1. The City Council accepts the Community Development Director and Building Official's recommendation to extend the contract with Clair Company, Inc. for an additional year.

Section 2. The City Manager is hereby authorized sign a one-year extension to the existing contract.

Section 3. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 7th of June, 2022.

Keith Mays, Mayor

Attest:

Sylvia Murphy, MMC, City Recorder

TO: Sherwood City Council

FROM: David Bodway, Finance Director
Through: Keith D. Campbell, City Manager

SUBJECT: Resolution 2022-029, adopting the Capital Improvement Plan (CIP) for FY2022-23

Issue:

Should the City Council adopt the Capital Improvement Plan (CIP) for FY2022-23?

Background:

Many funding sources require a Capital Improvement Plan (CIP) to be adopted before funds can be spent. Having a CIP is a precursor to the expenditure of System Development Charges and revenue from sources outside the City of Sherwood. This staff report presents the FY2022-23 CIP and the adopting resolution.

This CIP is only that: a plan. It is not a commitment, nor does it obligate funds. It is a vision of projects that combines input from City Council, advisory committees, and staff into one document. Annual revision is required to adjust the plan to changing priorities and circumstances. While Exhibit A to the attached resolution provides the entirety of the CIP including projects beyond five years, all of the projects planned for the next five years and their proposed timing are as follows.

City of Sherwood Five Year Capital Improvement Plan (FY 23 Through FY 27)

STREET PROJECTS; INCL STORM AND SANITARY	Estimated Cost	22/23	23/24	24/25	25/26	26/27
Oregon St Improvements (Design and Construction; includes regional WQF)	\$6,695,850	\$543,900	\$5,347,650	\$804,300		
Shaumburg from Division to end of road (reconstruct)	\$906,345	\$218,175	\$251,000	\$437,170		
Traffic Calming	\$ 300,000	\$100,000	\$100,000	\$100,000		
Oregon St @ Tonquin Rd & Murdock Rd Improvements	\$2,624,000	\$500,000	\$2,124,000			
Tualatin-Sherwood Road widening coordination with County	\$7,500	\$7,500				
Arrow Street	\$1,525,000	\$1,525,000				
Sunset Pedestrian Safety Study-99W to Pinehurst	\$ 50,000	\$50,000				
Langer Drive from Sherwood Blvd to Holland (grind and overlay)	\$150,000	\$150,000				
Third Street - at Pine	\$90,963	\$90,963				
Willamette Street from Norton to Foundry (reconstruct)	\$160,000	\$160,000				
Timbrel from Middleton to Sunset (grind and overlay)	\$110,919	\$110,919				
Travis Ct. (cul de sac to Lee), grind overlay	\$10,889	\$10,889				
Travis Ct (Lee to Marshall), grind overlay	\$48,428	\$48,428				
Lee Dr (Meinecke to Shane), grind overlay	\$55,000	\$55,000				
Lee Dr (Shane Ct to Travis), grind overlay	\$42,000	\$42,000				
Shane Ct (Lee to cul de sac), grind overlay	\$13,000	\$13,000				
Alexander (Dead end to Smith), grind overlay	\$39,000	\$39,000				
Edy Road	\$6,400,000		\$1,920,000	\$4,480,000		
Pine Street Phase II	\$1,850,000		\$1,850,000			
Sidewalk on Meinecke/Washington north of City parking lot	\$465,642		\$465,642			
Brookman Road preliminary design	\$50,000		\$50,000			
TSP update	\$150,000		\$150,000			
Oregon Street from Lincoln to Hall (grind and overlay)	\$154,000		\$154,000			
Oregon Street from Hall to Brickyard (reconstruct)	\$182,000		\$182,000			
Oregon Street from Brickyard to Roundabout (grind and overlay)	\$78,000		\$78,000			
Washington from Tualatin to Shaumburg (reconstruct)	\$500,000			\$500,000		
Willamette Street from Orcutt to Pine (reconstruct)	\$50,000			\$50,000		
Sunset (Eucalyptus to St. Charles) grind overlay	\$52,000			\$52,000		
Sunset (St. Charles to Myrica), grind and overlay	\$42,000			\$42,000		
Sunset (Myrcia to Main), grind and overlay	\$195,000			\$195,000		
Sunset (Main to Cinnamon Hill), grind and overlay	\$145,000			\$145,000		

Sunset (Cinnamon Hill to Pine), grind and overlay	\$100,000			\$100,000		
Meinecke RAB	\$30,000				\$30,000	
Sidewalk on Sunset - Cinnamon Hills to Main	100,000				\$100,000	
Elwert from Handley to Edy	\$6,000,000				\$6,000,000	
Edy Road/Elwert Road intersection improvements	\$4,500,000				\$4,500,000	
Borchers between Edy Road and Roy Rogers (grind and overlay)	\$238,000				\$238,000	
Sidewalk on Borchers - in front of PGE property	\$100,000				\$100,000	
Borchers between Roy Rogers and Sydney (grind and overlay)	\$28,000				\$28,000	
Baler between T/S Road and Langer (grind and overlay)	\$95,000				\$95,000	
Sunset (Pine to Aldergrove), grind and overlay	\$145,000				\$145,000	
Sunset (Brittany to Murdock), grind and overlay	\$155,000				\$155,000	
Century between T/S and Sherwood Industrial	\$182,464				\$182,464	
Fair Oaks	\$100,000				\$100,000	
Brookman Road	\$13,775,000					\$13,775,000
Cedarbrook Way	\$8,500,000					\$8,500,000
Langer Farms Parkway North	\$4,250,000					\$4,250,000
Cochran (Upper Roy to June Ct.), grind and overlay	\$55,894					\$55,894
Cochran (June Ct to Willamette), grind and overlay	\$54,239					\$54,239
June Ct (Cochran to cul de sac), grind and overlay	\$33,996					\$33,996
May Ct (Upper Roy to cul de sac), grind and overlay	\$41,127					\$41,127
Norton (Barnsdale to Forest), grind and overlay	\$28,486					\$28,486
Norton (Forest to Willamette), grind and overlay	\$80,820					\$80,820
Total	\$34,916,000	\$3,664,774	\$12,672,292	\$6,905,470	\$11,673,464	\$-
STORM WATER PROJECTS	Estimated Cost	22/23	23/24	24/25	25/26	26/27
Stella Olsen Park Drainage Swale Upgrade	\$110,000	\$110,000				
Gleneagle drive storm outfall retrofit	\$490,000	\$300,000	\$190,000			
Citywide Catch Basin Remediation program	\$300,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Woodhaven Swales	\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	
Water Quality Facility Refurbishments	\$250,000	\$50,000	\$50,000	\$100,000	\$50,000	
2nd & Park St Storm Water Facility Rehab (Design & construction)	\$300,000			\$300,000		
Total	\$950,000	\$210,000	\$210,000	\$260,000	\$210,000	\$60,000
SANITARY SEWER PROJECTS	Estimated Cost	22/23	23/24	24/25	25/26	26/27
Old Town Laterals	\$819,053	\$48,000	\$48,000	\$48,000	\$48,000	\$627,053
Rock Creek Trunk Capacity Upgrade Ph II	\$3,081,229	\$580,000	\$651,229	\$1,850,000		
Brookman Area Sanitary Sewer Conveyance extension - CWS project (anticipated City share only)	\$3,510,000	\$5,000	\$5,000	\$3,500,000		
South Tonquin Employment Area Pipeline	\$630,388		\$126,000	\$126,000	\$126,000	\$252,388
Total	\$7,410,282	\$633,000	\$704,229	\$5,398,000	\$48,000	\$627,053
WATER PROJECTS	Estimated Cost	22/23	23/24	24/25	25/26	26/27
Routine Waterline Replacement Program	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
T/S County Conflict Improvements	\$749,491	\$366,559	\$272,060	\$110,872		
WIF- Capacity improvements to 6.2 mgd	\$157,975	\$157,975				
TVWD capacity improvements 6.2 to 9.7 mgd	\$806,000	\$806,000				
WRWTP - 20.0 mgd Expansion	\$9,261,344	\$9,261,344				
Norton Fire flow improvements	\$230,000	\$230,000				
SM-1.2 (tier 1 backbone - Near Sunset Reservoir and PS toward TVF&R and PW)	\$407,601		\$74,986	\$332,615		
SP-1 Pump Station Improvements (Sunset)	\$55,704		\$55,704			
Resiliency Improvements-Piping Oregon St-Backbone	\$1,300,000		\$1,300,000			
Brookman Expansion - Loop from Prop SW Sherwood PRV to Hwy 99 (M7)	\$73,393			\$73,393		
Brookman Expansion -Loop from prop SW Sherwood PRV to Hwy 99 (M8)	\$226,178			\$226,178		
Brookman Expansion - Loop from prop SW Sherwood PRV to Hwy 99 (M9)	\$264,984			\$264,984		
TEA Expansion Loop -Loop with existing Oregon Street mains (M29)	\$864,529			\$864,529		
SW Sherwood PRV (V-1)	\$166,308			\$166,308		
TEA Expansion Loop -Loop with existing Oregon Street mains (M30 and M31)	\$422,422			\$422,422		
TEA Expansion Loop -Loop with existing Oregon Street mains (M32, M33, and M34)	\$721,531			\$721,531		
SP-2Pump Station Improvements (Wyndham Ridge)	\$49,892			\$49,892		
SM-1.3 (tier 1 backbone - Sunset Reservoir to Well #3)	\$496,844			\$66,523	\$430,321	
SR-1 Sunset Reservoir #1	\$179,014				\$179,014	
SR-2 Sunset Reservoir #2	\$133,113				\$133,113	
SW-1 Resiliency Upgrade - Well #3	\$61,000					\$61,000
SW-3 Resiliency Upgrade - Well #5	\$34,000					\$34,000
SW-4 Resiliency Upgrade - Well #6	\$61,000					\$61,000
SM-1.1 (tier 1 backbone - Near Hospital and Police; PW and Firestation)	\$2,772,935					\$2,772,935

SM-1.4 (tier 1 backbone - WTP to Sherwood owned reservoirs)	\$1,208,471					\$1,208,471
SM-1.4 (tier 1 backbone - WTP to shared vault with Wilsonville)	\$1,208,471					\$1,208,471
WRWTP - 30 mgd expansion	\$12,750,778					\$12,750,778
Brookman exp look of 12" 3400 ft (reserve east to Ladd Hill	952,000					\$952,000
SR-3 Krueger Reservoir	\$185,279					\$185,279
Total	\$35,050,766	\$10,455,319	\$1,430,690	\$3,188,375	\$742,448	\$19,233,934
GENERAL CONSTRUCTION PROJECTS	Estimated Cost	22/23	23/24	24/25	25/26	26/27
Cedar Creek Trail - Segment 8 Design & Construction (local contribution only)	\$50,000	\$50,000				
Cedar Creek Trail local project improvements	\$500,000	\$500,000				
Cedar Creek trail grade separated crossing of 99W	\$5,275,000	\$400,000	\$4,875,000			
Cedar Creek Trail - Segment 9B Design & Construction Edy to Roy Rogers	\$3,000,000		\$3,000,000			
Dog Park Design - North of Hwy 99	\$100,000		\$100,000			
Cedar Creek Trail - Segment 9A Design & Construction 99W to Edy	\$2,860,000				\$2,860,000	
Cedar Creek Trail - Segment 11 Design & Construction	\$500,000				\$500,000	
Total	\$12,285,000	\$950,000	\$7,975,000	\$ -	\$3,360,000	\$-

Financial Impacts:

The financial impacts from this resolution have been taken into account within the City Manager's proposed FY2022-23 budget. The FY2022-23 budget is anticipated to be approved by the Budget Committee prior to the June 7, 2022 City Council meeting and will be presented for adoption by City Council later this month. In the event the budget process necessitates changes to the CIP, this item can be postponed or an amendment can be brought forward at a later date. There are no other financial impacts.

Recommendation:

Staff respectfully recommends City Council approval of Resolution 2022-029, adopting the Capital Improvement Plan for FY2022-23.



RESOLUTION 2022-029

ADOPTING THE CAPITAL IMPROVEMENT PLAN (CIP) FOR FY2022-23

WHEREAS, the City of Sherwood Financial Policy IV-4 states that the City shall adopt a five-year Capital Improvement Project Plan annually; and

WHEREAS, the attached FY2022-23 Capital Improvement Plan represents capital improvement planning based on the current circumstances and priorities of the City; and

WHEREAS, this Capital Improvement Plan was the basis for projects included in the City Manager's proposed FY2022-23 Budget; and

WHEREAS, there are a greater number of projects identified as necessary than funds available for any given year; and

WHEREAS, the projects identified in the one-year and five-year CIP list represent the projects that the City has determined are the highest priority; and

WHEREAS, it is understood that there are other important projects that are not able to be funded in the one-year CIP which the City intends to further prioritize and fund as funds become available.

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

Section 1. The FY2022-23 Capital Improvement Plan attached hereto as Exhibit A is hereby adopted.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 7th day of June, 2022.

Keith Mays, Mayor

Attest:

Sylvia Murphy, MMC, City Recorder



CAPITAL IMPROVEMENT PLAN



Cedar Creek Trail

FY 2022/23-2027/28

JULY 1, 2022

CITY OF SHERWOOD, OREGON

City of Sherwood, Oregon

22560 SW Pine Street
Sherwood, OR 97140

Capital Improvement Plan

Fiscal Year 2022-2023

City Council

Mayor
Council President
Council Member
Council Member
Council Member
Council Member
Council Member

Keith Mays
Tim Rosener
Sean Garland
Kim Young
Renee Brouse
Taylor Giles
Doug Scott

City Staff

City Manager
Finance Director
Public Works Director
Community Development Director
Community Services Director
City Engineer

Keith Campbell
David Bodway
Craig Sheldon
Julia Hajduk
Kristen Switzer
Robert Galati, P.E.

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EXECUTIVE SUMMARY

SHERWOOD FIVE YEAR CAPITAL IMPROVEMENT PLAN (FISCAL YEARS 2022 TO 2027)

The City of Sherwood's Capital Improvement Plan (CIP) establishes, prioritizes, and defines funding for capital projects to improve existing systems and develop new infrastructure and facilities. The use of a CIP promotes better use of the City's limited financial resources, reduces costs, focuses priorities, and assists in the coordination of public and private development.

The City's CIP is a five year planning document which identifies the major capital improvement expenditures and gives a proposed sequence of implementing their construction. The CIP serves as a long range dynamic plan since the plan is reviewed and revised annually to account for completed and newly identified projects. In addition, City priorities may change due to funding opportunities or circumstances that have caused a more rapid deterioration of assets or greater need identified elsewhere.

As a basic tool for documenting anticipated capital improvement expenditures, the listing of projects includes "unfunded" projects in which needs have been identified, but specific solutions and funding resources have not been determined.

THE CIP PROCESS

The CIP is the result of an ongoing infrastructure planning process, which provides flexibility and takes advantage of opportunities for funding capital improvement expenditures. The Fiscal Years 2022-2027 CIP is developed utilizing adopted policies and current master plans, input from the public, professional peer review, and review and approval of the City's elected officials. A draft CIP is made available to the general public and elected officials for review and comment. Input from the public occurs at many levels. As Master Plans are developed and adopted, there are public input opportunities to ensure that the plans reflect community input and need.

Throughout the year staff and Council receive comments, suggestions and concerns from the public related to needed improvements which are incorporated into the CIP as appropriate. As part of the CIP development and adoption process for the one-year and five-year plans, the public is encouraged to provide comments. The CIP is presented to the City Council for adoption. The projects and project schedules shown in the CIP are part of the basis for preparation of the City's overall budget and staff allocations for that year.

HOW PROJECTS ARE ADDED TO OR REMOVED FROM THE CIP

The CIP development and review team consists of City staff and department directors who are responsible for development of the CIP project list, reviewing proposed CIP project scopes and schedules, and finally submitting recommendations to the City Manager. In addition, staff seeks input from the Traffic Safety Committee based on their discussion and information received throughout the year. The City Manager recommendation is then presented to the City Council.



Typically there are more project requests than can be funded in the five-year CIP period, so the CIP Review Team conducts an internal project ranking of each project relative to all others. The criteria used in this internal ranking include, but are not limited to the following;

- Council Goals – Supports the goals established by the City Council. Meets the city-wide long-term goals and is based upon Master Plan recommendations.
- Master Plan – Proposed upgrade or expansion of infrastructure systems is identified in one of the City's Master Plans.
- Health and Safety – Enhances, improves, or protects the overall health, safety and welfare of the City's residents.
- Regulatory Requirement – Proposed upgrade or expansion satisfies regulatory or mandated requirements, standards and specifications.
- Outside Funding/Partnership – That funding sources other than dedicated City resources, are identified, requested, committed, or
- Upgrade Serviceability – To determine if the project has the potential to coincide with other CIP projects to minimize financial costs and development impacts, and to maintain and enhance the efficiency of providing services to the citizens of the City.

The CIP Review Team also considers public input received throughout the year along with additional identified areas of concern to determine if projects need to be added to the CIP master document. They then analyze the financial impact of the CIP as well as the City's ability to process, design, construct, and ultimately maintain the constructed infrastructure. It is the intent that the review team will meet periodically throughout the year to evaluate the progress of the projects, and determine future needs of the City.

The overall goal of the CIP Review Team is to develop CIP recommendations that:

- Preserve the past by investing in the continued upgrades of City assets and infrastructure;
- Protect the present by performing improvements to existing infrastructure and facilities; and
- Plan for the future.

Items such as minor equipment and routine expenses will not be included in the CIP as they are accounted for in other budget items of the City's annual budget. In addition, the operating or maintenance impact of the proposed CIP projects are not included in the CIP project costs. These costs will be accounted for in other budget items of the City's annual budget.

CIP CATEGORIES

Because there are several different funding sources for capital projects, which have limitations on how the funds can be used, projects within the CIP fall within 5 primary categories:

- 1) Transportation Projects
 - a) Transportation Capital Projects
 - b) Transportation Maintenance Projects
 - c) Pedestrian Capital Projects
 - d) Neighborhood Traffic Management/Calming



- 2) Utility Infrastructure Projects
 - a) Stormwater Capital Projects
 - b) Stormwater Maintenance Projects
 - c) Sanitary Sewer Capital Projects
 - d) Sanitary Sewer Maintenance Projects
 - e) Water System Capital Projects
 - f) Water System Maintenance Projects
- 3) General Construction Capital Projects
- 4) Parks and Facilities Projects
 - a) Parks and Facilities Capital Projects
- 5) Urban Renewal Agency (URA) Projects
 - a) URA Capital Projects

The CIP document is designed to forecast capital needs for the next five years. The CIP will be reviewed, revised and updated every year as part of the annual City budget development process.

HOW THE CIP IS FUNDED

The purpose of the CIP is two-fold. The one-year CIP identifies specific projects with certain funding availability which will be completed (or started) over the next fiscal year. The five-year CIP is a bit more aspirational as funding availability is not certain. The City may receive more or less revenue depending on development growth, and other revenue sources. In addition, the City may obtain outside funding for projects through grants, county, regional, state or federal allocation of funds. For this reason, the five-year CIP list may include more projects than will actually be able to be funded or constructed within the five-year time period. The CIP is updated annually in order to reflect new information and projections.

The nature and cost of the project generally determine the financing options as well as the projected revenue resources utilized by the project. The following financial resources are evaluated for funding use:

- Outside Funding – including grants, federal, state, county funds and donations.
- Development Fees – system development charges (SDC's).
- Utility Rate Revenue.
- Debt secured by a restricted revenue source.
- General Obligation Debt.

PROJECT LISTS AND DETAIL SHEETS

A complete listing of all the CIP projects is included in Section C. The one-year and five-year project descriptions are included in Section A and Section B of the CIP respectively.

The project detail sheet provides the following information:

- A project location map showing the location and extents of the project.
- The estimated project design/construction cost.
- Identifying which Project Ranking Criteria is being used.



Home of the Tualatin River National Wildlife Refuge

- The project type and priority (e.g., short-term, medium-term, long-term).
- A project description along with a description of the long-term operating and maintenance issues and costs.
- The fiscal year funding is needed within and which funding sources are planned on being used.

COMPLETED PROJECTS

This document generally represents Master Plan projects identified through updates after 2016. As projects are completed, they will be marked as such on the detail sheet but remain in the document for posterity. When Master Plans are updated, generally every 5-7 years, the CIP document will be comprehensively updated with new or modified projects and the completed projects will be removed.

CAPITAL IMPROVEMENT PLAN
SECTION A
ONE-YEAR CAPITAL PROJECTS LIST

**CITY OF SHERWOOD
CIP PROJECTS LISTING**

ONE-YEAR CAPITAL IMPROVEMENT PROJECT LISTING

The following project list shows capital projects funded with capital funds proposed for the FY 2022-2023 budget cycle. These projects are a compilation of projects from the City's Master Plans, and Engineering and Public Works identified infrastructure improvement projects.

Page #	Project Title	Estimated Project Cost	Previous Fiscal Year's Expend.	Estimated FY 22/23 Expend.	Future Fiscal Year's Expend.
T-2	Tualatin-Sherwood Road Widening Coordination with the County	\$130,000	\$122,500	\$7,500	\$0
T-9/SD-7	Oregon St Improvements (Design and Construction; includes WQF)	\$7,299,950	\$605,000	\$543,000	\$6,151,950
T-4	Oregon St @ Tonquin Rd & Murdock Rd Improvements	\$2,624,000	\$0	\$500,000	\$2,124,000
URA-4	Ice Age Drive (*URA project)	\$8,745,000	\$325,000	\$420,000	\$8,000,000
T-19	Arrow Street construction	\$1,816,500	\$291,500	\$1,525,000	
N/A	Traffic Calming	on-going	on-going	\$100,000	\$100,000/year
P-51	Sunset Pedestrian Crossing study - 99W to Pinehurst	\$50,000	\$0	\$50,000	\$0
P-49	Sunset 99W Pedestrian Bridge *URA project)	12,568,280	\$568,280	\$5,000,000	\$7,000,000
C-1	Schamburg from Division to end of road (reconstruct)- includes sewer and storm rehab	\$888,017	\$25,582	\$398,175	\$464,260
C-1	Langer Drive from Sherwood Blvd to Holland	\$550,466	\$400,446	\$150,000	0
C-1	Willamette Street from Norton to Foundry (reconstruct)	\$160,000		\$160,000	
C-1	Willamette Street from Orcutt to Pine (reconstruct)	\$50,000		50,000	
C-1	Mansfield from Division to Smock (reconstruct)	\$195,339		\$195,339	
C-1	Timbrel from Middleton to Sunset (grind and overlay)	\$110,919		\$110,919	
C-1	Travis Ct. (cul de sac to Lee), grind overlay	\$10,889		\$10,889	
C-1	Travis Ct. (Lee to Marshall), grind overlay	\$48,428		\$48,428	
C-1	Lee Dr (Meinecke to Shane), grind overlay	\$55,000		\$55,000	
C-1	Lee Dr (Shane Ct to Travis), grind overlay	\$42,000		\$42,000	
C-1	Shane Ct (Lee to cul de sac), grind overlay	\$13,000		\$13,000	
C-1	Alexander (Dead end to Smith), grind overlay	\$39,000		\$39,000	
C-2	3 rd Street at Pine	\$90,963		\$90,963	
SD-12	Gleneagle drive Storm Water Facility	\$615,000	\$125,000	\$300,000	\$190,000
C-2	Citywide Catch Basin Remediation Program	\$on-going	\$61,340	\$60,000	\$60,000/year

**CITY OF SHERWOOD
CIP PROJECTS LISTING**

Page #	Project Title	Estimated Project Cost	Previous Fiscal Year's Expend.	Estimated FY 22/23 Expend.	Future Fiscal Year's Expend.
C-2	Woodhaven Swales	\$on-going	\$71,145	\$100,000	\$100,000/year
C-2	Water Quality Facility Refurbishments	\$on-going	\$249,397	\$50,000	\$50,000/year
SS-19	Old Town Laterals	\$819,053		\$48,000	\$771,053
SS-4	Rock Creek Trunk Capacity Upgrade – Phase I and II combined	\$5,000,169	1,918,940	\$580,000	\$2,501,229
SS-25	Brookman Area Sanitary Sewer Conveyance extension - CWS project (anticipated City share only)	\$4,071,580	\$16,580	\$550,000	\$3,510,000
W-1	WIF - Capacity improvements to 6.2 mgd	\$842,808	\$654,833	\$157,975	
W-2	TVWD Capacity Improvements 6.2 to 9.7 mgd	\$806,000		\$806,000	
W-4	WRWTP - 20.0 mgd Expansion	\$10,659,994	\$1,398,600	\$9,261,344	
W-24	Routine Waterline Replacement Program	On-going	\$50,000	\$50,000	\$50,000/year
W-12	Norton Fire flow improvements	\$230,000		\$230,000	
C-2	TS Road County conflict improvements	\$861,955	\$112,464	\$366,559	\$382,932
P-13	Cedar Creek Trail Segment 8 – Local project improvements	\$500,000		\$200,000	300,000
P-4	Cedar Creek Trail – Grade separated crossing of 99W	5,400,000	\$125,000	\$400,000	\$4,875,000
URA-2	Festival Plaza (*URA project)	\$1,600,000	\$100,000	\$1,500,000	
PK-9	Public Works Facility Phase 1 (*partial URA project)	\$23,183,500	\$83,500	\$1,100,000	\$1,000,000

CAPITAL IMPROVEMENT PLAN
SECTION B
FIVE-YEAR CAPITAL PROJECTS LIST

FY 22/23 Five Year Capital Improvement Plan – 4-15-22

Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
STREETS; INCLUDES STROM AND SANITARY AS APPLICABLE									
* I, L, PS	Tualatin-Sherwood Road widening coordination with County	\$130,000	\$122,500	\$7,500					
* E, I, L	Oregon St Improvements & Regional WQF Design	\$835,000	\$605,000	\$230,000					
	Construction	\$6,464,950		\$313,000	\$5,347,650	\$804,300			
* E, I, L, PS	Oregon St @ Tonquin Rd & Murdock Rd Improvements	\$2,624,000		\$500,000	\$2,124,000				
I, L, PS	Pine Street Phase II	\$1,850,000			\$1,850,000				
I, L, PS	Meinecke Roundabout improvement	\$30,000					\$30,000		
* I, L, PS	Sidewalk on Meinecke/Washington north of City parking lot	\$465,642			\$465,642				
I, L, PS	Sidewalk on Sunset – Cinnamon Hills to Main	\$100,000					\$100,000		
* E, I	Arrow Street	\$1,816,500	\$291,500	\$1,525,000					
* I, L, PS	Brookman Road	\$1,3775,908							\$1,3775,908
I, L, PS	Traffic Calming - Placeholder	On-going		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000/year
* I, L, PS	Elwert from Handley to Edy	\$6,000,000					\$6,000,000		
* I, L, PS	Edy Road/Elwert Road intersection improvements	\$4,500,000					\$4,500,000		
*I, L, PS	Edy Road Improvements	\$6,400,000			\$1,920,000	\$4,480,000			
*I, E, PS	Cedar Brook Way	\$8,500,000							\$8,500,000
*I, E	Langer Farms Parkway North	\$4,250,000							\$4,250,000
* I, L, PS	TSP update	\$150,000			\$150,000				
PS	Sunset Pedestrian Crossing study - 99W to Pinehurst	\$50,000		\$50,000					

*Identifies projects where outside funding is either currently provided or where outside funding may be available

Council Goals:

E – Economic Development

I – infrastructure

L – Livability

PS- Public Safety

FR – Fiscal responsibility

CE – Citizen Engagement

Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
I	Shaumburg from Division to end of road (reconstruct AND Sanitary improvement)	\$888,017	\$25,582	\$398,175	\$251,000	\$213,260			
I	Washington from Tualatin to Shaumburg (reconstruct)	\$500,000				\$500,000			
I	Oregon Street from Lincoln to Hall (grind and overlay)	\$154,000			\$154,000				
I	Oregon Street from Hall to Brickyard (reconstruct)	\$182,000			\$182,000				
I	Oregon Street from Brickyard to Roundabout (grind and overlay)	\$78,000			\$78,000				
I	Borchers between Edy Road and Roy Rogers (grind and overlay)	\$238,000					\$238,000		
I	Borchers between Roy Rogers and Sydney (grind and overlay)	\$28,000					\$28,000		
I	Langer Drive from Sherwood Blvd to Holland (grind and overlay)	\$550,466	\$400,446	\$150,000					
I	Baler from TS road to Langer (grind and overlay)	\$95,000					\$95,000		
I	Willamette Street from Norton to Foundry (reconstruct)	\$160,000		\$160,000					
I	Willamette Street from Orcutt to Pine (reconstruct)	\$50,000		50,000					
I	Mansfield from Division to Smock (reconstruct)	\$195,339		\$195,339					
I	Timbrel from Middleton to Sunset (grind and overlay)	\$110,919		\$110,919					
I, PS	Sidewalk on Borchers - in front of PGE property	\$100,000					\$100,000		
I	Travis Ct. (cul de sac to Lee), grind overlay	\$10,889		\$10,889					
I	Travis Ct. (Lee to Marshall), grind overlay	\$48,428		\$48,428					
I	Lee Dr (Meinecke to Shane), grind overlay	\$55,000		\$55,000					
I	Lee Dr (Shane Ct to Travis), grind overlay	\$42,000		\$42,000					
I	Shane Ct (Lee to cul de sac), grind overlay	\$13,000		\$13,000					
I	Alexander (Dead end to Smith), grind overlay	\$39,000		\$39,000					
I	Sunset (Eucalyptus to St. Charles) grind overlay	\$52,000					\$52,000		
I	Sunset (St. Charles to Myrica), grind and overlay	\$42,000					\$42,000		

*Identifies projects where outside funding is either currently provided or where outside funding may be available

Council Goals:

E – Economic Development

I – infrastructure

L – Livability

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FR – Fiscal responsibility

CE – Citizen Engagement

Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
I	Sunset (Myrcia to Main), grind and overlay	\$195,000					\$195,000		
I	Sunset (Main to Cinnamon Hill), grind and overlay	\$145,000				\$145,000			
I	Sunset (Cinnamon Hill to Pine), grind and overlay	\$100,000				\$100,000			
I	Sunset (Pine to Aldergrove), grind and overlay	\$145,000					\$145,000		
I	Sunset (Brittany to Murdock), grind and overlay	\$155,000					\$155,000		
I	Cochran (Upper Roy to June Ct.), grind and overlay	\$55,894						\$55,894	
I	Cochran (June Ct to Willamette), grind and overlay	\$54,239						\$54,239	
I	June Ct (Cochran to cul de sac), grind and overlay	\$33,996						\$33,996	
I	May Ct (Upper Roy to cul de sac), grind and overlay	\$41,127						\$41,127	
I	Norton (Barnsdale to Forest), grind and overlay	\$28,486						\$28,486	
I	Norton (Forest to Willamette), grind and overlay	\$80,820						\$80,820	
I	Century between T/S and Sherwood Industrial	\$182,464					\$182,464		
STORM									
I	Fair Oaks	\$100,000					\$100,000		
I	3 rd Street at Pine	\$90,963		\$90,963					
I	2 nd and Park Storm Water Facility	\$353,000	\$53,523			300,000			
I	Gleneagle Dr Storm Water Facility	\$615,000	\$125,000	\$300,000	\$190,000				
I	Citywide Catch Basin Remediation program	\$on-going	\$61,340	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000/year
I	Drainage Swale Upgrade - Stella Olsen Park	\$110,000		\$110,000					
I	Woodhaven Swales	\$on-going	\$71,145	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
I	Water Quality Facility Refurbishments	\$on-going	\$249,397	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000/year

*Identifies projects where outside funding is either currently provided or where outside funding may be available

Council Goals:

E – Economic Development

I – infrastructure

L – Livability

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CE – Citizen Engagement

Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
SANITARY SEWER									
I	Old Town Laterals	\$819,053		\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$627,053
* E, I	Rock Creek Trunk Capacity Upgrade – Phase I and II combined	\$5,000,169	1,918,940	\$580,000	\$651,229	\$1,850,000			
* E, I	South Tonquin Employment Area Pipeline	\$630,388			\$126,000	\$126,000	\$126,000	\$252,388	
* I	Brookman Area Sanitary Sewer Conveyance extension - CWS project (anticipated City share only)	\$4,071,580	\$16,580	\$550,000	\$5,000	\$5,000	\$3,500,000		
WATER									
I	WIF- Capacity improvements to 6.2 mgd	\$842,808	\$654,833	\$157,975					
I	TVWD capacity improvements 6.2 to 9.7 mgd	\$806,000		\$806,000					
I	WRWTP - 20.0 mgd Expansion	\$10,659,994	\$1,398,600	\$9,261,344					
I	WRWTP - 30 mgd expansion	\$12,750,778							\$ 12,750,778
I	Brookman Expansion - Loop from Prop SW Sherwood PRV to Hwy 99 (M7)	\$73,393				\$73,393			
I	Routine Waterline Replacement Program	\$on-going	\$20,000	\$50,000	\$ 50,000	\$ 50,000	\$50,000	\$50,000	\$50,000/year
I	Brookman exp look of 12" 3400 ft (reserve east to Ladd Hill)	\$952,000						\$952,000	
I	Norton Fire flow improvements	\$230,000		\$230,000					
I	Brookman Expansion -Loop from prop SW Sherwood PRV to Hwy 99 (M8)	\$226,178				\$226,178			
I	Brookman Expansion - Loop from prop SW Sherwood PRV to Hwy 99 (M9)	\$264,984				\$264,984			
E, I	TEA Expansion Loop -Loop with existing Oregon Street mains (M29)	\$864,529				\$864,529			
E, I	SW Sherwood PRV (V-1)	\$166,308				\$166,308			
I	TEA Expansion Loop -Loop with existing Oregon Street mains (M30 and M31)	\$422,422				\$422,422			
I	TEA Expansion Loop -Loop with existing Oregon Street mains (M32, M33, and M34)	\$721,531				\$721,531			
I	SP-1 Pump Station Improvements (Sunset)	\$55,704			\$55,704				

*Identifies projects where outside funding is either currently provided or where outside funding may be available

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Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
I	SP-2Pump Station Improvements (Wyndham Ridge)	\$ 49,892				\$49,892			
I	SW-1 Resiliency Upgrade - Well #3	\$61,000						\$ 61,000	
I	SW-3 Resiliency Upgrade - Well #5	\$34,000						\$34,000	
I	SW-4 Resiliency Upgrade - Well #6	\$61,000						\$61,000	
I	Resiliency Improvements-Piping Oregon St-Backbone	\$1,300,000			\$1,300,000				
I	T/S County Conflict Improvements	\$861,955	\$112,464	\$366,559	\$272,060	\$110,872			
I	SM-1.1 (tier 1 backbone - Near Hospital and Police; PW and Firestation)	\$2,772,935						\$2,772,935	
I	SM-1.2 (tier 1 backbone - Near Sunset Reservoir and PS toward TVF&R and PW)	\$407,601			\$74,986	\$332,615			
I	SM-1.3 (tier 1 backbone - Sunset Reservoir to Well #3)	\$496,844				\$66,523	\$430,321		
I	SM-1.4 (tier 1 backbone - WTP to Sherwood owned reservoirs)	\$1,208,471						\$1,208,471	
I	SM-1.4 (tier 1 backbone - WTP to shared vault with Wilsonville)	\$1,208,471						\$1,208,471	
I	SR-1 Sunset Reservoir #1	\$179,014					\$179,014		
I	SR-2 Sunset Reservoir #2	\$133,113					\$133,113		
I	SR-3 Krueger Reservoir	\$185,279						\$185,279	
GENERAL CONSTRUCTION									
* I, L	Cedar Creek Trail Segment 8 – Local project improvements	\$500,000		\$200,000	\$300,000				
* I, L	Cedar Creek Trail - Segment 9-A Design & Construction; 99W to Edy	\$2,860,000					\$2,860,000		
* I, L	Cedar Creek Trail - Segment 9-B Design & Construction; Edy to Roy Rogers	\$3,000,000				\$3,000,000			
* I, L, PS	Cedar Creek Trail – grade Separated Crossing of 99W	5,400,000	\$125,000	\$400,000	\$4,875,000				

*Identifies projects where outside funding is either currently provided or where outside funding may be available

Council Goals:

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Council Goal		Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
* I, L	Cedar Creek Trail – Segment 11	\$500,000						\$500,000	
* L	Dog Park - North of Hwy 99	\$100,000					\$100,000		
* I	Public Works Facility Phase 1	\$23,183,500	\$83,500	\$1,100,000	\$1,000,000				\$21,000,000
URA PROJECTS									
E, L	Festival Plaza/Parking lot	\$1,600,000	\$100,000	\$1,500,000					
*I, L, PS	99W Pedestrian Bridge	\$12,568,280	\$568,280	\$5,000,000	\$7,000,000				
* E, I	Ice Age Drive	\$8,745,000	\$325,000	\$420,000	\$1,750,000	\$1,250,000	\$5,000,000		

*Identifies projects where outside funding is either currently provided or where outside funding may be available

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CAPITAL IMPROVEMENT PLAN
SECTION C
FIVE-YEAR MAINTENANCE/OPERATIONAL
CAPITALIZED PROJECTS LIST

Public Works Five Year Capital Improvement Plan Maintenance Projects

	Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
STREETS; INCLUDES STROM AND SANITARY AS APPLICABLE								
Traffic Calming - Placeholder	On-going		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000/year
Shaumburg from Division to end of road (reconstruct AND Sanitary improvement)	\$888,017	\$25,582	\$398,175	\$251,000	\$213,260			
Washington from Tualatin to Shaumburg (reconstruct)	\$500,000				\$500,000			
Oregon Street from Lincoln to Hall (grind and overlay)	\$154,000			\$154,000				
Oregon Street from Hall to Brickyard (reconstruct)	\$182,000			\$182,000				
Oregon Street from Brickyard to Roundabout (grind and overlay)	\$78,000			\$78,000				
Borchers between Edy Road and Roy Rogers (grind and overlay)	\$238,000					\$238,000		
Borchers between Roy Rogers and Sydney (grind and overlay)	\$28,000					\$28,000		
Langer Drive from Sherwood Blvd to Holland (grind and overlay)	\$550,466	\$400,446	\$150,000					
Baler from TS road to Langer (grind and overlay)	\$95,000					\$95,000		
Willamette Street from Norton to Foundry (reconstruct)	\$160,000		\$160,000					
Willamette Street from Orcutt to Pine (reconstruct)	\$50,000		50,000					
Mansfield from Division to Smock (reconstruct)	\$195,339		\$195,339					
Timbrel from Middleton to Sunset (grind and overlay)	\$110,919		\$110,919					
Sidewalk on Borchers - in front of PGE property	\$100,000					\$100,000		
Travis Ct. (cul de sac to Lee), grind overlay	\$10,889		\$10,889					
Travis Ct. (Lee to Marshall), gring overlay	\$48,428		\$48,428					
Lee Dr (Meinecke to Shane), grind overlay	\$55,000		\$55,000					
Lee Dr (Shane Ct to Travis), grind overlay	\$42,000		\$42,000					
Shane Ct (Lee to cul de sac), grind overlay	\$13,000		\$13,000					
Alexander (Dead end to Smith), grind overlay	\$39,000		\$39,000					
Sunset (Eucaluyptus to St. Charles) grind overlay	\$52,000					\$52,000		
Sunset (St. Charles to Myrica), grind and overlay	\$42,000					\$42,000		
Sunset (Myrcia to Main), grind and overlay	\$195,000					\$195,000		
Sunset (Main to Cinnamon Hill), grind and overlay	\$145,000				\$145,000			

	Current estimated cost	FY21/22 or prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	26/27	FY 27/28& Future
Sunset (Cinnamon Hill to Pine), grind and overlay	\$100,000				\$100,000			
Sunset (Pine to Aldergrove), grind and overlay	\$145,000					\$145,000		
Sunset (Brittany to Murdock), grind and overlay	\$155,000					\$155,000		
Cochran (Upper Roy to June Ct.), grind and overlay	\$55,894						\$55,894	
Cochran (June Ct to Willamette), grind and overlay	\$54,239						\$54,239	
June Ct (Cochran to cul de sac), grind and overlay	\$33,996						\$33,996	
May Ct (Upper Roy to cul de sac), grind and overlay	\$41,127						\$41,127	
Norton (Barnsdale to Forest), grind and overlay	\$28,486						\$28,486	
Norton (Forest to Willamette), grind and overlay	\$80,820						\$80,820	
Century between T/S and Sherwood Industrial	\$182,464					\$182,464		
STORM								
Fair Oaks	\$100,000					\$100,000		
3 rd Street at Pine	\$90,963		\$90,963					
2 nd and Park Storm Water Facility	\$353,000	\$53,523			300,000			
Gleneagle Dr Storm Water Facility	\$615,000	\$125,000	\$300,000	\$190,000				
Citywide Catch Basin Remediation program	\$on-going	\$61,340	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000/year
Drainage Swale Upgrade - Stella Olsen Park	\$110,000		\$110,000					
Woodhaven Swales	\$on-going	\$71,145	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
Water Quality Facility Refurbishments	\$on-going	\$249,397	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000/year
SANITARY SEWER								
Old Town Laterals	\$819,053		\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$627,053
WATER								
Routine Waterline Replacement Program	\$on-going	\$20,000	\$50,000	\$ 50,000	\$ 50,000	\$50,000	\$50,000	\$50,000/year
Norton Fire flow improvements	\$230,000		\$230,000					
T/S County Conflict Improvements	\$861,955	\$112,464	\$366,559	\$272,060	\$110,872			

CAPITAL IMPROVEMENT PLAN
SECTION D
COMPLETE LISTING OF ALL CAPITAL
PROJECTS DESCRIPTIONS
1 – 20 YEAR PLANNING PERIOD

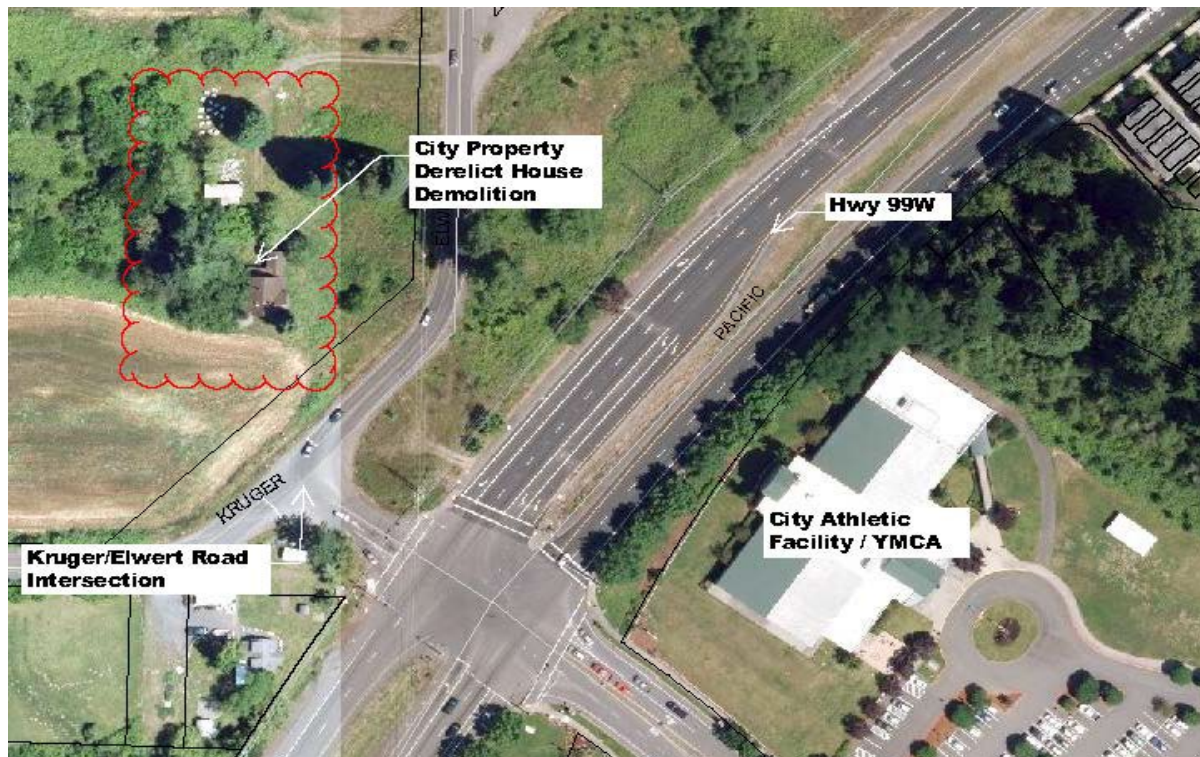
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 17-18

CITY PROPERTY DERELICT HOUSE DEMOLITION

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$ 25,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes demolition of a derelict house included in the purchase of the property adjacent to Elwert Road. The house represents a health and safety liability to the City. The property was purchased with the intent of constructing intersection improvements to the Kruger/Elwert intersection. Pending Sherwood School District's High School project, house demolition process may occur earlier and be performed under the High School construction contract.					
Ongoing Maintenance Description and Estimated Annual Cost					
Demolition of the derelict house and out buildings will not result in any annual maintenance expenses or actions.					



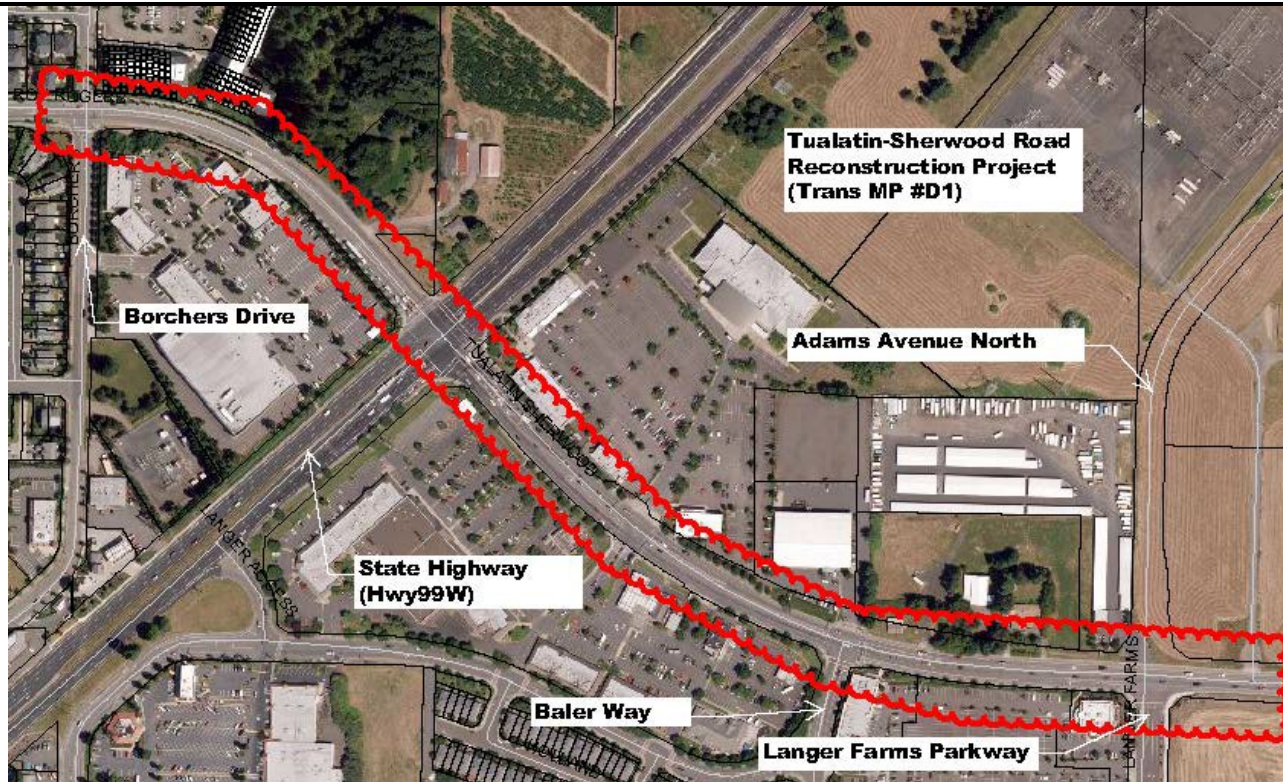
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

TUALATIN-SHERWOOD ROAD WIDENING IMPROVEMENTS

Department:	Engineering	MP Project #:	D1
Category:	Capital Project-Transportation	Navigator Job#	153
Total Project Cost:	\$130,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☒ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes widening Tualatin-Sherwood Road from Langer Farms Parkway to Teton Avenue, include 5 travel lanes, bicycle lanes, sidewalks, and planter strips. Funding from WACO MSTIP. WACO DLUT responsible for design and construction of roadway improvements.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works does not have any maintenance responsibilities for Tualatin-Sherwood Road pavement section. Stormwater treatment facilities would be maintained by the City under agreement with WACO.					



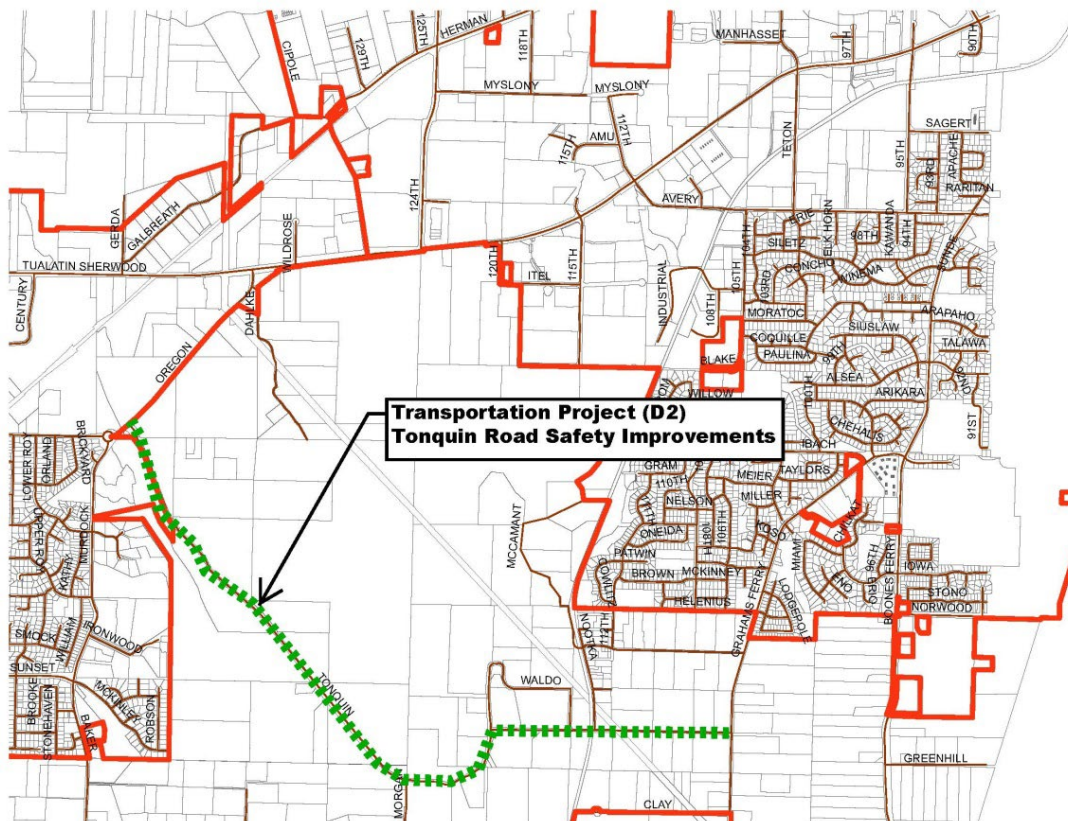
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

TONQUIN ROAD SAFETY IMPROVEMENTS

Department:	Engineering	MP Project #:	D2
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$28,406,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes widening Tonquin Road from Grahams Ferry Road to Oregon Street to provide shoulders. Funding from WACO MSTIP. WACO DLUT responsible for design and construction of roadway improvements.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have maintenance responsibilities for keeping vegetation cut back from roadway for that section of Tonquin Road which is within the City Limits.					



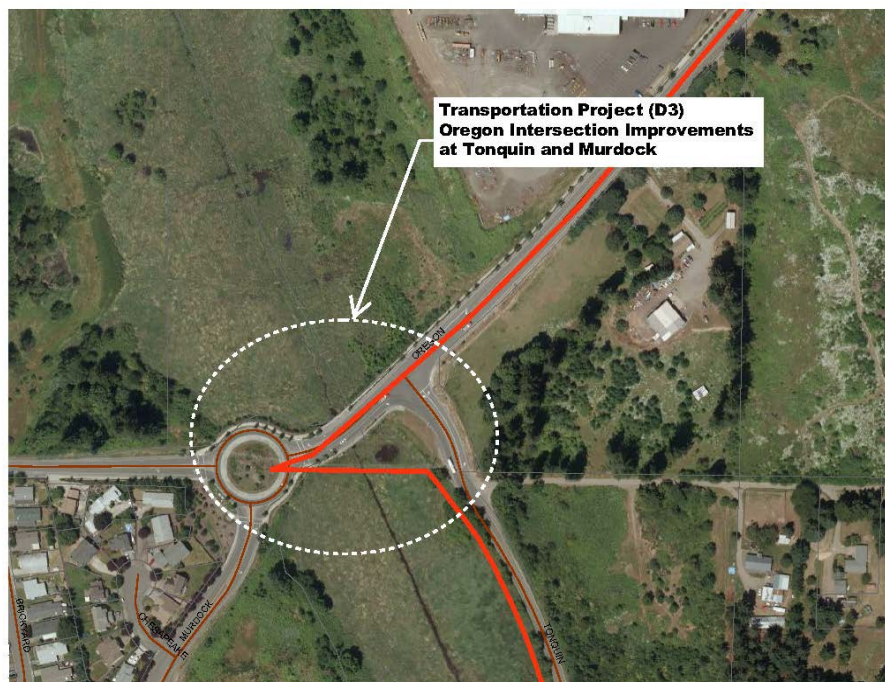
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OREGON STREET INTERSECTION IMPROVEMENTS AT MURDOCK AND TONQUIN ROADS

Department:	Engineering	MP Project #:	D3
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$2,624,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of a dumbbell roundabout at the Tonquin Road/Oregon Street intersection and Murdock Road/Oregon Street intersection. Dumbbell roundabout modifies existing Murdock Road roundabout by disallowing east circulating lane, the new Tonquin Road roundabout section of the dumbbell disallows the westbound circulating lane. Adds a second westbound approach lane to the Murdock Road roundabout for separated westbound left and westbound through lanes. Keep three lanes on bridge structure. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City Transportation SDC's and Washington County TDT monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, lane striping, pavement surface repairs, street sweeping and storm system cleaning.					



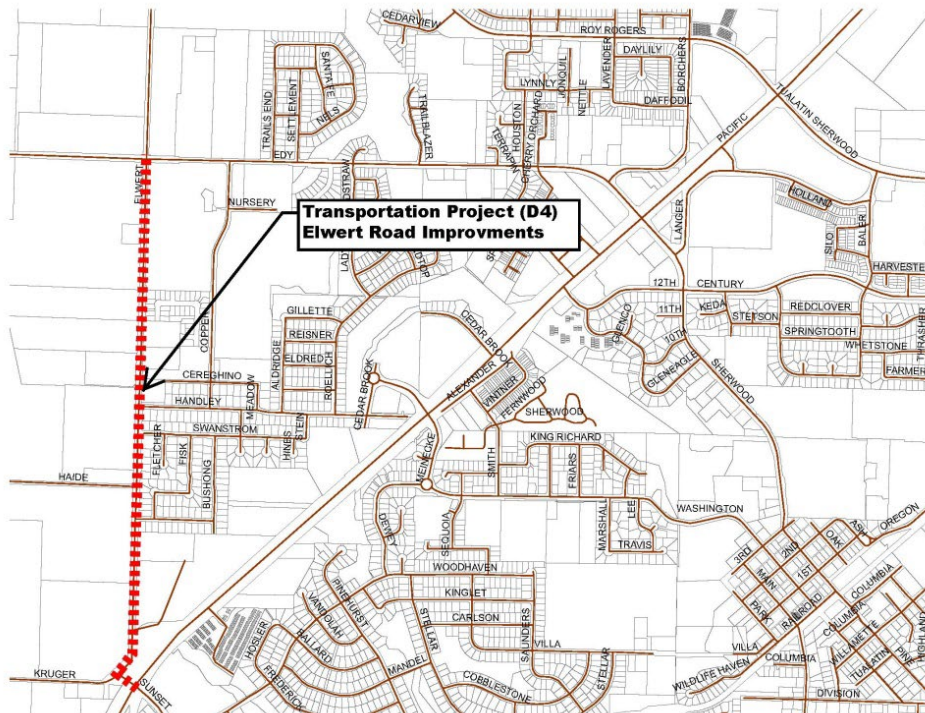
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ELWERT ROAD IMPROVEMENTS

Department:	Engineering	MP Project #:	D4
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$6,000,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes upgrading Elwert Road from Highway 99W to Edy Road, to a three lane arterial with bike lanes, sidewalks, and planter strips. This project may be phased with project D30 for design and construction purposes. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City Transportation SDC's and Washington County TDT monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Elwert is currently under WACO jurisdictional and maintenance control. If in the future Elwert Road is transferred into the City's jurisdictional control, Public Works would have long-term maintenance of the new facility. Maintenance items will include street sweeping, storm system cleaning, painted lane striping, planter strip landscaping, and sidewalk cleaning.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN ROAD IMPROVEMENTS – THREE LANE ARTERIAL

Department:	Engineering	MP Project #:	D5
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$13,775,908		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
Implement Brookman Road Concept Plan improvements to Brookman Road from Highway 99W to Middleton Road. Upgrade road to three lane arterial facility with a shared use path on the north side. Reserve right-of-way width sufficient for potential widening to five-lane arterial consistent with I-5/Highway 99W Connector Plan for southern arterial. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of State, County and City monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

EDY ROAD IMPROVEMENTS

Department:	Engineering	MP Project #:	D6
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$6,400,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes upgrading Edy Road from Borchers Drive to Elwert Road to a three-lane collector with bike lanes, sidewalks, and planter strips. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of County and City monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



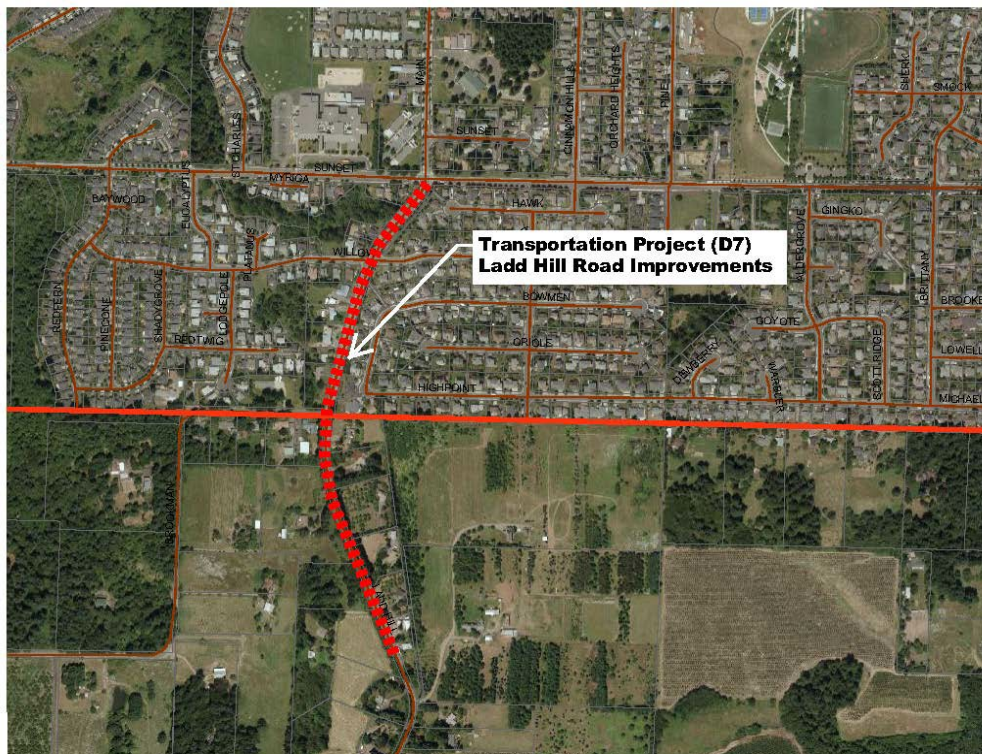
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LADD HILL ROAD IMPROVEMENTS

Department:	Engineering	MP Project #:	D7
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$5,532,749		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes upgrading Ladd Hill Road from Sunset Boulevard to the City Urban Growth Boundary to a three-lane arterial with bike lanes, sidewalks, and planter strips. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of County and City monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



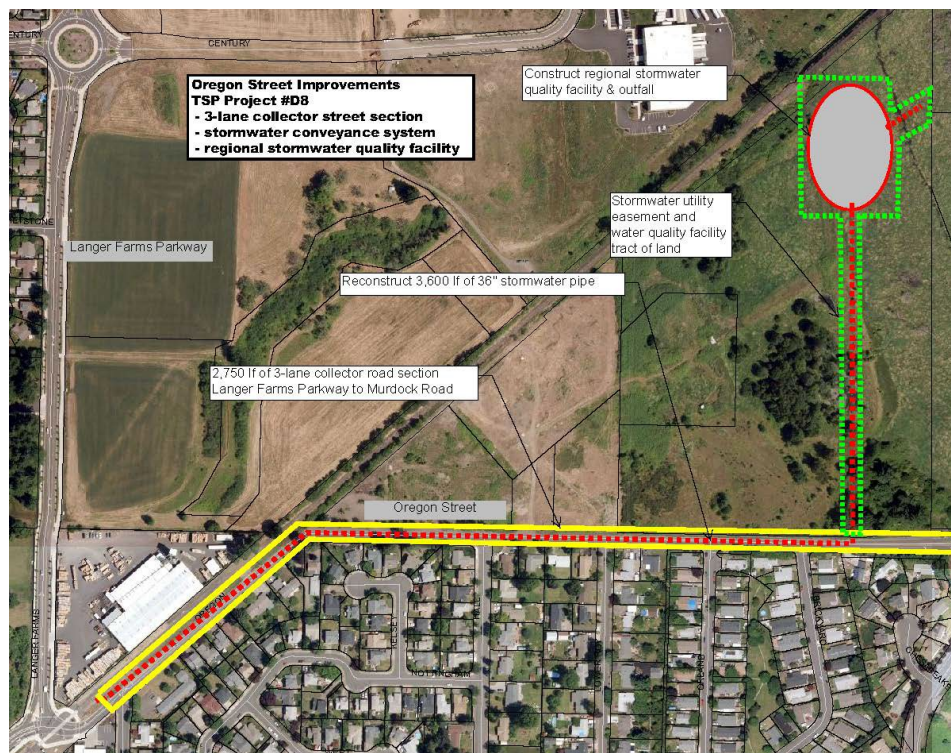
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OREGON STREET IMPROVEMENTS

Department:	Engineering	MP Project #:	D8
Category:	Capital Project-Transportation	Navigator Job#	706
Total Project Cost:	\$7,300,607		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes upgrading Oregon Street from existing railroad crossing east to Murdock Road roundabout with a three-lane collector road with bike lanes, sidewalks, and planter strips. A shared use path will be located on the north side of Oregon Street (part of the Ice Age Tonquin Trail project). Funding will consist of a combination of County TDT and City stormwater SDC monies. Project includes purchase of necessary right-of-way, easement and tract lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



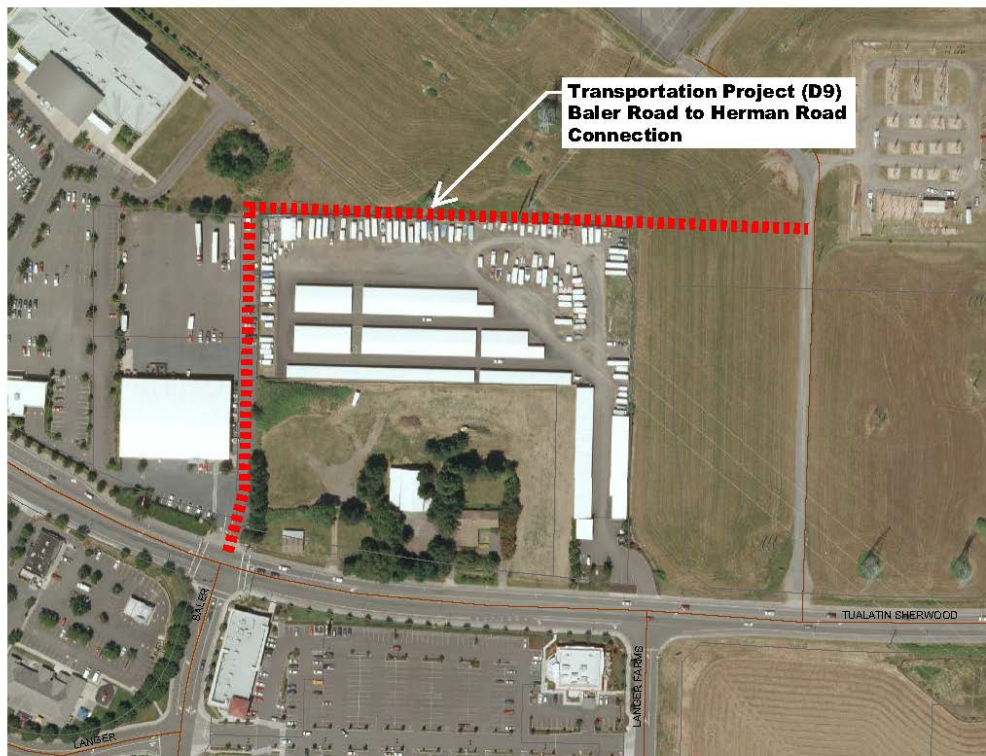
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BALER TO HERMAN CONNECTION

Department:	Engineering	MP Project #:	D9
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$4,547,377		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a collector road connecting Baler Road at Tualatin-Sherwood Road to the future extension of Herman Road at Langer Farms Parkway, including bike lanes, sidewalks, and planter strips. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of County and City monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

CEDAR BROOK WAY EXTENSION – SEGMENT 2

Department:	Engineering	MP Project #:	D11
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$8,000,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a collector road from the existing terminus on Meinecke Road to Elwert Road, including bike lanes, sidewalks, and planter strips. Project may be constructed as part of adjacent private site development. Project alignment and funding has not been identified, nor has a project design/construction schedule been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

EXTENSION OF LANGER FARMS PARKWAY AT HIGHWAY 99W

Department:	Engineering	MP Project #:	D12
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$4,257,125		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a collector road extension of Langer Farm Parkway from the intersection with Highway 99W then running west terminating in a cul-de-sac. Includes bike lanes, sidewalks, and planter strips. Funding for this project has not been identified, nor has a design or construction schedule been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



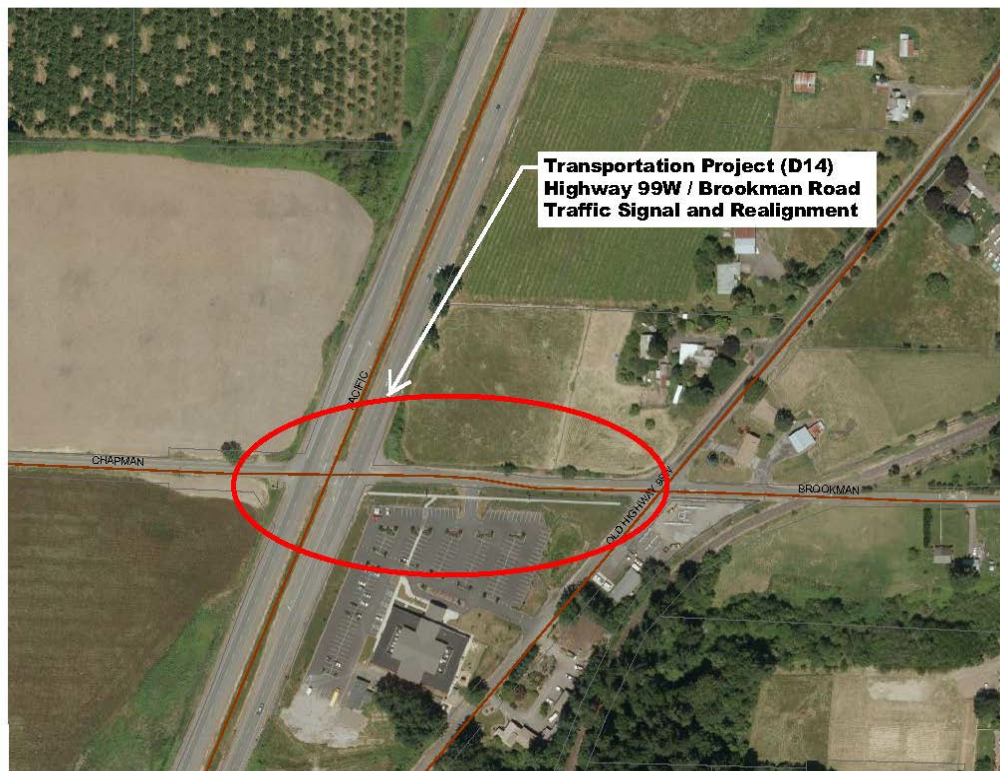
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HIGHWAY 99W / BROOKMAN ROAD TRAFFIC SIGNAL AND REALIGNMENT

Department:	Engineering	MP Project #:	D14
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$15,451,784		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
Redesign Brookman Road intersection with Highway 99W north ¼ mile current location, include installation of signal, turn lanes, and grade separated railroad crossing. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of State, County and City monies. Project includes purchase of necessary right-of-way lands.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD IMPROVEMENTS

Department:	Engineering	MP Project #:	D15
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$6,812,674		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
Upgrade Sunset Boulevard (from Aldergrove Avenue to Eucalyptus Terrace) to a three-lane arterial with bike lanes, sidewalks and planter strips. Address vertical crest sight distance issues near Pine Street. Project funding has not been identified, nor has a project design/construction schedule been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and storm system cleaning, lane striping, pavement management, planter strip landscaping, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

EDY ROAD / HIGHWAY 99W INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D16
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$215,906		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Restripe westbound Sherwood Boulevard approach to have a single left turn lane, a single through lane, and a single right turn lane. Add crosswalk to southbound approach. Possible phase with Pedestrian (P3) project.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and lane striping, pavement management, and sidewalk maintenance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

MEINECKE ROAD / HIGHWAY 99W INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D17
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$102,813		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
Change the eastbound and westbound left turn phasing on Meinecke Road from permitted to permitted/protected and maintain the existing green timing for the northbound and southbound through movements. Possible coordination with Pedestrian Project (P3). Funding of project is listed in two parts; part a) is striping and signal timing which will be performed in the 5-year timeline, part b) is pedestrian crossing striping and safety zone which will be folded in to the Cedar Creek project.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include street sweeping and lane striping, and pavement management.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LANGER DRIVE IMPROVEMENTS

Department:	Engineering	MP Project #:	D18
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$4,259,374		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Construct improvements to Langer Drive from Sherwood Boulevard to Baler Way that are consistent with the Sherwood Town Center Plan. Includes buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center left turn lane, and landscaping.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



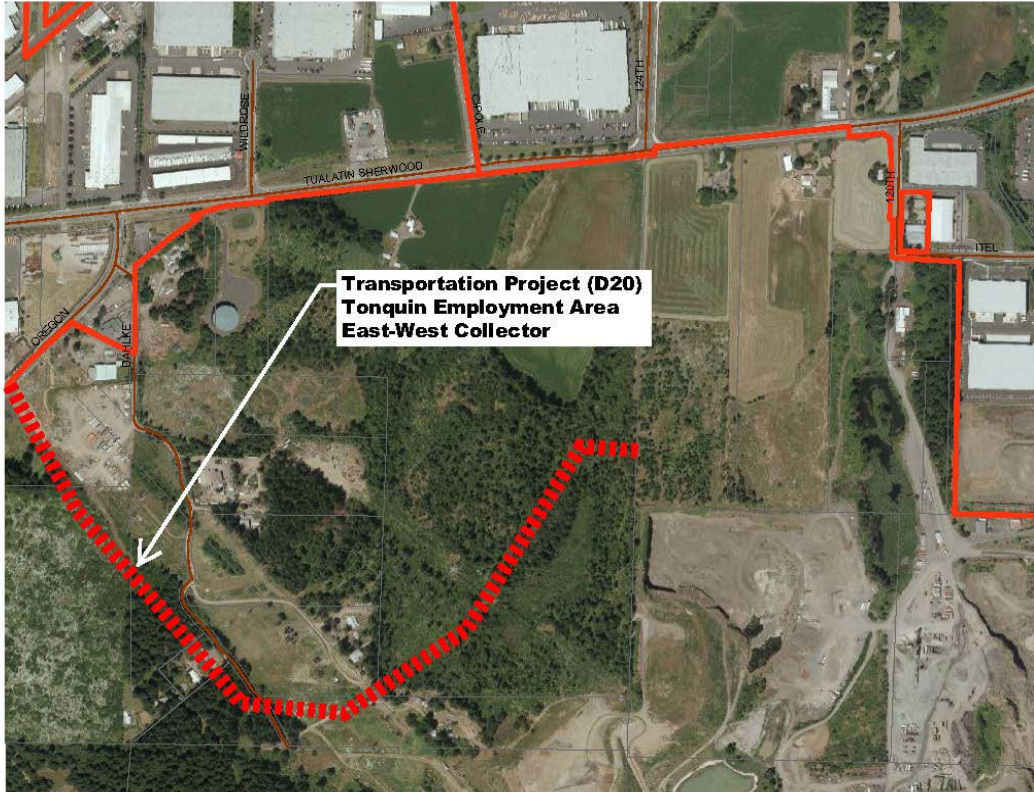
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ICE AGE DRIVE (FORMERLY TONQUIN EMPLOYMENT AREA EAST / WEST COLLECTOR (BLAKE STREET))

Department:	Engineering	MP Project #:	D20
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$8,745,000		Project Moved to URA-7

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs an east-west collector road connecting 124 th Avenue and Tonquin Road across the Tonquin Employment Area. Improvement to be coordinated with Transportation Project (D3).					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



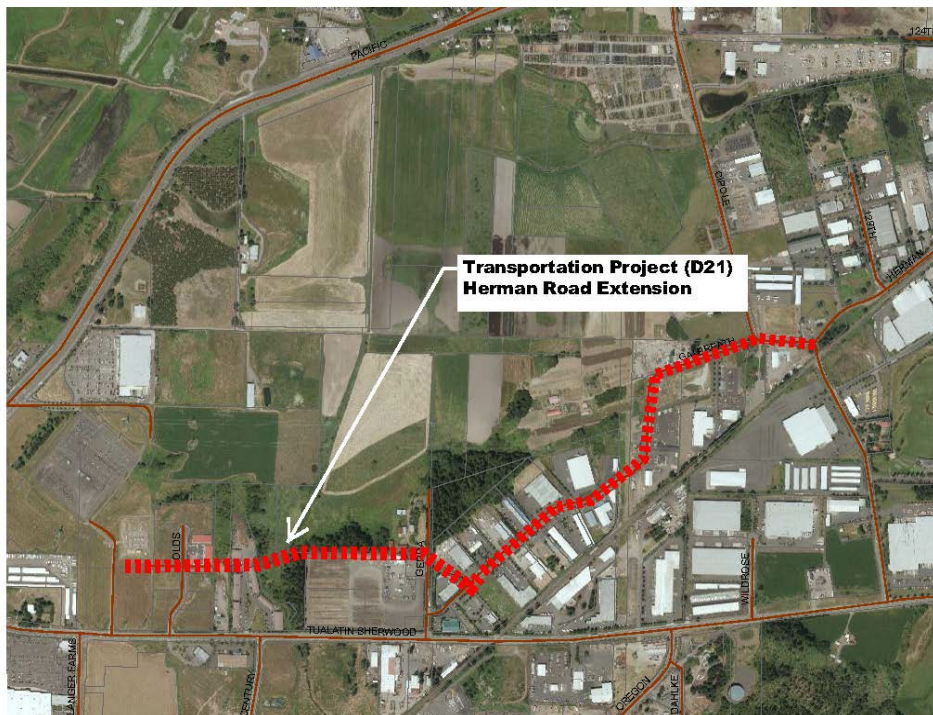
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HERMAN (ARROW STREET) ROAD EXTENSION

Department:	Engineering	MP Project #:	D21
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$13,993,186 (\$1,816,500 for the Langer Farms Pkwy to Olds Place Section)		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
Extends Herman Road from its existing terminus at Cipole Road west to connect to Langer Farms Parkway via Arrow Street. Constructs either two or three lane collector. Includes bike lanes, sidewalks, and planter strips. Right-of-way purchase or dedication required. Funding has not been identified for the full project and will be done in phases. The first phase is the extension of Arrow from Langer Farms Parkway to the existing portion of Arrow Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



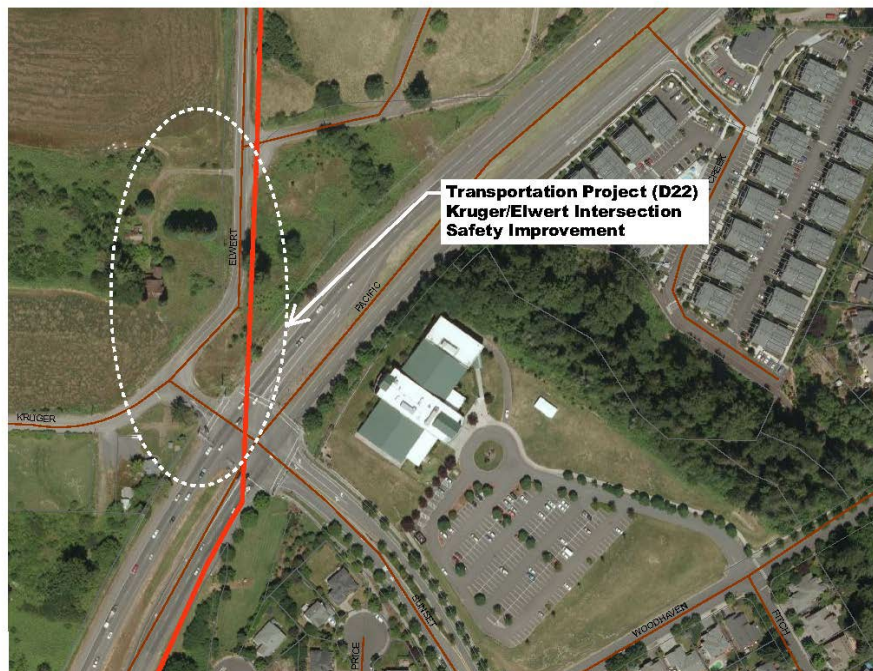
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

KRUGER / ELWERT / HWY99W INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D22
Category:	Capital Project - Transportation	Navigator Job#	709
Total Project Cost:	\$1,391,674 (Land Acquisition) \$81,557 (Coord with County)		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes construction of a roundabout and relocation of the intersection of Kruger/Elwert Roads. This is joint City/County/State controlled project. The City has expended \$1.3 million to purchase the property needed for the relocation of the Kruger/Elwert intersection. This project will improve safety and traffic volume along Elwert.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 18-19

EDY ROAD / BORCHERS ROAD – RIGHT-IN / RIGHT-OUT AND EASTBOUND LANES

Department:	Engineering	MP Project #:	D23
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$2,000,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
The project converts the Edy Road / Borchers Drive intersection to right-in/right-out and eastbound left-in only movements. Includes the construction of a roundabout further west on Edy Road to provide access to adjacent lands for development. Funding for this project has not been defined and may include private development funding. The design and construction schedule for this project has also not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



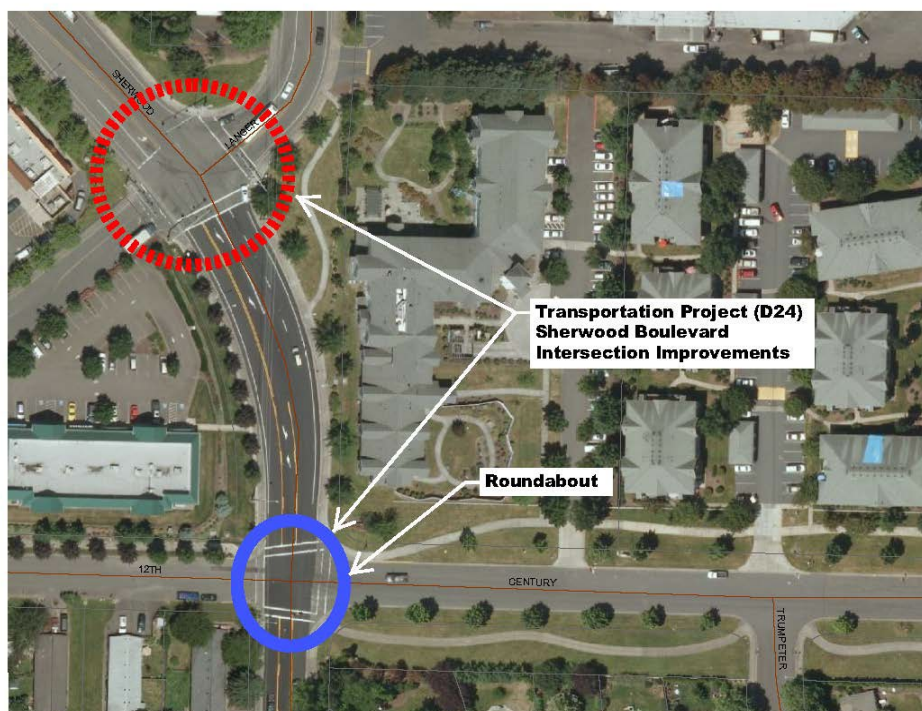
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SHERWOOD BOULEVARD / LANGER DRIVE INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D24
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$937,193		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes moving the existing traffic signal at Langer Drive to the intersection of Century Drive. The Langer Drive intersection would be converted to a right-in/right-out and left-in only movements. Turn lanes would be added at the Century Drive intersection in the eastbound and westbound direction. Funding for this project has not been identified at this time, but may include WACO and City combined funds. The design and construction schedule for this project has also not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

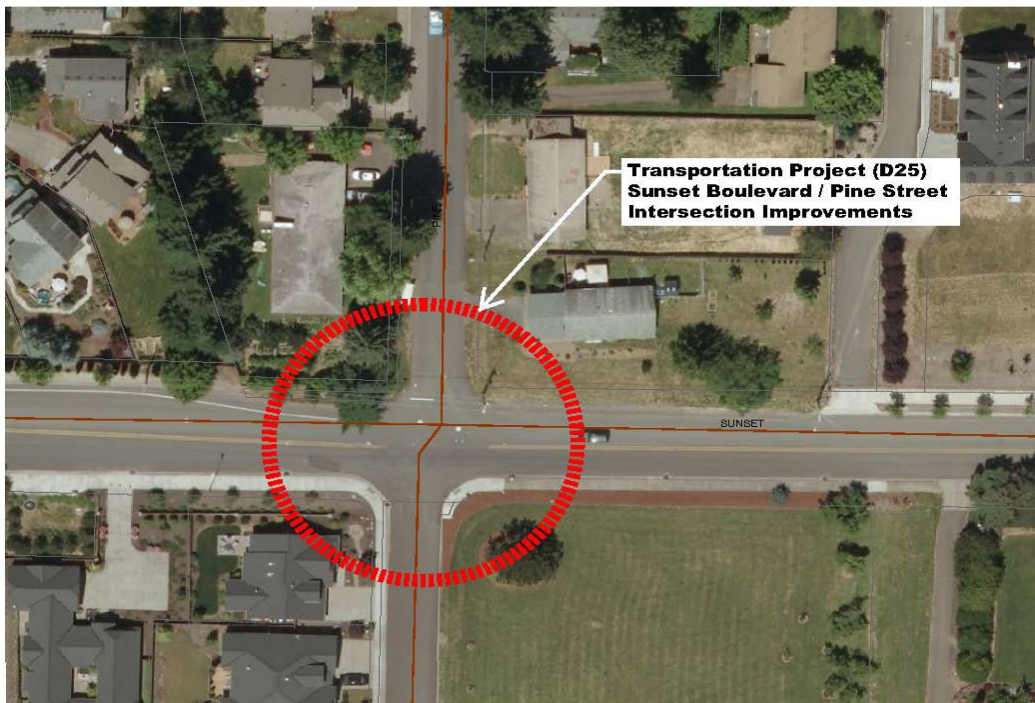
- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / PINE STREET INTERSECTION IMPROVEMENTS

***Note: This project is incorporated into the project on page P-45.**

Department:	Engineering	MP Project #:	D25
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$6,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes restriping Sunset Boulevard at Pine Street to add eastbound and westbound left turn lanes.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of restriping.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / MAIN STREET – TRAFFIC CONTROL ENHANCEMENTS

Department:	Engineering	MP Project #:	D26
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$605,936		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of a traffic signal at the intersection of Sunset Boulevard and Main Street. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning and maintaining signal performance.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BAKER ROAD IMPROVEMENTS

Department:	Engineering	MP Project #:	D27
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$1,702,588		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes upgrading Baker Road from Sunset Boulevard south to the City's southern Urban Growth Boundary, with a two-lane arterial including bike lanes, sidewalks and planter strips. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / TIMBREL LANE TRAFFIC CONTROL ENHANCEMENTS

Department:	Engineering	MP Project #:	D28
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$1,999,932		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of a single lane roundabout at the Sunset Boulevard/Timbrel Lane intersection. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established. Project would require purchasing land for roundabout right-of-way.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

EDY ROAD TO ROY ROGERS ROAD COLLECTOR ROADWAY

Department:	Engineering	MP Project #:	D29
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$3,202,650		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes building a two-lane collector road between Edy Road and Roy Rogers Road, between Cedarview Way and Lynnly Way. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established. This project would require purchasing land for road right-of-way.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



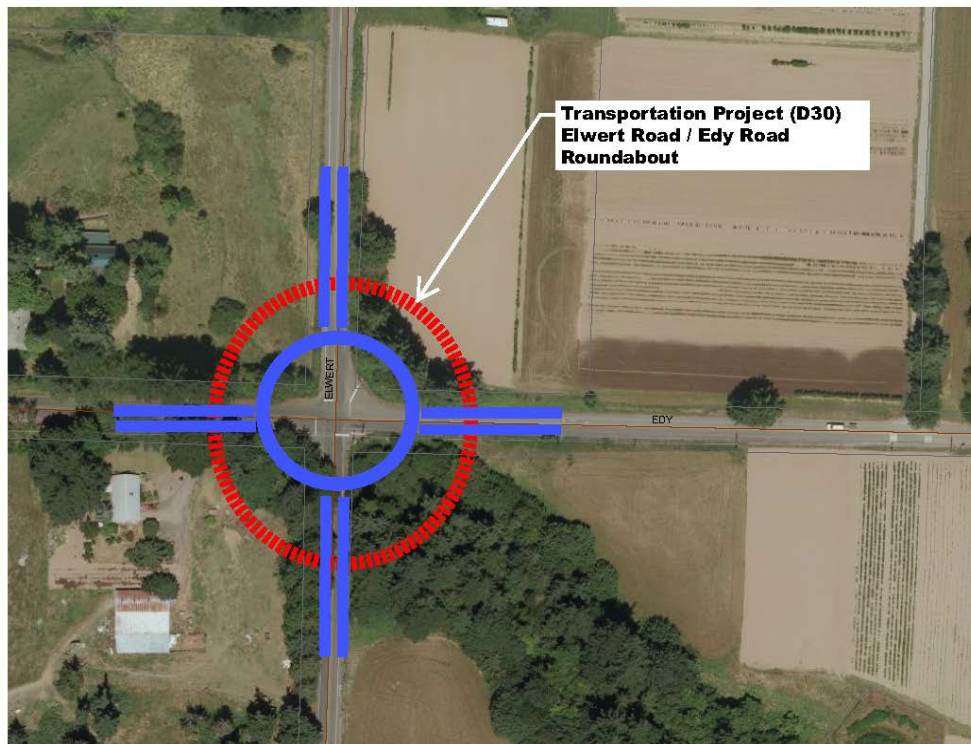
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ELWERT ROAD / EDY ROAD INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D30
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$4,500,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installing single lane roundabout at the intersection of Edy Road and Elwert Road. This project may be phased with Transportation Project (D4) for design and construction purposes. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established. This project would require purchasing land for road right-of-way.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



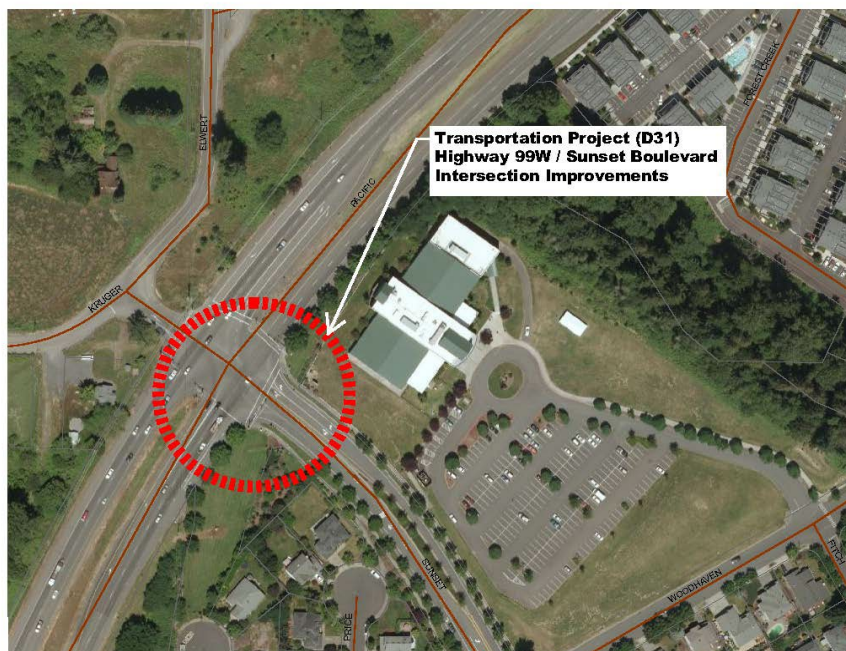
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

SUNSET BOULEVARD / HIGHWAY 99W IMPROVEMENTS

Department:	Engineering	MP Project #:	D31
Category:	Capital Project-Transportation	Navigator Job#	710
Total Project Cost:	\$775,331		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes adding westbound and eastbound left turn lanes on Sunset Boulevard, and changing the signal phasing from permissive to protected/permissive phasing. . This project is being done in coordination with the Kruger/Elwert/99W project.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of restriping, street sweeping, and leaf pick-up.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LADD HILL ROAD / BROOKMAN ROAD INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	D32
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$226,466		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes adding a southbound right turn lane on Ladd Hill Road to Brookman Road. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established. This project would require purchasing land for road right-of-way.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / MURDOCK ROAD TURN LANES

Department:	Engineering	MP Project #:	D33
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$508,322		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes adding a southbound right-turn lane and northbound left-turn lane on Murdock Road at the intersection with Sunset Boulevard. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, restriping, and leaf pick-up.					



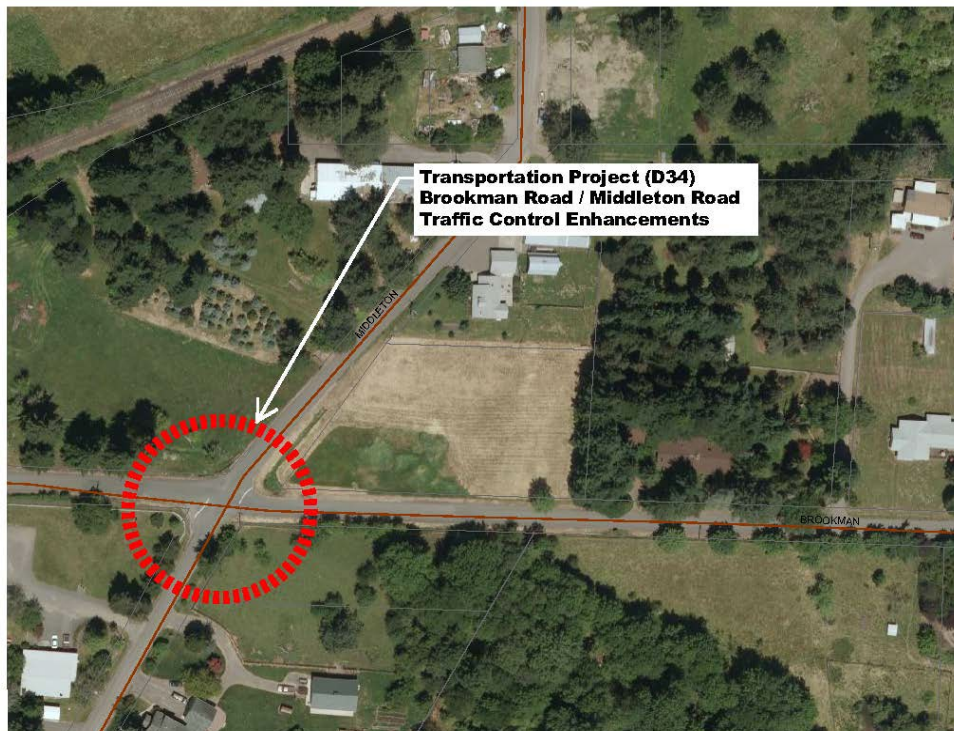
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN ROAD / MIDDLETON ROAD TRAFFIC CONTROL ENHANCEMENTS

Department:	Engineering	MP Project #:	D34
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$138,945		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes moving the existing stop signage to the north and south Middleton Road approaches, and adding a southbound left-turn lane on Brookman Road at the intersection. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

AREA 59 NEIGHBORHOOD ROUTE

Department:	Engineering	MP Project #:	D35
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$3,160,297		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing a neighborhood classification road between Copper Terrace and Elwert Road as identified in the Area 59 concept plan. Funding for this project has not been identified at this time, nor has a design and construction schedule for this project been established. It is expected that private site development within this area will dedicate the needed right-of-way and construct the street.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of street sweeping, storm drainage system cleaning, and leaf pick-up.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SHERWOOD SYSTEM MONITORING PROGRAM

Department:	Engineering	MP Project #:	D36
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$400,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
Establish and maintain a program involving monitoring system performance measures semiannually. Program will monitor growth, performance targets, and identify when improvements are needed.					
Ongoing Maintenance Description and Estimated Annual Cost					
Maintain a monitoring program on an on-going basis.					

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

CLIFFORD COURT STREET RECONSTRUCTION

Department:	Engineering	MP Project #:	X2
Category:	Capital Project – Upgrade	Navigator Job#	N/A
Total Project Cost:	\$2,375,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs approximately 190 linear feet of Clifford Court from the intersection of Lincoln Street to the end of the cul-de-sac. This project upgrades the current road section to meet the City's TSP standards for a local street. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of City SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

LINCOLN STREET (OREGON STREET TO WILLAMETTE STREET)

Department:	Engineering	MP Project #:	X3
Category:	Capital Project – Upgrade	Navigator Job#	N/A
Total Project Cost:	\$2,970,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs approximately 975 linear feet of Lincoln Street between Oregon Street and Willamette Street. This project upgrades the current road section to meet the City's TSP standards for a neighborhood street. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC's and County TDT monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LINCOLN STREET (WILLAMETTE STREET TO DIVISION STREET)

Department:	Public Works	MP Project #:	X4
Category:	Capital Project – Upgrade	Navigator Job#	
Total Project Cost:	\$4,000,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs approximately 1,100 linear feet of Lincoln Street between Willamette Street and Division Street. This project upgrades the current road section to meet the City's TSP standards for a neighborhood route. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC's and County TDT monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of stormwater catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HIGHLAND DRIVE (WILLAMETTE STREET TO PINE STREET)

Department:	Public Works	MP Project #:	X5
Category:	Capital Project – Upgrade	Navigator Job#	n/a
Total Project Cost:	\$2,400,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs Highland Drive between Willamette Street and Pine Street, approximately 870 linear feet. This project upgrades the current road section to meet the City's TSP standards for a residential street. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of City SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ORCUTT PLACE (WILLAMETTE STREET TO END OF CUL-DE-SAC)

Department:	Public Works	MP Project #:	X6
Category:	Capital Project – Upgrade	Navigator Job#	n/a
Total Project Cost:	\$845,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs approximately 340 linear feet of Orcutt Place from the intersection of Willamette Street to the end of the cul-de-sac. This project upgrades the current road section to meet the City's TSP standards for a neighborhood route. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of City SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

AREA 54/55 IMPROVEMENTS

Department:	Public Works	MP Project #:	X7
Category:	Capital Project – Upgrade	Navigator Job#	n/a
Total Project Cost:	\$13,365,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project consists of improving Brookman Road from Highway 99W to Ladd Hill Road to a collector road according to the TSP standards, approximately 1.75 miles. Project funding has not been identified, nor has a project design/construction schedule been established. Funding for this project is expected to be a combination of City SDC's, County TDT, and MSTIP monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

WILLAMETTE STREET (PINE STREET TO DIVISION STREET)

Department:	Public Works	MP Project #:	X8
Category:	Capital Project – Upgrade	Navigator Job#	N/A
Total Project Cost:	\$2,250,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project reconstructs Willamette Street between Pine Street and Division Street, approximately 850 linear feet. This project upgrades the current road section to meet the City's TSP standards for a neighborhood route. Also included is the acquisition of right-of-way, the installation/upgrade of utility infrastructure (sanitary, storm, and water) to meet current standards, undergrounding of franchise utilities, and street lighting improvement. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC's and County TDT monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

VILLA ROAD / FIRST STREET CONNECTION

Department:	Public Works	MP Project #:	X9
Category:	Capital Project – Upgrade	Navigator Job#	N/A
Total Project Cost:	\$2,885,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project consists of connecting Villa Street to First Street. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of City SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

BALER WAY/TUALATIN-SHERWOOD ROAD INTERSECTION IMPROVEMENTS

Department:	Engineering	MP Project #:	X10
Category:	Capital Project- Transportation	Navigator Job#	N/A
Total Project Cost:	\$250,000		Project to be done by Washington County with D1 on page T-2

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project consists of removing the existing traffic signal once the new signal on Tualatin-Sherwood Road at Adams Avenue is built and installing raised median on Tualatin-Sherwood Road. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of WACO MSTIP funding and be constructed as part of the Tualatin-Sherwood Road reconfiguration project.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of Langer Drive after improvements are completed. Tualatin-Sherwood Road will be maintained by Washington County.					



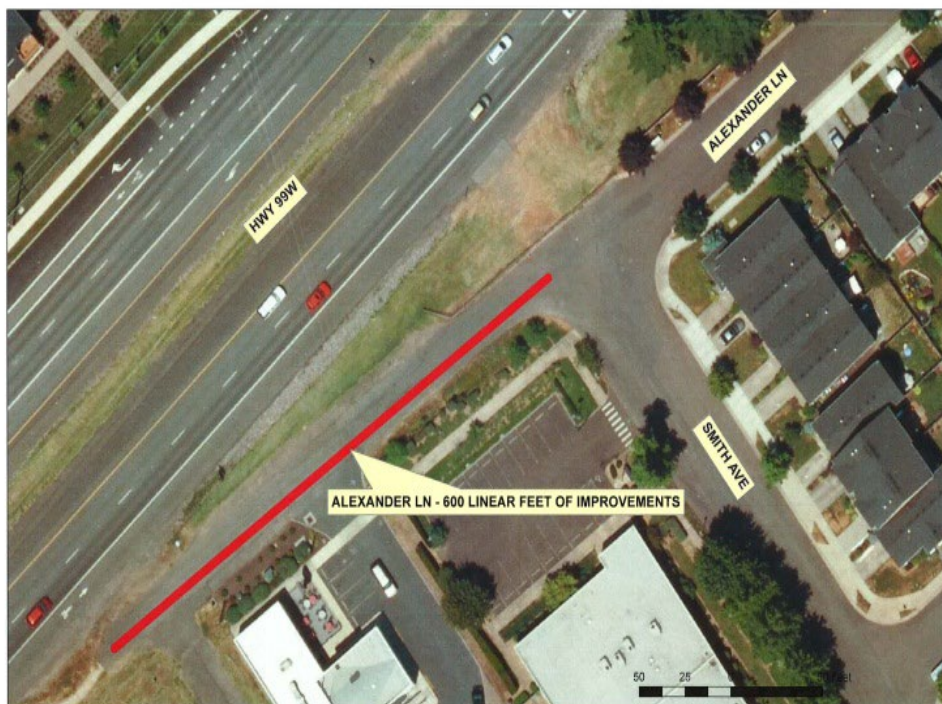
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

ALEXANDER LANE (SMITH AVENUE TO STREET TERMINUS)

Department:	Engineering	MP Project #:	X11
Category:	Maintenance Project	Navigator Job#	N/A
Total Project Cost:	\$23,000		Project to be done as part of the Trail Project P13 on page P-13

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☐ Medium	☒ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project rehabilitates approximately 300 linear feet of Alexander Lane road surface from the Smith Avenue intersection to the end of Alexander Lane. This project rehabilitates the street surface by placing a new 2-inch AC pavement overlay on the existing pavement. The schedule for project design and construction has not been established for this project. The expectation is that funding will consist of street maintenance fund monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



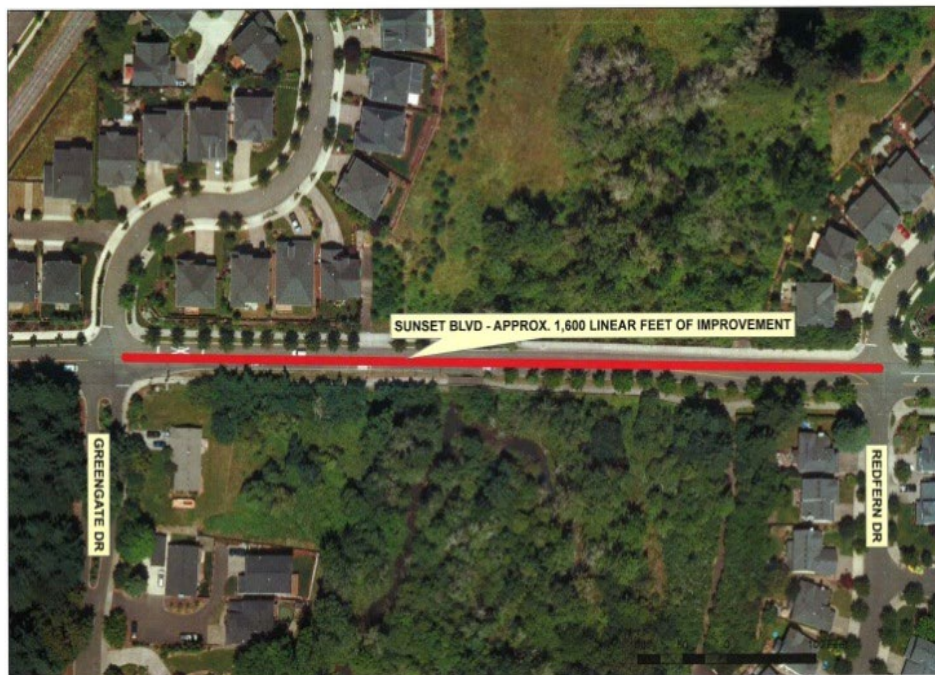
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD (GREENGATE DRIVE TO REDFERN DRIVE)

Department:	Engineering	MP Project #:	X12
Category:	Maintenance Project	Navigator Job#	N/A
Total Project Cost:	\$143,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☐ Medium	☒ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project rehabilitates approximately 1,600 linear feet of Sunset Boulevard road surface from the Greengate Drive intersection to the Redfern Drive intersection. This project rehabilitates the street surface by placing a new 2-inch AC pavement overlay on the existing pavement. The schedule for project design and construction has not been established for this project. The expectation is that funding will consist of street maintenance fund monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OREGON STREET (LINCOLN STREET TO MURDOCK ROAD)

Department:	Engineering	MP Project #:	X13
Category:	Maintenance Project	Navigator Job#	N/A
Total Project Cost:	\$260,500		Project to be folded into project D8 on page T-9

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☐ Medium	☒ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project rehabilitates approximately 2,800 linear feet of Oregon Street road surface from the Lincoln Street intersection to the intersection with Murdock Road. This project rehabilitates the street surface by placing a new 2-inch AC pavement section on the existing pavement. A project design and construction schedule has not been established. The expectation is that funding will consist of street maintenance fund monies. This project will be performed if the Transportation MP project on page #T9 (total reconstruction of Oregon Street) does not occur.					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction, it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

PINE STREET IMPROVEMENTS

Department:	Engineering	MP Project #:	Trans MP #XD1
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$1,850,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of street improvements to bring Pine Street up to City standards, between Division Street and Sunset Boulevard. Plans exist, but will need to be updated before releasing for bid. New construction easements will need to be obtained as the existing construction easements have lapsed. Funding to come from City transportation SDC funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include street and sidewalk cleaning and repairs. Storm water system will receive regularly scheduled maintenance to meet CWS reporting requirements.					



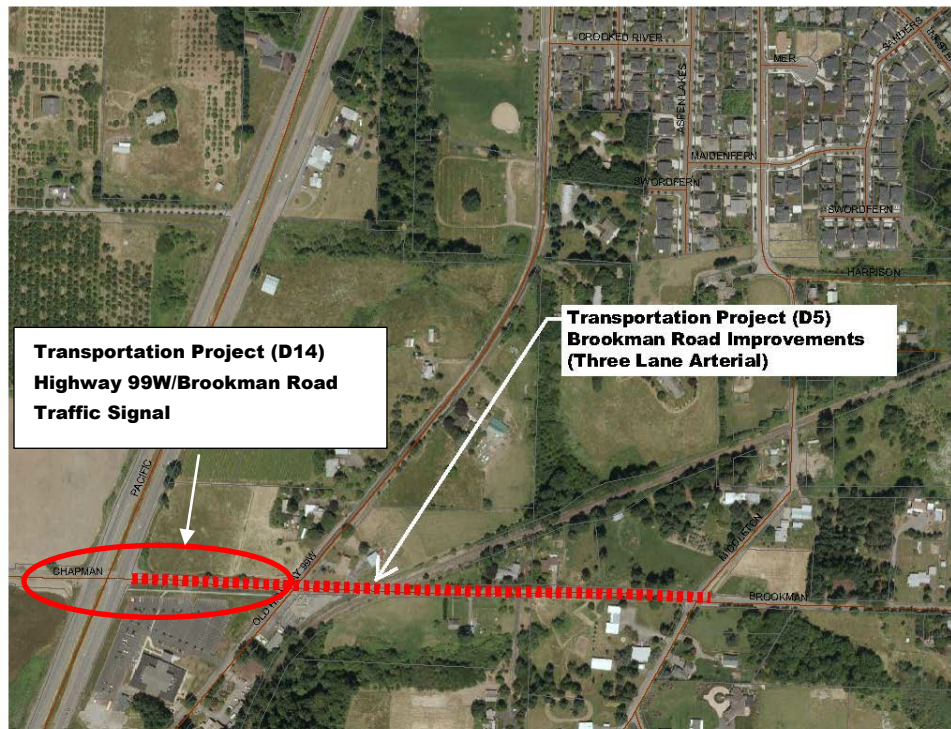
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN ROAD PRELIMINARY DESIGN

Department:	Engineering	MP Project #:	D5/D14 – preliminary design
Category:	Capital project - planning	Navigator Job#	
Total Project Cost:	\$50,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
Conduct preliminary design for Brookman Road to help inform development and future funding decisions. This project is related to project D5 and D14					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

MEINECKE ROUNDABOUT IMPROVEMENTS

Department:	Engineering	MP Project #:	N/A
Category:	Planning	Navigator Job#	
Total Project Cost:	\$30,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
Analyze potential improvements to increase safety and perceived safety at roundabout. Funding for identified improvements to be determined at a later date.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

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CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HANDLEY STREET SIDEWALK INFILL

Department:	Engineering	MP Project #:	P1
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$17,889		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of sidewalk along the north side of Handley Street from Elwert Road to the existing sidewalk terminus, approximately 250 feet east of Elwert Road. Funding for this project has not been identified. Design and construction schedule has not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will be responsible for the long term observation of sidewalk maintenance conditions. The property owner whose property fronts the sidewalk will be responsible for the long term maintenance in compliance with City Code.					



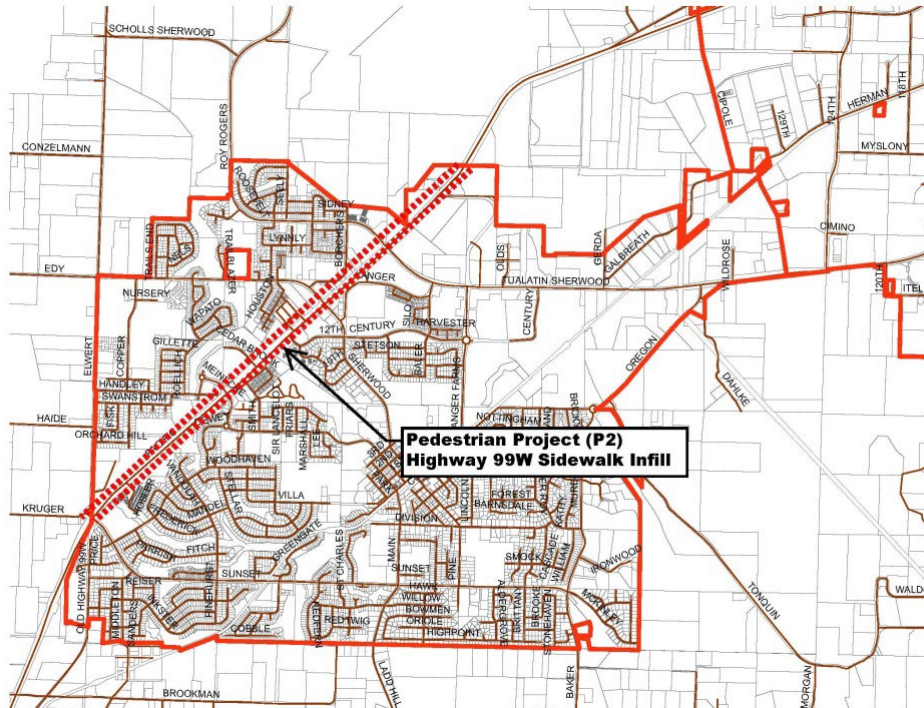
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HIGHWAY 99W SIDEWALK INFILL

Department:	Engineering	MP Project #:	P2
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$5,938,495		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of sidewalk along both sides of Highway 99W between the north and south limits of the Urban Growth Boundary. Project is expected to include a combination of funding from State ODOT, City Transportation SDC's, and private developments. Funding for this project has not been identified. Design and construction schedule has not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works staff will be responsible for the long term observation of sidewalk maintenance condition. Necessary maintenance repairs will be the responsibility of the property owner fronting the sidewalk, and the City in open space areas.					



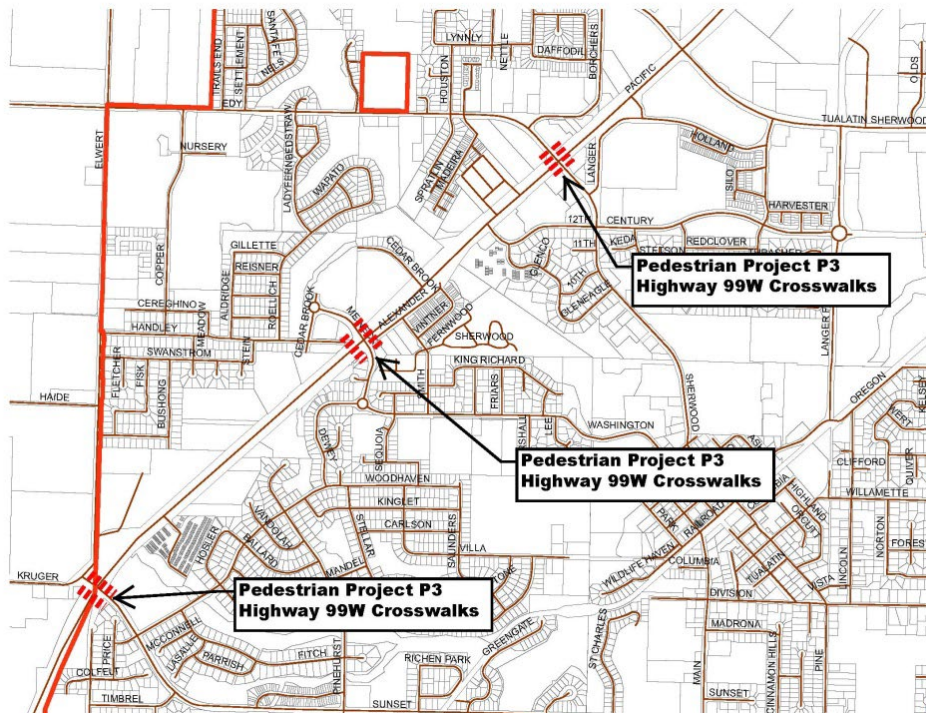
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

HIGHWAY 99W CROSSWALKS

Department:	Engineering	MP Project #:	P3
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$10,003		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of pedestrian crosswalks at existing traffic signal locations on Highway 99W between Edy Road and Sunset Boulevard. The crosswalk improvements may be phased individually with their corresponding intersection improvement project (D16, D17 and D31). Funding for this project has not been identified. Design and construction schedule has not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works staff will be responsible for the long term observation of crosswalk maintenance condition. ODOT maintenance program will be responsible for maintenance of the crosswalks.					



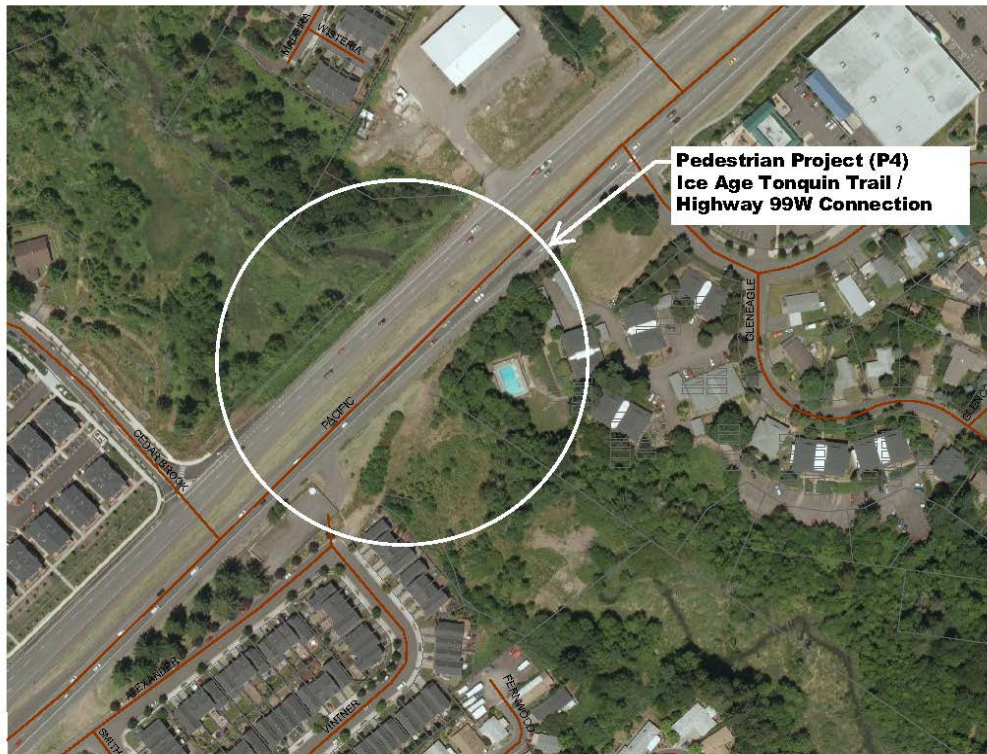
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL / HIGHWAY 99W CONNECTION

Department:	Engineering	MP Project #:	P4
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$366,781		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of a shared use path that connects the proposed Cedar Creek Trail / Tonquin Trail to Highway 99W and north to SW 12 th Street. Funding for this project has not been identified, nor has a project design/construction schedule been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Yearly maintenance actions would include cleaning the trail surface, replacing any worn or damaged sections, keeping vegetation cut back from the trail, and maintaining any trail structural elements. Estimated at \$10,000 per year.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

10TH STREET NEIGHBORHOOD GREENWAY

Department:	Engineering	MP Project #:	P5
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$10,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of sidewalks and shared lane markings to 10 th Street and Gleneagle Drive from Sherwood Boulevard to the planned Cedar Creek / Tonquin Trail connection. Funding for this project has not been identified. Design and construction schedule has not been established.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping and sidewalk maintenance observation.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SHERWOOD BOULEVARD IMPROVEMENTS

Department:	Engineering	MP Project #:	P6
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,273,618		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing improvements to Sherwood Boulevard between Langer Drive and 3 rd Street that are consistent with the Sherwood Town Center Plan. Major improvements include a shared use path on the east side, wider sidewalks on the west side, narrower travel lanes, and landscaping.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, facility cleaning, and any structural repairs.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LANGER TO TRUMPETER SHARED USE PATH

Department:	Engineering	MP Project #:	P7
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$435,976		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing a shared use path connecting Langer Drive and Trumpeter Drive.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and surfaces.					



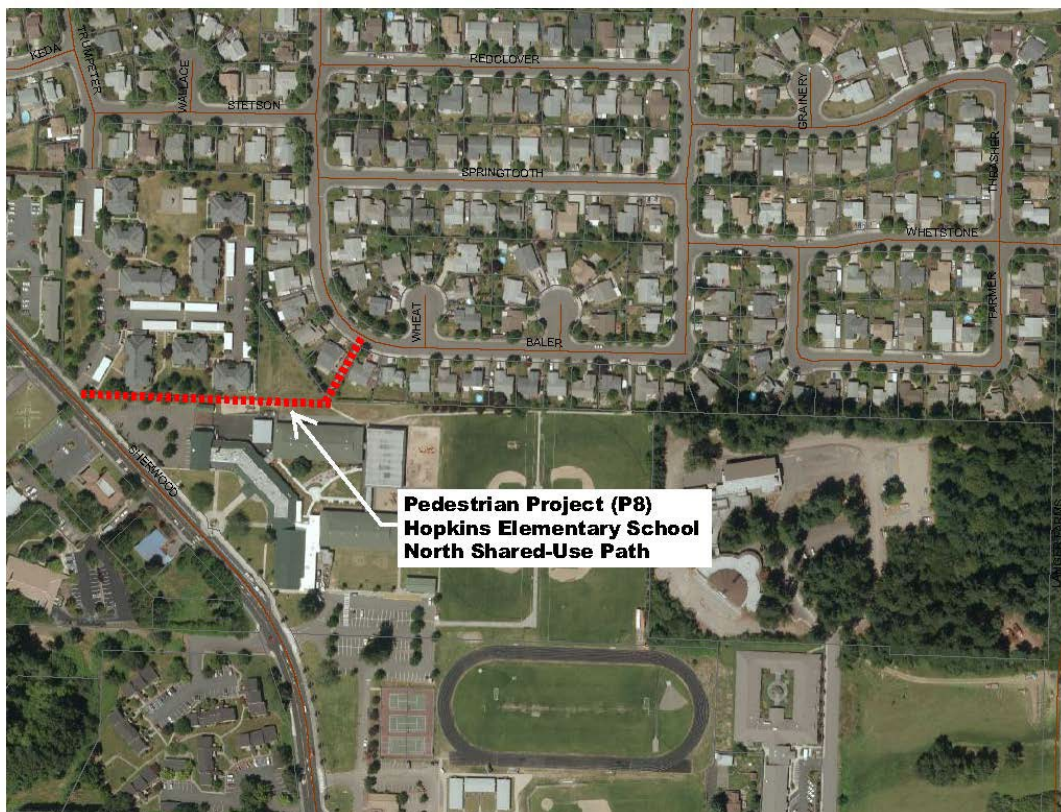
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ADMINISTRATION BUILDING (HOPKINS ELEMENTARY SCHOOL) N. SHARED USE PATH

Department:	Engineering	MP Project #:	P8
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$303,946		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing a shared use path along the north side of Hopkins School connecting Sherwood Boulevard to the existing trail south of Baler Way.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and surfaces.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ADMINISTRATION BUILDING (HOPKINS ELEMENTARY SCHOOL) E. SHARED USE PATH

Department:	Engineering	MP Project #:	P9
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$495,319		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing a shared use path along the east side of Hopkins Elementary School, connecting the existing trail south of Baler Way to St Francis Church access road.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and structural maintenance of the pathway.					



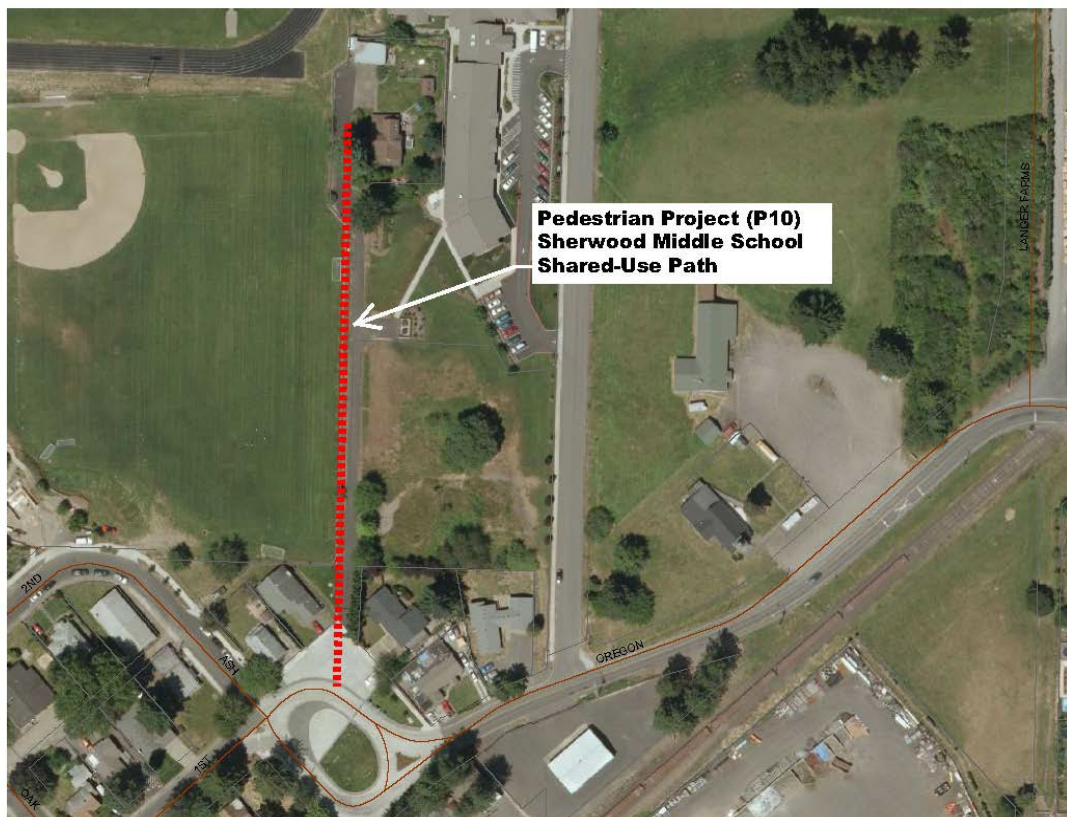
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HAWKS VIEW ELEMENTARY SHARED USE PATH

Department:	Engineering	MP Project #:	P10
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$529,091		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing a shared use path on the east side of Sherwood Middle School, connecting the Hopkins Elementary School East Shared Use Path to the pear-about at the Oregon Street/Ash Street intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 6

Department:	Engineering	MP Project #:	P11
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$4,650,409		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing the Ice Age Tonquin Trail Segment 6 improvements from immediately west of the Tonquin Road/Morgan Road intersection to the Tonquin Road/Oregon Road intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 7

Department:	Engineering	MP Project #:	P12
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,438,318		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing the Ice Age Tonquin Trail Segment 7 improvements from immediately west of the Tonquin Road/Oregon Street intersection to immediately north of Park Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 8

Department:	Engineering	MP Project #:	P13
Category:	Capital Project-Pedestrian	Navigator Job#	200
Total Project Cost:	\$2,433,066 City Share		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing Ice Age Tonquin Trail Segment 8 from immediately north of Park Street to immediately south of Hwy 99W, and the Hwy 99W crossing at Meinecke Road.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, cleaning of sidewalks and repair of any damaged structural elements.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 9

Department:	Engineering	MP Project #:	P14
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$6,460,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing Ice Age Tonquin Trail Segment 9 from immediately north of Highway 99W to Roy Rogers Road (including Roy Rogers intersection).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping, cleaning of sidewalks, and repair or replacement of damaged structural items.					



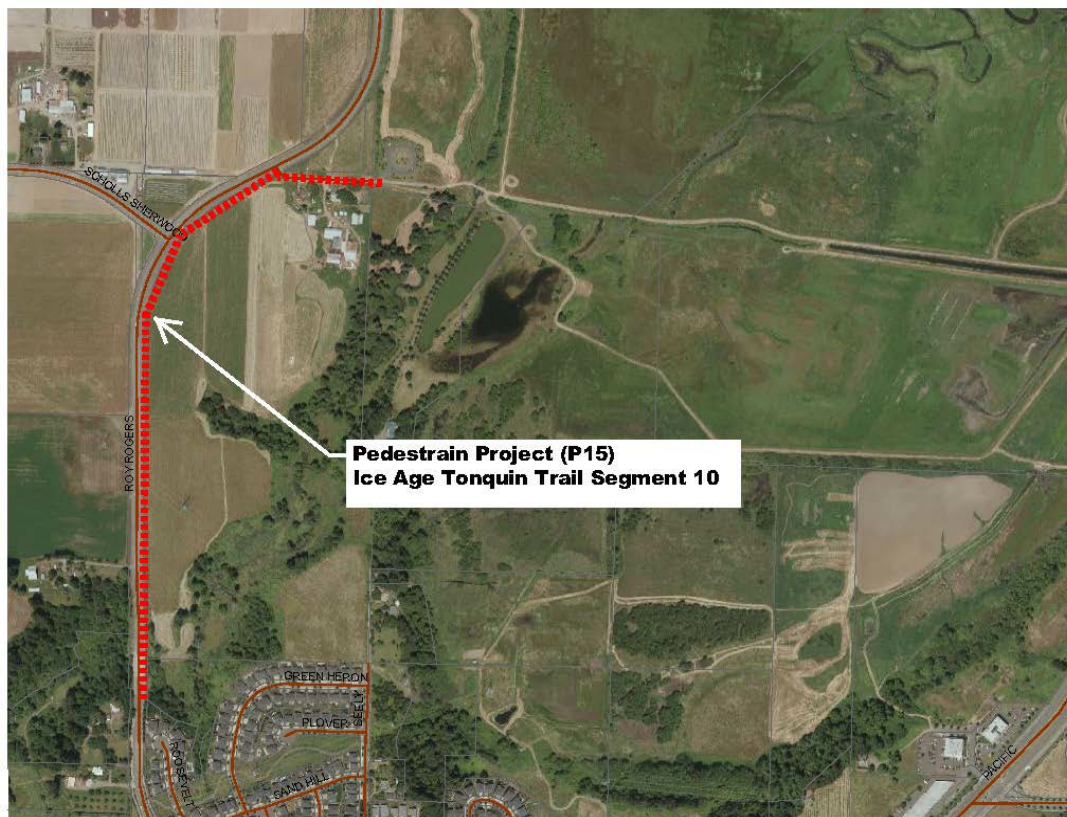
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 10

Department:	Engineering	MP Project #:	P15
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,867,725		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing Ice Age Tonquin Trail Segment 10 improvements from Roy Rogers Road north to the Tualatin National Wildlife Refuge trailhead.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping, sidewalk cleaning, and repair or replacement of any damaged structural elements.					



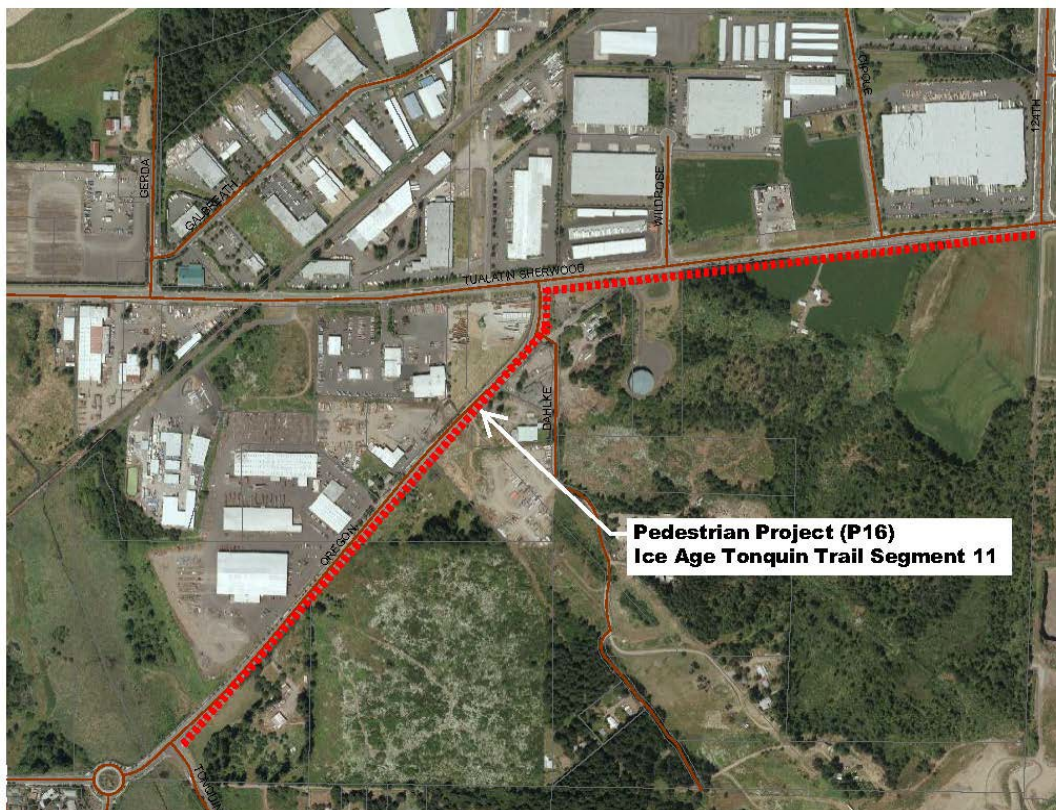
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 11

Department:	Engineering	MP Project #:	P16
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$2,778,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing the Ice Age Tonquin Trail Segment 11 improvements from immediately east of Tonquin Road/Oregon Street intersection to immediately west of Cipole Road.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping, sidewalk cleaning, and repair or replacement of any damaged structural elements.					



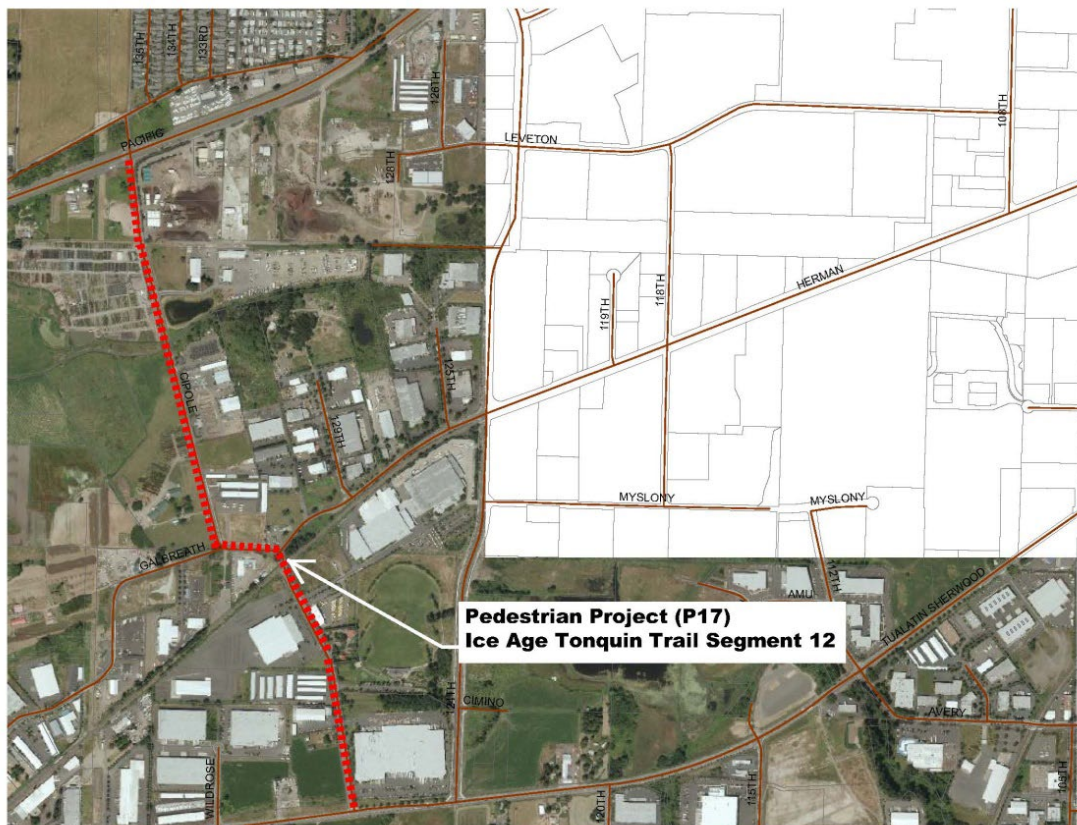
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ICE AGE TONQUIN TRAIL SEGMENT 12

Department:	Engineering	MP Project #:	P17
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$3,690,738		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing the Age Tonquin Trail Segment 12 improvements from immediately west of Cipole Road to immediately north of Highway 99W.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility within the City limits. Maintenance items will include landscaping, sidewalk cleaning, and repair or replacement of any damaged structural elements.					



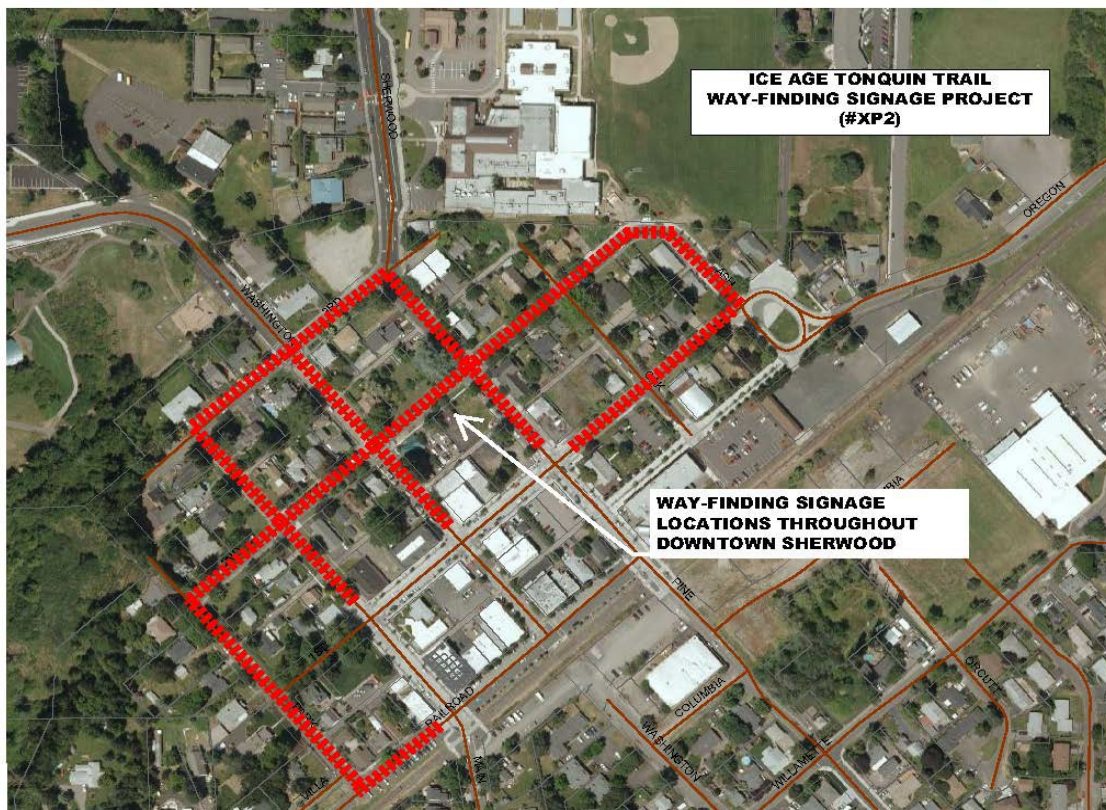
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

ICE-AGE TONQUIN TRAIL WAYFINDING SIGNAGE

Department:	Engineering	MP Project #:	XP-2
Category:	Capital Project-Pedestrian	Navigator Job#	712
Total Project Cost:	\$115,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes installation of wayfinding signage in conjunction with the Ice Age Tonquin Trail project. Funding is through Metro Neighborhood Grant.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include long term maintenance of the signage.					



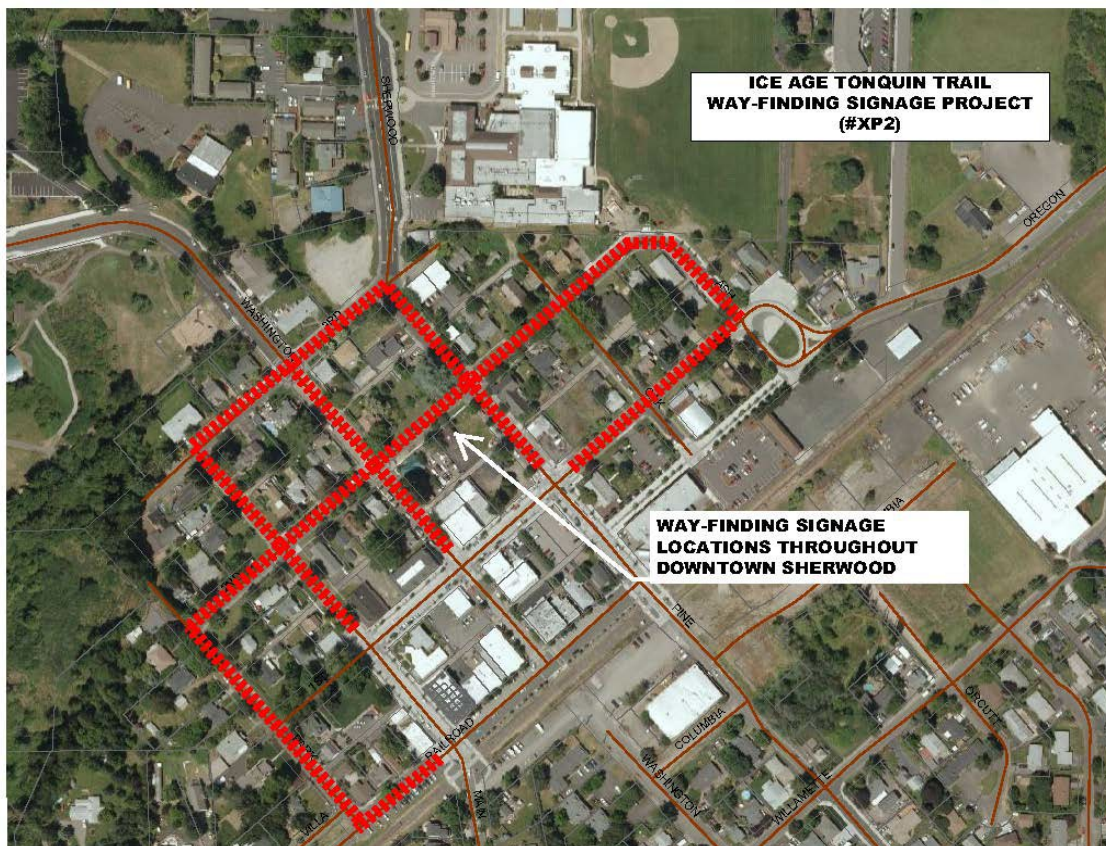
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 18-19

ICE-AGE TONQUIN TRAIL WCVA BIKE STATION GRANT

Department:	Engineering	MP Project #:	XP-2
Category:	Capital Project-Pedestrian	Navigator Job#	714
Total Project Cost:	\$57,898		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project will install bike maintenance stations and covered bike racks throughout the Old Town area.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include long term maintenance of the stations and bike racks.					



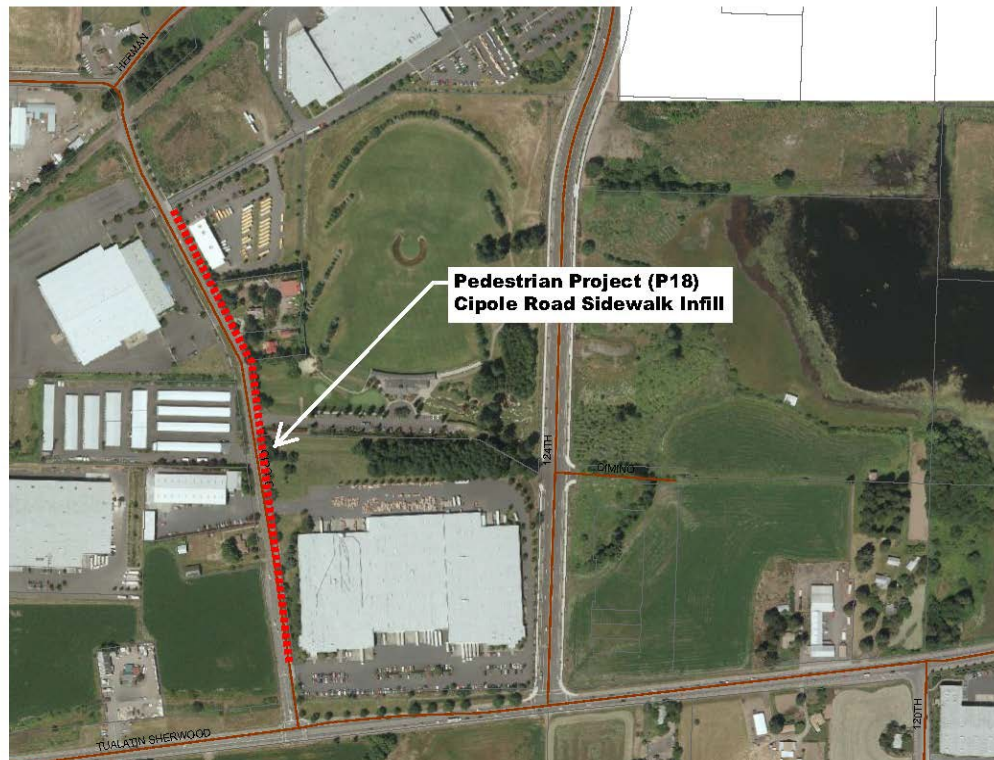
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

CIPOLE ROAD SIDEWALK INFILL

Department:	Engineering	MP Project #:	P18
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$51,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing approximately 800 feet of sidewalk along the east side of Cipole Road from approximately 1,250 feet north of Tualatin-Sherwood Road to the existing sidewalk terminus located approximately 450 feet north of Tualatin-Sherwood Road.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

12TH STREET SIDEWALK INFILL

Department:	Engineering	MP Project #:	P19
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$70,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing sidewalk along the south side of 12 th Street from Highway 99W to Sherwood Boulevard. Design items include obtaining right-of-way and access easements.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

DIVISION STREET SIDEWALK INFILL

Department:	Engineering	MP Project #:	P20
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,287,891		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing sidewalk along both sides of Division Street from Main Street to Cuthill Place.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



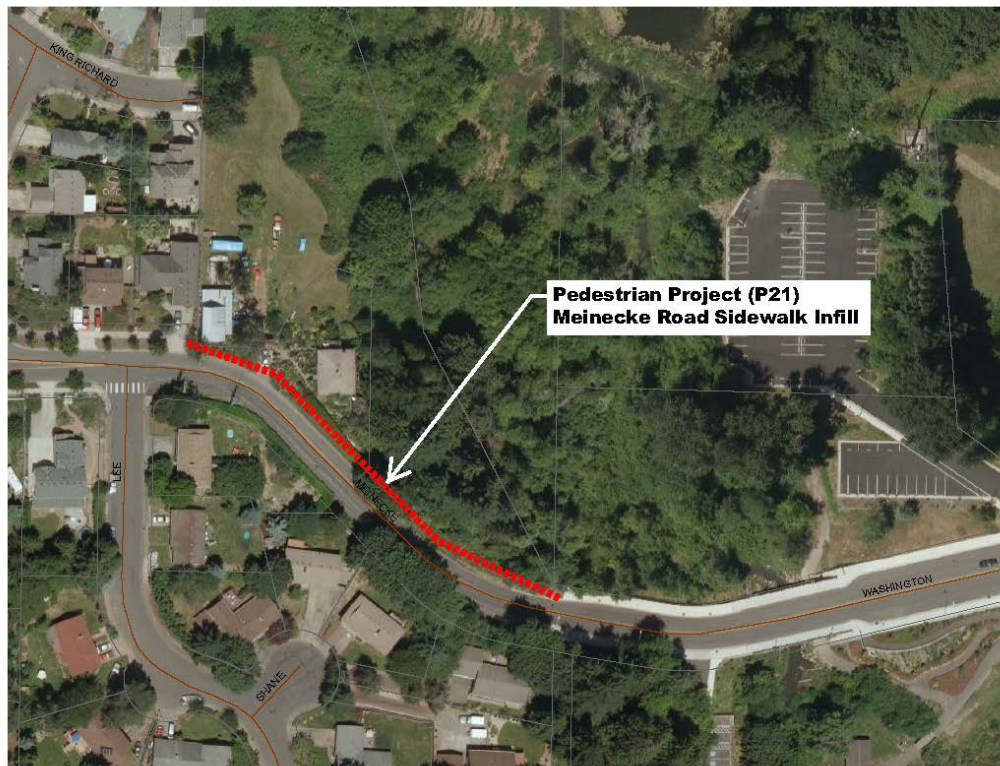
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

MEINECKE ROAD SIDEWALK INFILL

Department:	Engineering	MP Project #:	P21
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$465,642		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing sidewalk along the north side of Meinecke Road from Lee Drive to the existing sidewalk terminus to the east (approximately 400 feet).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

PINE STREET SIDEWALK INFILL SEGMENT 1

Department:	Engineering	MP Project #:	P22
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$12,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing sidewalk along the west side of Pine Street from Willamette Street to Columbia Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalk.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

PINE STREET SIDEWALK INFILL SEGMENT 2

Department:	Engineering	MP Project #:	P23
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$68,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing sidewalks along the east side of Pine Street from Division Street to Sunset Boulevard,.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning the sidewalks.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

WILLAMETTE STREET SIDEWALK INFILL SEGMENT 1

Department:	Engineering	MP Project #:	P24
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$929,411		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing sidewalk along the south side of Willamette Street from Division Street to Upper Roy Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning the sidewalks.					



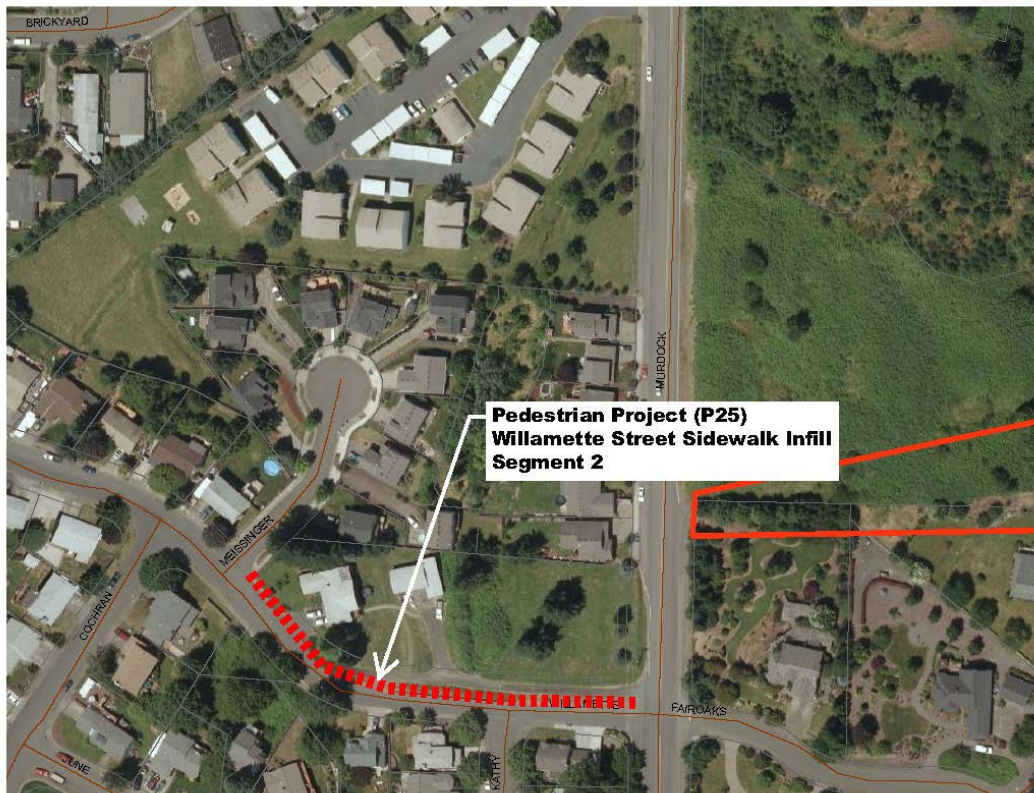
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

WILLAMETTE STREET SIDEWALK INFILL SEGMENT 2

Department:	Engineering	MP Project #:	P25
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$8,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing sidewalk along the north side of Willamette Street from Cochran Drive to Murdock Road.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and cleaning of sidewalks.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☒ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

HIGHWAY 99W GRADE-SEPARATED CROSSING

Department:	Engineering	MP Project #:	P26
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$5,400,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing a grade separated crossing of Highway 99W for pedestrians and bicyclists, providing a direct connection for the Ice Age Tonquin Trail east and west of the highway. Items will include constructing a combination pedestrian/wildlife habitat undercrossing of Highway 99W. The new undercrossing will be located within the existing stream culvert crossing corridor of Highway 99W. Significant coordination between ODOT, City, County, and other jurisdiction agencies will be necessary for the project. Project schedule and funding sources have not been determined at this time.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, pavement surfaces, and non-structural items.					



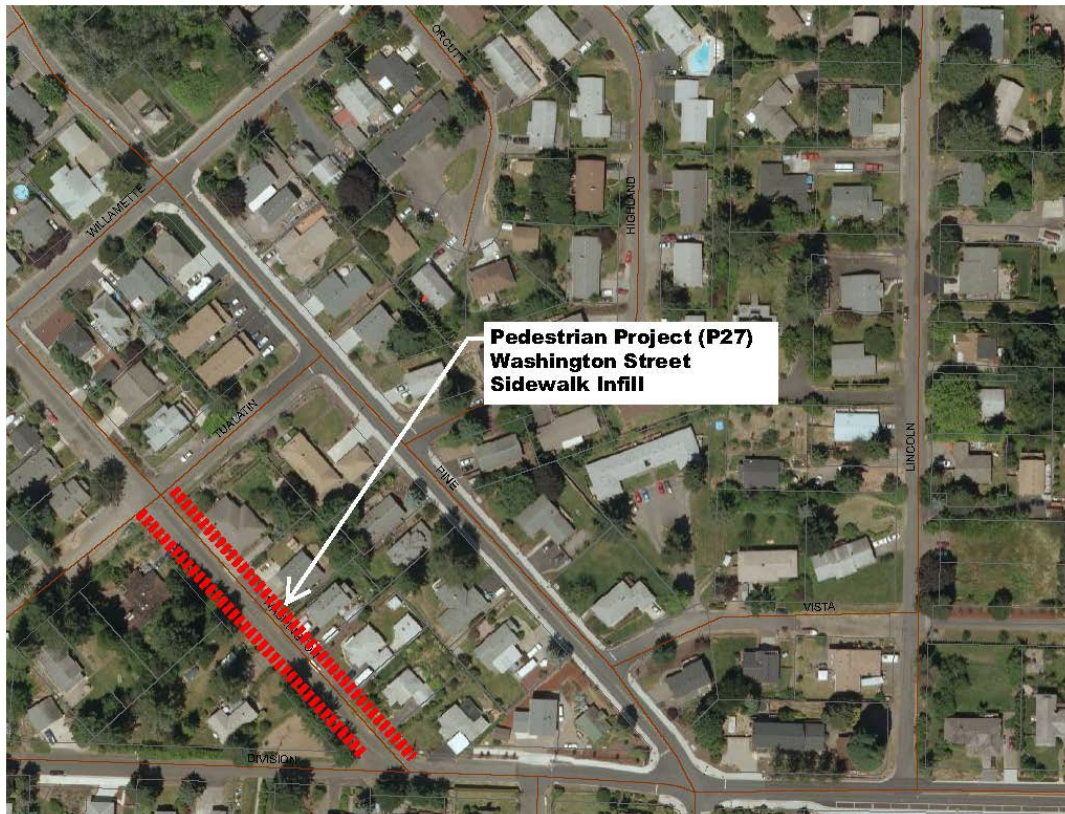
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

WASHINGTON STREET SIDEWALK INFILL

Department:	Engineering	MP Project #:	P27
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$46,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing sidewalk along both sides of Washington Street from Division Street to Tualatin Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and sidewalk cleanings.					



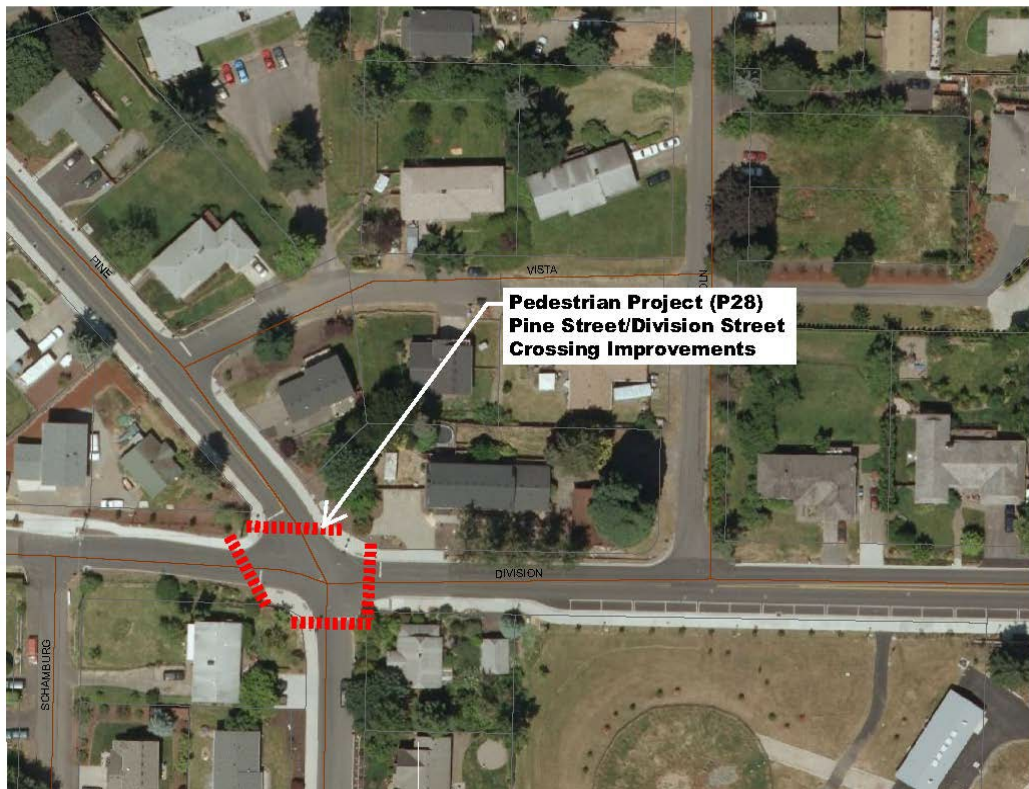
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

PINE STREET / DIVISION STREET CROSSING IMPROVEMENTS

Department:	Engineering	MP Project #:	P28
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installing crosswalk markings at the Pine Street/Division Street intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the intersection when needed.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

PINE STREET / SUNSET BOULEVARD CROSSING IMPROVEMENTS

Department:	Engineering	MP Project #:	P29
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$6,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of crosswalk striping at the Pine Street/Sunset Boulevard intersection. This project was incorporated with project on page P-45.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the crossings when needed.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / ST. CHARLES WAY CROSSING IMPROVEMENTS

Department:	Engineering	MP Project #:	P30
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of crosswalk striping at the intersection of Sunset Boulevard and St. Charles Way.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the crosswalk markings when needed.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / REDFERN DRIVE CROSSING IMPROVEMENT

Department:	Engineering	MP Project #:	P31
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$10,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of pedestrian crossing at the Sunset Boulevard / Redfern Drive intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the pedestrian crossing as needed.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SUNSET BOULEVARD / EXISTING TRAIL CROSSING IMPROVEMENTS

Department:	Engineering	MP Project #:	P35
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of pedestrian crossing across Sunset Boulevard at the existing trail located west of Heatherwood Lane.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the crossing on an as-needed basis.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LOCAL OFF-STREET TRAIL SEGMENT 1

Department:	Engineering	MP Project #:	P36
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$1,350,200		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing an off-street trail from the existing trail on Seely Lane to the Highway 99W/Home Depot access intersection (approximately 4,100 feet length).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repairs of trail facilities on an as-needed basis.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LOCAL OFF-STREET TRAIL SEGMENT 4

Department:	Engineering	MP Project #:	P39
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$337,550		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing an off-street trail from Highway 99W to Woodhaven Drive, approximately 150-feet west of Dewey Drive (approximately 1,000-foot length).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repairs of trail facilities on an as-needed basis.					



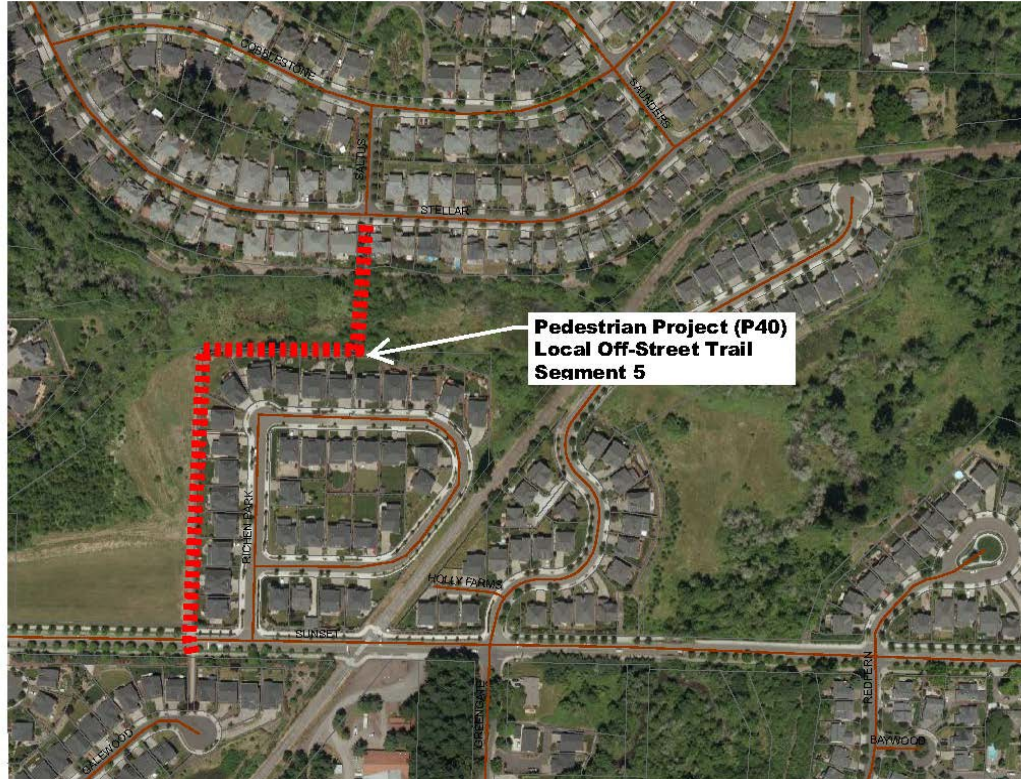
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LOCAL OFF-STREET TRAIL SEGMENT 5

Department:	Engineering	MP Project #:	P40
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$514,362		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing an off-street trail segment from the Stellar Drive trail to Sunset Boulevard at the Gatewood Drive pedestrian access, and an off-street trail segment connecting the Richen Park Terrace pedestrian access to Pinehurst Drive along the back of Woodhaven Park (approximately 1,600 feet length).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repair of trail facilities on an as-needed basis.					



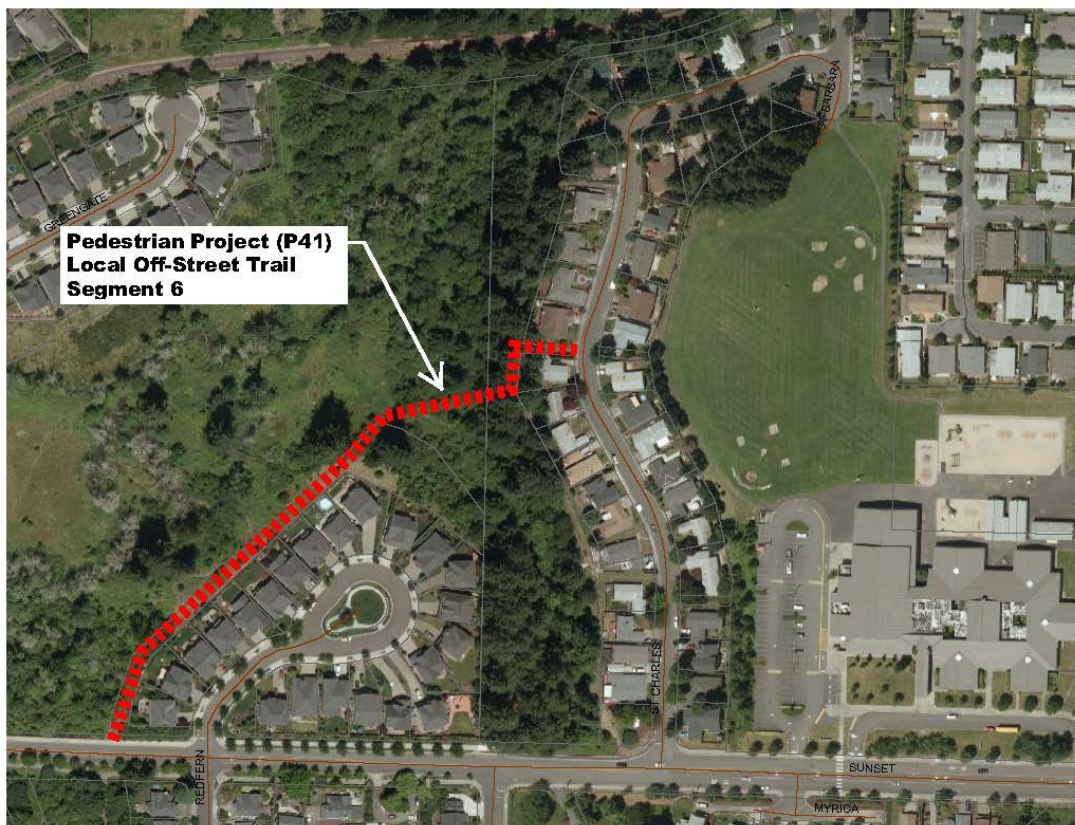
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LOCAL OFF-STREET TRAIL SEGMENT 6

Department:	Engineering	MP Project #:	P41
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$273,037		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of off-street trail from Sunset Boulevard, just west of Redfern Drive, to the St. Charles Way trail (approximately 1,500 feet length).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repairs to trail facilities on an as-needed basis.					



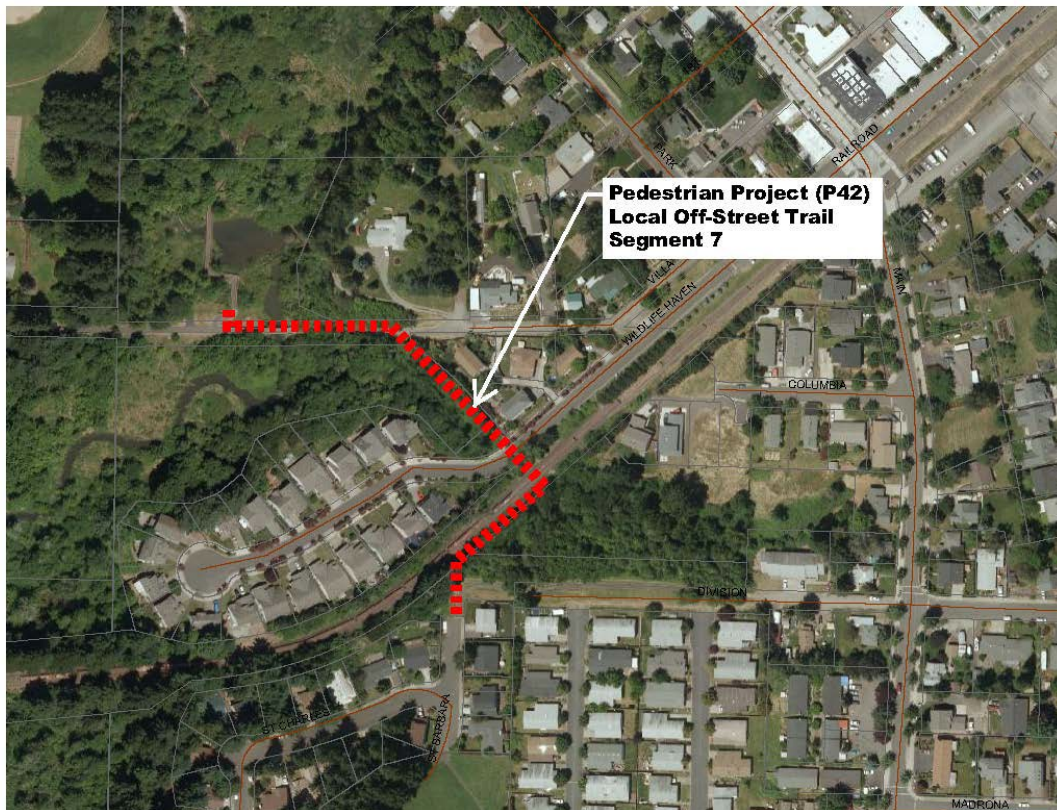
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LOCAL OFF-STREET TRAIL SEGMENT 7

Department:	Engineering	MP Project #:	P42
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$218,430		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of an off-street trail from the north end of the St Charles Way trail to Villa Road at the existing trail head (approximately 3,200 feet length).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repairs to trail facilities on an as-needed basis.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OREGON STREET SIDEWALK INFILL

Department:	Engineering	MP Project #:	P44
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$225,000		Project incorporated into D8 on page T-9

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing sidewalk along the south side of Oregon Street between Hall Street and Orland Street. This project is incorporated into project on page T-9.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repair of sidewalk facilities on an as-needed basis.					



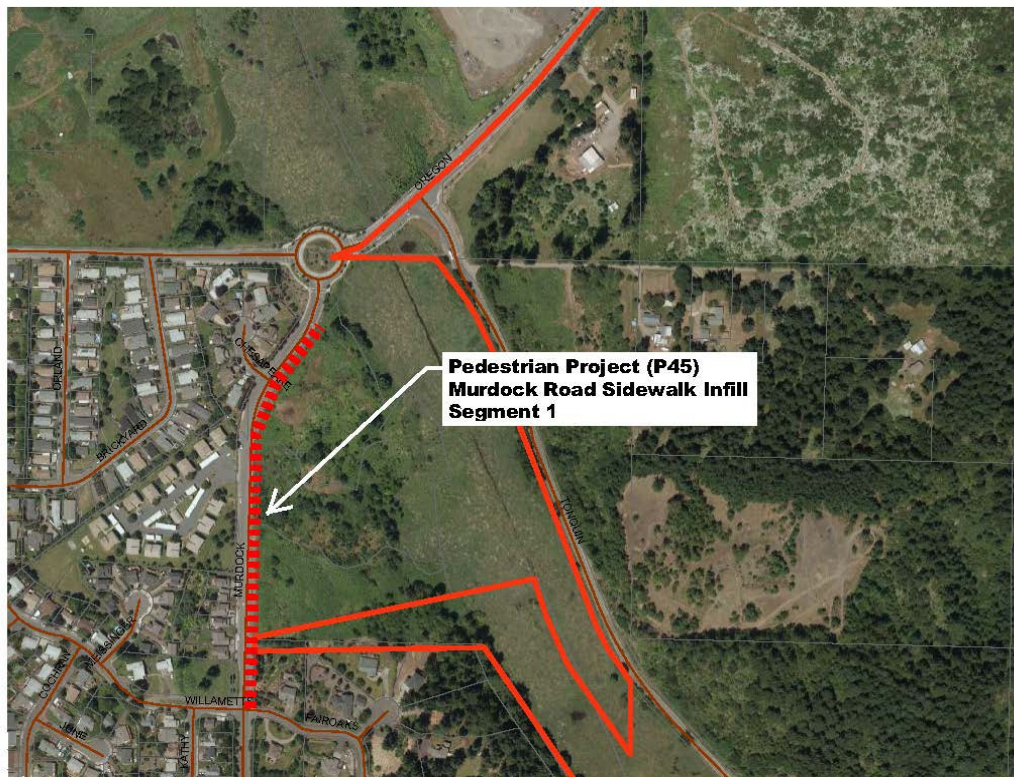
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

MURDOCK ROAD SIDEWALK INFILL SEGMENT 1

Department:	Engineering	MP Project #:	P45
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$77,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of sidewalk along the east side of Murdock Road between Willamette Street and the Murdock Road/Oregon Street intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping and repairs to trail facilities on an as-needed basis.					



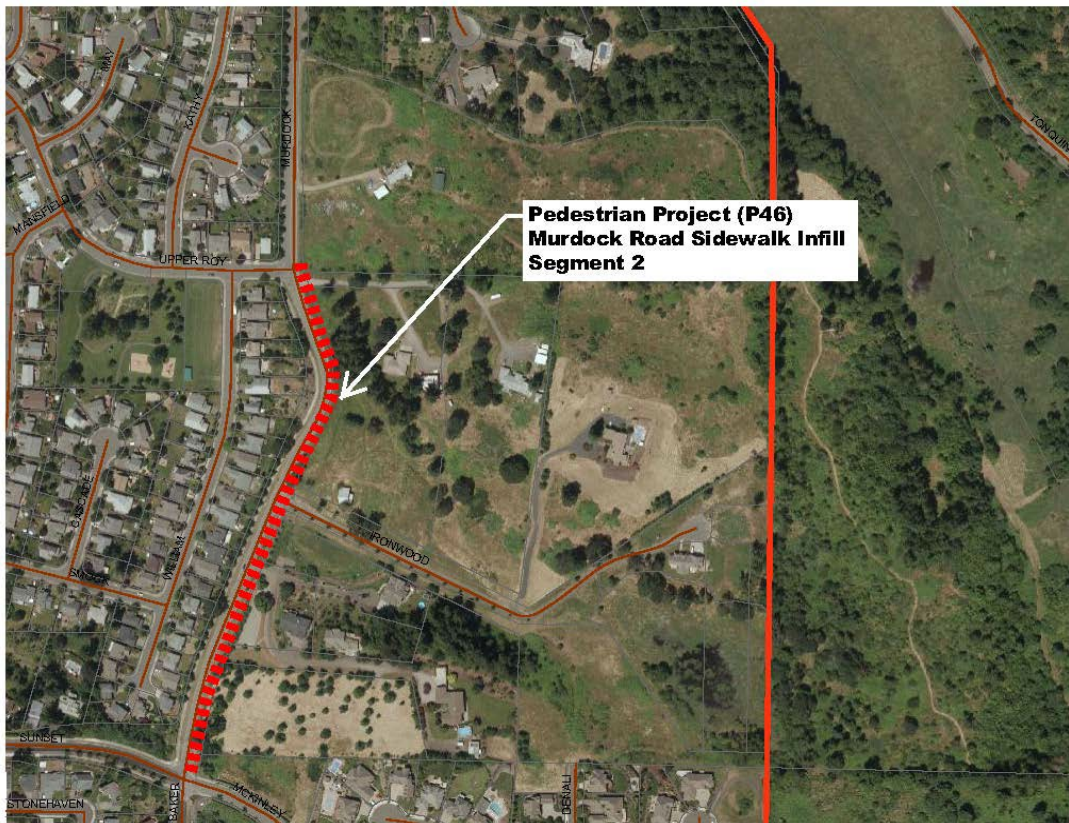
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

MURDOCK ROAD SIDEWALK INFILL SEGMENT 2

Department:	Engineering	MP Project #:	P46
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$588,596		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of pedestrian sidewalk along the east side of Murdock Road between Sunset Boulevard to the existing sidewalk terminus approximately 600 feet south of Upper Roy Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, and repairs of the sidewalk facilities on an as-needed basis.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

ROY ROGERS ROAD CROSSING IMPROVEMENTS

Department:	Engineering	MP Project #:	P47
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$50,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of a pedestrian crossing on Roy Rogers Road between Lynnlly Way and Lavender Avenue (e.g. at the Seely Lane alignment).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include restriping the pedestrian crossing on an as-needed basis.					



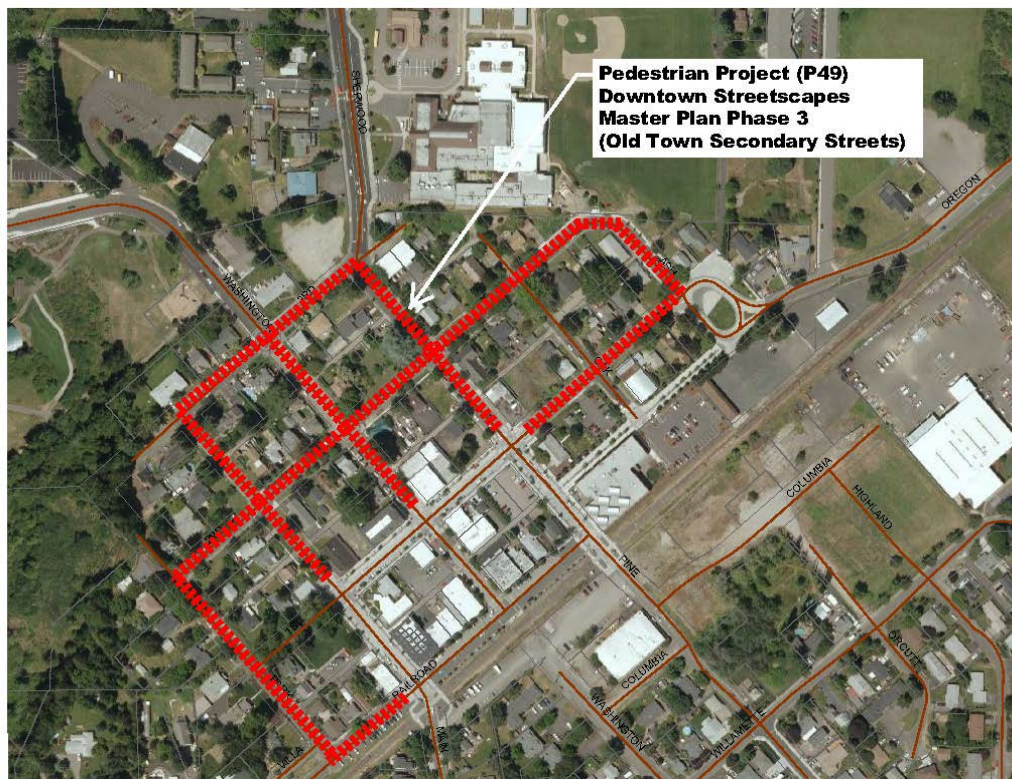
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

DOWNTOWN STREETSCAPES MASTER PLAN PHASE 3 (OLD TOWN SECONDARY STREETS)

Department:	Engineering	MP Project #:	P49
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$528,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes completing Phase 3 (Old Town Secondary Streets) of the Downtown Streetscapes Master Plan.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, and repair of sidewalk facilities on an as-needed basis.					



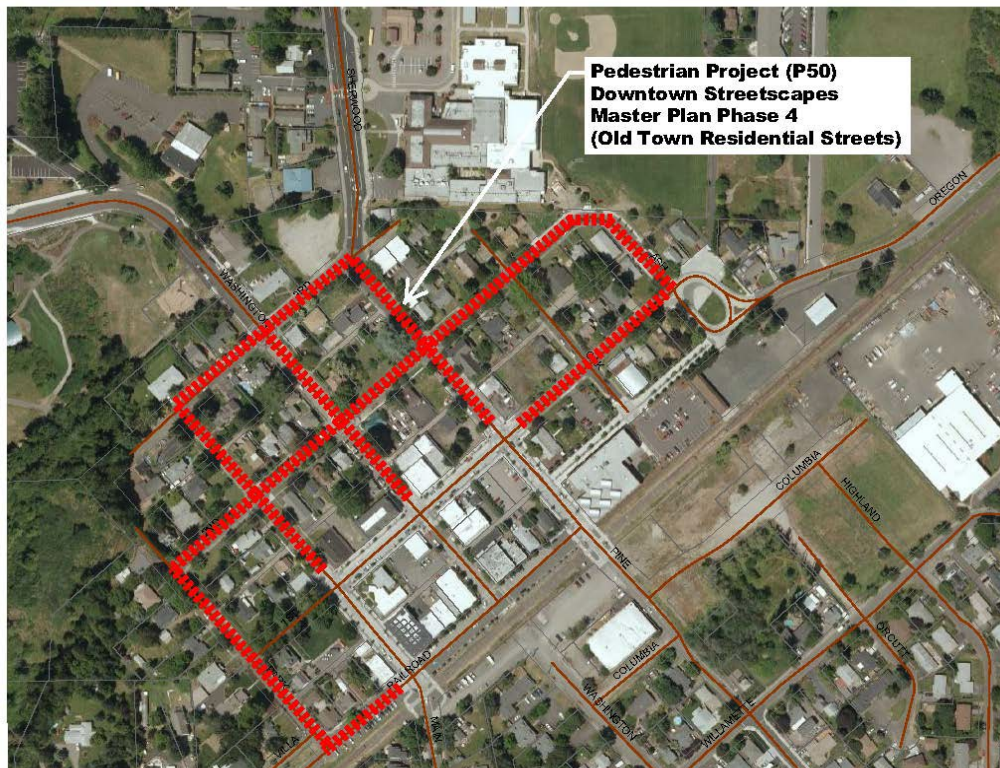
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

DOWNTOWN STREETSCAPES MASTER PLAN PHASE 4 (OLD TOWN RESIDENTIAL STREETS)

Department:	Engineering	MP Project #:	P50
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$528,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes completing Phase 4 (Old Town Residential Neighborhoods) of the Downtown Streetscapes Master Plan.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, and repairs of sidewalk facilities on an as-needed basis.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

SUNSET BOULEVARD SIDEWALK INFILL (DESIGN & CONSTRUCTION)

Department:	Engineering	MP Project #:	D-25 and XP-1
Category:	Capital Project-Pedestrian	Navigator Job#	708
Total Project Cost:	\$404,046		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing a public sidewalk along the north side of Sunset Boulevard, beginning the east side of the Pine Street intersection and extending east to connect to the existing sidewalk stub (approximately 190 l.f.). Sidewalks will be installed on Pine Street from Sunset to the existing sidewalk on Pine. The project also includes restriping Sunset Boulevard at Pine Street to add eastbound and westbound turn lanes and providing an ADA compliant pedestrian crossing at the intersection.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, repairs of sidewalk facilities and minimal restriping on an as-needed basis.					



CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

WOODHAVEN DRIVE SIDEWALK

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$103,284		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes the installation of approximately 480 feet of 6-foot wide concrete sidewalk, and street trees along the west side of Woodhaven Drive from the intersection of Sunset Boulevard to the entrance of the Sherwood YMCA facility. This project is a land use condition of approval for the skate park facility project.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include leaf pickup and general maintenance of the planter strip area.					



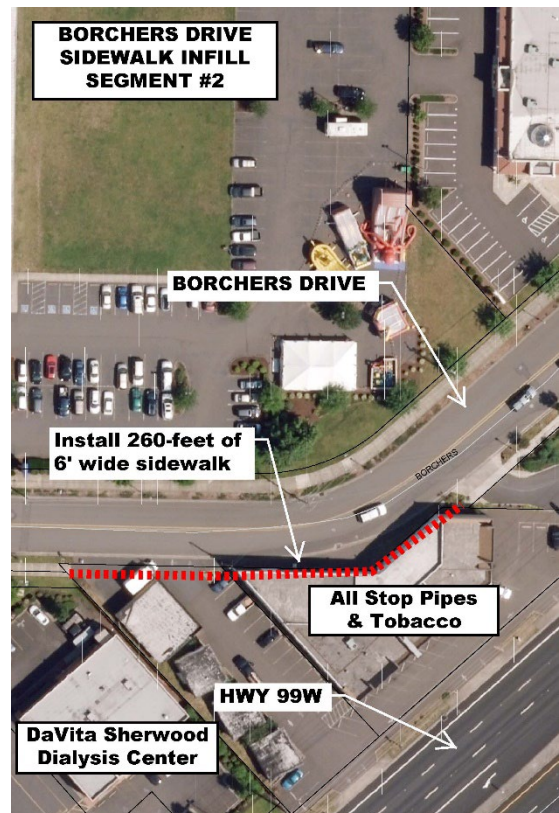
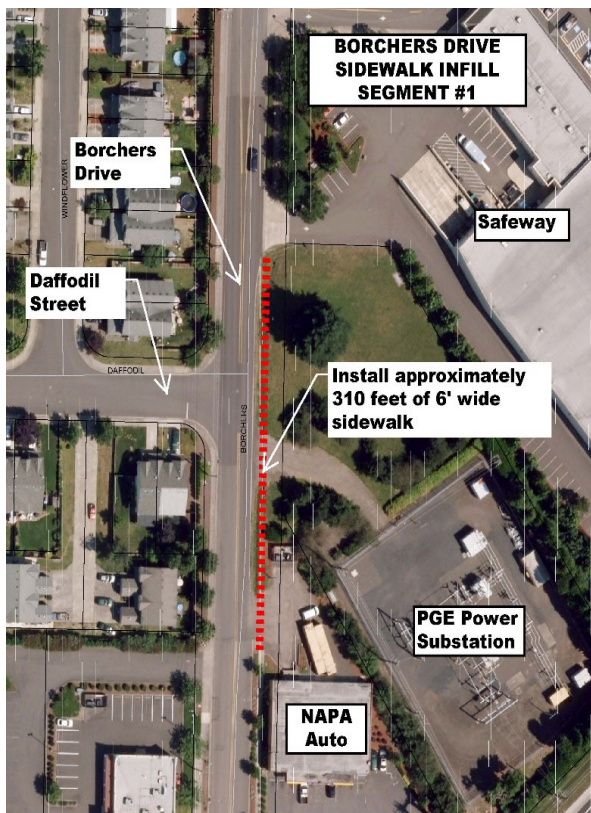
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BORCHERS DRIVE SIDEWALK

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project-Pedestrian	Navigator Job#	
Total Project Cost:	\$100,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes construction of 570 ft of sidewalk on Borchers Drive adjacent to the PGE facility to eliminate a gap in the sidewalk system.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, repairs of sidewalk facilities and minimal restriping on an as-needed basis.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

HIGHWAY 99W PEDESTRIAN FEASIBILITY STUDY

Department:	Engineering	MP Project #:	N/A
Category:	Planning	Navigator Job#	
Total Project Cost:	\$50,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project will examine transportation and pedestrian needs at and near the 99W/Sunset intersection and identify a toolbox of options and alternatives to improve pedestrian connections and safety crossing the highway. Details of options will provide high level cost estimates and feasibility.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A.					

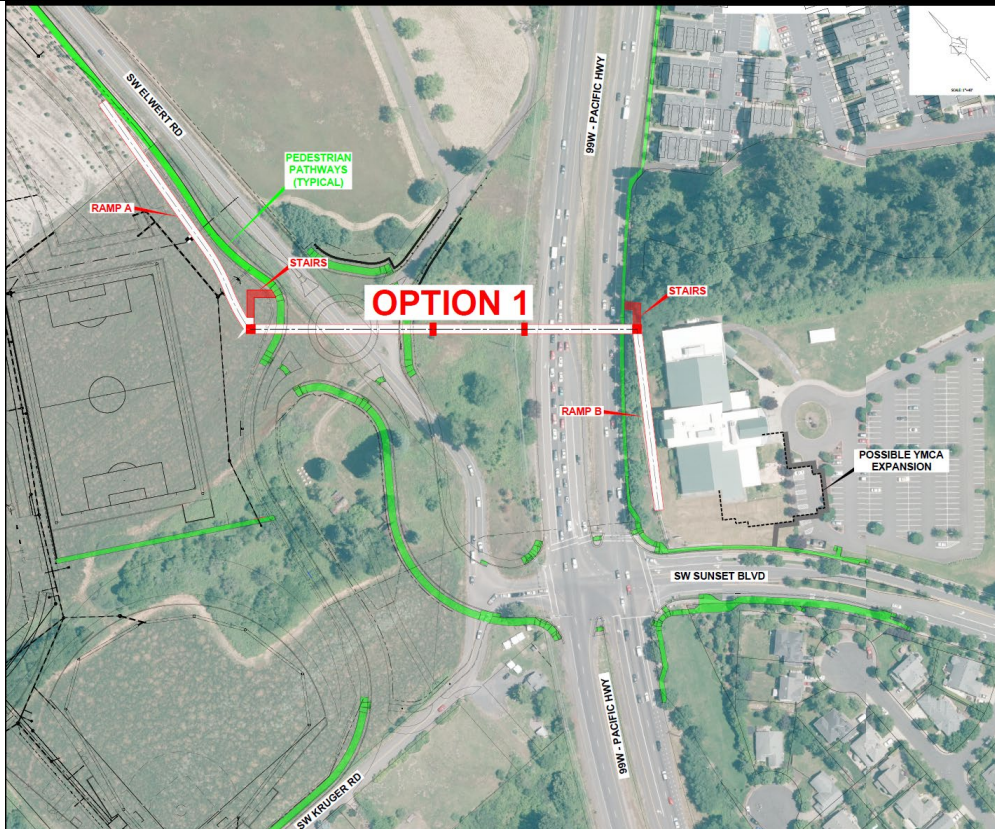
CITY OF SHERWOOD 5-YEAR CIP PROJECT LISTING

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

HIGHWAY 99W PEDESTRIAN BRIDGE AT SUNSET BLVD

Department:	Community Development	MP Project #:	N/A
Category:	Capital Project – Pedestrian	Navigator Job#	
Total Project Cost:	\$12,625,000		Project moved to URA-3

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Construct a 630 foot long, 12 foot wide pedestrian bridge across 99W, Elwert and Kruger.					
Ongoing Maintenance Description and Estimated Annual Cost					
To be determined. Structure will cross an ODOT and County facility, therefore agreements for inspection and maintenance will be needed.					



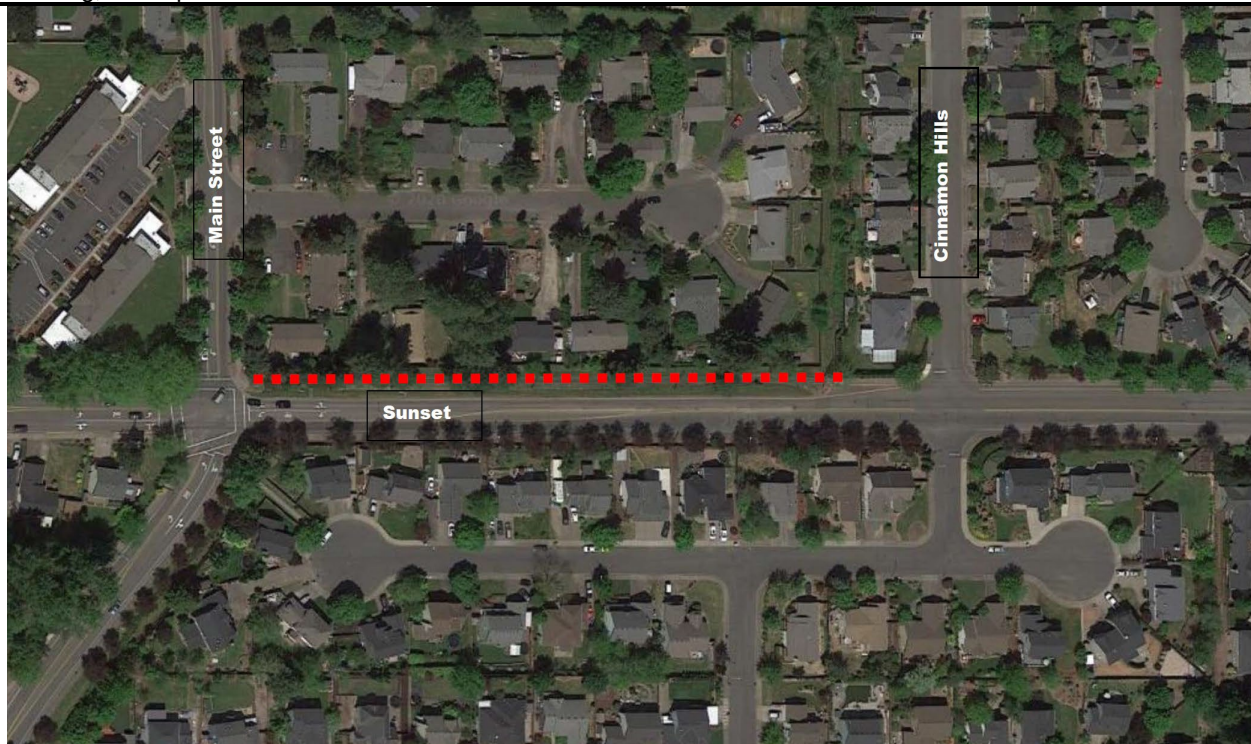
**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

SUNSET BOULEVARD SIDEWALK INFILL – CINNAMON HILLS TO MAIN STREET

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Pedestrian	Navigator Job#	
Total Project Cost:	\$100,000 (placeholder)		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
Infill sidewalks where missing along Sunset between Cinnamon Hill and Main Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long term maintenance of the new facility. Maintenance items will include landscaping, sidewalk cleaning, and repairs of sidewalk facilities.					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

SUNSET PEDESTRIAN CROSSING STUDY FROM HWY 99W TO PINEHURST

Department:	Community Development	MP Project #:	N/A
Category:	Capital Project – Pedestrian	Navigator Job#	
Total Project Cost:	\$50,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Project will study Sunset between 99W and Pinehurst and identify issues and needs for safety improvements to ensure pedestrian safety. Project will include recommendations for near and long term improvements.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
5-YEAR CIP PROJECT LISTING**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

TRANSPORTATION SYSTEM PLAN

Department:	Community Development	MP Project #:	N/A
Category:	Capital Project – Pedestrian	Navigator Job#	
Total Project Cost:	\$150,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☒ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
Project would provide a comprehensive update to the Transportation System Plan (TSP) last updated in 2016.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

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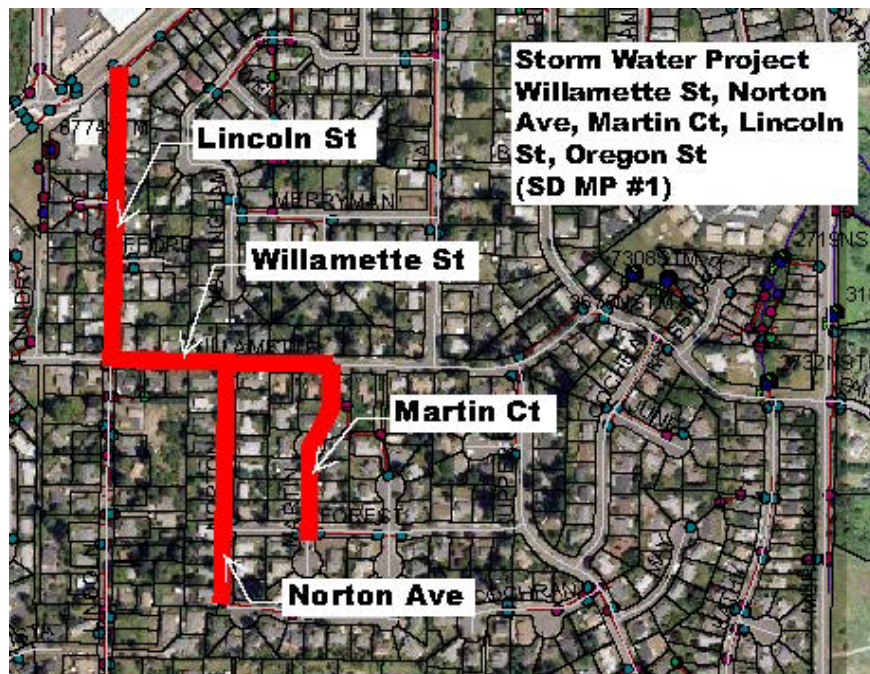
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

WILLAMETTE STREET, NORTON AVENUE, MARTIN COURT, LINCOLN STREET, OREGON STREET – STORM WATER IMPROVEMENT PROJECT

Department:	Engineering	MP Project #:	SD MP #1
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$370,044		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing & replacing existing storm lines with new storm lines, sized 10" to 24", based on pipe and manhole conditions and capacity improvements. This is a medium term project (+10-years). Project to be funded from storm water improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

MERRYMAN STREET TO OREGON STREET TO OUTFALL

Department:	Engineering	MP Project #:	SD MP #2
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$680,222		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes removing and replacing 12", 15" and 24" dia existing storm water mainline with new. Project includes crossing private property and under homes. Pipe bursting may be required. Project is identified as a long term project (20+ years)					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HALL STREET TO OREGON STREET, LOWER ROY STREET TO OREGON STREET, BRICKYARD STREET TO OREGON STREET, AND NOTTINGHAM STREET

Department:	Engineering	MP Project #:	SD MP #3
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$580,638		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes removing and replacing existing storm pipe with new and upsizing where necessary. This is a long term project (20+ years). Funding for this project would come from City stormwater improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

DAHLKE LANE TO TUALATIN-SHERWOOD ROAD, GALBREATH DRIVE NORTH

Department:	Engineering	MP Project #:	SD MP #4
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$80,668		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing existing storm water pipe with new pipe. Replacement needed due to pipe condition and capacity issues. Project funded from City storm water improvement SDCs. This is a long term project schedule (20+ years).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



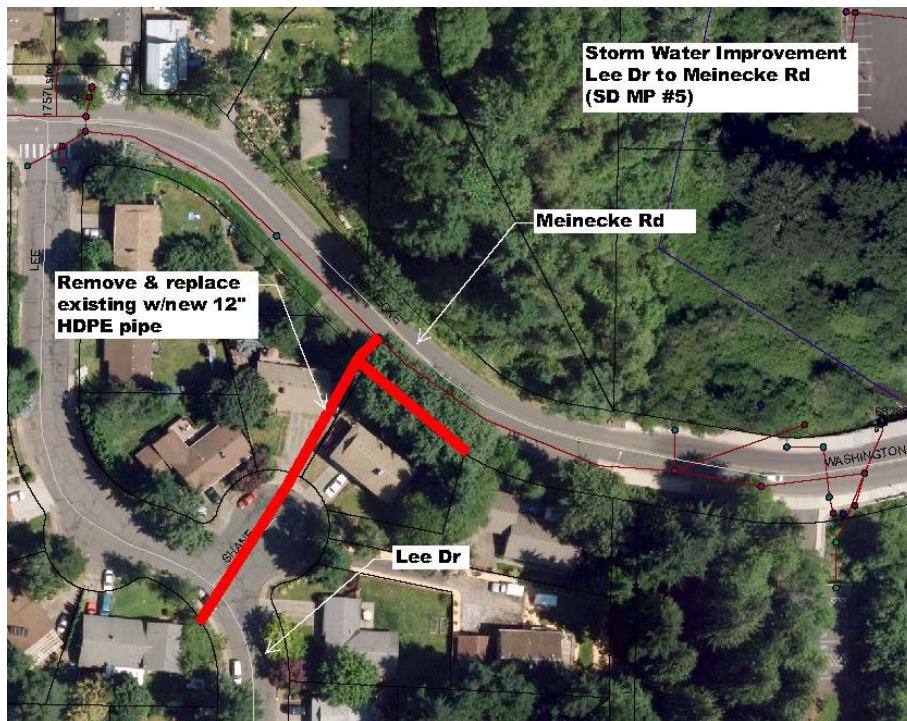
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LEE DRIVE TO MEINECKE ROAD – PIPE REPLACEMENT

Department:	Engineering	MP Project #:	SD MP #5
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$80,928		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing existing storm water pipe with new 12" HDPE pipe. Pipe alignment may run under homes or through private property. This is a long term project (20+ years). Project will be funded from storm water reimbursement SDCs.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



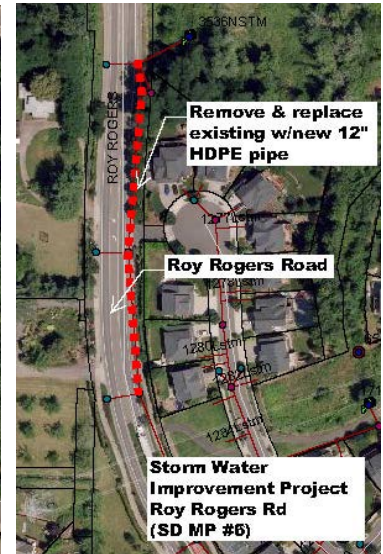
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

LANGER DRIVE, JONQUIL TERRACE, ROY ROGERS ROAD – PIPE REPLACEMENT

Department:	Engineering	MP Project #:	SD MP #6
Category:	Capital Improvement	Navigators Job#	
Total Project Cost:	\$332,828		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removal and replacement of existing 12" to 30" storm pipe w/new HDPE pipe. Replacement needed due to capacity and conditions issues with the pipe and manholes. Replacement is a long term project schedule (20+ years) Project funded from City SD reimbursement SDCs.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

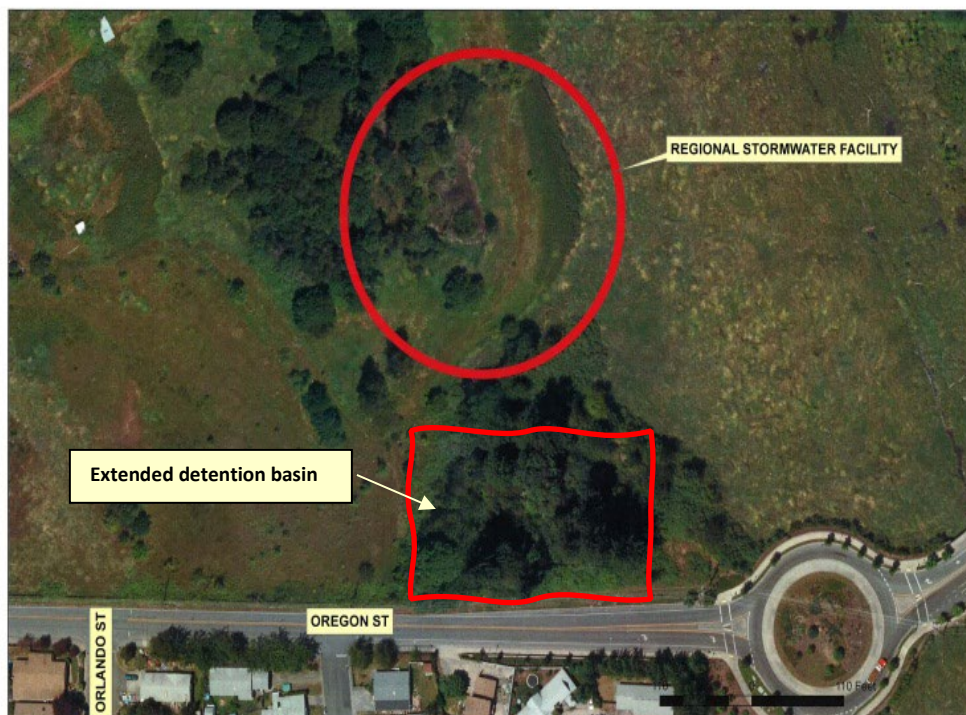
- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OREGON STREET REGIONAL STORMWATER FACILITY*

***Note: Project design is being coordinated with project on page T-9 and SD-13.**

Department:	Engineering	MP Project #:	SD MP #7A & 7B
Category:	Capital Project – Storm	Navigator Job#	503SW
Total Project Cost:	\$1,800,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project is identified in the City's Stormwater Master Plan. This project constructs a regional storm water treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this storm water quality facility will increase the redevelopment potential of the Tannery site. Project also includes design and construction of an extended detention basin on the existing system outfall..					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist of inspection and cleaning the water quality facility to maintain its functionality. This work will be performed on a yearly basis.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SW 2ND AND PARK STREETS, STORM WATER QUALITY FACILITY REHABILITATION DESIGN

Department:	Engineering	MP Project #:	SD MP #8
Category:	Capital Improvement	Navigator Job#	502
Total Project Cost:	\$353,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes reviewing the existing facility and determining corrective measures to make the facility fully operable and able to meet CWS operational requirements. This is a near term project (<5+ years).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ST CHARLES STREET (NORTH) PROPRIETARY CARTRIDGE CATCHBASIN INSTALLATION

Department:	Engineering	MP Project #:	SD MP #9
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$85,000		Project redefined and incorporated into SD MP#12 on page SD-12

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☒ Low
Project Description					
This project includes replacing an existing catchbasin with a proprietary stormwater cartridge catchbasin (x2 cartridges). This is a regulatory retrofit requirement needed to meet the requirements of the CWS MS4 permit. This is a short term timeline project (<5 years). This project will be funded through the City storm improvement SDCs.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



☒ **Project on 1 year CIP list (budgeted)**
☐ **Project on 5 year CIP list**
☐ **Project planned, further than 5 years**
☐ **Project complete**

Department:	Engineering	MP Project #:	SD MP #10
Category:	Capital Improvement	Navigators Job#	
Total Project Cost:	\$95,000		Project redefined and incorporated into SD MP#12 on page SD-12

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**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

DRAINAGE SWALE UPGRADE AT STELLA OLSEN PARK

Department:	Engineering	MP Project #:	SD MP #11
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$110,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☒ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes rehabilitating the swale by upgrading the side slopes, increasing bottom width, and overall conveyance capacity. Project is listed as a short term schedule (<5 years). Project funding would come from SD improvement SDC'					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

GLENEAGLE DRIVE STORM OUTFALL RETROFITS

Department:	Engineering	MP Project #:	2016 Storm MP Project ID #s: 12, 13, 14 and 15
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$615,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project will add stormwater management facilities to four (4) existing storm outfalls located south & southeast of SW Gleneagle Drive. Project #12 will add a natural extended dry basin (constructed wetland) with stream restoration & enhancement work upstream & downstream of the facility. Project #13 will install a non-vegetated 8-cartridge proprietary vault system to provide water quality treatment down in the greenway corridor, between the new trail and backyards. Project #14 will upgrade 2 catch basins in SW Gleneagle Drive to proprietary treatment catch basins with 1x4 and 1x1 filtration cartridges. Project #15 will upgrade 2 catch basins located in SW Gleneagle Drive to proprietary catch basins or a single vault system behind the curb prior to discharging into Cedar Creek. In short, this project will bring the storm outfalls into compliance with Clean Water Services regulations, specifically the NPDES -MS4 permit. Funding for this project will come from stormwater improvement SDC funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

EXTENDED DETENTION BASIN, NORTH SIDE OF SW OREGON STREET

***Note: This project is combined with the project on page SD-7.**

Department:	Engineering	MP Project #:	SD MP #7B
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$149,930		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes design and construction of an extended detention basin on the existing system outfall. Project needed to conform with future hydro-modification requirements of CWS MS4 permit. This is listed as a medium term project schedule. Funding will come from SD Improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

INSTALLATION OF STORM WATER QUALITY PROPRIETARY CATCHBASINS (1x4 CARTRIDGE CATCHBASIN AND 1x1 CARTRIDGE CATCHBASIN, SOUTHWEST OF 16678 SW GLENEAGLE DRIVE)

Department:	Engineering	MP Project #:	SD MP #14
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$80,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High ☐ Medium ☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High ☒ Medium ☐ Low
Project Description			
This project includes installation of two storm water quality proprietary catchbasins (1x4 cartridge catchbasin, and 1x1 cartridge catchbasin) on an existing system outfall, located off Gleneagle Drive, behind 16678 Gleneagle Drive lot. Project needed to provide regional storm water quality treatment to existing untreated public systems, in conformance with CWS MS4 permit requirements. Project listed as a medium term project schedule (10+ years). Project will be funded from SD Improvement SDC funds.			
Ongoing Maintenance Description and Estimated Annual Cost			
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.			



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

INSTALLATION OF STORM WATER QUALITY VAULT ON EXISTING SYSTEM (PROPRIETARY SYSTEM X8 CARTRIDGES) (GLENEAGLE DRIVE STORM)

Department:	Engineering	MP Project #:	SD MP #13
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$120,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of an x8 cartridge proprietary storm water quality vault on an existing system outfall, located off Gleneagle Drive, behind 16574 Gleneagle Drive lot. Project needed to provide regional storm water quality treatment to existing untreated public systems, in conformance with CWS MS4 permit requirements. Project listed as a medium term project schedule (10+ years). Project will be funded from SD Improvement SDC funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



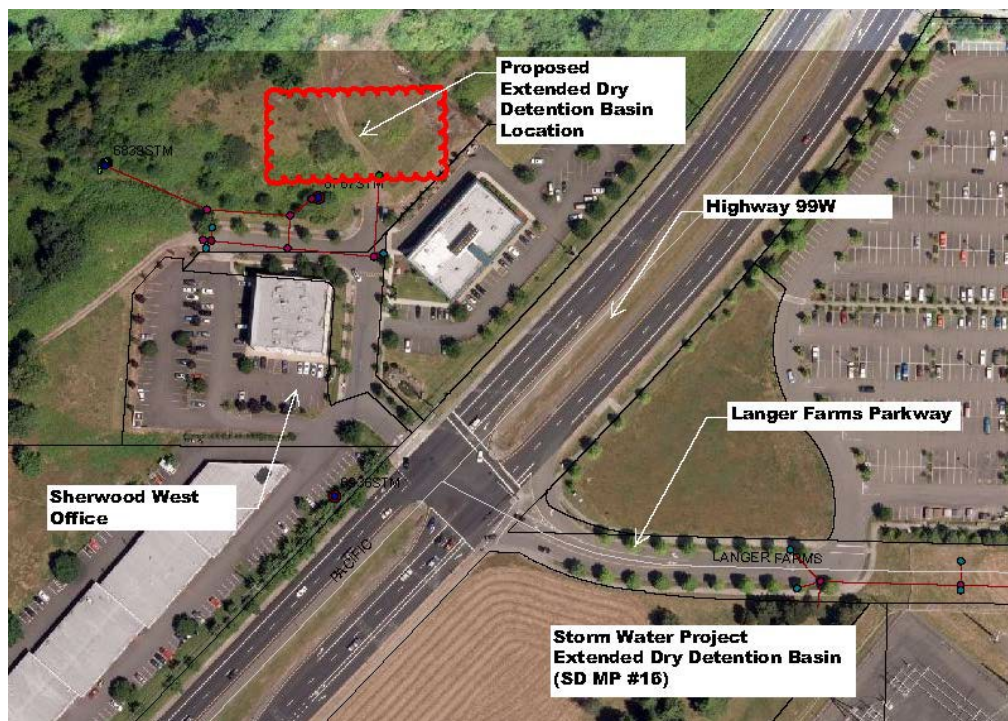
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

INSTALLATION OF EXTENDED DRY DETENTION BASIN – STORM WATER IMPROVEMENT

Department:	Engineering	MP Project #:	SD MP #16
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$220,103		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of an extended dry detention basin on an existing storm water system outfall. Project is needed to meet CWS MS4 permit requirement. Project is listed as a long term (20+ year) project in the MP. Project is funded from storm water improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



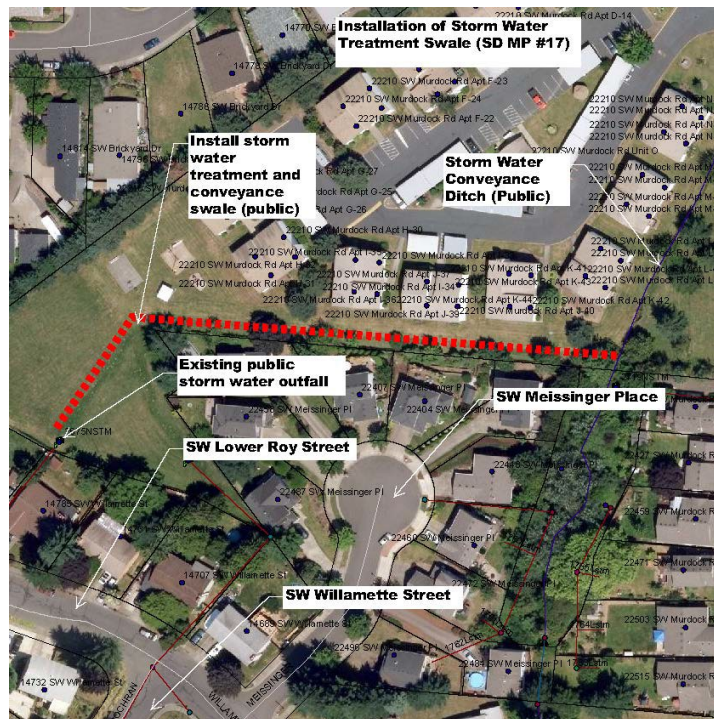
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

INSTALLATION OF STORM WATER TREATMENT SWALE

Department:	Engineering	MP Project #:	SD MP #17
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$119,915		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes constructing a storm water treatment swale from existing public storm water outfall, towards public storm water conveyance ditch. Project is identified in MP as needed to meet CWS MS4 permit requirements. Project is listed as a long term goal (20+ years). Project would be paid with funds from storm water improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled visual inspection, and replanting of water quality plantings for meeting CWS reporting requirements.					



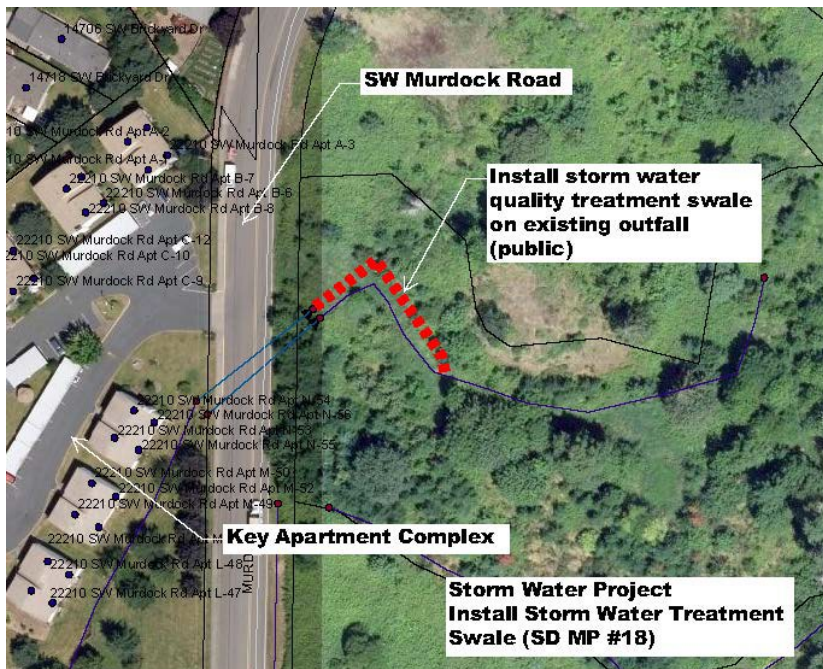
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

INSTALL STORM WATER QUALITY TREATMENT SWALE ON EXISTING OUTFALL

Department:	Engineering	MP Project #:	SD MP #18
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$120,839		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of a storm water quality treatment swale on the outfall of an existing storm water conveyance system (public). Project is identified in MP as needed to meet CWS MS4 permit requirements. Project is listed as a long term goal (20+ years). Project would be paid with funds from storm water improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled visual inspection, and replanting of water quality plantings for meeting CWS reporting requirements.					



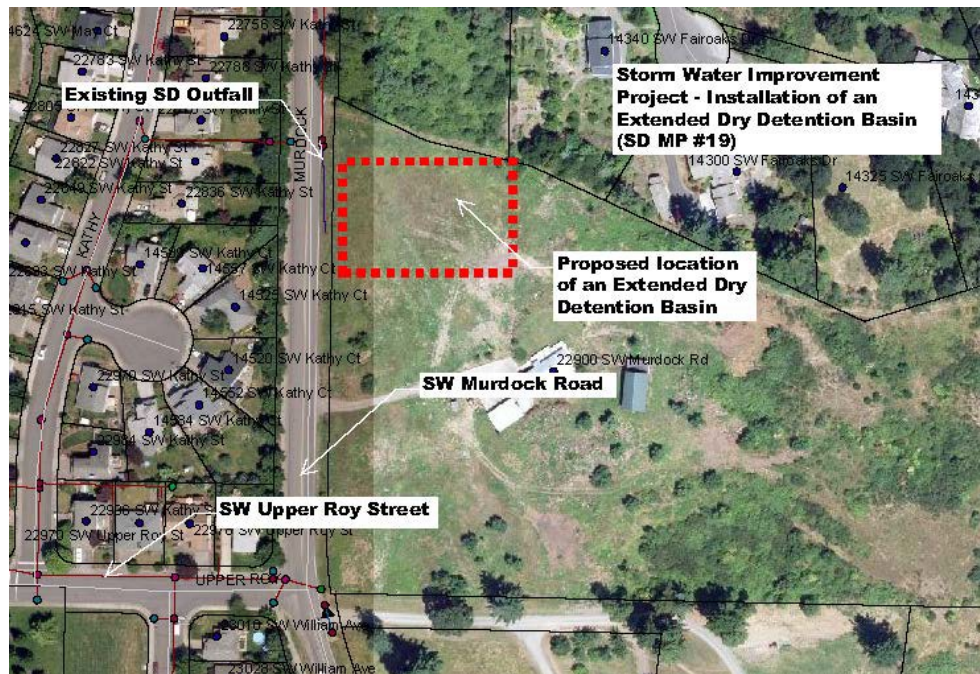
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

EXTENDED DRY DETENTION BASIN EAST SIDE OF SW MURDOCK ROAD

Department:	Engineering	MP Project #:	SD MP #19
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$330,376		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes construction of an extended dry detention basin, located at the outfall of an existing storm water conveyance system. The basin is needed to meet regulatory requirements of CWS MS4 permit for storm water quality and treatment. This project is listed as a long term goal (20+ years). Funding will come from storm water improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled invasive vegetation removal and replanting of water quality facilities vegetation for meeting CWS reporting requirements.					



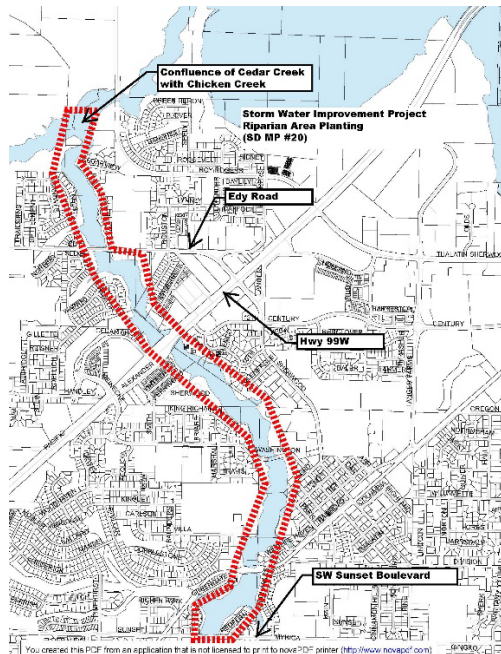
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

CEDAR CREEK RIPARIAN AREA PLANTING, SUNSET BOULEVARD TO CONFLUENCE WITH CHICKEN CREEK RIPARIAN AREA

Department:	Engineering	MP Project #:	SD MP #20
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$344,520		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes water quality and hydro-modification planting the Cedar Creek riparian area corridor of Cedar Creek from Sunset Blvd to the confluence with Chicken Creek riparian area. This is a regulatory requirement of CWS MS4 permit for hydro-modification. This is listed as a long term goal (20+ years). This project will be funded through SD improvement funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled removal of invasive species and replanting water quality vegetation for meeting CWS permit requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

STORM WATER MASTER PLAN MINOR UPDATE RELATED TO CWS MS4 PERMIT CHANGES

Department:	Engineering	MP Project #:	SD MP #21
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$6,009		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High ☐ Medium ☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High ☐ Medium ☐ Low
Project Description			
This project includes updating the existing storm water master plan to reflect project changes and updated requirements of CWS MS4 permit. This is listed as a short term project (5+ years). The project will be funded from SDC improvement funds.			
Ongoing Maintenance Description and Estimated Annual Cost			
There are no physical system maintenance requirements related to this project. The only effort will be in tracking project completed under the current master plan listing.			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

STORM WATER HYDRO-MODIFICATION STUDY

Department:	Engineering	MP Project #:	SD MP #22
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$120,750		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes conducting a study of the existing storm water natural conveyance system based on hydro-modification impacts to reflect updated requirements of CWS MS4 permit. This is listed as a medium term project (10+ years). The project will be funded from SDC improvement funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
There are no physical system maintenance requirements related to this project. The only effort will be in performing the hydro-modification study and documenting potential changes to future master plan projects.					

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

STORM WATER MASTER PLAN MAJOR UPDATE

Department:	Engineering	MP Project #:	SD MP #23
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$250,125		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes conducting a major update of the existing storm water master plan, to meet CWS MS4 permit requirements that will be in existence at the time of the update. This is listed as a long term goal (20+ years). The project will be funded through SD Improvement SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
There are no physical system maintenance requirements associated with this project, only tracking which projects have been completed.					

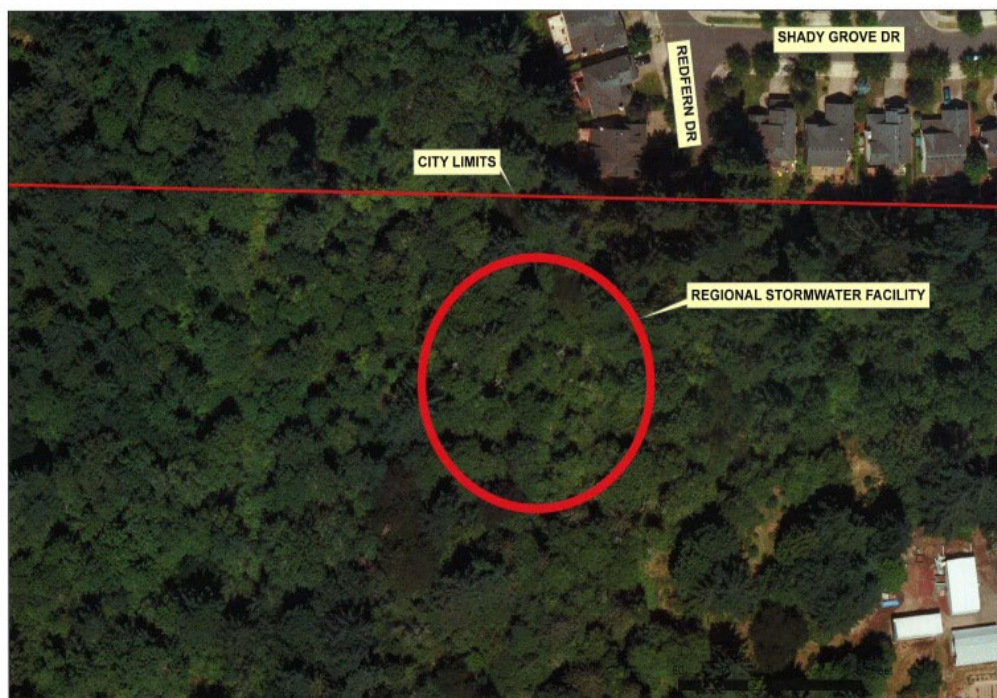
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN AREA (AREA 54/55) UPPER LADD HILL REGIONAL STORMWATER TREATMENT FACILITY FEASIBILITY STUDY AND DESIGN

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Storm	Navigator Job#	
Total Project Cost:	\$151,250		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
The project is to define an area where a regional stormwater quality treatment facility may be located and to provide a design for its construction. These design drawings will be provided to developers for their use in development of the Brookman Area (Areas 54/55). This level of work will not have any impact on Public Works maintenance staff. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC and CWS SWM CIP reimbursement monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
No Public Works maintenance efforts will be required for this phase of the project.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN AREA (AREA 54/55 EAST) REGIONAL STORMWATER FACILITY

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Storm	Navigator Job#	
Total Project Cost:	\$847,950		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project constructs a combined regional water quality and detention facility located near the north boundary of Area 54/55, just east of the railroad tracks. This project will treat runoff from future development area before entering the public system and also reduce peak runoff rates. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC and CWS SWM CIP reimbursement monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist of inspection and cleaning the water quality facility to maintain its functionality. This work will be performed on a yearly basis.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN ROAD (AREA 54/55 WEST) REGIONAL STORMWATER FACILITY

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Storm	Navigator Job#	
Total Project Cost:	\$427,950		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project constructs a combined regional water quality and detention facility located between Old Highway 99W and Middleton Road, just north of the railroad tracks. This project will treat runoff from future development area before discharging into Cedar Creek and also reduce peak runoff rates. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC and CWS SWM CIP reimbursement monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist of inspection and cleaning the water quality facility to maintain its functionality. This work will be performed on a yearly basis.					



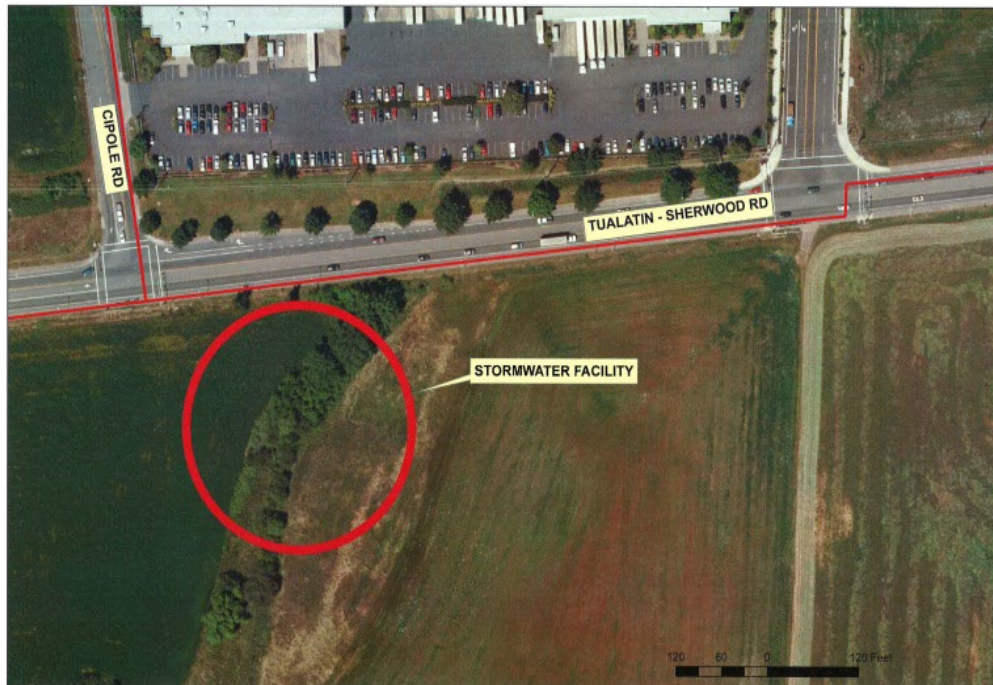
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22 by Private Developer

AREA 48 HEDGES CREEK STORMWATER FACILITY

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Storm	Navigator Job#	
Total Project Cost:	\$1,050,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a regional water quality and possible detention facility located on the south side of Tualatin-Sherwood Road across from Cipole Road. This project will treat runoff from future development area discharging into Hedges Creek. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC and CWS SWM CIP reimbursement monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist of inspection and cleaning the water quality facility to maintain its functionality. This work will be performed on a yearly basis.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

AREA 48 COFFEE LAKE CREEK STORMWATER FACILITY

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project – Storm	Navigator Job#	
Total Project Cost:	\$500,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a regional water quality facility to treat runoff from future development area, located on the southeast corner of Area 48. This facility may also include detention time to reduce impacts to existing downstream culverts. Project funding has not been identified, nor has a project design/construction schedule been established. The expectation is that funding will consist of a combination of City SDC and CWS SWM CIP reimbursement monies.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist of inspection and cleaning the water quality facility to maintain its functionality. This work will be performed on a yearly basis.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

STORMWATER SYSTEM DEVELOPMENT CHARGE UPDATE ANALYSIS

Department:	Engineering	MP Project #:	N/A
Category:	Capital project - planning	Navigator Job#	
Total Project Cost:	\$20,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
Review and update SDC methodology as needed to ensure adequate funding is available for needed projects					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

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CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SOUTH TONQUIN EMPLOYMENT AREA SANITARY SEWER MAINLINE EXTENSION

Department:	Engineering	MP Project #:	SS MP #1
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$630,388		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes installation of approximately 2,700 lf of 10-inch diameter sanitary sewer mainline pipe from public trunk line located in Tonquin Road, east along the middle of the Tonquin Employment Area (TEA) to provide access to public sanitary sewer facilities for serving future TEA site development. Anticipate that need for mainline pipe installation will be within 5-years, or near term. Construction of mainline will be performed by private development in coordination with site development. SDC credits for oversizing the mainline pipe (between the standard 8-inch and required 10-inch size) will be available.					
Ongoing Maintenance Description and Estimated Annual Costs					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



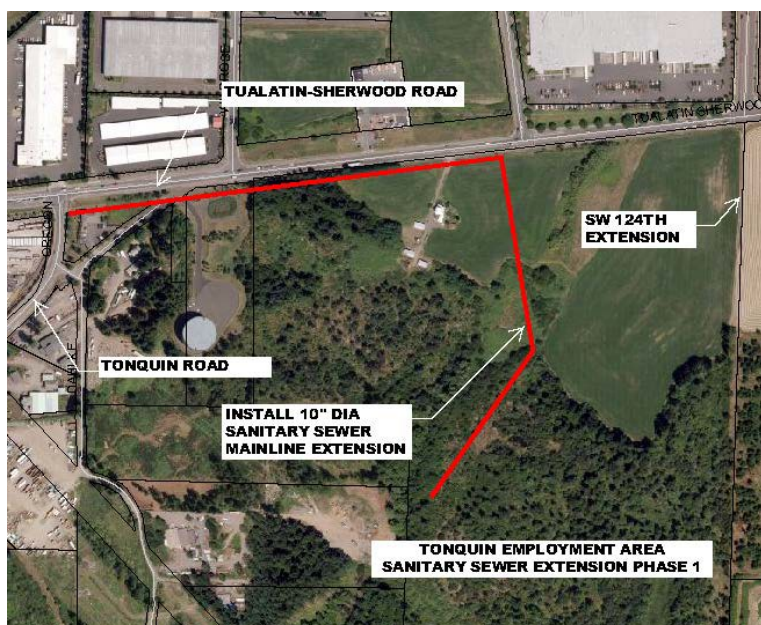
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22 by Private Developer

NORTH TONQUIN EMPLOYMENT AREA SANITARY SEWER MAINLINE EXTENSION

Department:	Engineering	MP Project #:	SS MP #2
Category:	Capital Improvements	Navigator Job#	
Total Project Cost:	\$2,370,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of approximately 4,100 lf of 10-inch diameter sanitary sewer mainline pipe from public trunk line located in Oregon Street, extending east along the Tualatin-Sherwood Road Frontage and extending into the Tonquin Employment Area (TEA) from the north to approximately mid-site, to provide access to public sanitary sewer facilities for serving future TEA site development. Anticipate that the need for installation of the mainline pipe will be within 5-years, or near term. Construction of mainline will be performed by private development in coordination with site development. SDC credit for oversizing the mainline pipe (between the standard 8-inch and required 10-inch size) will be available.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

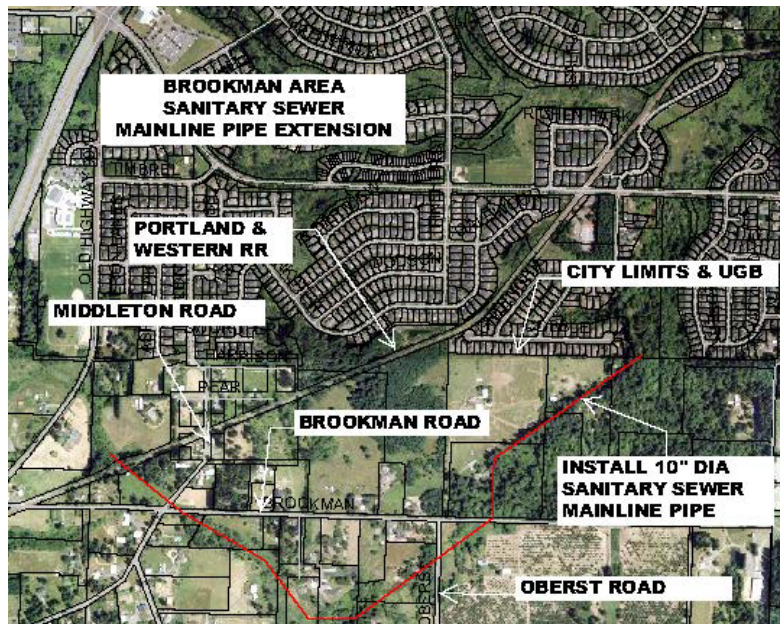
- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN AREA SANITARY SEWER TRUNK LINE EXTENSION

***Note: This project was redefined as the project on page SS-25.**

Department:	Engineering	MP Project #:	SS MP #3
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$1,889,378		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of approximately 5,500 lf of 10-inch diameter PVC sanitary sewer mainline pipe from public trunk line located at the existing City limits between Cobble Court and Redfern Avenue, within the wetlands corridor. The 10-inch line size provides service to the Brookman Area only. If the line is to also serve the Sherwood West Concept Area, then the line size will be increased to 15-inch diameter HDPE. It is anticipated that construction of the pipeline to service the Brookman Area is within 5 years, or near term. Upsizing of the line to 15-inch will depend on the development pressure exhibited by the Sherwood West Concept Area at the time of development within the Brookman Area. SDC credits for oversizing the trunk line (between the standard 8-inch and required 10-inch or 15-inch size) will be available.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection meeting CWS reporting requirements.					



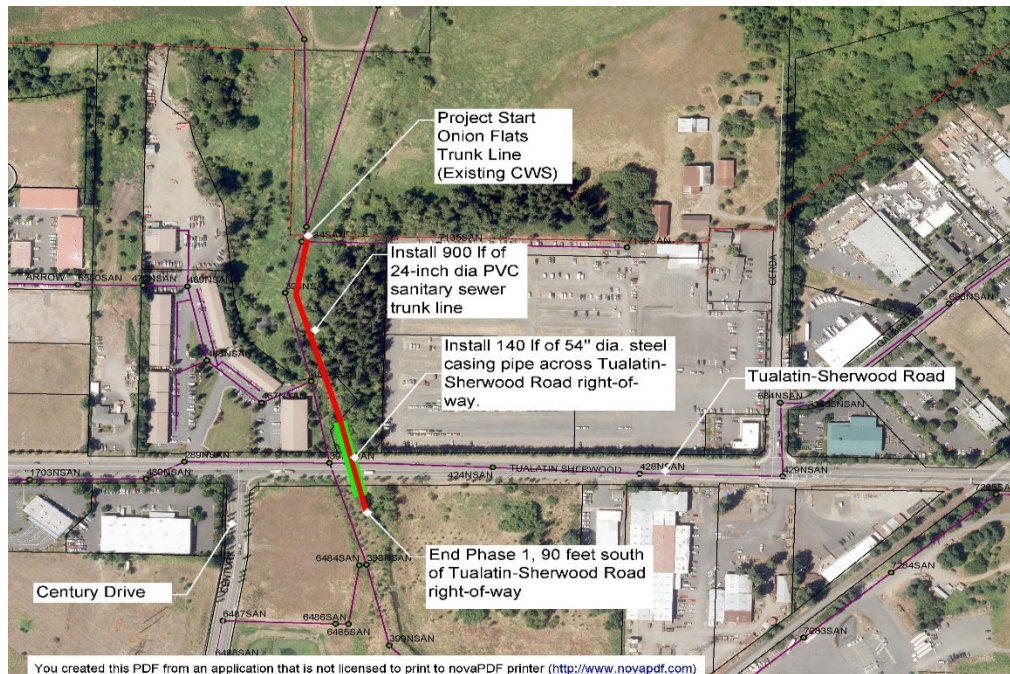
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ROCK CREEK SANITARY TRUNK LINE UP-SIZING PROJECT PHASE 1, ONION FLATS TO 70 FEET SOUTH OF TUALATIN-SHERWOOD ROAD

Department:	Engineering	MP Project #:	SS MP #4
Category:	Capital Improvement	Navigator Job#	408
Total Project Cost:	\$ 2,076,906		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☒ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes up-sizing approximately 900 lf of 18" diameter sanitary trunk line to 24" diameter trunk line, commencing where Onion Flats trunk line up-sizing (by CWS in 2016) was completed and ending 70 feet south of the Tualatin-Sherwood Road right-of-way. Project includes installation of 54" diameter casing pipe under the Tualatin-Sherwood Road right-of-way. Since project is up-sizing of large diameter trunk line, funding of project construction will primarily include CWS sanitary SDC's. Timing of project construction is critical so as to be in advance of construction of WWSP 66" diameter water line and Tualatin-Sherwood Road widening improvements.					
Ongoing Maintenance Description and Estimated Annual Cost					
CWS would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for CWS reporting requirements.					



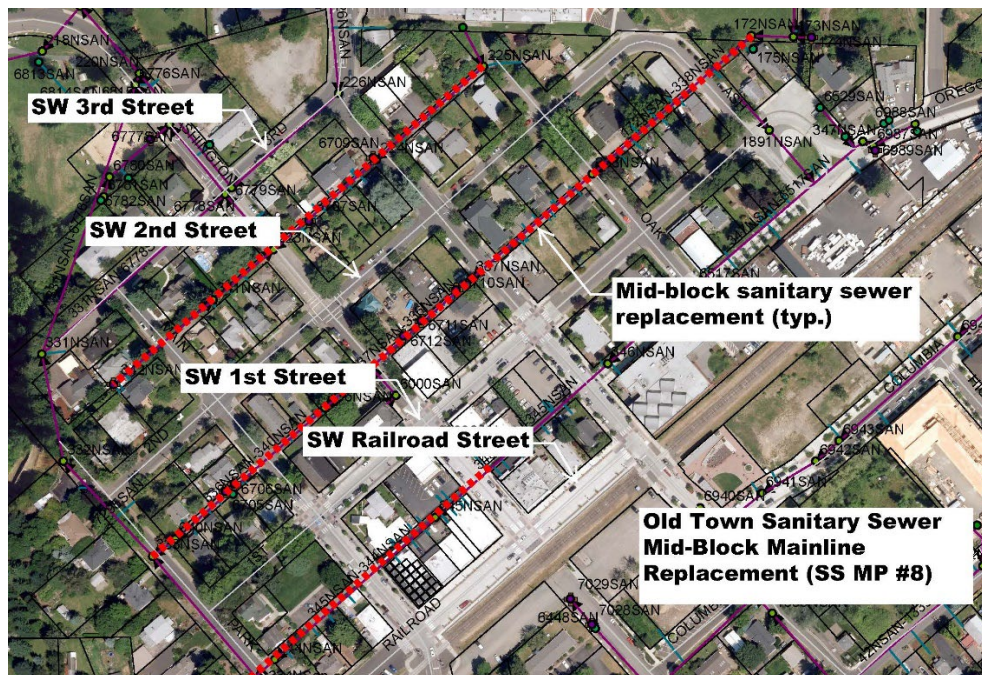
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

OLD TOWN SANITARY SEWER MAINLINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #8
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$238,508		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes installing approximately 3,214 lf of 8" diameter PVC sanitary sewer mainline pipe, replacing all Old Town mid-block sanitary mainline pipes which are undersized and deficient in service capacity and condition. Project would be funded from City sanitary improvement SDCs. Project would include asphalt paving of alley way surfaces, which would be funded separately from transportation SDCs.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

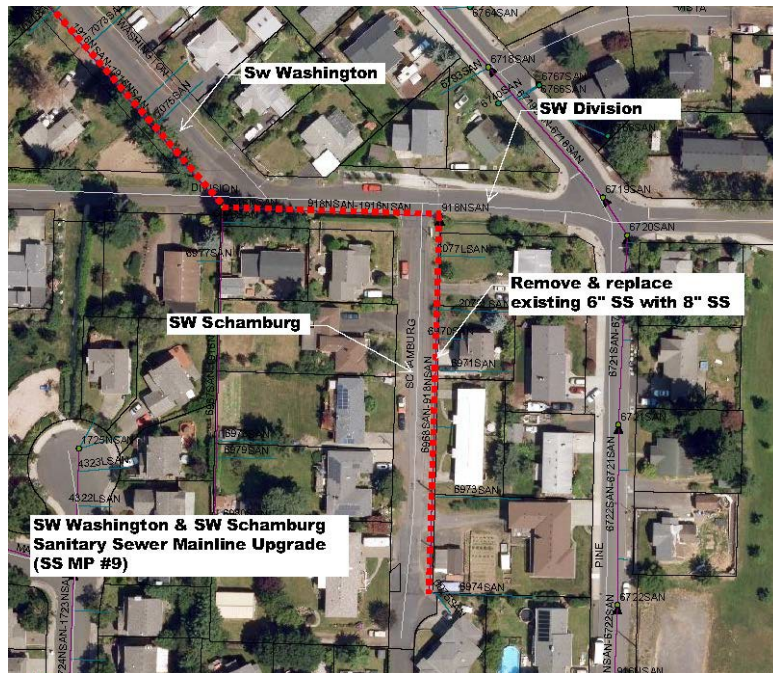
- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SW WASHINGTON STREET & SW SCHAMBURG DRIVE SANITARY SEWER UPGRADE

***Note: This project is being phased and incorporated into the Schamburg Street improvement project.**

Department:	Engineering	MP Project #:	SS MP #9
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$580,225		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes approximately 1,100 lf of removal and replacement of existing 6" diameter sanitary sewer mainline pipe with 8" diameter sanitary sewer mainline pipe. Commencing on Washington Street and ending at the end of Schamburg Drive. Project replaces undersized pipe to meet City standards, improve serviceability, and increase system life cycle.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



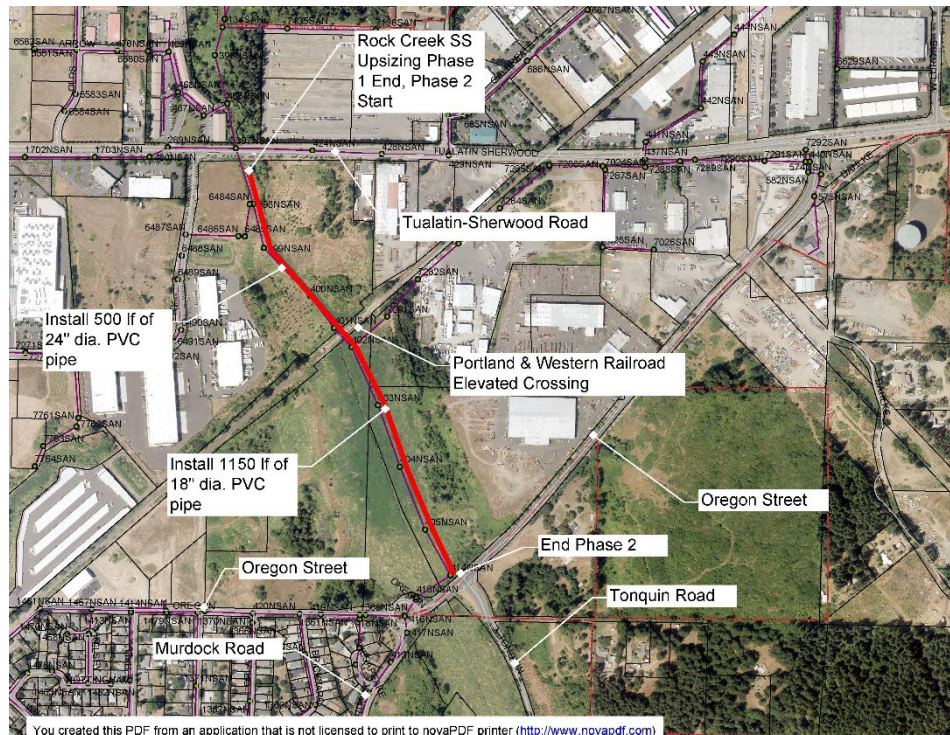
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ROCK CREEK SANITARY SEWER TRUNK LINE UPSIZING PHASE 2, END PHASE 1 UPSIZING TO OREGON STREET

Department:	Engineering	MP Project #:	SS MP #10
Category:	Capital Improvement	Navigator Job#	409
Total Project Cost:	\$2,510,101		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☒ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes replacement of approximately 500 lf of 18" diameter RCP sanitary sewer trunk line with 24" diameter PVC pipe, and replacing approximately 2,600 lf of existing 15" diameter RCP sanitary sewer trunk pipeline with 18" diameter PVC sanitary sewer trunk line between the end of the Rock Creek SS Upsizing Phase 1 project, under the P&W Railroad right-of-way and ending near Oregon Street. Replacement needed due to existing system deficit condition and to provide capacity for future development. Anticipate need for replacement to be near term (within 5 years). Construction funding will be combination of CWS and City SS SDC funds,					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new 18" diameter facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



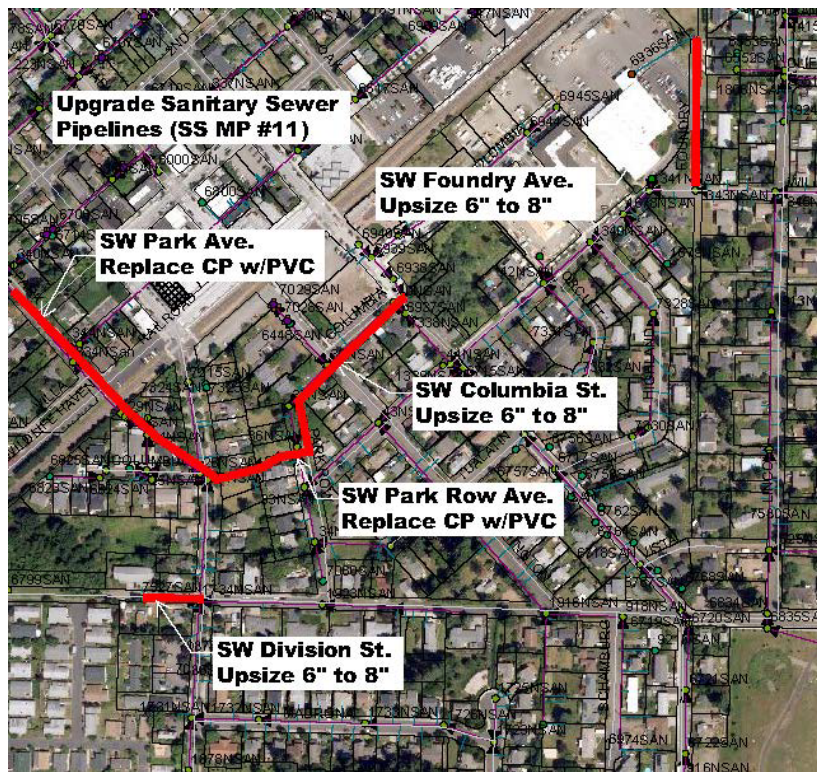
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

UPSIZE/REMOVE & REPLACE SANITARY SEWER PIPE – PARK STREET, PARK ROW AVENUE, COLUMBIA STREET, FOUNDRY AVENUE, & DIVISION STREET

Department:	Engineering	MP Project #:	SS MP #11
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$1,980,439		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes remove and replace existing concrete sewer pipe due to condition issues, and replace existing 6-inch diameter concrete sanitary mainline with 8-inch diameter PVC sanitary mainline pipe. Long term replacement/upgrade project, to increase system serviceability to existing residents.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection to meet CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SANITARY SEWER REPLACEMENT – ONION FLATS TRUNK WEST TOWARDS LANGER FARMS PARKWAY

Department:	Engineering	MP Project #:	SS MP #12
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$90,699		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removal and replacement of approximately 300 lf of 8-inch diameter concrete sanitary sewer pipe with 8-inch diameter PVC sanitary sewer pipe. Replacement needed due to pipe condition and possible future failure issues.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



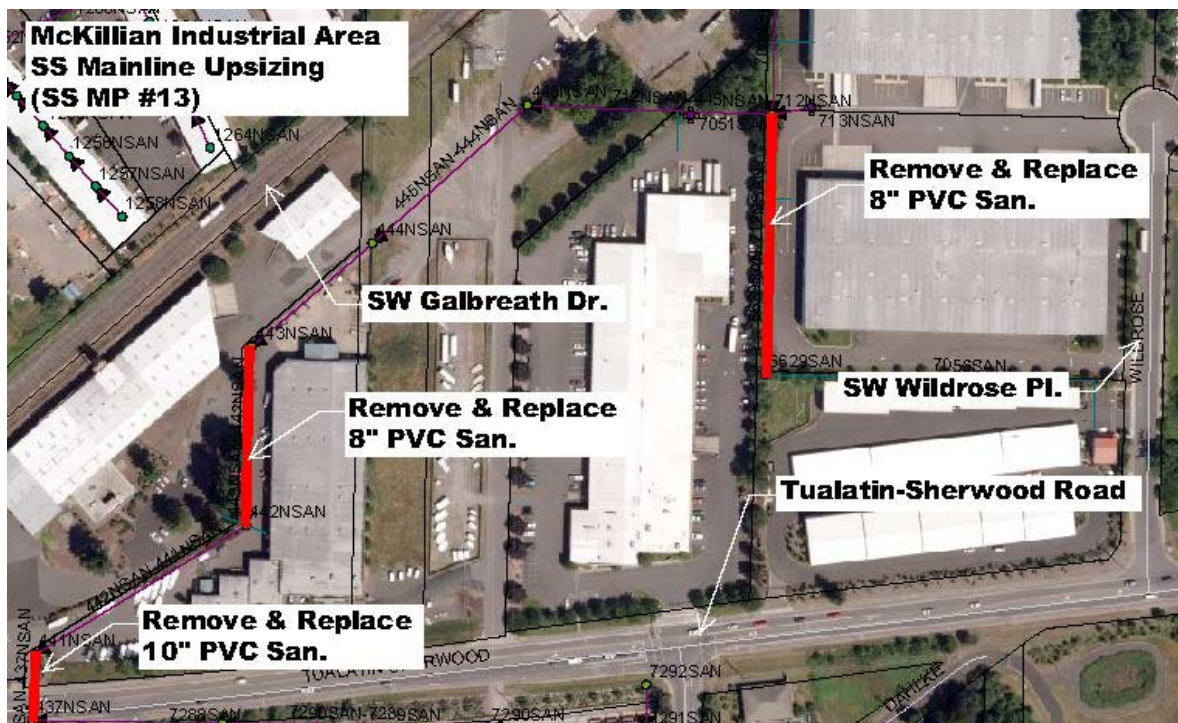
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

MCKILLIAN INDUSTRIAL AREA SANITARY SEWER MAINLINE UPSIZING

Department:	Engineering	MP Project #:	SS MP #13
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$380,149		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 800 lf of 8" CP with 10" PVC pipe, from Tualatin-Sherwood Road, paralleling Galbreath Dr., ending at the Wild Rose Ave. industrial park boundary. Replacement needed due to pipe condition and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SW LADD HILL ROAD – SANITARY SEWER MAINLINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #14
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$22,894		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 100 lf of 8" CP with 10" PVC pipe, from the intersection of SW Willow Drive, south. Replacement needed due to pipe condition and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SW FOREST AVENUE – BURIED MANHOLE

Department:	Engineering	MP Project #:	SS MP #15
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$4,259		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☐ Medium	☒ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes uncovering a sanitary sewer manhole located within SW Forest avenue, determining the condition, and making repairs as needed to re-establish structural condition and flow capacity. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SW HANDLEY STREET – SANITARY SEWER MANHOLE MAINTENANCE

Department:	Engineering	MP Project #:	SS MP #16
Category:	Maintenance	Navigator Job#	
Total Project Cost:	\$5,574		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☐ Medium	☒ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes repair or replacement of sanitary sewer manhole due to condition deficiencies. This is a long term project goal (+20yr).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



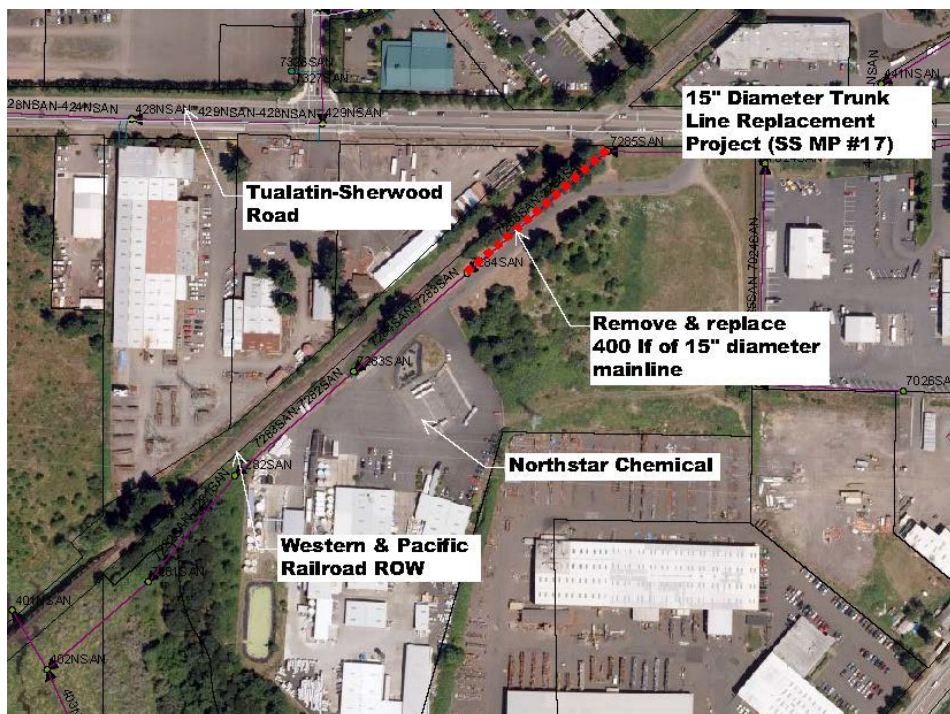
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

15" DIAMETER SANITARY SEWER TRUNK LINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #17
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$339,046		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 400 lf of 15" HDPE with 15" HDPE pipe, from Tualatin-Sherwood Road, paralleling Western & Pacific ROW. Replacement needed due to adverse pipe slope and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SW ORCUTT PLACE – SANITARY SEWER MAINLINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #18
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$80,587		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 400 lf of existing 6" sanitary pipe with 8" PVC pipe, from Willamette St to end of cul-de-sac. Replacement needed due to pipe condition and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SW HIGHLAND DRIVE – SANITARY SEWER MAINLINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #19
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$140,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 600 lf of existing sanitary pipe with 8" PVC pipe, from SW Willamette St to end of existing limits. Replacement needed due to pipe condition and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SW GLENEAGLE DRIVE – SANITARY SEWER LINE REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #20
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$49,850		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing approximately 100 lf of 8" RCP with 10" PVC pipe. Replacement needed due to pipe condition and future serviceability. This is a long term project goal (+20 yr)					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 17-18

SW PINE STREET SANITARY SEWER IMPROVEMENT

Department:	Engineering	MP Project #:	SS MP #21
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$277,849		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes installing approximately 600 lf of 8" PVC pipe, from SW Sunset Blvd. to crest of SW Pine Street. Installation of pipe necessary to provide service to lots currently unserved, and underserved. This is a near term project.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

OLD TOWN LATERAL REPLACEMENT

Department:	Engineering	MP Project #:	SS MP #22
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$819,053		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes removing and replacing sanitary sewer lateral mainlines that run mid-block through the Old Town district. Replacement needed due to pipe condition and future serviceability. This is a long term project goal.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SANITARY SEWER MASTER PLAN UPDATE

Department:	Engineering	MP Project #:	SS MP #25
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$250,035		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
The Sanitary Sewer Master Plan is scheduled to be updated in a 5-year standard cycle. The update will take into account system performance over time, system expansion, and system conditions along with any new regulation requirements. This is a mid-term project.					
Ongoing Maintenance Description and Estimated Annual Cost					
There is no anticipated annual maintenance costs associated with the Master Plan update.					

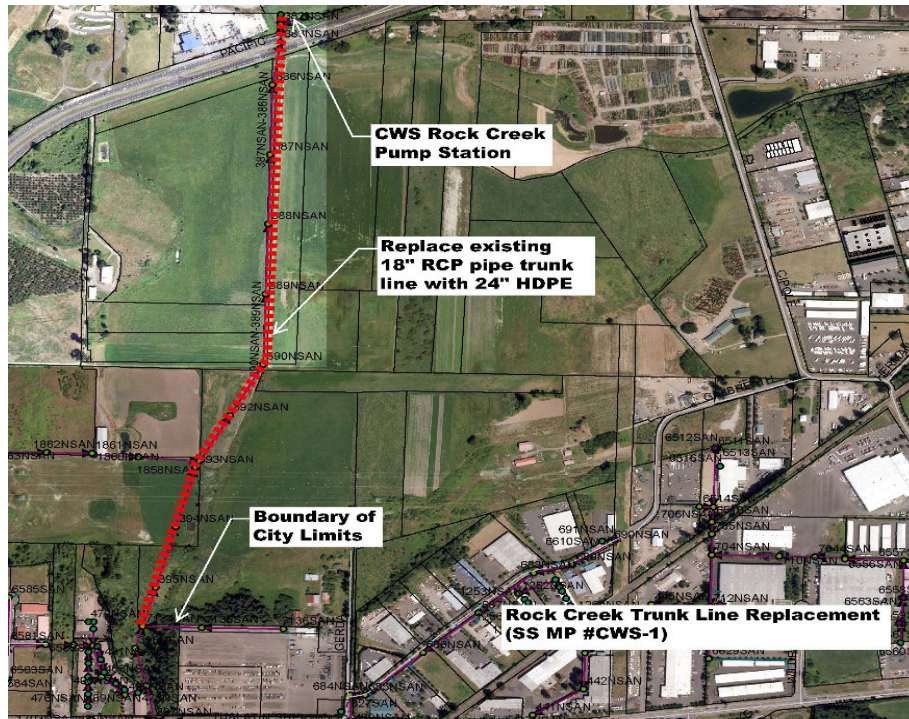
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 16-17

ROCK CREEK TRUNK LINE REPLACEMENT PROJECT

Department:	Engineering	MP Project #:	SS MP CWS-1
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$2,429,973		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes reconstructing the Rock Creek Trunk Line, changing the alignment and upsizing the pipe from the northern City limits to the Sherwood Sanitary Sewer Pump Station. Project will be funded, designed and constructed by CWS.					
Ongoing Maintenance Description and Estimated Annual Cost					
CWS will have long term maintenance responsibility for the trunk line. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



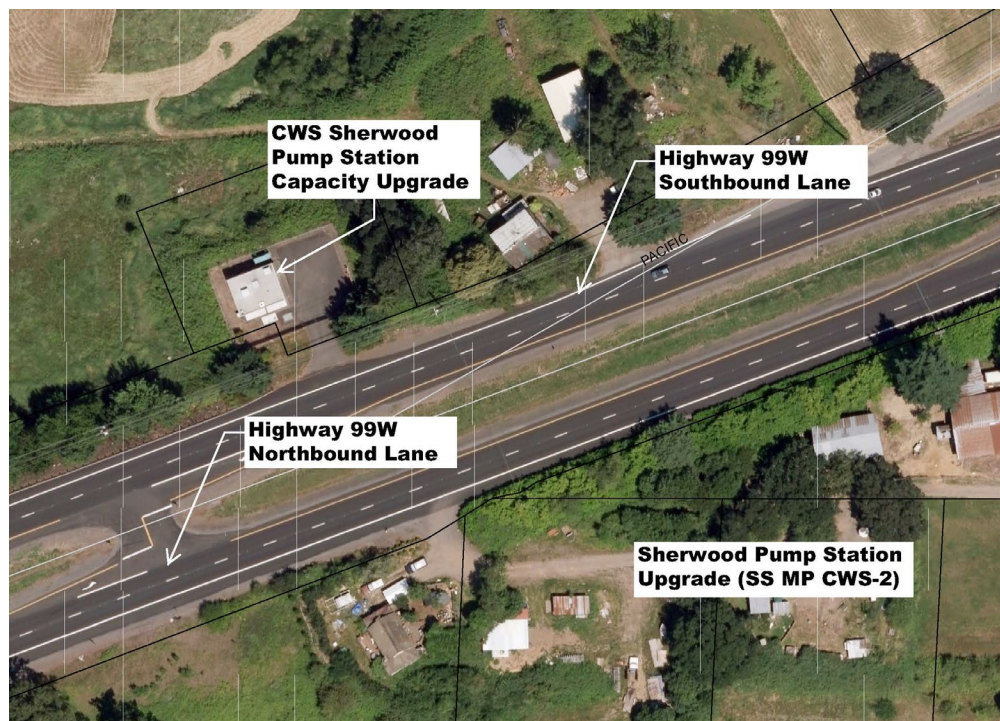
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SHERWOOD PUMP STATION

Department:	Engineering	MP Project #:	SS MP #CWS-2
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	TBD by CWS		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes increasing the capacity of the pump station's existing equipment to handle the increase in flow from future City development areas (Tonquin Employment Area, Brookman Area, Sherwood West Area). This project will be funded, designed and constructed by CWS. Timing of the development will be based on development demand.					
Ongoing Maintenance Description and Estimated Annual Cost					
CWS would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



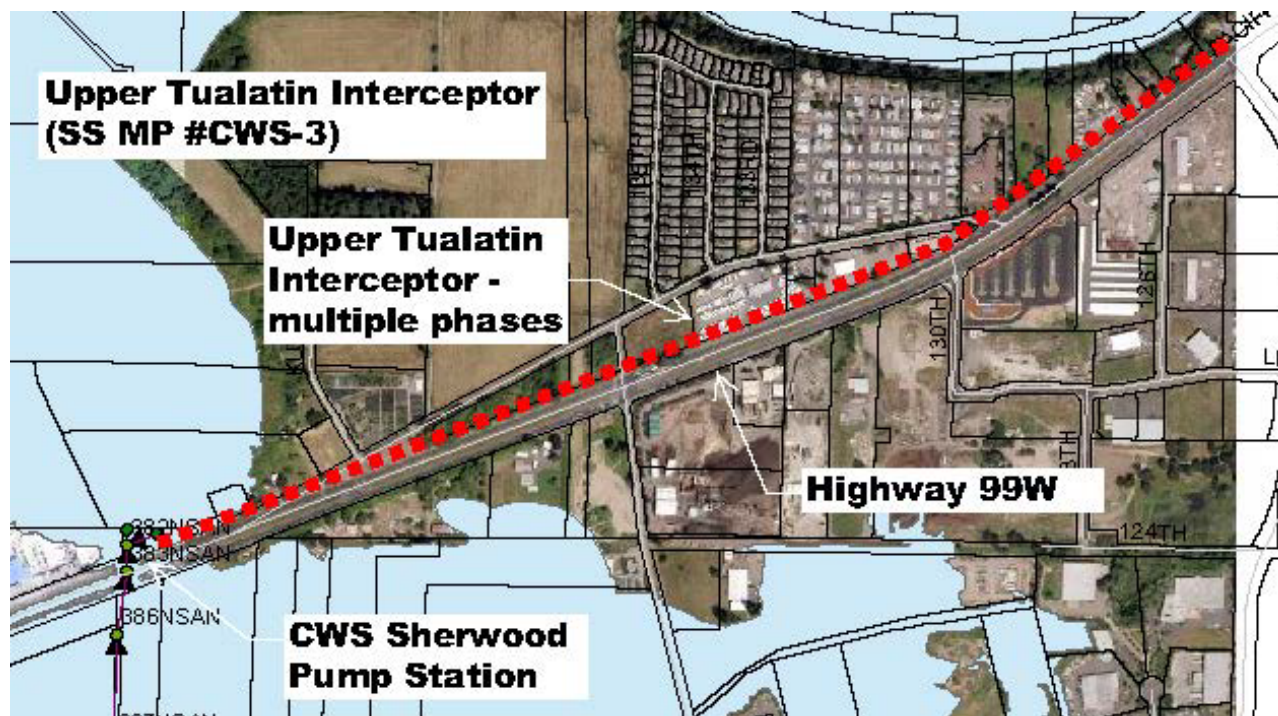
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

UPPER TUALATIN INTERCEPTOR IMPROVEMENT PROJECT

Department:	Engineering	MP Project #:	SS MP #CWS-3
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	TBD by CWS		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes installation of new interceptor pipe from the Sherwood Pump Station to the Upper Tualatin Interceptor trunk line. Project will be funded, designed and constructed by CWS. Timing of project is based on future City development projects, and system capacity.					
Ongoing Maintenance Description and Estimated Annual Cost					
CWS will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



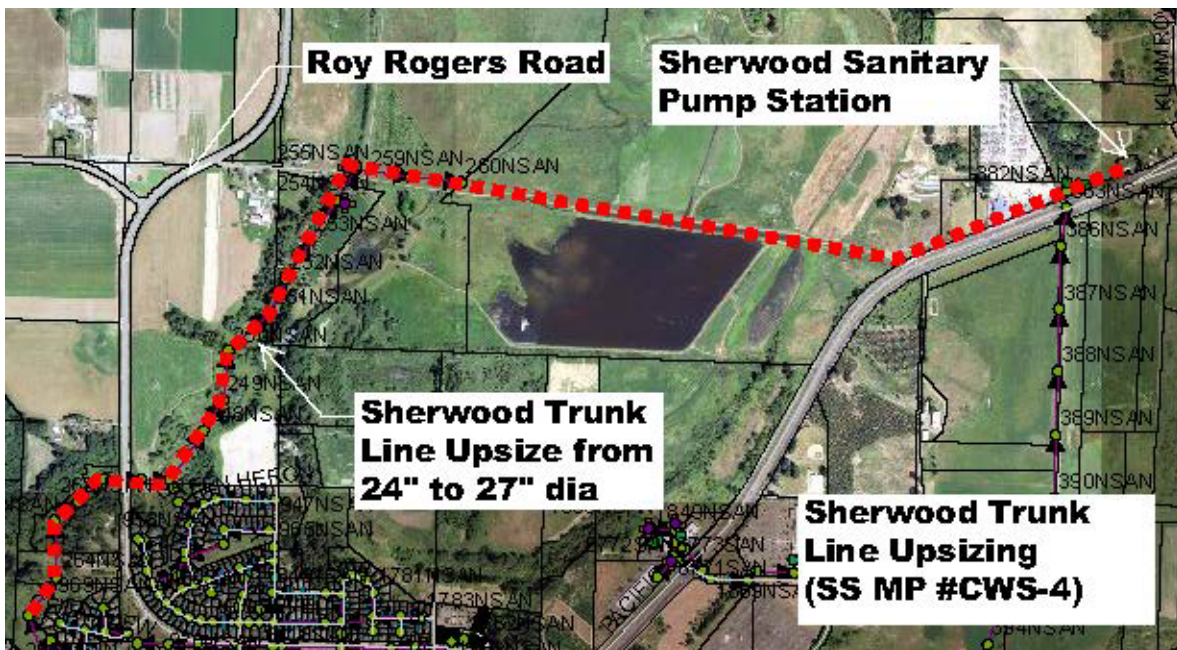
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

SHERWOOD TRUNK LINE UPSIZING PROJECT

Department:	Engineering	MP Project #:	SS MP #CWS-4
Category:	Capital Improvement	Navigator Job#	
Total Project Cost:	\$7,130,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes upsizing the existing 24" trunk to a 27" trunk line. Project will be funded, designed, and constructed by CWS. Project timeline is based on existing system capacity and condition, relative to future City development areas.					
Ongoing Maintenance Description and Estimated Annual Cost					
CWS will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



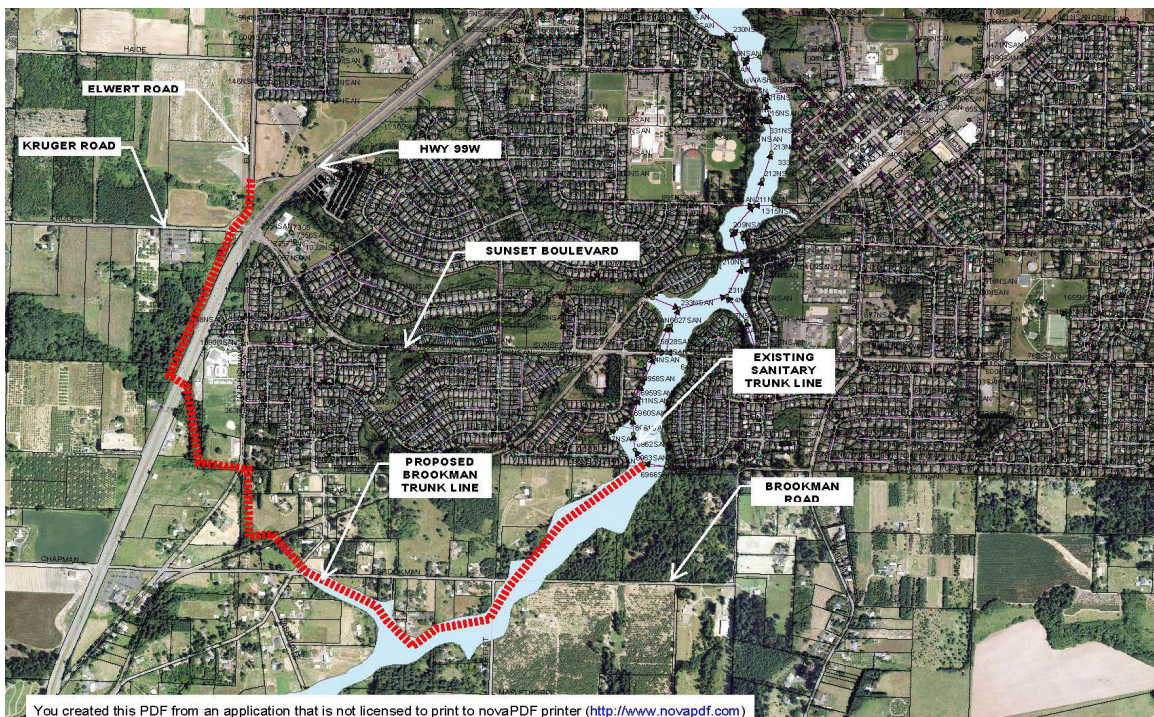
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

BROOKMAN SANITARY TRUNK LINE EXTENSION

Department:	Engineering	MP Project #:	CWS-1
Category:	Capital Project-Sanitary	Navigator Job#	410
Total Project Cost:	\$4,091,580 *City Share Only		Redefines Project SS MP#3

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project extends a public sanitary conveyance system mainline through the Brookman Area annexed property, west and north to serve the Sherwood West annexation property. This mainline extension will provide service for the future growth of both annexed areas. Funding will primarily come from CWS sanitary sewer SDC funds and from private development expansion within the area in the form of a CWS reimbursement district overlay payments. Project redefines and replaces project SS MP#3 listing.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance will consist mostly of inspection of the conveyance system on a bi-weekly basis and cleaning once every 5 to 10 years.					



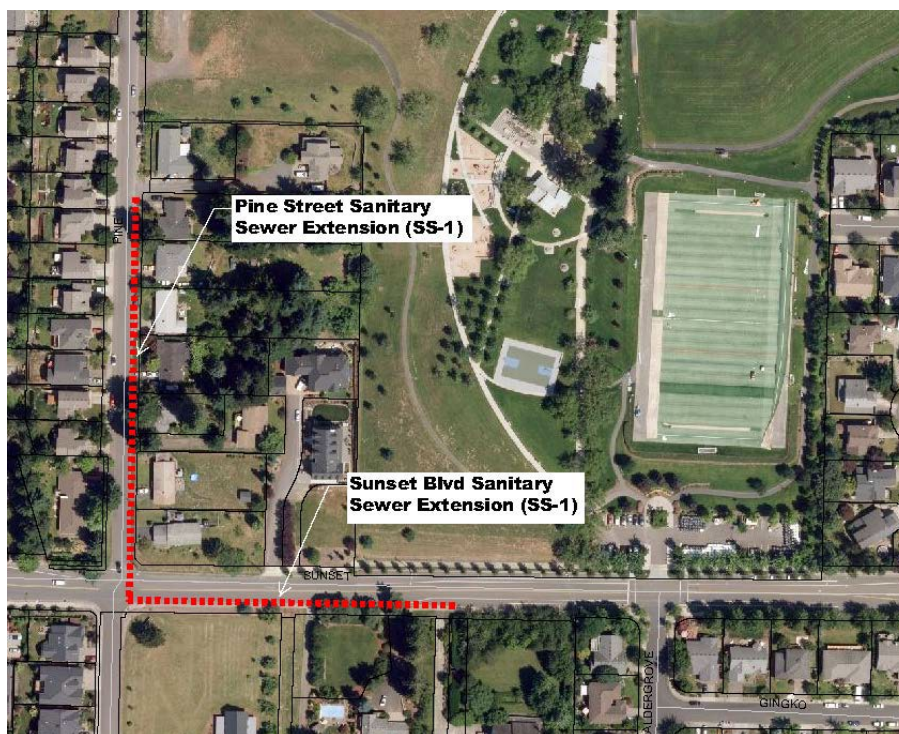
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 16-17

SUNSET BOULEVARD / PINE STREET SANITARY SEWER EXTENSION

Department:	Engineering	MP Project #:	SS MP #21
Category:	Capital Project-Sanitary	Navigator Job#	
Total Project Cost:	\$252,800		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
The project extends the existing sanitary sewer mainline within Sunset Boulevard, east 130 feet to serve several properties which currently rely on septic tanks. As these properties septic systems fail, access to the public sanitary sewer will allow connection of service laterals from the properties. Funding for this project will come from sanitary SDC's.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regular maintenance of the mainline meeting CWS standards.					



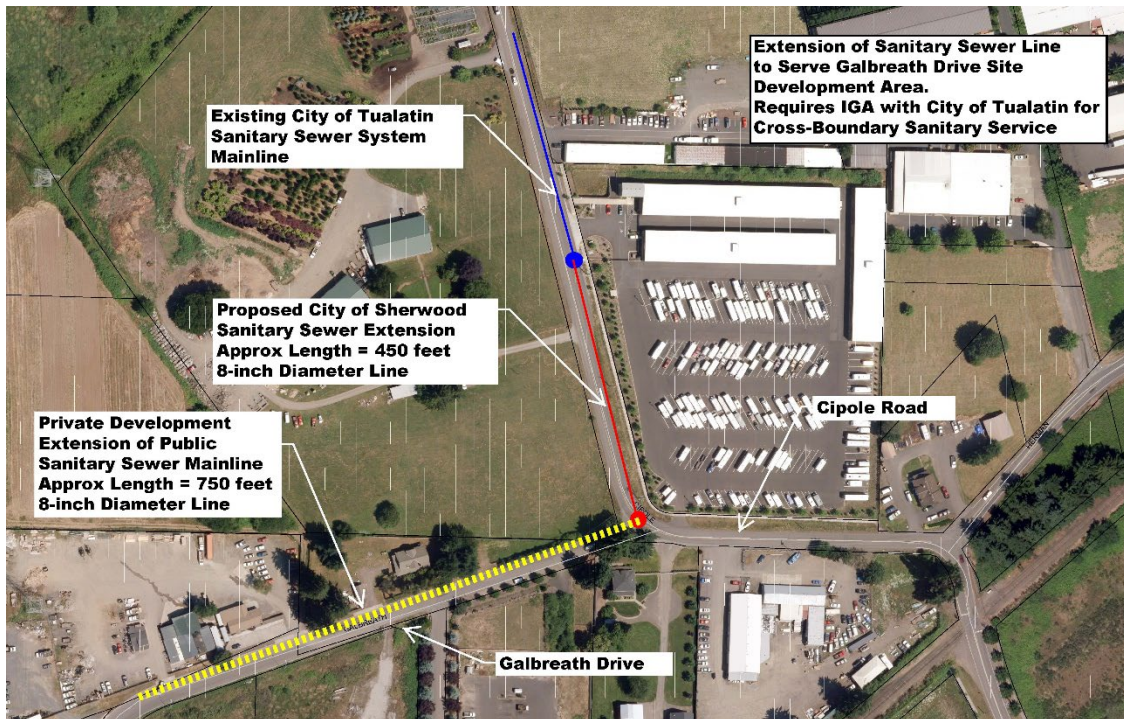
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

GALBREATH DRIVE SANITARY SEWER EXTENSION

Department:	Engineering	MP Project #:	N/A
Category:	Capital Project-Sanitary	Navigator Job#	411SS
Total Project Cost:	\$140,560		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project extends the existing City of Tualatin sanitary sewer mainline south approximately 450-feet within Cipole Road to the intersection of Galbreath Drive. Private development will then extend the public main west approximately 750-feet within Galbreath Drive. This extension will serve a currently unserved area of the City of Sherwood development area. An IGA between the City of Sherwood, the City of Tualatin, and CWS will be required to document the cross jurisdictional boundary flow, and to formalize maintenance and service billing requirements.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

SANITARY SEWER SYSTEM DEVELOPMENT CHARGE UPDATE ANALYSIS

Department:	Engineering	MP Project #:	N/A
Category:	Capital project - planning	Navigator Job#	
Total Project Cost:	\$20,000		

Ranking Criteria Met		Project Type	Priority
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High ☐ Medium ☐ Low
Project Description			
Review and update SDC methodology as needed to ensure adequate funding is available for needed projects			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

WIF CAPACITY IMPROVEMENTS TO 6.2 MGD

Department:	Public Works	MP Project #:	
Category:	Water Supply	Navigator Job#	305
Total Project Cost:	\$842,808		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City share of Willamette Governance Group's capacity improvements at the water treatment plant.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

TVWD CAPACITY IMPROVEMENTS 6.2 TO 9.7 MGD

Department:	Public Works	MP Project #:	
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$806,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City contribution to TVWD capacity improvements at the water treatment plant.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

WRWTP SURGE MITIGATION

***Note: Folded into the 20 MGD plant expansion on page W-4.**

Department:	Public Works	MP Project #:	WRWTP-
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$622,514		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City's contribution towards surge mitigation at the Willamette River Water Treatment Plant.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

WRWTP 20.0 MGD EXPANSION

Department:	Public Works	MP Project #:	
Category:	Water Supply	Navigator Job#	306
Total Project Cost:	\$10,659,994		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City contribution to Willamette River Water Treatment Plant expansion to accommodate 20.0 mgd. This includes upgrades for life safety, seismic retrofits, etc.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

WRWTP LIFE SAFETY REPAIRS

***Note: Folded into the 20 MGD plant expansion on page W-4.**

Department:	Public Works	MP Project #:	WRWTP-
Category:	Water Supply	Navigator Job#	320WA
Total Project Cost:	\$35,877		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City's contribution towards necessary repairs and upgrades for life safety repairs at the Willamette River Water Treatment Plant.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

WRWTP SEISMIC RETROFITS

***Note: Folded into the 20 MGD plant expansion on page W-4.**

Department:	Public Works	MP Project #:	WRWTP-
Category:	Water Supply	Navigator Job#	321WA
Total Project Cost:	\$488,297		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City contribution towards seismic upgrades at the Willamette River Water Treatment Plant.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

WRWTP 30 MGD EXPANSION

Department:	Public Works	MP Project #:	WRWTP-
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$12,750,778		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
City contribution to expansion of the Willamette River Water Treatment Plant to get to 30.0 mgd.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



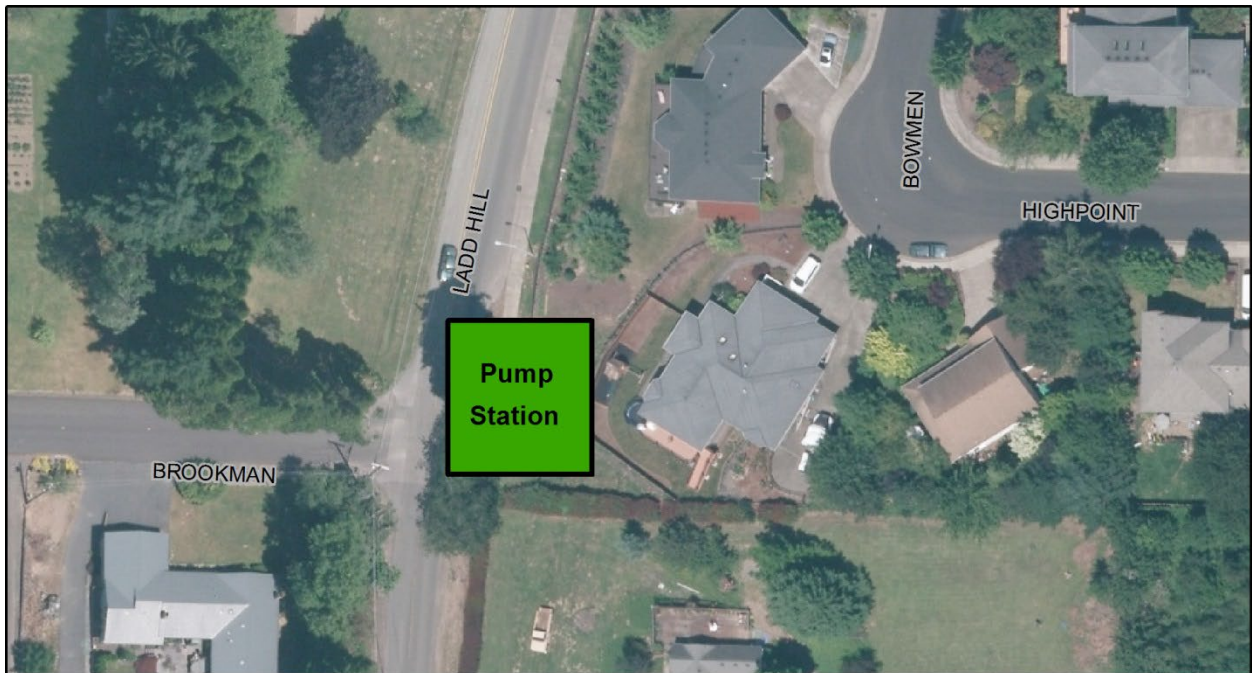
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

PROPOSED 1,600 GPM LADD HILL PUMP STATION

Department:	Public Works	MP Project #:	WTR-P1
Category:	Pump Station	Navigator Job#	
Total Project Cost:	\$477,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a new pump station to serve future customers along Ladd Hill Road in the proposed 400 Brookman Zone.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



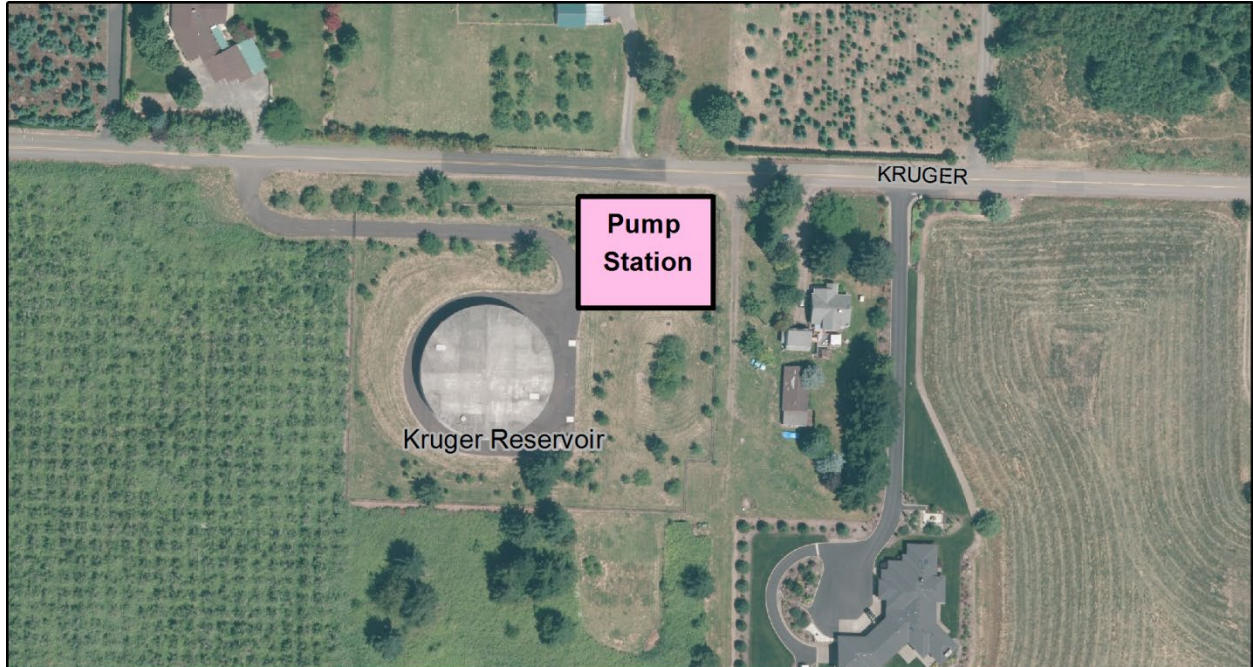
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

PROPOSED 2,400 GPM KRUGER PUMP STATION

Department:	Public Works	MP Project #:	WTR-P2
Category:	Pump Station	Navigator Job#	
Total Project Cost:	\$2,547,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a new pump station in the same location as the existing reservoir in order to boost water from the reservoir to provide customers with constant pressure service at an HGL of approximately 630 ft.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



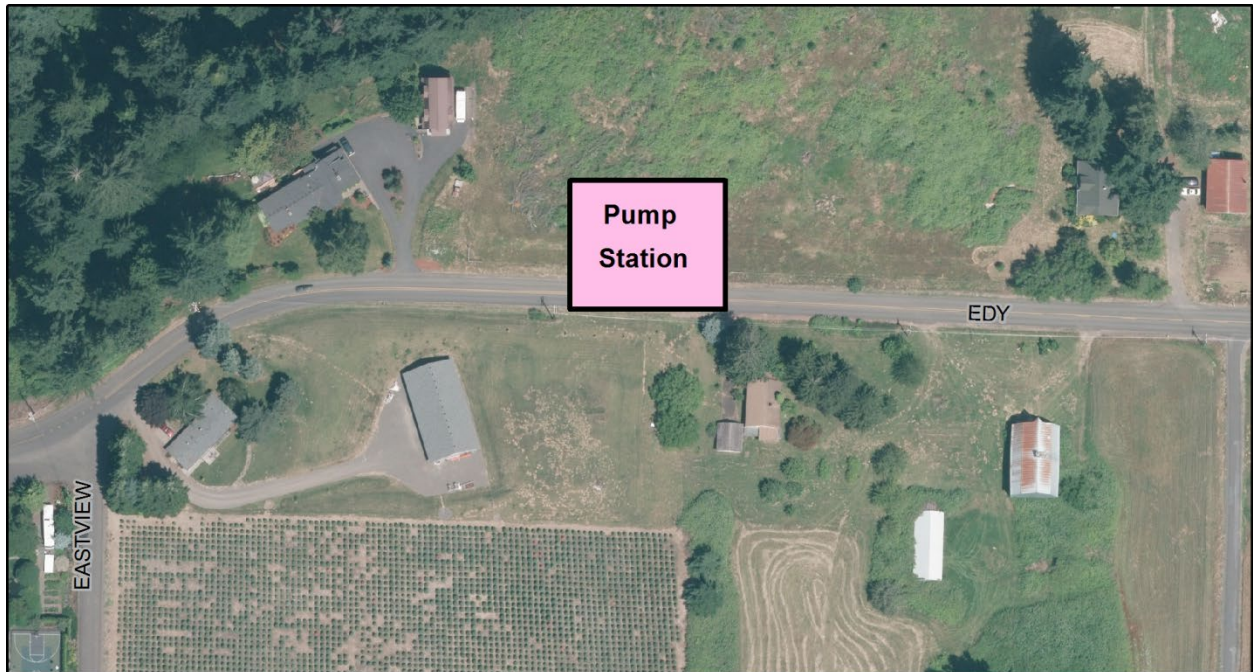
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

PROPOSED 1,600 GPM EDY ROAD PUMP STATION

Department:	Public Works	MP Project #:	WTR-P3
Category:	Pump Station	Navigator Job#	
Total Project Cost:	\$1,505,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs a new pump station to serve future high-elevation customers along Edy Road near the western boundary of the West Urban Reserve in the proposed 475 West Zone.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 16-17

FIRE FLOW CAPACITY – MARJORIE STEWART COMMUNITY/SENIOR CENTER

Department:	Public Works	MP Project #:	M-1
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$36,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project will upgrade from an existing 6-inch to 8" line to serve the Sherwood Senior Center (21907 Sherwood Boulevard) from Sherwood Boulevard. The current sized pipeline does not support the necessary fire flow requirement for the land use/occupancy type.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the upgrade to include leak detection, hydrant and valve maintenance. Existing facilities are to be maintained the same. No increase in costs anticipated for ongoing maintenance. .					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

FIRE FLOW CAPACITY – NORTON AVENUE

Department:	Public Works	MP Project #:	M-2
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$230,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project will upgrade 6-inch main along Norton Street from Willamette Street south to fire hydrant at Forest Avenue to an 8" water mainline. The current sized pipeline does not support the necessary fire flow requirement for the land use/occupancy type.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the upgrade to include leak detection, hydrant and valve maintenance. Existing facilities are to be maintained the same. No increase in costs anticipated for ongoing maintenance.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

FIRE FLOW CAPACITY – JUNE COURT

Department:	Public Works	MP Project #:	M-60
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$90,037		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High	☒ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project will upgrade 300 feet of 2-inch galvanized main with an addition of a fire hydrant on June Court from Cochran Avenue to end of cul-de-sac.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

EXPANSION TO BROOKMAN – LOOP FROM PROP SW SHERWOOD PRV TO HWY 99W

Department:	Public Works	MP Project #:	M-7
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$73,393		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install new main along Old Hwy 99W from existing dead end south of Crooked River Lane to proposed Southwest Sherwood PRV (V-1). Projects to be phased as development proceeds. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

EXPANSION TO BROOKMAN – LOOP FROM PROP SW SHERWOOD PRV TO HWY 99W

Department:	Public Works	MP Project #:	M-8
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$226,178		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install new main along Old Hwy 99W from proposed Southwest Sherwood PRV (V-1) across Goose Creek. Projects to be phased as development proceeds. Supports development of future Brookman area. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



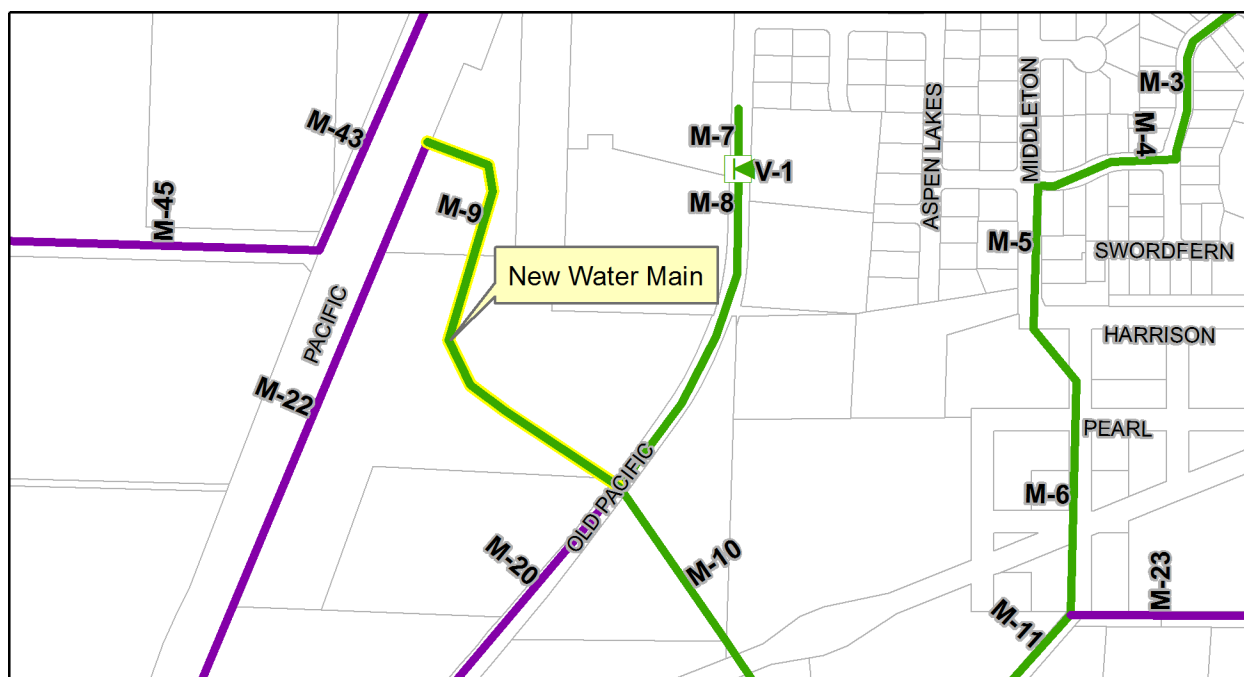
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

EXPANSION TO BROOKMAN – LOOP FROM PROP SW SHERWOOD PRV TO HWY 99W

Department:	Public Works	MP Project #:	M-9
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$264,984		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install new main along proposed Goose Creek arterial from Old Hwy 99W northwest to Hwy 99W. Projects to be phased as development proceeds. Supports development of future Brookman area. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

EXPANSION TO TEA – LOOP WITH EXISTING OREGON STREET MAINS

Department:	Public Works	MP Project #:	M-29
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$864,529		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will extend Cipole Road main south from Tualatin Sherwood Road to proposed TEA water main backbone. Projects to be phased as development proceeds. Supports development of future Tonquin Employment area. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



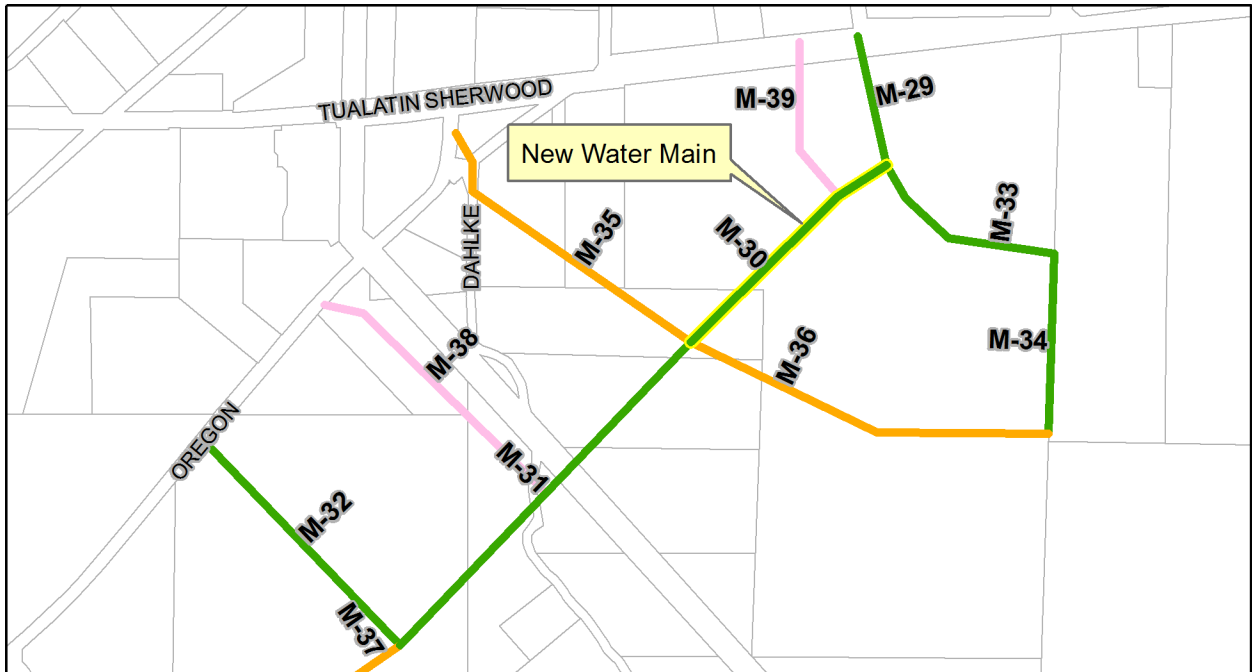
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

EXPANSION TO TEA – LOOP WITH EXISTING OREGON STREET MAINS

Department:	Public Works	MP Project #:	M-30 and M-31
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$422,422		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install new main to form TEA water main backbone running northeast to southwest across TEA parallel to Oregon Street. Supports development of future Tonquin Employment area. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



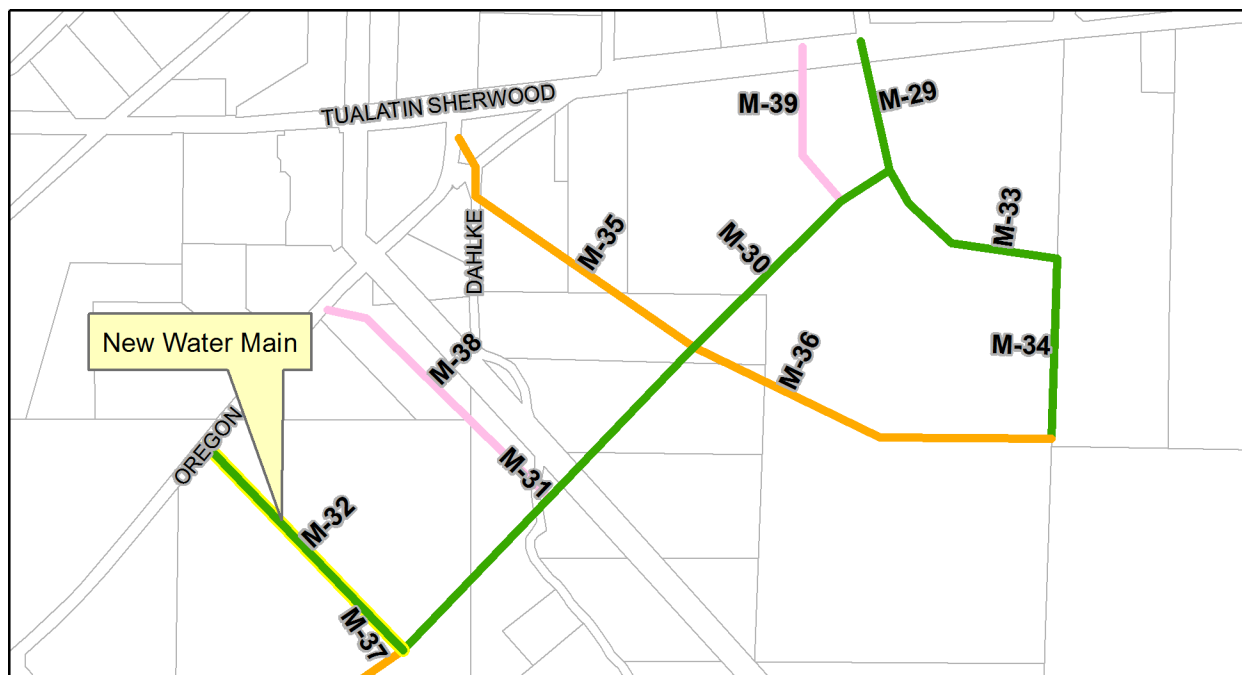
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

EXPANSION TO TEA – LOOP WITH EXISTING OREGON STREET MAINS

Department:	Public Works	MP Project #:	M-32, M-33 and M-34
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$721,531		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install new main across 21600 Oregon Street property to TEA water main backbone. Supports development of future Tonquin Employment area. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



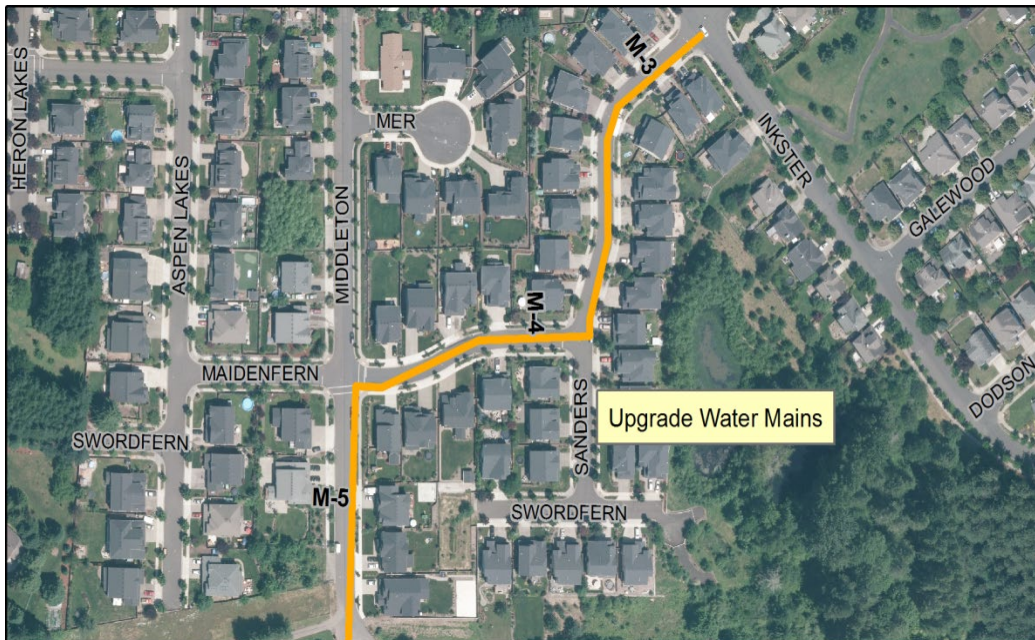
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

10-YEAR (2029) PROJECTS – UPGRADE EXISTING WATER MAINS

Department:	Public Works	MP Project #:	M-3, M-4 & M-5
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$300,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☒ Low
☒ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will upgrade water mainlines along Sanders Terrace, Maidenfern Land and Middleton Road to transfer services from 455 to 380 Zone for fire flow to Brookman Expansion. Size increase is needed to support growth, fire flow requirements. Projects to be phased as development proceeds. Funding by private development.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



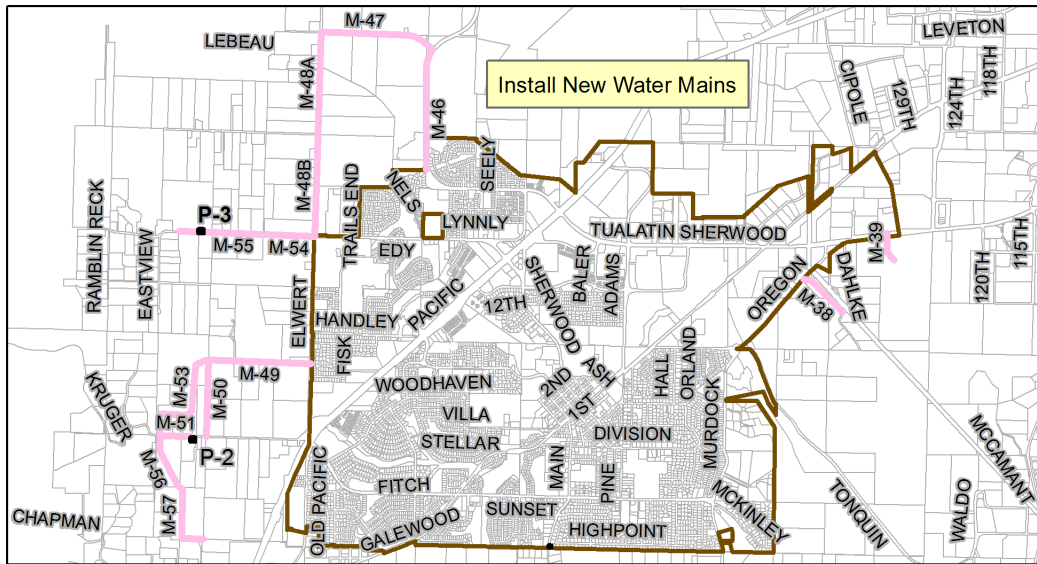
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

10-YEAR (2029) PROJECTS – CONSTRUCT WATER MAINS FOR FUTURE EXPANSION

Department:	Public Works	MP Project #:	M-6, 10 to 19B, 35 to 37, 40 to 42
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$5,275,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of mains in various locations to connect to the Brookman Expansion 380 Zone (M-6, 10 to 19B), to the TEA Expansion 380 Zone (M-35 to 37) and to the West Expansion 380 Zone (M-40 to 42).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



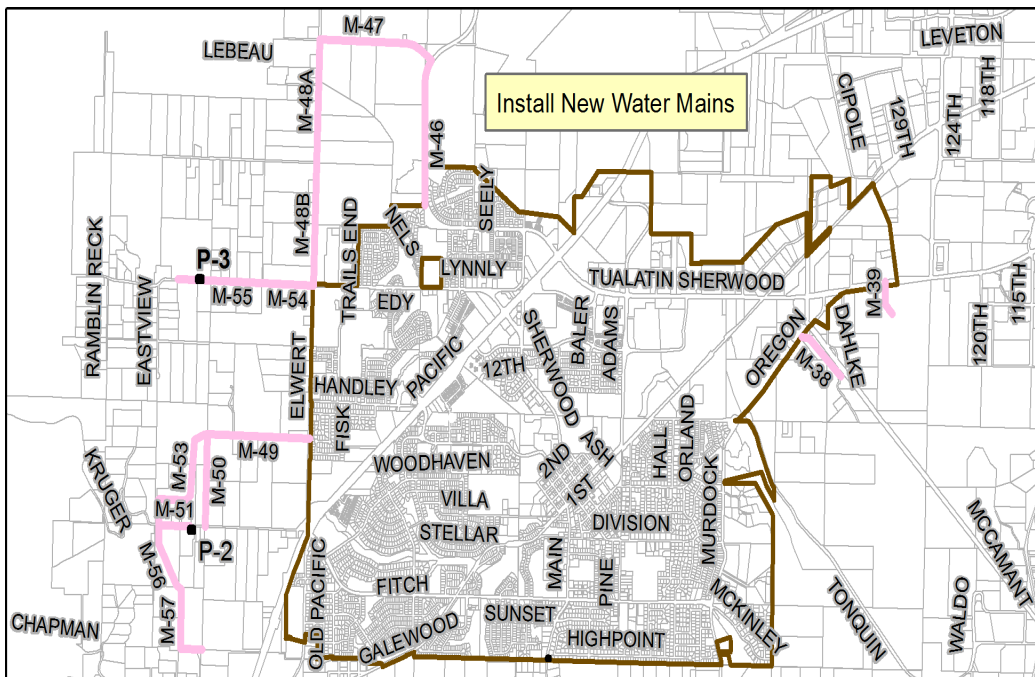
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

20-YEAR (2039) PROJECTS – CONSTRUCT WATER MAINS FOR FUTURE EXPANSION

Department:	Public Works	MP Project #:	M-20 to 28, 43 to 45
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$3,295,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of mains in various locations to connect to the Brookman Expansion 380 Zone and 400 Zone (M-20 to 28) and to the West Expansion 455 Zone (M-43 to 45).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



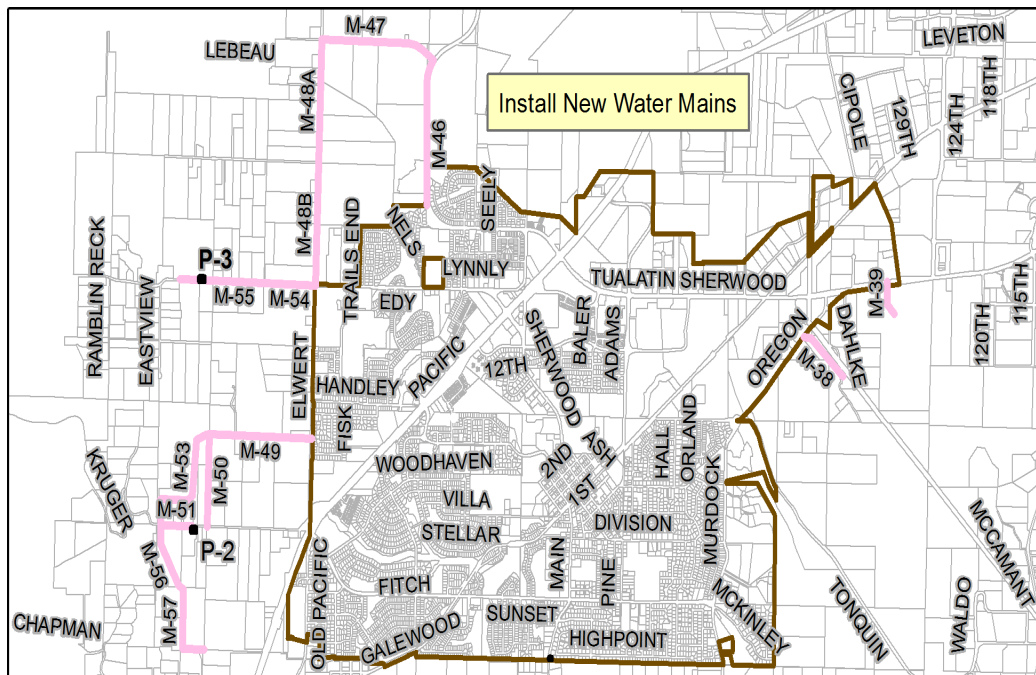
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

BEYOND 20-YEAR PROJECTS – CONSTRUCT WATER MAINS FOR FUTURE EXPANSION

Department:	Public Works	MP Project #:	M-38,39, 40 To 59
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$7,183,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project includes installation of mains in various locations to connect to the TEA Expansion 380 Zone (M-38, 39) and to the West Expansion 380, 455 and 630 Zones (M-46 to 59).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☒ **Project on 1 year CIP list (budgeted)**
- ☒ **Project on 5 year CIP list**
- ☒ **Project planned, further than 5 years**
- ☐ **Project complete**

ROUTINE WATERLINE PIPE REPLACEMENT PROGRAM

Department:	Public Works	MP Project #:	WTR-(X)
Category:	Water Main	Navigator Job#	
Total Project Cost:	\$50,000 Annually		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☒ Medium	☐ Low
☒ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes replacement of pipes based on a 100-year life cycle adopting the following prioritization: 1. Known pipe capacity and condition issues. 2. Pipe material – based on City record of pipe material and era of manufacture; Highest priorities are galvanized pipe and post-1950 cast iron. 3. Pipe age – coordinate replacement of pipes 50 years or older with other City utilities and transportation (City, County or State) projects.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance programs to include uni-directional flushing, valve maintenance, leak detection, hydrant maintenance and more.					



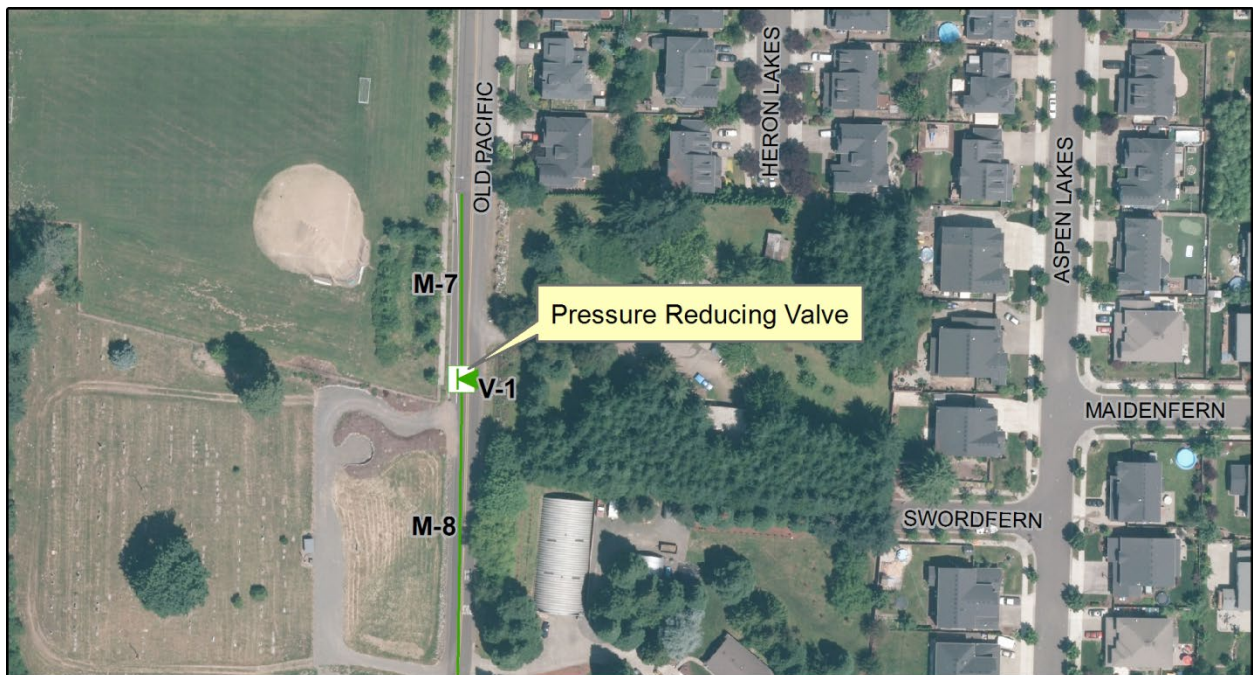
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

SW SHERWOOD PRV INSTALLATION

Department:	Public Works	MP Project #:	WTR-V-1
Category:	PRV	Navigator Job#	
Total Project Cost:	\$166,308		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install a pressure reducing valve to provide an emergency connection between the existing 455 Zone distribution mains and future 380 Zone mains on Old Highway 99W at the Brookman Annexation Boundary.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HANDLEY PRV INSTALLATION

Department:	Public Works	MP Project #:	WTR-V-2
Category:	PRV	Navigator Job#	
Total Project Cost:	\$150,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install a pressure reducing valve to provide an emergency connection between the existing 455 Zone distribution mains and future 380 Zone mains on Elwert Road at Handley Street.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



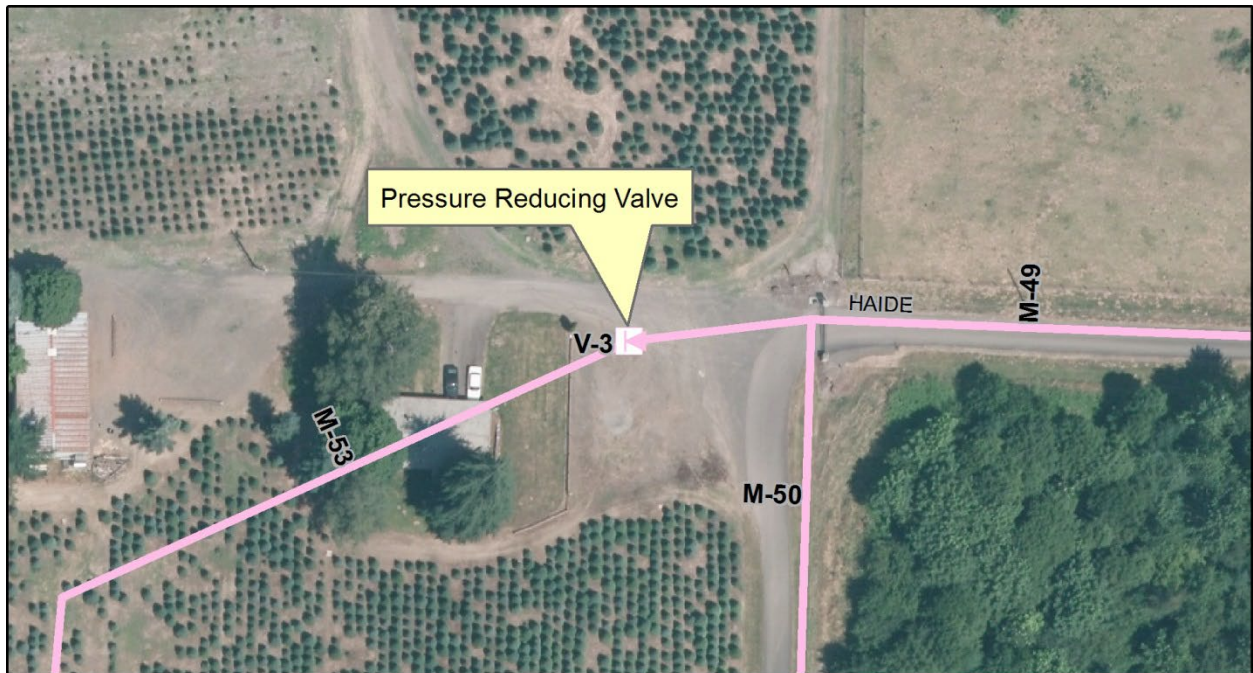
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

HAIDE PRV INSTALLATION

Department:	Public Works	MP Project #:	WTR-V-3
Category:	PRV	Navigator Job#	
Total Project Cost:	\$150,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install a pressure-reducing valve to provide an emergency connection between the future 630 West Pressure Zone and 455 Zone future expansion in the West Urban Reserve.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



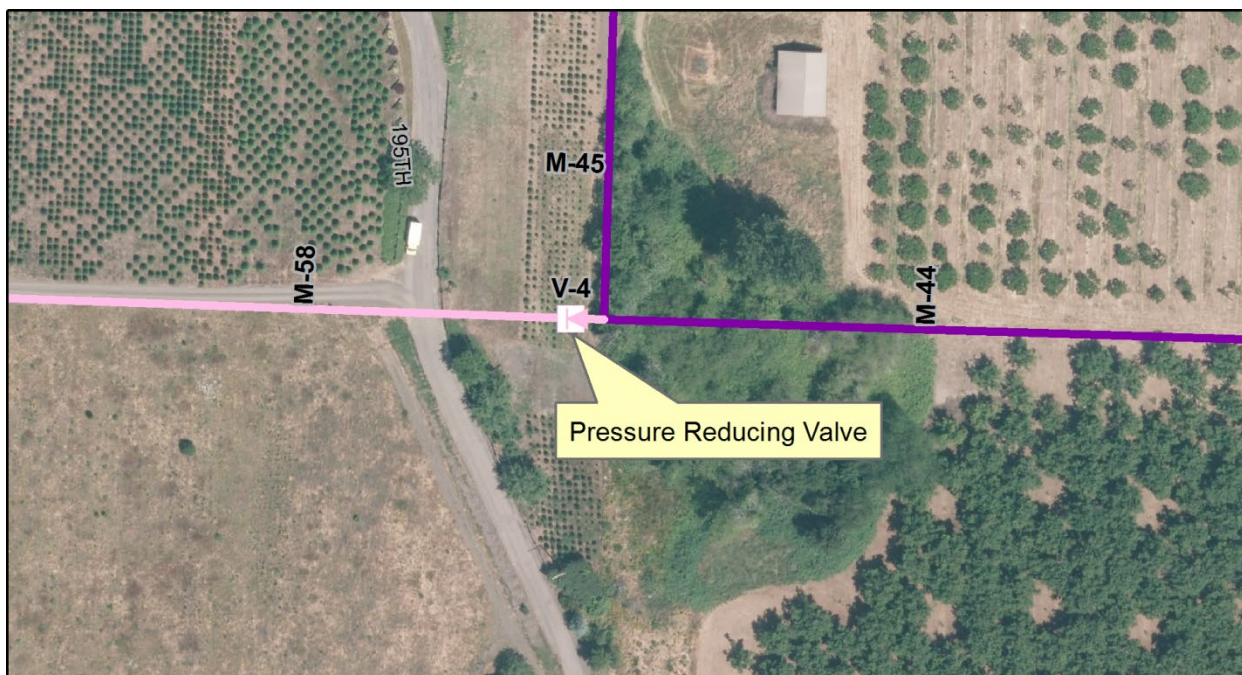
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

195TH PRV INSTALLATION

Department:	Public Works	MP Project #:	WTR-V-4
Category:	PRV	Navigator Job#	
Total Project Cost:	\$150,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☒ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project will install a pressure-reducing valve to provide an emergency connection between the future 630 West Pressure Zone and 455 Zone future expansion in the West Urban Reserve.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



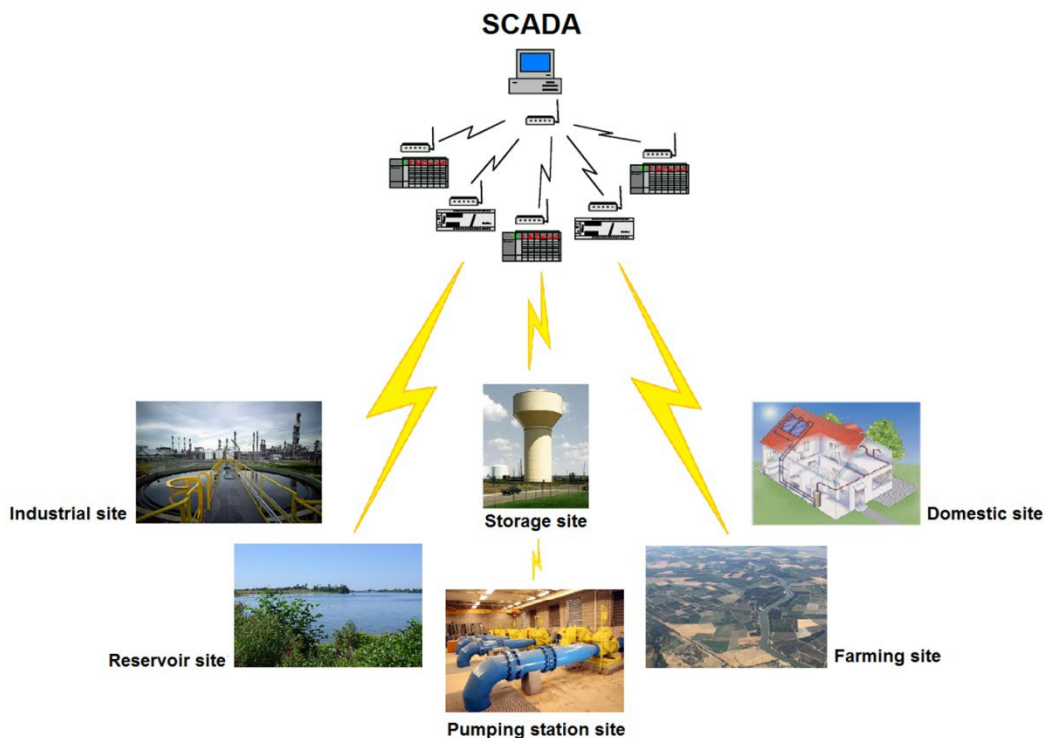
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

UPGRADE SCADA SYSTEM

Department:	Public Works	MP Project #:	WTR-(X)
Category:	Other	Navigator Job#	
Total Project Cost:	\$98,650		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☒ High	☐ Medium	☐ Low
☐ Health & Safety	☒ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project will upgrade the existing system, which is over 13 years old, to increase reliability and to replace the collective appurtenances.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. No additional maintenance demands.					



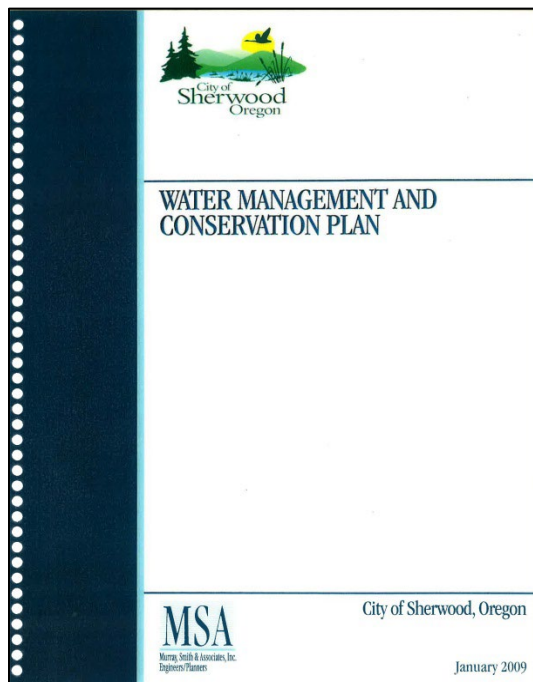
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 18-19

UPDATE WATER MANAGEMENT AND CONSERVATION PLAN

Department:	Public Works	MP Project #:	WTR-(X)
Category:	Planning	Navigator Job#	
Total Project Cost:	\$75,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☒ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes compliance with Oregon Water Resources Department (OWRD) requirements for groundwater permit holders. The City is required to complete an update of their Water Management and Conservation Plan (WMCP) every 10 years.					
Ongoing Maintenance Description and Estimated Annual Cost					
Various components of plan will impact staff resources for repairing, leak detection programs, etc. It is not known if new plan will be more or less restrictive.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☐ Project planned, further than 5 years
☒ Project complete FY 19-20

UPDATE VULNERABILITY ASSESSMENT

Department:	Public Works	MP Project #:	N/A – Planning Task
Category:	Planning	Navigator Job#	316
Total Project Cost:	\$231,205		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☒ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes updating the existing Water System Vulnerability Assessment within the next 10 years to identify any additional security measures or operational procedures which may be needed to protect water facilities.					
Ongoing Maintenance Description and Estimated Annual Cost					
Update of the Vulnerability Assessment could identify additional maintenance needs and recommend system improvements. Annual costs are unknown at this time and will be identified upon plan completion.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

UPGRADE RESILIENCY PLAN

Department:	Public Works	MP Project #:	WTR-(X)
Category:	Planning	Navigator Job#	310
Total Project Cost:	\$182,201		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☒ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☐ Low
Project Description					
This project includes addressing the need for a local water system resilience plan to achieve the seismic response and recovery goals for Willamette Valley water utilities presented in the Oregon Resilience Plan.					
Ongoing Maintenance Description and Estimated Annual Cost					
The Resiliency Plan would identify additional maintenance needs and recommend system improvements. Annual costs are unknown at this time and will be identified upon plan completion.					



**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

AWIA – RISK AND RESILIENCY ASSESSMENT

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$50,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
Section 2013 of American's Water Infrastructure Act of 2018 require communities over 3,300 to compile risk and resilience assessment and develop an emergency response plan. Plans due June 2021 and December 2021.			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 21-22

AWIA – SHERWOOD WATER SYSTEM

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$120,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☒ Medium ☐ Low
Project Description			
Section 2013 of American's Water Infrastructure Act (AWIA) of 2018 require communities over 3,300 to compile risk and resilience assessment and develop an emergency response plan.			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

RESILIENCY – BACKBONE TIER 1 IMPROVEMENTS

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$6,094,322		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
State developed the Oregon Resilience Plan (ORP) due to the risk of an eminent threat and risk of a Cascadia Subduction Zone earthquake. Oregon Health Authority (OHA) Oregon Administrative Rules (OAR's) requires water systems to include seismic risk assessment and mitigation plan as part of the Water Master Plan (WMP). Outcome of plan determined improvements required to the water system water main line backbone (backbone serves critical customers). Specific projects include: SM-1.1 – Near hospital and police, public works and fire station. SM-1.2 – Near Sunset reservoir and Pine Street toward TVF&R and public works. SM-1.3 – Sunser reservoir well #3. SM-1.4 – WTP to Sherwood-owned reservoirs. SM-1.5 – WTP to shared vault with Wilsonville.			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

RESILIENCY – PUMP STATION IMPROVEMENTS AT SUNSET AND WYNDHAM RIDGE

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$105,596		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
State developed the Oregon Resilience Plan (ORP) due to the risk of an eminent threat and risk of a Cascadia Subduction Zone earthquake. Oregon Health Authority (OHA) Oregon Administrative Rules (OAR's) requires water systems to include seismic risk assessment and mitigation plan as part of the Water Master Plan (WMP). Outcome of plan determined improvements required to the water system reservoirs Seismic Resiliency Plan was completed December 2019			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

RESILIENCY – RESERVOIR IMPROVEMENTS (SUNSET #1, SUNSET #2 AND KRUGER)

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$497,406		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
State developed the Oregon Resilience Plan (ORP) due to the risk of an eminent threat and risk of a Cascadia Subduction Zone earthquake. Oregon Health Authority (OHA) Oregon Administrative Rules (OAR's) requires water systems to include seismic risk assessment and mitigation plan as part of the Water Master Plan (WMP). Outcome of plan determined improvements required at Sunset Reservoirs #1 and #2 and Kruger reservoirs.			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☒ Project planned, further than 5 years
- ☐ Project complete

RESILIENCY – WELL IMPROVEMENTS (WELL #3, #5 AND #6)

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$156,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
State developed the Oregon Resilience Plan (ORP) due to the risk of an eminent threat and risk of a Cascadia Subduction Zone earthquake. Oregon Health Authority (OHA) Oregon Administrative Rules (OAR's) requires water systems to include seismic risk assessment and mitigation plan as part of the Water Master Plan (WMP). Outcome of plan determined improvements required to the water system reservoirs Seismic Resiliency Plan was completed December 2019			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

RESILIENCY IMPROVEMENTS – PIPING OREGON STREET BACKBONE

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$1,300,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
State developed the Oregon Resilience Plan (ORP) due to the risk of an eminent threat and risk of a Cascadia Subduction Zone earthquake. Oregon Health Authority (OHA) Oregon Administrative Rules (OAR's) requires water systems to include seismic risk assessment and mitigation plan as part of the Water Master Plan (WMP). Outcome of plan determined improvements required to the water system main line backbone (Oregon Street broke out from backbone due to schedule of Oregon Street Rd Improvements, Seismic Resiliency Plan was completed December 2019			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

WATER EMERGENCY RESPONSE PLAN

***Note: This project was folded into the resiliency plan on page W-33.**

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$25,000		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
Section 2013 of American's Water Infrastructure Act of 2018 require communities over 3,300 to compile risk and resilience assessment and develop an emergency response plan. Plans for emergency response plans is due December 2021.			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

WRWTP – OPERATIONS REPAIR AND REPLACE

***Note: This project was folded into the 20 mgd plant expansion on page W-4.**

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$4,928,044		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☐ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High ☒ Medium ☐ Low
Project Description			
Existing infrastructure repairs/replace to Willamette River Water Treatment Plan (WRWTP) .			
Ongoing Maintenance Description and Estimated Annual Cost			
Funds are identified through our partnership with the City of Wilsonville regarding the WRWTP and on-going repairs and maintenance to ensure on-going operability.			

**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

WRWTP – RESILIENCY IMPROVEMENTS

***Note: This project was folded into the 20 mgd plant expansion on page W-4.**

Department:	Public Works	MP Project #:	N/A
Category:	Water Supply	Navigator Job#	
Total Project Cost:	\$1,638,902		

Ranking Criteria Met		Project Type	Priority
☐ Council Goals	☒ Regulatory Requirement	☒ Maintenance	☐ High ☐ Medium ☐ Low
☐ Master Plan	☒ Outside Funding/Partnership	☒ Replacement	☐ High ☐ Medium ☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High ☐ Medium ☐ Low
Project Description			
The WRWTP Resiliency Plan identified improvements needed. The projects will replace existing aging infrastructure of WRWTP (pump/chemical fee systems, filters, etc.).			
Ongoing Maintenance Description and Estimated Annual Cost			
N/A			

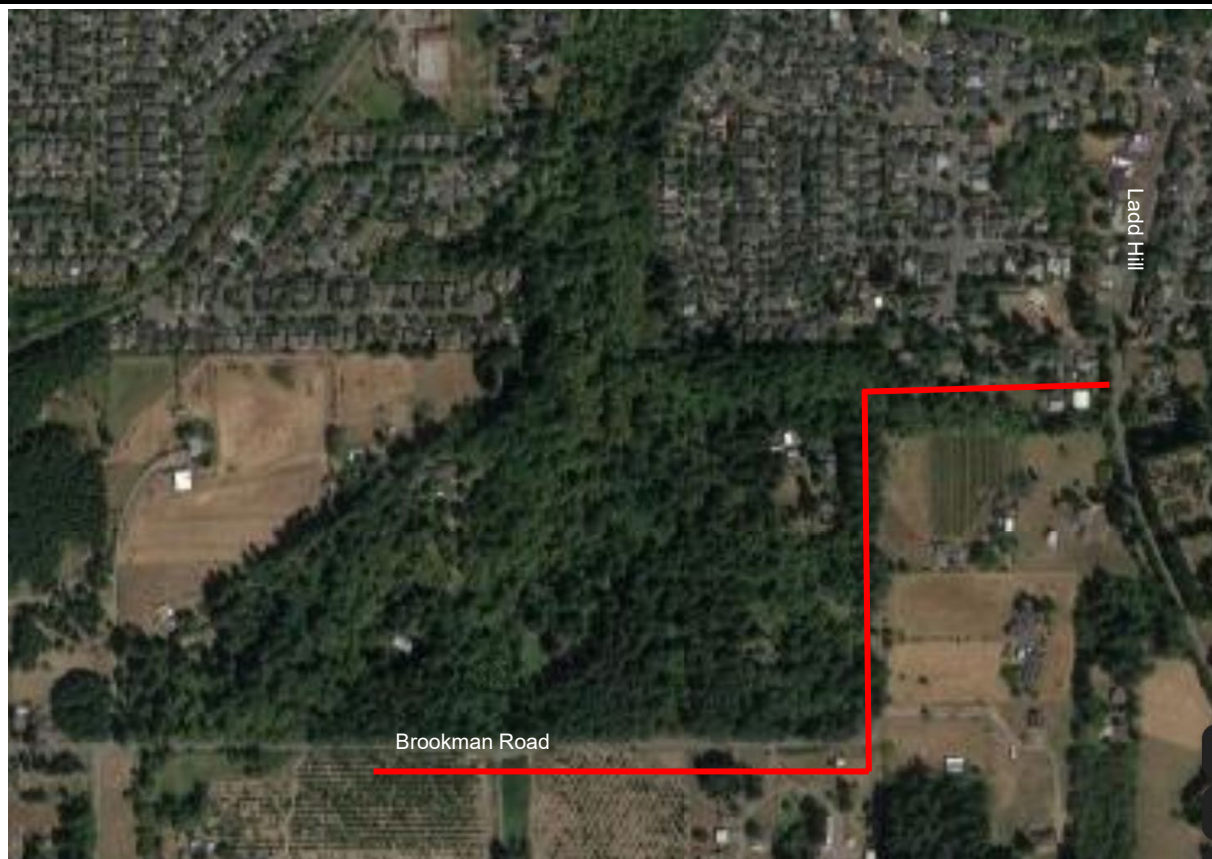
**CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES**

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

EXPANSION TO BROOKMAN – LOOP FROM PROP SW SHERWOOD PRV TO HWY 99W

Department:	Public Works	MP Project #:	
Category:	Water line	Navigator Job#	
Total Project Cost:	\$952,000		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
Installation of 3400 feet of a 12" water line in Brookman Road from the Reserve subdivision to Ladd Hill to ensure a looped system.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance for the improvements to include leak detection, hydrant and valve maintenance. Increased maintenance costs will be minimal with new water improvements.					



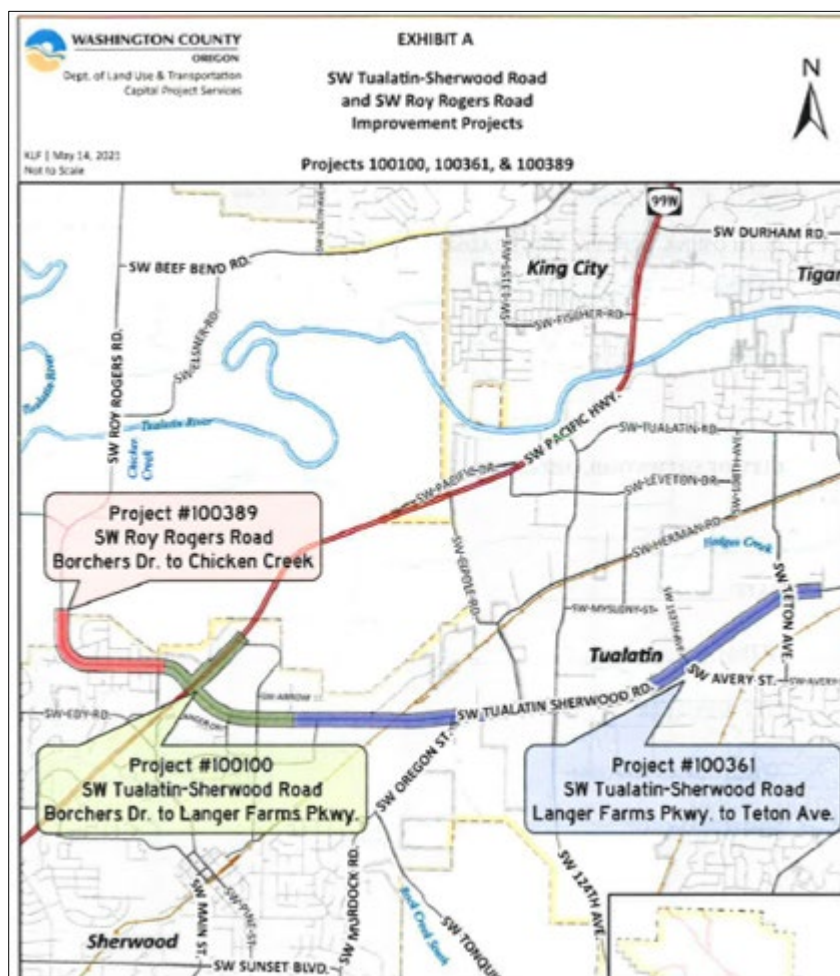
CITY OF SHERWOOD CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

TUALATIN SHERWOOD ROAD COUNTY CONFLICTS

Department:	Public Works	MP Project #:	
Category:	Water line	Navigator Job#	
Total Project Cost:	\$861,995		

Ranking Criteria Met		Project Type	Priority		
☐ Council Goals	☒ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☒ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☐ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
Relocation of water services, hydrants, valves, valve cans due to the County road-widening project.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

SHERWOOD DOG PARK – NORTH OF HWY 99W (DESIGN)

Department:	Public Works	MP Project #:	Parks #1
Category:	Capital Project – Parks & Facilities	Navigator Job#	209
Total Project Cost:	\$100,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes purchase of property, design and construction of a public dog park located north of Hwy 99W.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include regularly scheduled cleaning and video inspections for meeting CWS reporting requirements					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 19-20

SHERWOOD SKATE PARK (DESIGN & CONSTRUCTION)

Department:	Engineering	MP Project #:	Parks #2
Category:	Capital Project – Parks & Facilities	Navigators Job#	
Total Project Cost:	\$580,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes design and construction of a skate park located at the City's recreation facility site at the corner of Sunset Boulevard and Hwy 99W. Project is being funded from Parks Improvement SDC funds. Construction anticipated to occur in the next fiscal year (FY 18/19).					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include regularly scheduled cleaning and video inspection for meeting CWS reporting requirements.					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☐ Project planned, further than 5 years
☒ Project complete FY 17-18

CANNERY SQUARE RESTROOM INSTALLATION

Department:	Public Works	MP Project #:	Parks #3
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	\$130,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project includes constructing permanent restroom facilities for the Cannery Square site. Anticipate using pre-fabricated restroom facility.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items would include daily/weekly cleaning of the facility to maintain health standards, and facility maintenance on a monthly basis to maintain facility integrity.					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☐ Project planned, further than 5 years
☒ Project complete FY 16-17

WOODHAVEN PARK PHASE 2 CONSTRUCTION

Department:	Engineering	MP Project #:	Parks #4
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	\$799,142		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project provides the construction for upgrades and expands the park facilities at the Woodhaven Park, located off Sunset Boulevard. Facilities include walking trail, parking lot, restroom facility, sports fields, playground equipment, and landscaping.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility. Maintenance items will include landscaping care, facility care, and restroom maintenance.					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☐ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☒ Project complete FY 20-21

SHERWOOD PARKS MASTER PLAN UPDATE

Department:	Engineering	MP Project #:	Parks #5
Category:	Capital Project – Parks & Facilities	Navigators Job#	211
Total Project Cost:	\$175,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project develops a Parks Master Plan. A Parks Master Plan is needed to define goals, projects, and budget information. Project would be paid for out of Parks SDC funds. Schedule for this project has not been established but would be considered to be a near-term project.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works maintenance requirements created from the projects developed from the Master Plan would be defined as part of the Master Plan work effort.					

CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☐ Project planned, further than 5 years
☒ Project complete FY 21-22

SHERWOOD PARKS SDC METHODOLOGY

Department:	Engineering	MP Project #:	Parks #6
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	\$78,163		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Update Parks SDC Methodology.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					

CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☐ Project planned, further than 5 years
☒ Project complete FY 19-20

YMCA EXPANSION PLAN

Department:	Engineering	MP Project #:	Parks #7
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	\$81,500		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Retain architect to develop plans and cost estimate for a potential expansion of the YMCA facility.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					

CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☐ Project on 5 year CIP list
☒ Project planned, further than 5 years
☐ Project complete

SHERWOOD LIBRARY

Department:	Engineering	MP Project #:	Parks #8
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	TBD		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Ongoing Maintenance Description and Estimated Annual Cost					

CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☒ **Project on 1 year CIP list (budgeted)**
☒ **Project on 5 year CIP list**
☐ **Project planned, further than 5 years**
☐ **Project complete**

PUBLIC WORKS FACILITY MASTER PLAN and EXPANSION OF FACILITY

Department:	Engineering	MP Project #:	Parks #9
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	Phase 1 - \$90,000 Phase 2&3 – TBD, est \$21,000,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
This project is identified in phases: Phase 1 - Public Works Master Plan Analysis of existing facility. and review of current conditions and facility needs and development of a master plan for new site. This project would be funded by a variety of funds (water, sewer, storm, streets, parks, facility, fleet, broadband and urban renewal). Phase 1 of the project could cost \$75k-\$90k. Having already completed some of the environmental work as part of the Tannery Cleanup grant and the work we started in 2019, this amount could be high and does not include purchase of property. Phase 2 – (If council approves phase 1, work moves to phase 2 and I would expect the following) - Intermediate Design – further develop selected alternative design, perform civil, structural and electrical engineering and landscape design work, prepare 50% drawing plans, and update any design development estimates. - Final Design - prepare 90% drawing, prepare draft construction documents including specifications, and prepare updated design estimates. Once coordination team approved then we would take it back to Council. From that we would need to revise final design as required by Council input. Then we would start permitting process. Phase 3 – (If Council approves phase 2 work and funding is available then we would move to phase 3) - Clean up and construction of a new Public Works Facility.					
Ongoing Maintenance Description and Estimated Annual Cost					
N/A					

CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

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CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
☒ Project on 5 year CIP list
☐ Project planned, further than 5 years
☐ Project complete

SHERWOOD BOULEVARD PROPERTY SANITARY SEWER EXTENSION

Department:	URA	MP Project #:	URA-5
Category:	Capital Project - Infrastructure	Navigator Job#	
Total Project Cost:	\$175,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☒ Medium	☐ Low
Project Description					
This project includes constructing approximately 500 lf of 8-inch public sanitary sewer line, extending from the existing sanitary trunk line within the vegetated corridor southwest of the site, up to the southern property boundary. The project is funded from URA maintenance funds.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works will be responsible for the long-term maintenance of the system, including regularly scheduled cleaning and video inspection to meet CWS reporting requirements.					



CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☒ **Project on 1 year CIP list (budgeted)**
- ☐ **Project on 5 year CIP list**
- ☐ **Project planned, further than 5 years**
- ☐ **Project complete**

FESTIVAL PLAZA

Department:	Community Development	MP Project #:	N/A
Category:	Capital Project – Parks & Facilities	Navigator Job#	
Total Project Cost:	\$1,600,000		

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Construction of a Festival Plaza on the former Robinhood Theater lot. Plaza will have lighting, electrical and sound capabilities for use during festivals and events. The plaza will be multi-functional and utilized for parking when festivals and events are not occurring.					
Ongoing Maintenance Description and Estimated Annual Cost					
Public Works would have long-term maintenance of the new facility.					



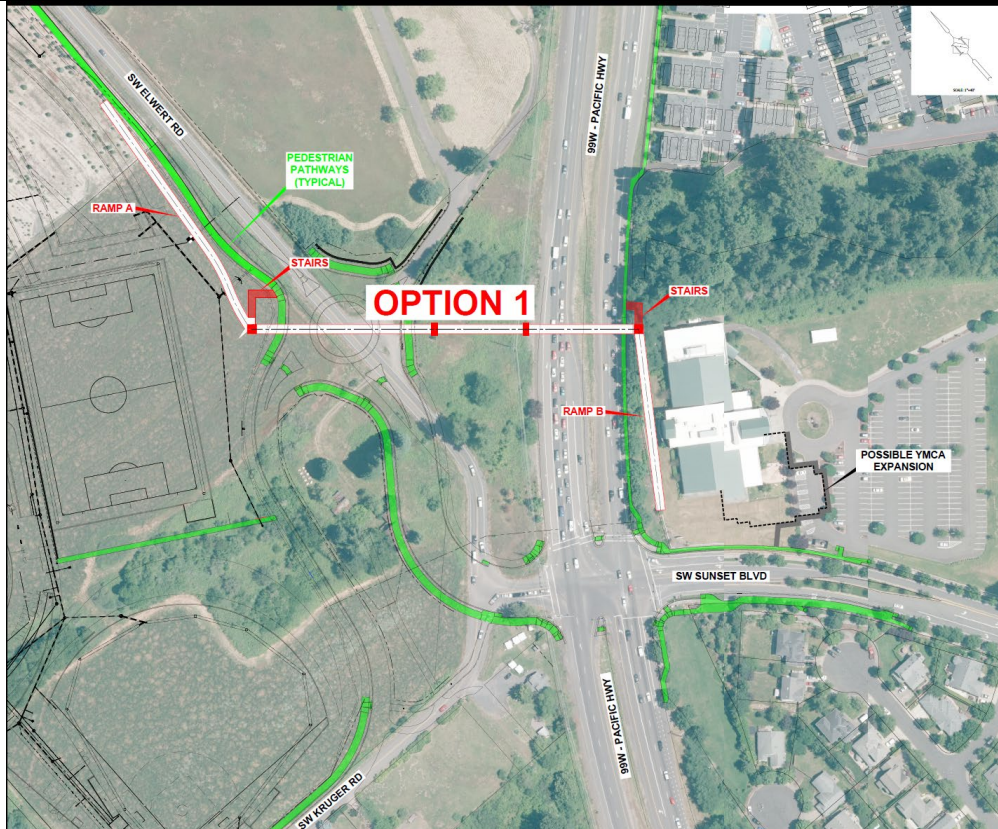
CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☐ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

HIGHWAY 99W PEDESTRIAN BRIDGE AT SUNSET BLVD

Department:	Community Development	MP Project #:	N/A
Category:	Capital Project – Pedestrian	Navigator Job#	
Total Project Cost:	\$12,625,000		Project moved from P-49

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☐ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☒ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☒ High	☐ Medium	☐ Low
Project Description					
Construct a 630 foot long, 12 foot wide pedestrian bridge across 99W, Elwert and Kruger.					
Ongoing Maintenance Description and Estimated Annual Cost					
To be determined. Structure will cross an ODOT and County facility, therefore agreements for inspection and maintenance will be needed.					



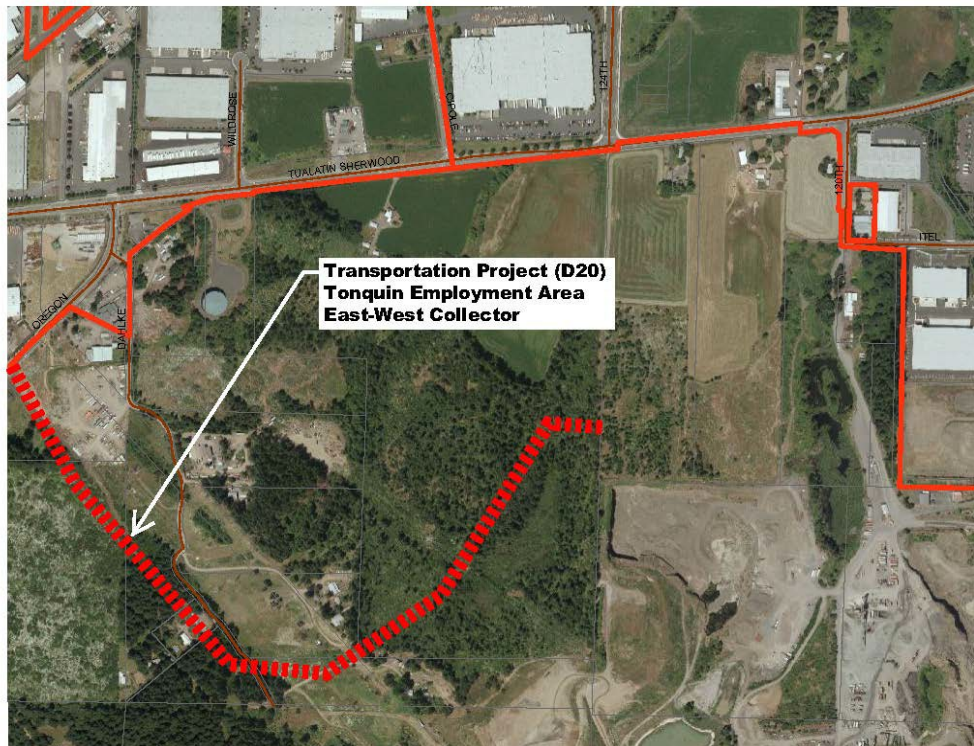
CITY OF SHERWOOD
CIP PROJECTS LISTING AND SCHEDULES

- ☒ Project on 1 year CIP list (budgeted)
- ☒ Project on 5 year CIP list
- ☐ Project planned, further than 5 years
- ☐ Project complete

ICE AGE DRIVE (FORMERLY TONQUIN EMPLOYMENT AREA EAST / WEST COLLECTOR (BLAKE STREET))

Department:	Engineering	MP Project #:	D20
Category:	Capital Project-Transportation	Navigator Job#	
Total Project Cost:	\$8,745,000		Project Moved from T-18

Ranking Criteria Met		Project Type	Priority		
☒ Council Goals	☐ Regulatory Requirement	☐ Maintenance	☐ High	☐ Medium	☐ Low
☒ Master Plan	☐ Outside Funding/Partnership	☐ Replacement	☐ High	☐ Medium	☐ Low
☐ Health & Safety	☐ Upgrade Serviceability	☒ New/Expansion	☐ High	☐ Medium	☒ Low
Project Description					
This project constructs an east-west collector road connecting 124 th Avenue and Tonquin Road across the Tonquin Employment Area. Improvement to be coordinated with Transportation Project (D3).					
Ongoing Maintenance Description and Estimated Annual Cost					
City Public Works staff will be responsible for the cleaning and maintenance of this road after construction is completed. However, being new construction it is anticipated that this work will be minimal and consist mostly of cleaning of storm water catch basins, street sweeping, and leaf disposal.					



Agenda Item: Public Hearing (*Fourth Reading*)

TO: Sherwood City Council

FROM: Joy L. Chang, Senior Planner

Through: Erika Palmer, Planning Manager, Julia Hajduk, Community Development Director,
Keith D. Campbell, City Manager, and Josh Soper, City Attorney

SUBJECT: Ordinance 2022-004, Amending sections of the Sherwood Zoning and Community Development Code for New Housing Choices to Comply with Oregon HB 2001
(*Fourth Reading*)

Issue:

Shall the City Council amend sections of the Sherwood Zoning and Community Development Code (SZCDC) for New Housing Choices?

Background: On April 19, 2022, City Council held its first public hearing on the proposed New Housing Choices ordinance. Staff provided a verbal staff report and answered questions on the proposed amendments. No public testimony was received. A second hearing was previously scheduled for May 3, 2022. The Mayor stated that he would not be able to attend that hearing and requested that it be continued to May 17, 2022. Council opened the second hearing, as previously scheduled, and continued the hearing to May 17, 2022. No public testimony was received. Council also requested a fourth work session briefing on the proposed amendments for May 17, 2022. On May 17, 2022, City Council opened the third hearing, and continued the hearing to June 7, 2022 to allow time for staff to make changes discussed during the May 17th work session. Written public testimony was received jointly from Housing Land Advocates, the Fair Housing Council of Oregon and 1000 Friends of Oregon (Attachment 3). They wrote in support of the proposed amendments and requested a few amendments be made to improve the prospects for increasing access to more affordable housing types in Sherwood.

Staff is therefore recommending that Council open the fourth public hearing, take any public testimony that may be offered, and then close the hearing. Council may then approve the proposed amendments as presented.

The Planning Commission made a recommendation on the proposed amendments to Council on March 22, 2022. After Planning Commission's recommendation to Council, the code amendments were reviewed by the City Attorney and minor adjustments to the language were identified that did not change the purpose or intent of any proposed standard. The proposed amendments in Exhibit 1 to the ordinance and the redlines attached to this staff report reflect both the commission's recommendations and legal review, as well as changes discussed during the May 17, 2022 work session.

Financial Impacts:

There is no specific financial impact associated with this change; the proposed amendments are for development standards that will allow for a variety of housing choices making it feasible for housing construction through clear and objective standards.

Recommendation:

Staff respectfully recommends City Council hold the fourth hearing on Ordinance 2022-004, amending sections of the Sherwood Zoning and Community Development Code for new Housing Choices.

Attachment

1. Planning Commission Recommendation to Council
2. Redlined code including legal review and changes requested by Council
3. Public Testimony - Housing Land Advocates, the Fair Housing Council of Oregon and 1000 Friends of Oregon
4. Ordinance with Exhibit 1

CITY OF SHERWOOD

Date: April 11, 2022

Planning Commission Recommendation to the City Council New Housing Choices

File No: LU 2022-002 PA

Recommendation of the Planning Commission

The Sherwood Planning Commission held its first public hearing on March 8, 2022, took public testimony, considered the application (LU 2022-002 PA) and continued the hearing to March 22, 2022. The testimony received were in opposition on how we got here, home rule, parking, and infrastructure needs. Furthermore, Cottage Clusters designs related to no garages, one-story cottage structures, and the possibility of cottage units with adaptable designs (ADA) were requested. The Planning Commission continued the hearing to March 22nd to consider additional amendments, related to optimizing on-street parking and cottage clusters design standards, recommended by the City Council work session held on March 1, 2022.

On March 22, 2022, the Planning Commission held its second public hearing and consider the proposed amendments. With minor modifications to the proposed amendments, the Commission voted to close the hearing. After considering the application materials, the proposed amendments, and the findings in the staff report, the Planning Commission voted unanimously to recommend the proposed text amendments, as modified, to the City Council.



Joy L. Chang
Senior Planner

Proposal: The City of Sherwood is proposing to adopt new Housing Choices (tri-plex, quad-plex, and cottage cluster housing types) to implement House Bill 2001 legislation. These new housing types will be allowed in all residential zones that allows for detached single-family dwellings.

A. Applicant: This is a city-initiated text amendment.

B. Location: The proposed amendments are to the text of the SZCDC and apply to all Residential Zoning Districts.

- Very Low Density Residential (VLDR)
- VLDR Planned Unit Development Density Standards
- Low Density Residential (LDR)
- Medium Density Residential (MDRL)
- Medium Density Residential High (MDRH)
- High Density Residential (HDR)

C. Review Type: The proposed text amendment requires a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission is scheduled to consider the matter on March 8, 2022. At the close of this hearing, the Planning

Commission will forward a recommendation to the City Council, who will consider the proposal and make the final recommendation whether to approve, modify, or deny the proposed language. The City Council public hearings are tentatively scheduled for April 19, 2022 and May 3, 2022. Any appeal of the City Council's final decision relating to this matter will be considered by the Oregon Land Use Board of Appeals (LUBA).

- D. **Public Notice and Hearing:** Notice of the March 8, 2022, Planning Commission hearing and tentative April 19, 2022, City Council hearing on the proposed amendment were published in *The Times* on February 17th and March 3rd, 2021. Notice was also posted in five public locations around town and on the website on February 16, 2022. Notice to the Oregon Department of Land Conservation and Development (DLCD) was submitted on February 2, 2022 and notice to agencies was sent via email on February 17, 2022. A courtesy email notice was also sent to the *House Bill 2001-Residential Design Standards Update* Email Subscription Listing on February 21, 2022.
- E. **Review Criteria:** The required findings for Plan Amendments are identified in Section 16.80.030 of the Sherwood Zoning and Community Development Code (SZCDC).
- F. **Background:** The 2019 House Bill (HB) 2001 requires cities within the Metro Boundary to allow for “middle-housing” within traditional single-family zones areas by June 30, 2022. The SZCDC allows for the typical single family detached dwelling, and some of the middle-housing types (duplexes and townhomes) in addition to the multi-family dwellings (apartments). HB 2001 allows for additional housing types within all residential zones, including plexes (duplex – quadplex), townhomes, and cottage clusters.

The proposed Housing Choices Plan Amendments would allow more middle-housing types (triplex, quadplex, and cottage clusters) in Sherwood's residential zones. The addition of these middle housing types adds more diversity of housing choices meeting the housing needs of many younger people, older people, and people who work hard but can't afford a large detached house of their own.

Last year, City Council approved Residential Design Standards (LU 2021-016 PA). The Residential Design Standards ensure that housing design maintains the context, scale, and compatibility with the Sherwood community. The standards focused on the following: entry location and orientation; garage and off-street parking areas; window coverage; minimum landscaping required in all residential zones; and other specific detail designs. The new Housing Choices will also be required to meet the new Residential Design Standards.

II. PUBLIC COMMENTS

As of this writing, no public comments have been received.

III. AGENCY COMMENTS

Notice to DLCD was sent on February 2, 2022, and an e-notice to Metro and agency partners was sent on February 17, 2022.

As of this writing, no comments have been received.

IV. REQUIRED FINDINGS FOR PLAN TEXT AMENDMENT

The applicable Plan Text Amendment review criteria are SZCDC §16.80.030.A and §16.80.030.C

SZCDC 16.80.030 - Review Criteria

A. Text Amendment: An amendment to the text of the Comprehensive Plan or the Zoning and Community Development Code must be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment must be consistent with the intent of the adopted Sherwood Comprehensive Plan, and with all other provisions of the Plan, the Transportation System Plan, and this Code, and with any applicable State or City statutes and regulations, including this Section.

Community Need

The proposal seeks to amend chapters of the Sherwood Zoning and Community Development Code (SZCDC) to implement HB 2001 which was passed by the Oregon Legislature in 2019. HB 2001 aims to expand housing types in residential zones to include (duplexes, tri and quad plexes, townhomes, and cottage clusters). Oregon Land Conservation and Development Commission (LCDC) also adopted a set of Oregon Administrative Rules that outlined the minimum standards large-sized cities must apply to middle housing to comply with HB 2001. Sherwood is considered a large-size city because it is part of the Metro region. Large Cities must comply with House Bill 2001 and adopt standards to implement June 30, 2022

The specific text amendments do not include changes to the goals and policies within the Sherwood 2040 Comprehensive Plan; it would only amend the language of the Sherwood Zoning Community Development Code.

The 2040 Comprehensive Plan Vision for Attractive and Attainable Housing states the following:

In 2040, Sherwood has a range of housing choices for a diversity of ages and income levels, providing community members the ability to live in Sherwood throughout all stages of life.

Sherwood's population growth and shifting demographics affect future housing growth and shape the changes in the City's housing market. While Sherwood's population has been growing relatively fast in recent years, the population has been aging while the community continues to attract younger people and more households with children. In addition, Sherwood's population is becoming more diverse. If all these trends continue, there will likely be changes in the types of housing demanded in Sherwood in the future.

The aging of the population is likely to result in increased demand for smaller single-family housing, multifamily housing, and senior living. The growth of younger and diversified households is likely to result in increased demand for a wider variety of housing that are affordable and appropriate for families with children, such as small

single-family housing, townhouses, duplexes, and multifamily housing. Changes in commuting patterns could affect future growth in Sherwood.

Currently, Sherwood's housing stock is predominantly single-family detached. Housing prices are higher in Sherwood than the regional averages, though the City's increasing homeownership costs are consistent with the upward national trend. Almost three quarters of Sherwood's residents own their homes. Sherwood households have relatively high income, which affects the type of housing that is affordable, particularly for young people and new families. Future housing affordability will depend on the relationship between income and housing price, and whether housing prices will continue to outpace income growth.

FINDING: The proposed amendments will provide for a diversity of housing that can meet the needs of the Sherwood community and implement state legislation (HB 2001), by the statutory deadline of June 30, 2022.

Consistency with the Comprehensive Plan

The recently adopted 2040 Comprehensive Plan, Attractive and Attainable Housing, has specific objectives and policies that are applicable to the proposed standards as discussed below:

Goal 3 Provide the opportunity for a variety of housing types in locations and at price points that meet the needs of current and future residents.

POLICY 3.1 Provide opportunities for the development of a range of housing types that are attainable to current and future households at all income levels, as described in the Sherwood Housing Needs Analysis, to maintain Sherwood's high quality of life.

POLICY 3.2 Identify opportunities to support the city's housing mix, to ensure the housing supply includes a variety of housing types and unit sizes that support a range of housing prices.

POLICY 3.3 Support a variety of housing types such as, but not limited to, townhomes, cottages, courtyard housing, accessory dwelling units, single story units, and extended family and multi-generational housing.

POLICY 3.4 Support housing affordable to Sherwood's residents and workers at businesses in Sherwood, including housing options for first-time homebuyers, new families, the elderly, and persons with disabilities.

POLICY 3.5 Support homeownership opportunities for all housing types by encouraging condominiums, cooperative housing, and other types of ownership methods.

POLICY 3.6 Collaborate with organizations to provide opportunities for development of lower cost housing and housing development incentives in areas with access to jobs, transportation, open spaces, schools, and supportive services and amenities.

The proposed Housing Choices amendments are consistent with the 2040 Comprehensive Plan by providing a diversity of housing types (plexes and cottage clusters). The amendments also support housing affordability through the creation of smaller units through the Condominium process.

FINDING: All housing types will be subject to residential design standards, except for multi-family housing, which is reviewed through the city's site planning process. Based on the above discussion, the proposed text amendments are consistent with the Sherwood 2040 Comprehensive Plan by allowing additional housing types in residential zones.

Consistency with the City's Transportation System Plan

The proposed Housing Choices text amendments are not inconsistent with the City's Transportation System Plan. The proposal would not present any impacts to the existing City transportation system, the Transportation System Plan, or how the City analyzes future transportation impacts. At the time of land use application submittal and review, transportation impacts are analyzed and addressed.

FINDING: The proposed text amendments are not inconsistent with the City's Transportation System Plan.

Consistency with other City Planning Documents

The proposed text amendments impact only the Sherwood Zoning and Development Code and do not impact any other City Planning documents. Therefore, the proposed text amendments are consistent with other City Planning documents.

FINDING: As noted above, the proposed text amendments is consistent with other City Planning documents since amendments are only to the Sherwood Zoning and Development Code.

Consistency with Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

It is the purpose of this Goal to develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Response: There has been several public engagement activities that allowed citizen involvement as listed below:

- Online Visual Preference Survey –The visual preference survey was conducted to gather thoughts and opinions on residential design features (window coverage, building façade and articulation, parking, and landscaping) and housing choices. The survey received 219 responses.
- Virtual Public Open House/Workshop – An online Open House shared the status of the project and requested input from the community on the general direction of the

amendments. There were over 477 views of the virtual open house and 43 visitors responded to the questions raised. Generally, there was a high level of support for the proposed approach to the development code amendments.

- In-Person Public Open House – Two in-person Open Houses last July that showcased draft code language specific to Residential Design Standards and Housing Choices. Over 20 community members attended the open houses and provided input on residential design standards and the proposed housing choices.

In addition to the above public engagement efforts, the Planning Commission, acting as the Advisory Committee for this project, have been working diligently on the implementation of the Residential Design Standards and Housing Choices. Since December 8, 2020, there has been 17 Planning Commission work sessions on Residential Design Standards and the proposed Housing Choices with opportunity for public involvement. Furthermore, Sherwood City Council held three work session briefings on Residential Design Standards and the proposed Housing Choices also with the opportunity for public involvement.

The City of Sherwood's legislative amendment and hearing process provides numerous opportunities for citizens to be involved in all phases of the planning process. The amendments have been developed with the opportunity for public involvement and have been noticed in accordance with Sherwood Zoning and Community Development Code Chapter 16.72, Procedures for Processing Development Permits.

FINDING: The Visual Preference Survey, Open Houses, Planning Commission and City Council's work sessions on the proposed amendments and the City's development code legislative process ensure the opportunity for public engagement.

Goal 2: Land Use Planning

It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

Response: The development of the proposed amendments has followed the City's established land use planning process and included public meetings, public outreach through information on the city's website, and opportunities for public comment. As stated above, the proposed Housing Choices amendments are to implement Middle Housing Choices per HB 2001. The state legislation requires the local jurisdiction to allow middle housing types, plexes and cottage clusters.

FINDING: The proposed text amendments are consistent with Goal 2 and provides for middle housing types as required by state legislation.

Goal 3: Agricultural Lands

The purpose of this Goal is to identify farmland, designate it as such on the comprehensive plan map, and zone it exclusive farm use (EFU).

FINDING: This statewide land use goal is not applicable to the City of Sherwood.

Goal 4: Forest Lands

This Goal requires counties to identify forest land, designate it as such on the comprehensive plan map, and zone it consistently with state rules.

FINDING: This statewide land use goal is not applicable to the City of Sherwood.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

It is the purpose of this Goal to protect natural resources and conserve scenic and historic areas and open spaces.

Response: The City of Sherwood downtown has been designated as historic area. Preservation of the historic downtown is through the creation of the Old Town (OT) Overlay District. The OT overlay zone recognizes the unique and significant characteristics of Old Town, and is intended to provide development flexibility with respect to uses, site size, setbacks, heights, and site design elements, in order to preserve and enhance the area's commercial viability and historic character. Furthermore, the OT District is divided into two distinct areas, the "Smockville" and the "Old Cannery Area," which have specific criteria or standards related to architectural design, height, and off-street parking. Since OT Overlay District has specific criteria or standards related to architectural design, the proposed Residential Design Standards would not apply to the OT Overlay District. Any residential housing types proposed in the OT Overlay District would be required to meet the design standards of the OT Overlay District. The proposed Housing Choices would be allowed within the Old Town Overlay District.

FINDING: Based on the analysis above, the proposed text amendments are not applicable to the protection and conservation of natural resources, historic areas and open spaces. Any residential housing types proposed in the OT Overlay District will be required to meet the design standards of the OT Overlay District.

Goal 6: Air, Water and Land Resources Quality

This Goal instructs local governments to consider the protection of air, water, and land resources from pollution and pollutants when developing comprehensive plans.

FINDING: The proposed text amendments are not applicable to goals and policies in the City's Comprehensive Plan pertaining to the protection of air, water, and land resources from pollution and pollutants.

Goal 7: Natural Hazards:

This Goal requires local comprehensive plans to address Oregon's natural hazards.

FINDING: The proposed text amendments are not applicable to identified natural hazards within the Sherwood community.

Goal 8: Recreational Needs

It is the purpose of this Goal to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.

FINDING: The proposed text amendments are not applicable to recreational needs within the Sherwood community. The City has an adopted Parks and Recreation Master Plan.

Goal 9: Economic Development

The purpose of Goal 9 planning is to make sure cities and counties have enough land available to realize economic growth and development opportunities.

FINDING: The proposed text amendments would allow more housing choices through the additional types of housing proposed (triplex, quadplex, and cottage clusters). The proposed text amendments create the opportunity for additional types of housing that support a better balance of jobs to housing within the City. Typically, economic growth and development opportunities are through commercial and industrial lands within the Sherwood community. The proposed text amendments are not in direct conflict with Goal 9.

Goal 10: Housing

The purpose of this Goal is to make sure that a community has adequate housing supply for the twenty-year planning period through a range of densities to choose from and serves people at a variety of income levels.

Response: The City has an approved 2019-2039 Housing Needs Analysis (HNA), Ordinance 2020-010, that meets the requirements of State Land Use Goal 10, Housing and its Administrative Rule 660-007. The proposed amendments allow for a variety of housing choices (plexes and cottage housing) that can support the City's needed housing supply. The proposed amendments provide development standards for the additional types of housing permitted within residential zones that are clear and objective. The proposed amendments will not reduce the amount of land for residential housing or change the City's General Plan/Zoning Map affecting residential housing supply.

The City's adopted HNA *"demonstrates how the existing city zones provides for the needed housing types outline in ORS 197.303. The forecasted growth rate in the HNA 2019-2039 is 1.1% based on Metro's forecast. The HNA includes a Buildable Lands Inventory (BLI) for housing within Urban Growth Boundary. The BLI demonstrates that current land use designation provides an adequate short- and long-term land supply for housing development for meeting existing needs and 65% projected growth over the next 20-years. However, Sherwood has a deficit of land for 608 dwelling units."* The proposed text amendments will allow for a variety of housing choices that can support the City's needed housing supply. The proposed amendments will not change lot dimensional standards, residential densities, or change residential land use designations on the City's General Plan/Zoning Map. The City notes that further consideration is needed on the impacts of middle housing ordinances on land capacity in the next HNA, as required by House Bill 2003.

The HB 2001 legislation requires local governments to consider ways to increase the affordability of middle housing, including considerations related to System Development Charges, property tax exemptions, and construction taxes. Consideration of affordability and feasibility policies and

strategies that affect middle housing development will be deferred as part of the housing production strategy planning requirement of House Bill 2003.

FINDING: The proposed amendments would not decrease the supply of needed housing within Sherwood. Furthermore, the proposed amendments will allow for a variety of housing choices making it feasible for more housing construction through clear and objective standards. Therefore, the proposed amendments meet the intent of Goal 10, Housing.

Goal 11: Public Facilities and Services

It is the purpose of this Goal to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: Staff has identified that the proposed middle housing development is or can be adequately served throughout the city. Only a small portion of the Old Town area has capacity concerns but can be accommodated through upsizing of existing infrastructure. New residential development consisting of Triplexes, Quadplexes, Townhouses, or Cottage Cluster development must demonstrate that "Sufficient Infrastructure" is available per OAR 660-046-0020 prior to issuance of a residential building permit.

FINDING: Based on the discussion above, the proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

Goal 12: Transportation

This Goal requires cities, counties, and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian.

FINDING: The City has an adopted Transportation System Plan (TSP) and the proposed amendments are not applicable.

Goal 13: Energy

This Goal requires local governments to consider the effects of its comprehensive planning decision on energy consumption.

FINDING: The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

Goal 14: Urbanization

The purpose of this goal is to ensure land inside a UGB, is considered urbanizable. A city must plan to include a twenty year supply of land for housing, employment, industry, open space and recreational needs. A UGB should also provide plans for transition from urban to rural land uses to avoid conflicts and encourage efficient use of the land to provide more livable, walkable, and densely built communities.

FINDING: The proposed amendments would affect all new residential development areas in Sherwood, land considered urbanizable. The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

The following State Land Use Goals are not applicable to this proposal:

Goal 15: Willamette River Greenway,

Goal 16: Estuarine Resources,

Goal 17: Coastal Shorelands,

Goal 18: Beaches and Dunes; and

Goal 19: Ocean Resources

Metro's Regional Framework Plan

The Functional Framework Plan Six Outcomes are statements adopted by the Metro Council that synthesize the 2040 Growth Concept and regional policies.

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Response: The proposed amendments are consistent with the City's Comprehensive Plan; therefore, the amendment is consistent with the 2040 Growth Concept and regional policies.

SZCDC Review Criteria 16.80.030.C – Transportation Planning Rule Consistency

FINDING: This amendment does not impact the state Transportation Planning Rule. The proposed amendment, as stated above, does not affect the City's Transportation Systems Plan.

V. RECOMMENDATION

As proposed, the draft amendments to the Sherwood Zoning and Community Development Code (SZCDC), supports and meets the intent of City's Comprehensive Plan, and all applicable state and regional criteria.

PLANNING COMMISSION ALTERNATIVES

1. Approve the findings in this staff report and recommend approval to City Council.

2. Modify the findings and approve the staff report as modified in compliance with all applicable criteria and recommend approval to City Council.
3. Modify the findings and deny the proposed amendments based on the Commission's findings, and recommend denial of the proposal to City Council; or
4. Continue the Public Hearing to a date certain if more information is needed.

STAFF RECOMMENDATION

Based on the above findings and applicable code criteria, staff recommends that the Planning Commission forward a recommendation of approval of the proposed text amendments to the Sherwood Zoning and Community Development Code, Case File LU 2022-002 PA, to the Sherwood City Council.

VI. EXHIBITS

- A. Proposed Code Amendments to the Sherwood Zoning and Community Development Code (Track Changes and Commentary)
- B. Proposed Code Amendments to the Sherwood Zoning and Community Development Code (Clean Version)

Title 16

ZONING AND COMMUNITY DEVELOPMENT CODE

Proposed Amendments

This document presents proposed code amendments. Underlined formatting indicates added text, while strikethrough formatting shows what text is deleted:

~~BLUE STRIKETHROUGH~~ = TEXT TO BE DELETED

ORANGE UNDERLINED = NEW TEXT

RED EDITS = LEGAL REVIEW and COUNCIL'S REQUEST

The proposed amendments are organized by code chapter. Only those sections of the code that are proposed to be amended are included in the document.

Commentary

A discussion of the purpose of the proposed amendments and the direction provided to date from City staff and the Planning Commission have been added to this draft of amendments.

May 20, 2022
Housing Choices Standards

Division I. - GENERAL PROVISIONS

May 20, 2022
Housing Choices Standards

Chapter 16.02 Commentary

An additional purpose statement is added to reflect the Sherwood 2040 Attractive and Attainable Housing Goals and Policies. This language is not required to implement HB2001, but does implement the Sherwood 2040 policies related to housing.

May 20, 2022
Housing Choices Standards

Chapter 16.02 - INTRODUCTION*

16.02.020 - Purpose

This Code is enacted to:

- A. Encourage the most appropriate use of land.
- B. Conserve and stabilize the value of property.
- C. Preserve natural resources.
- D. Facilitate fire and police protection.
- E. Provide adequate open space for light and air.
- F. Minimize congestion on streets.
- G. Promote orderly growth of the City.
- H. Prevent undue concentrations of population.
- I. Facilitate adequate provision of community facilities.
- J. Promote in other ways the public health, safety, convenience, and general welfare.
- K. Enable implementation of the Sherwood Comprehensive Plan in compliance with State Land Use_Goals.
- L. Provide opportunities for a range of housing options that offer choices in home size and price.

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Chapter 16.10 Commentary

New definitions are added to reflect the new middle housing types required by HB2001: triplex, quadplex, and cottage cluster. The definition for "Primary Use" is imbedded in Section 16.88 - INTERPRETATION OF SIMILAR USES. An amendment is proposed in this section by adding the definition of "Primary Use". This section also references to illustrative Figures in the TSP incorrection. Housekeeping amendments are proposed referencing back to the adopted TSP instead.

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Chapter 16.10 - DEFINITIONS

[...]

16.10.020 - Specifically

The following terms shall have specific meaning when used in this Code:

Common Courtyard: A common area for use by residents of townhomes, multi-family, and cottage cluster developments. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as pedestrian paths, lawn, groundcover, trees, shrubs, patios, benches, or gazebos.

Common-Wall Dwelling: Dwelling units with shared walls such as two-family, and multi-family dwellings. The common wall must be shared for at least 25 percent of the length of the side of the building of the dwelling units. The common wall may be any wall of the building, including the walls of attached garages

Driveway Approach: The edge of a driveway where it abuts a public right-of-way.

Dwelling Types:

- **Accessory Dwelling Unit:** An interior, attached, or detached dwelling unit that is used in connection with, or that is accessory to, a single dwelling on a single lot or parcel. Also known as an ADU.
- **Cottage Cluster:** A grouping of no fewer than four detached dwelling units per acre, each with a footprint of less than 900 square feet, located on a single lot or parcel that includes a common courtyard. Cottage cluster may also be known as "cluster housing," "cottage housing," "bungalow court," "cottage court," or "pocket neighborhood."
- **Cottage Cluster, Community Building:** A building that is part of a cottage cluster for the shared use of residents that provides space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, or other similar uses.
- **Cottage Cluster Development:** A development site with one or more cottage clusters.
- **Duplex:** Two (2) attached dwelling units, in any configuration, located on a single lot or parcel.
- **Dwelling, Single-Family Detached:** A detached structure on a lot or parcel that is comprised of a single dwelling unit.
- **Dwelling, Single-Family Attached:** A single structure on two lots, containing two individual dwelling units, but with a common wall and a common property line. Otherwise identical to a two-family dwelling.
- **Dwelling, Two-Family or Duplex:** A single structure on one lot containing two individual dwelling units, sharing a common wall, but with separate entrances.
- **Dwelling, Townhome or Row House:** A single-family dwelling unit which is attached on one or both sides to a similar adjacent unit(s) on similar lot(s). The attachment is made along one or more common walls which are jointly owned. The units may either be on individual platted lots or may be located on a single lot as individual condominium units. The units are distinct from each other by scale, color, massing, or materials.
- **Dwelling, Multi-Family:** A single structure containing five (5) or more dwelling units that share common walls or floor/ceilings with one or more units. The land underneath the structure is not divided into separate lots. Multi-dwellings include structures commonly called garden apartments, apartments and condominiums.

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- **Townhome:** A dwelling unit that is part of a row of two (2) or more attached dwelling units, where each unit is located on an individual lot or parcel and shares at least one common wall with an adjacent dwelling unit.
- **Townhome Block:** A unit of a townhome development consisting of no less than two (2) and no more than six (6) townhomes.
- **Townhome Project:** One or more townhouse structures constructed, or proposed to be constructed, together with the development site where the land has been divided, or is proposed to be divided, to reflect the townhome property lines and the any commonly owned property.
- **Triplex:** Three (3) attached dwelling units, in any configuration, located on a single lot or parcel.
- **Quadplex:** Four (4) attached dwelling units, in any configuration, located on a single lot or parcel.

Dwelling Unit: Any room, suite of rooms, enclosure, building or structure designed or used as a residence for one household as defined by this Code, and containing sleeping, kitchen and bathroom facilities.

Entrance, Main: The entrance to a dwelling or building that most pedestrians are expected to use. Typically, this is the front door of a dwelling unit. Each dwelling may have a main entrance from the outside, or multiple dwellings may share one main entrance. In multi-dwelling or multitenant buildings, main entrances open directly into the building's lobby or principal interior ground-level circulation space. When a multi-dwelling or multitenant building does not have a lobby or common interior circulation space, each dwelling unit or tenant's outside entrance is a main entrance.

Façade, Street-Facing: The wall planes of a structure that are visible from, and at an angle of 45 degrees or less to, a front lot line or street side lot line. Angle measurements for curved front or street side lot lines shall be based on a straight line connecting the opposing lot corners of the front or street side lot line.

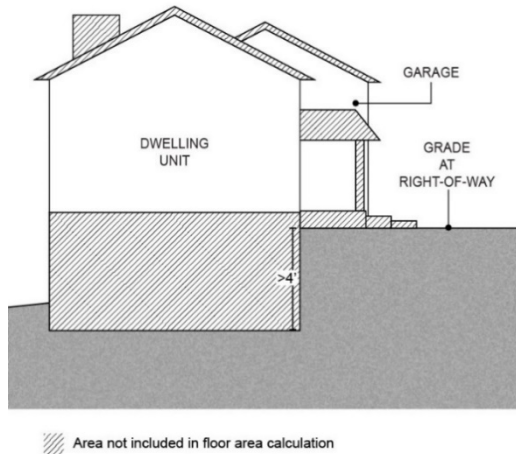
Family: Any-number of individuals living together regardless of familial or non-familial relationship.

Floor area: The total area of all floors of a building. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes stairwells, ramps, shafts, chases, and the area devoted to garages and structured parking. Floor area does not include the following (see Figure 1):

- Areas where the elevation of the floor is 4 feet or more below the adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height for 75 percent or more of their perimeter.

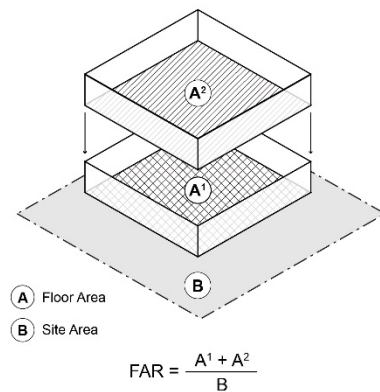
Figure 1. Areas Excluded from Floor Area Calculation

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Floor area ratio (FAR): The amount of floor area of a building or structure in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of 0.7 to 1 means 0.7 square feet of floor area for every one square foot of site area. FAR is calculated by dividing the total floor area of all buildings on a site by the total site area (See Figure 2).

Figure 2. Floor Area Ratio (FAR) Calculation



Household: One person living alone or a group of people living together as a single unit, excluding occupants of a boardinghouse, fraternity, hotel, accessory dwelling unit, or similar use.

Middle Housing: A term for the following residential uses: that includes duplexes, triplexes, quadplexes, cottage clusters, and townhomes.

Open Space, Common: Private open space provided within a development which is provided for, and which is permanently accessible to, all residents/tenants of the development.

Porch: A roofed shelter, usually open at the sides, projecting from the face of a building and used to protect the entrance to a building; a carport is not considered a porch.

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Primary Use: A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used.

Street: A public or private road, easement or right-of-way that is created to provide access to one (1) or more lots, parcels, areas or tracts of land. Categories of streets include:

- A. Alley: A narrow street, typically abutting to the rear lot or property line. ~~[Figure 8-3a of the Transportation System Plan illustrates the alley cross-section]~~ See the adopted Transportation System Plan]
- B. Arterial: Arterial streets provide connectivity at a regional level, but are not State routes. ~~[Figure 8-2 of the Transportation System Plan illustrates arterial cross-sections]~~ See the adopted Transportation System Plan]
- C. Bikeway: Any road, path or way that is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. Bikeways may include:
 - (1) Multi-use Path. A paved way (typically eight (8) to twelve (12) feet wide) separate from vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
 - (2) Bike Lane. A portion of the street (typically four (4) to six (6) feet wide) that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
 - (3) Shoulder Bikeway. The paved shoulder of a street that does not have curbs or sidewalks that is four feet or wider and is typically shared with pedestrians.
 - (4) Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles. Also called "bike route."
 - (5) Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians ~~(See the adopted Transportation System Plan NOTE: Figure 8-6 of the Transportation System Plan illustrates the multiuse-path and trail cross-sections).~~
- ~~D. Common Green: A street that provides for pedestrian and bicycle access, but not vehicle access, to abutting property and generally provides a common area for use by residents. A common green may function as a community yard. Hard and soft landscape features may be included in a common green, such as groundcover, trees, shrubs, surfaced paths, patios, benches, or gazebos.~~
- ~~E.D.~~ Collector: Collectors are streets that provide citywide or district-wide connectivity. Collectors are primarily used or planned to move traffic between the local street system, and onto major streets, but may also accommodate through traffic. ~~[See the adopted Transportation System Plan]. Figure 8-4 of the Transportation System Plan illustrates collector cross-sections.]~~
- ~~F.E.~~ Cul-de-Sac: A short street that terminates in a vehicular turnaround. See Section 16.108.060.
- ~~G.F.~~ Half Street: A portion of the width of a street, usually along the edge of a development, where the remaining portion of the street has been or could be provided by another development.
- ~~H.G.~~ Local Street: Local streets provide the highest level of access to adjoining land uses. Local streets do not provide through connection at any significant regional, citywide or district level. [Figures 8-5a and 8-5b of the Transportation System Plan illustrate local street cross-sections.]
- ~~H.~~ Marginal Access Street (frontage or backage road): A minor street parallel and adjacent to a principal arterial or arterial street providing access to abutting properties, but protected from through traffic. ~~[See the adopted Transportation System Plan Figure 8-5a of the Transportation System Plan illustrates the cross-sections of a frontage or backage road.]~~

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J. **Neighborhood Route:** Neighborhood routes are streets that provide connections within or between neighborhoods, but not citywide. Neighborhood routes are primarily used or planned to move traffic between the local street system, and onto collectors and arterials. ~~[See the adopted Transportation System Plan Figure 8-5a of the Transportation System Plan illustrates the neighborhood route cross-section.]~~

K. **Principal Arterial:** Principal arterials are streets that provide connectivity at a regional level, and are typically State routes. ~~[See the adopted Transportation System Plan Figures 8-2 and 8-3b in the Transportation System Plan illustrates the principal arterial cross-section].~~

~~L. **Shared Court:** A street that is designed to accommodate — within the same circulation space — access for vehicles, pedestrians, and bicycles to abutting property. Instead of a sidewalk area that is separate from vehicle areas, a shared court is surfaced with paving blocks, bricks or other ornamental pavers to clearly indicate that the entire street is intended for pedestrians as well as vehicles. A shared court may also include traffic calming measures to ensure safe co-existence of pedestrians, vehicles, and bicycles. Like a common green, a shared court may function as a community yard. Hard and soft landscape features and street furniture may be included in a shared court, such as trees, shrubs, lighting fixtures, and benches.~~

Sufficient Infrastructure: Per OAR 660-046-020, the following level of public services to serve new Triplexes, Quadplexes, Townhomes, ~~or~~ and Cottage Cluster developments:

- ~~Connection to a public sewer system capable of meeting established service levels established in the City Engineering Design and Standard Details Manual.~~
- ~~Connection to a public water system capable of meeting established service levels established in the City Engineering Design and Standard Details Manual.~~
- ~~Access to a city's public street system via public or private streets meeting adopted emergency vehicle access standards to a city's public street system established in the City Engineering Design and Standard Details Manual.~~
- ~~Storm drainage facilities capable of meeting established service levels established in the City Engineering Design and Standard Details Manual for storm drainage.~~

Townhome: See "Dwelling Types: Townhome"

Window area: The aggregate area of the glass within each window, including any interior grids, mullions, or transoms.

Division II. - LAND USE AND DEVELOPMENT

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Chapter 16.12 Commentary

Multiple amendments are proposed to comply with HB2001 minimum compliance requirements:

- Exemptions to the density maximums of 16.12.010 for middle housing in residential zones, with the exception of townhomes, which are subject to density maximums of 4 times the allowable density or 25 dwelling units per acre, whichever is less.
- A new section 16.12.010.F was added to further clarify allowable housing density maximums for various middle housing types per the specific allowances/restrictions of HB2001/OAR Division 46. This section also includes housing density minimums for cottage clusters.
- Subsection 16.12.020 - Allowed Residential Land Uses was updated to reflect HB2001 requirements that all middle housing types be permitted in all residential zones that permit single detached dwellings.
- Subsection 16.12.030 - Residential Land Use Development Standards was updated to reflect the minimum requirements of HB2001/Division 46 for middle housing. The proposed revisions reflect minimum compliance with HB2001 standards.

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Chapter 16.12 - RESIDENTIAL LAND USE DISTRICTS

The residential districts are intended to promote the livability, stability and improvement of the City's neighborhoods.

16.12.010 - Purpose and Density Requirements

A. Very Low Density Residential (VLDR)

1. Standard Density

The VLDR zoning district provides for low density, larger lot single-family housing and other related uses in natural resource and environmentally sensitive areas that warrant preservation but are otherwise deemed suitable for limited development. Standard density in the VLDR zone is 0.7 to 1 dwelling unit per acre [\(except middle housing types pursuant to 16.12.010.F\)](#).

2. VLDR Planned Unit Development Density Standards

Property in the VLDR zone that is developed through the Planned Unit Development (PUD) process under Chapter 16.40, if all floodplain, wetlands, and other natural resource areas are dedicated or remain in common open space, may develop to a density of 1.4 to 2.0 dwelling units per net buildable acre [\(except middle housing types pursuant to 16.12.010.F\)](#) under the following conditions:

- a. The minimum lot size is not less than 10,000 square feet;
- b. The following areas are dedicated to the public or preserved as common open space: floodplains under Section 16.134.020 (Special Resource Zones); natural resources areas as shown on the Natural Resources and Recreation Plan Map, attached as Appendix C, or as specified in Chapter 5 of the Community Development Plan; and wetlands defined and regulated under current Federal regulation and Division VIII of this Code; and
- c. The higher density development will better preserve natural resources as compared to one (1) unit per acre.

3. Southeast Sherwood Master Planned Unit Development

- a. Property in the VLDR zone that is developed through the Planned Unit Development process under Chapter 16.40 and is based on, and generally conforms to the concepts, goals and objectives of the SE Sherwood Master Plan may develop to a maximum density of four (4.0) dwelling units per net buildable acre [\(except middle housing types pursuant to 16.12.010.F\)](#).
- b. Development under Section 16.12.010.A.3 must generally follow the development pattern shown as Alternative B/C in the SE Sherwood Master Plan (2006) and address the following factors:
 - (1) Varied lot sizes are allowed with a minimum lot area of 10,000 square feet if it can be shown that adequate buffering exists adjacent to developed properties with screening, landscaping, roadways or open space.
 - (2) The open space areas as required by Chapter 16.40 (Planned Unit Development), where feasible, should include parks and pathways that are located within the general vicinity of Alternative B/C in the SE Sherwood Master Plan.
 - (3) There is a pedestrian-friendly transportation system that links the site with nearby residential developments, schools, parks, commercial areas and other destinations.
 - (4) The unique environmental opportunities and constraints identified in the SE Sherwood Master Plan.
 - (5) The view corridors identified in the SE Sherwood Master Plan.

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- (6) The housing design types that are compatible with both surrounding and existing development.
 - c. A density transfer under Chapter 16.40.050.C.2. is not permitted for development under this Section 16.12.010.A.3.
 - d. The Planning Commission will consider the specific housing design types identified and the preservation of the identified view corridors at the time of final development review to ensure compatibility with the existing and surrounding development.
- B. Low Density Residential (LDR)
- The LDR zoning district provides for single-family housing and other related uses with a density of 3.5 to 5 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirement.
- C. Medium Density Residential (MDRL)
- The MDRL zoning district provides for single-family and duplex housing, manufactured housing and other related uses with a density of 5.6 to 8 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirements.
- D. Medium Density Residential High (MDRH)
- The MDRH zoning district provides for ~~a variety of medium density housing, including single family, duplex housing, manufactured housing, multi-family~~ housing, and other related uses with a density of 5.5 to 11 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions are exempt from the minimum density requirement.
- E. High Density Residential (HDR)
- The HDR zoning district provides for housing and other related uses with density of 16.8 to 24 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirement.

F. Density Standards for Middle Housing.

In the residential zones, density standards shall be applied to middle housing types as established here.
Middle housing types include: duplex, triplex, quadplex, townhome, and cottage cluster.

1. Maximum density standards shall not be applied to duplex, triplex, quadplex or cottage cluster development.
2. Cottage clusters must meet a minimum density of four (4) units per net buildable acre.
3. For townhome development, the follow maximum densities shall apply:
 - a. VLDR Zone: 4 units/acre
 - b. VLDR PUD Zone: 8 units/acre
 - c. SE Sherwood Master PUD Zone: 16 units/acre
 - d. LDR Zone: 20 units/acre
 - e. MDRL Zone: 25 units/acre
 - f. MDRH Zone: 25 units/acre
 - g. HDR Zone: 25 units/acre

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(Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2013-003, § 2, 9-3-2013; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.020 - Allowed Residential Land Uses

A. Residential Land Uses

The table below identifies the land uses that are allowed in the Residential Districts. The specific land use categories are described and defined in Chapter 16.10.

USES	VLDR	LDR	MDRL	MDRH	HDR
RESIDENTIAL					
• Single Family Detached Dwellings	P	P	P	P	P
• Duplex	N -P	N -P	P	P	P
• <u>Triplex and Quadplex</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
• <u>Cottage Cluster</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
• Multi-Family Dwellings	N	N	N	P	P
• Townhomes	N -P	N -P	N -P	P	P
• Planned Unit Developments (PUDs)-subject to Chapter 16.40	P	P	P	P	P
• Manufactured Homes on Individual Lots	P	P	P	P	P
• Manufactured Home Park-subject to Chapter 16.46	N	N	P	P	N
• Accessory Dwelling Unit-subject to Chapter 16.52	P	P	P	P	P
• Group Homes ¹	P	P	P	P	P
Whereas P=Permitted, C=Conditional, N=Not Allowed					

¹ Group homes not to exceed five (5) unrelated persons in residence provided such facilities are substantially identical, in the city's determination, in physical form to other types of housing allowed in the zoning district.

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- B. Any use not otherwise listed that can be shown to be consistent or associated with the permitted uses or conditionally permitted uses identified in the residential zones or contribute to the achievement of the objectives of the residential zones will be allowed or conditionally permitted using the procedure under Chapter 16.88 (Interpretation of Similar Uses).
- C. Any use that is not permitted or conditionally permitted under this zone that cannot be found to be consistent with the allowed or conditional uses identified as in B. is prohibited in the residential zone using the procedure under Chapter 16.88 (Interpretation of Similar Uses).

(Ord. No. 2012-006, § 2, 3-6-2012; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.030 - Residential Land Use Development Standards

A. Generally

No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, or other site dimension or requirement, existing on, or after, the effective date of this Code shall be reduced below the minimum required by this Code. Nor shall the conveyance of any portion of a lot, for other than a public use or right-of-way, leave a lot or structure on the remainder of said lot with less than minimum Code dimensions, area, setbacks or other requirements, except as permitted by Chapter 16.84. (Variance and Adjustments)

B. Development Standards

1. Except as modified under Chapter 16.68 (Infill Development), Section 16.144.030 (Wetland, Habitat and Natural Areas), or as otherwise provided, required minimum lot areas, dimensions and setbacks shall be provided in the following table.
2. Creation of new lots or parcels as part of a townhome or cottage cluster developments is/are subject to the applicable land division or Planned Unit Development approval process.
3. Sufficient Infrastructure. Prior to submitting obtaining a residential building permit for construction of any new middle housing structure or division of an existing structure into middle housing, the applicant must submit a request for verification of Sufficient Infrastructure, together with any documentation requested by the City Engineer or designee, verification must be submitted and receive approved from the City Engineer or designee.

C. Development Standards per Residential Zone

Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
Minimum Lot areas:(in square ft.)						
• Single Family Detached	40,000	10,000	7,000	5,000	5,000	5,000
• Duplex	40,000	10,000	7,000	5,000	5,000	5,000
• <u>Triplex</u>	<u>40,000</u>	<u>10,000</u>	<u>7,000</u>	<u>5,000</u>	<u>5,000</u>	<u>5,000</u>

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• Quadplex	40,000	10,000	7,000	7,000	7,000	7,000
• Cottage Cluster	40,000	10,000	7,000	7,000	7,000	7,000
• Townhome ¹ :	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit
• Multi-Family-Dwelling: for the first 2 units	X	X	X	10,000 X	8,000	8,000
• Multi-Family-Dwelling: each additional unit after first 2	X	X	X	X	3,200	1,500
Minimum Lot width at front property line: (in feet)	25	25	25	25	25	25
Minimum Lot width at front property line: (in feet) – Townhomes only	20	20	20	20	20	20
Minimum Lot width at building line ² : (in feet)						
• Single Family Detached; Duplex; Triplex ; Quadplex and Cottage Cluster	60	60	60	50	50	50
• Townhome	20	20	20	20	20	20
• Multi-Family dwelling	X	X	X	X	60	60
Minimum Lot Depth	80	80	80	80	80	80
Maximum Height (in feet) ³						
• Cottage Clusters	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• All other dwelling types	30 feet or 2 stories	30 feet or 2 stories	30 feet or 2 stories	30 feet or 2 stories	35 feet or 2.5 stories	40 feet or 3 stories
• Amateur Radio Tower	70	70	70	70	70	70
• Chimneys, Solar or Wind Devices, Radio and TV aerials ⁴	50	50	50	50	55	60
Setbacks (in feet)						
• Front yard ⁵	30	20	20	14	14	14
• <u>Front yard – Cottage Clusters only</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>
• Face of garage	35	20	20	20	20	20
• Interior side yard ⁶						
• Single-Family Detached; Duplex; <u>Triplex; Quadplex; Cottage Cluster</u>	5	5	5	5	5	5
• Townhome ⁷	<u>05</u>	<u>05</u>	<u>05</u>	<u>05</u>	<u>05</u>	<u>05</u>
• Multi-Family Dwelling						
• 18 ft. or less in height	X	X	X	X	5	5
• Between 18—24 ft. in height	X	X	X	X	7	7
• If over 24 ft. in height	X	X	X	X	§ 16.68 Infill	§ 16.68 Infill
• Corner lot street side						
• Single-Family Detached; Duplex; <u>Triplex; Quadplex</u> ; Townhome	20	20	20	15	15	15

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• Cottage Cluster	10	10	10	10	10	10
• Multi-Family Dwelling	X	X	X	X	20	30
• Rear yard	20	20	20	20	20	20
• Rear yard – Cottage Clusters only	10	10	10	10	10	10
Floor Area						
Cottage Cluster	1st floor building foot print less than 900 sq. ft.	1st floor building foot print less than 900 sq. ft.	1st floor building foot print less than 900 sq. ft.	1st floor building foot print less than 900 sq. ft.	1st floor building foot print less than 900 sq. ft.	1st floor building foot print less than 900 sq. ft.
	2nd floor shall not exceed 50% of square footage of the 1st floor.	2nd floor shall not exceed 50% of square footage of the 1st floor.	2nd floor shall not exceed 50% of square footage of the 1st floor.	2nd floor shall not exceed 50% of square footage of the 1st floor.	2nd floor shall not exceed 50% of square footage of the 1st floor.	2nd floor shall not exceed 50% of square footage of the 1st floor.
Footnote: If the lot is an irregular shape see definition for Lot Line, Rear, Section 16.10 Definitions						

Notes:

1. For townhomes, interior units may have different lot sizes than exterior or corner units, as long as the average of all lots is not greater than 1,500 square feet.
2. Minimum lot width at the building line on cul-de-sac lots may be less than that required in this Code if a lesser width is necessary to provide for a minimum rear yard.
3. Maximum height is the lesser of feet or stories.
4. Some accessory structures, such as chimneys, stacks, water towers, radio or television antennas, etc. may exceed these height limits with a conditional use permit, per Chapter 16.62 (Chimneys, Spires, Antennas and Similar Structures).
5. Reductions in front yard setbacks for architectural features as described in 16.50.050 are not permitted in the MDRL, MDRH, or HDR zoning districts.
6. Adjustments and Variances to interior side-yard setbacks for all housing types are not allowed.
- 6-7. [No side yard setback is required between attached townhomes within the same townhome block. The side yard setbacks in this table refer to the setbacks for the townhomes at each end of the townhome block on the side that is not attached to another townhome within the same townhome block.](#)

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(Ord. No. 2018-007, § 2, 10-2-2018; Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2014-006, § 2, 3-4-2014; Ord. No. 2012-006, § 2, 3-6-2012; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.040 - Community Design

A. Residential garages shall meet the minimum design standards listed on the table below:

	Minimum Width	Minimum Depth	Minimum Garage Door Width
One (1) Car Garage	12 ft.	20 ft.	8 ft.
Two (2) Car Garage	18 ft.	20 ft.	16 ft.
Three (3) Car Garage	26 ft.	20 ft.	Single Door – 8 ft. Double Door – 16 ft.

B. The vehicle parking area(s) shall be functional based on the minimum design standards listed on the table above, 16.12.040.A. Furnaces, stairs, etc. shall not be located within the garage designated parking areas.

C. Residential Front-Yard Landscaping – the front-yard area of a lot shall be fully landscaped excluding paved off-street parking areas, paved pedestrian paths, and utility areas. Landscaping materials shall meet standards identified in Section 16.92.020 Landscaping Materials.

D. For additional standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII, IX.

(Ord. No. 2011-003, § 2, 4-5-2011)

Chapter 16.14 Commentary

Chapter 16.14 Residential Building Design

HB2001 requires that all middle housing be reviewed through the same process and against the same standards as single detached dwellings. In addition, the Planning Commission had identified the adoption of residential design standards as part of the Sherwood 2040 project.

The community's desire for residential design standards was reinforced through the Visual Preference Survey and Virtual Open House.

This is a new code section that contains new design standards for single detached, duplex, triplex, quadplex, and cottage cluster development.

16.14.010 - Single Detached, Duplex, Triplex, Quadplex, Townhome, and Cottage Cluster Design Standards

16.14.010.B. Review Process

In order to comply with HB2001 requirements for a clear and objective review process for middle housing (which expands existing State requirements for a clear and objective review process for all "needed housing," which includes all residential development within the Metro area), a new ministerial Residential Design Checklist review is proposed. A ministerial application is one that is reviewed against clear and objective standards and requires no discretion by reviewers.

In order to accommodate creative approaches and/or situations created by unique lot configurations without creating an entirely new system, the City's existing Type I Adjustment and Type II Class B Variance applications were modified to allow minor revisions to the new proposed design standards.

To allow for developments that do not meet the standards but meet the intent of the standards and propose a creative approach to residential design, a Type IV Design Review process is available. This is based on the existing Type IV Design Review process for industrial developments.

16.14.010.C. Design Standards

On December 2021, Residential Design Standards were approved and applicable to all residential zones. These Residential Design Standards also applies to the proposed Housing Choices, plexes and cottage clusters. Furthermore, additional standards are also applicable to plexes and cottages as reflected in proposed section 16.14.030 (plexes) and 16.14.040 (Cottage Clusters).

Table 16.14-1 includes two columns: Design Standards, which can be reviewed through the clear and objective Residential Design Checklist process; and Design Guidelines, which can be reviewed through the Type IV Design Review process. The applicant can select the desired review type.

These standards are generally applicable to all single detached and middle housing, with some

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exceptions for cottage clusters. The standards are intended to guarantee a minimum level of design on building elevation(s) adjacent to a public right-of-way and public accessway and/or common courtyard-facing (in cottage clusters) facades.

In response to Planning Commission direction, as well as current limitations on the number of adjustments and variances that can be requested during a calendar year (3), the proposed design standards A-C can be modified through the Type I Adjustment or Type II Variance process. The detailed design standards included in section D cannot be adjusted. The concept is that an applicant would select standards from the menu that can be met; if the detailed design standards can't be met, then the Type IV Design Review option is available.

16.14.010.D. Illustrations

New figures are added to illustrate concepts for various housing types. This makes the code more user-friendly for applicants and staff reviewers.

16.14.030 - Additional Triplex and Quadplex Design Standards

The proposed standards are largely taken from the DLCD HB2001 Model Code. They address unique design considerations such as the number and location of driveways and the orientation of front entrances. To comply with HB2001, the standards relate to the size and location of the structure rather than the number of units.

16.14.040 - Additional Cottage Cluster Development and Design Standards

The proposed language is taken from the DLCD HB2001 Model Code for Large Cities and is intended to be a starting point for Planning Commission and City Council discussion. Staff has focused on the minimum requirements for implementation (Oregon Administrative Rules {OAR} 660, Division 46, Middle Housing). The standards apply to cottage clusters developed on one lot. If an applicant desires to create a cottage cluster development with each home on a separate lot, it can be achieved through the Condominium process and meet appropriate requirements of ORS Chapter 100, Condominiums.

Cottage clusters are intended to consist of smaller homes at a lower price point. To that end, the minimum requirements include:

- At least 4 dwellings per buildable acre
- At least 8 dwellings per cottage cluster
- Footprint of less than 900 sq. ft. per cottage (no maximum of floor area, which allows for multi-story cottages).

The proposed amendments require a minimum of 4 cottages per cottage cluster, regardless of lot size, and a maximum of 8 cottages per shared common courtyard. Allowing 12 cottages per cottage clusters per shared common courtyard would provide compliance with HB2001. Proposed language exceeds the minimum requirements of 8 dwellings per cottage cluster shared common courtyard.

The proposed amendments require a footprint of less than 900 sq. ft. per cottage. With discussion on number of stories that cottages should have based on the consideration of ageing in place, it was suggested that cottages should be limited to one and half stories to allow the possibility for a loft. The definition for "half story" as codified is

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Story, Half: A story under a gable, hip, or gambrel roof, the wall plates of which, on at least two exterior walls, are not more than three feet above the floor of such story.

Through the Commission direction, it was also recommended that the master bedroom must be located on main floor and the square footage of 2nd floor cannot exceed 50% of square footage of the 1st floor.

The Model Code for Large Cities introduces allowances for community buildings and incorporates the square footage of community buildings into the overall average square footage of the cottages. However, this provision does not increase the maximum 900 sq. ft. footprint mandated by HB2001. In response to the Planning Commission direction, community buildings will be allowed but limited to one story with a maximum size of 1,800 sq. ft.

In response to the City Council direction, garages for cottages will not be allowed.

As proposed, if cottage cluster developments are not able to meet the clear and objective standards, they are not eligible for a Type I Adjustment or Type II Class B Variance review and will require Planned Unit Development review and/or Residential Design Review.

Chapter 16.14 - RESIDENTIAL BUILDING DESIGN

16.14.010 – Residential Building Design Standards for all housing types except for Multi-family housing that is subject to the provisions of Chapter 16.90 Site Planning.

A. Purpose

The following standards are intended to create walkable residential neighborhoods that are visually interesting, compatible with existing development, and avoid monotony in design.

The standards in this section are intended to be clear and objective to allow a streamlined review process per the Residential Design Checklist provisions of Chapter 16.89. Each standard has an associated guideline that provides flexibility for discretionary Design Review by the Planning Commission per Chapter 16.89, Residential Design Review if necessary or desired by the applicant. Adjustments or variances to the standards below can be requested through one of the review processes described in B below.

B. Review Process. The following review processes can be used to review those housing types that are subject to these standards per 16.14.010.C and 16.89.020.A through D. The applicable review process depends on the level of compliance with the clear and objective standards in this section.

1. If all applicable standards from this section are met, Residential Design Checklist review is applied per Chapter 16.89.
2. If any standards of Table 16.14-1 - A, B or C are not met outright, a Type I Adjustment or Type II Class B Variance is required, in addition to the Residential Design Checklist, per Chapter 16.89. The Detailed Design standards of Table 16.14-1.D cannot be adjusted.
3. If the applicant chooses to meet the design guidelines instead of the design standards, a Type IV Design Review is required, per Chapter 16.89.

C. Applicability

1. The standards in this section apply to all new residential development, unless otherwise indicated per the subsections below or per applicable overlay zones. Manufactured home parks and manufactured homes on individual residential lots are subject to the provisions of Chapter 16.46 Manufactured Homes. Additional standards are located in 16.14.020, [16.14.030](#), and [16.14.040](#). Multi-family development is subject to the provisions of Chapter 16.90 Site Planning.
2. Expansions and conversions of residential structures in Chapter 16.14. The standards in this section apply to expansions of existing residential structures or conversions of existing single detached dwellings into a duplex, triplex, quadplex or townhome that add more than 50 percent of area to any building elevation(s) adjacent to a public right-of-way or public accessway, as follows:
 - a. The expansion or conversion shall include design elements from Table 16.14-1 below that bring the overall building elevation(s) adjacent to a public right-of-way or public accessway closer to conformance with applicable standards; and

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- b. The expansion or conversion shall not bring the overall building elevation(s) adjacent to a public right-of-way or public accessway further out of conformance with applicable standards. Elements of the existing building elevation(s) adjacent to a public right-of-way or public accessway that are currently out of conformance shall not be made more non-conforming. Elements of the existing building elevation(s) adjacent to a public right-of-way or public accessway that are currently in conformance shall not be made non-conforming.

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Table 16.14-1. Residential Design Standards

Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
A. Entry location and orientation	
These standards apply to all new residential development, except for Multi-family, at the time of building permit submittal. At least one main entrance for each residential structure, or each townhome unit, must meet the following standards. 1. The entrance must be within 8 feet of the longest street-facing wall of the dwelling unit. 2. The entrance must either: a. Face the street; or b. Be at an angle of up to 45 degrees from the street; or c. Face a common open space that is adjacent to the street and is abutted by dwellings on at least two sides; or d. Open onto a porch. If the entrance opens onto a porch, the porch must: 1) Be at least 25 square feet in area with a minimum four-foot depth; 2) Have at least one porch entry facing the street; 3) Have a roof that is no more than 12 feet above the floor of the porch; and 4) Have a roof that covers at least 30% of the porch area.	Building elevations facing streets, shared courts, and common greens courtyards should include pedestrian oriented entrances. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance.
Additional provisions:	None
B. Garages and Off-Street Parking Areas	
These standards apply to all residential housing development except for townhomes and Multi-family development. Where one or more garages face a street, all of the following standards apply: 1. The front elevation of the garage(s) may not extend in front of the longest, street-facing elevation of the primary dwelling structure. 2. The width of all garages on the street-facing elevation shall not exceed 60 percent of the total width of that	Garages should not be a dominant feature of the front residential elevation. Garage doors should be articulated to reduce their visual impact.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
elevation. The width of the garage shall be measured from the edges of the finished exterior garage wall. 3. Garages that face a street shall contain at least one of the following design features: a. Garage trellis or pergola extending at least 12 inches from the building face b. Windows on 15 percent of the garage door c. Natural wood finish d. A recess of at least three (3) feet behind the primary dwelling e. Use of multiple materials finish or colors	
Additional provisions:	16.14.020 – Additional Townhome Design Standards 16.14.030 – Additional Triplex and Quadplex Design Standards
C. Windows and Doors	
These standards apply to all residential housing development except for Multi-family development. A minimum of 15 percent of the area of the primary building elevation adjacent to a public right-of-way, <u>or common courtyard elevations</u> must include windows or entrance doors. For side building elevations, adjacent to a public right-of-way or public accessway, a minimum of 10 percent of area is required. Percentage calculation can include window trims and shutters. First floor roof elevations are excluded from the calculations. Elevations separated from the street property line by a dwelling are exempt from meeting this standard. For townhomes, this standard applies on each individual unit.	Building elevations adjacent to streets, shared courts, and common courtyards <u>greens</u> should include ample levels of glazing to ensure articulation on the façade, daylighting of interior spaces and visibility into the public realm.
Additional provisions:	None
D. Detailed design¹	
1. All single detached dwellings, and <u>duplexes, triplexes and quadplexes</u> shall incorporate at least five (5) of the following elements on the primary building elevation adjacent to a public right-of-way. At least one element shall be incorporated from each of Subsections a, b and c below. The other two required elements may come from any subsection (a through e) below.	Primary building elevations adjacent to streets, shared courts, and common greens <u>courtyards</u> should include pedestrian oriented design elements and other design features that provide articulation, variety, interest and quality.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
<u>All cottages in a cottage cluster shall incorporate at least three (3) of the following elements on the building elevation(s) facing a public right-of-way and/or common courtyard-facing elevation. At least one element shall be incorporated from each of Subsections a, b and c below.</u> All townhome units shall incorporate at least two (2) of the following elements on the primary building elevation adjacent to a public right-of-way. At least one element shall be incorporated from two (2) of Subsections a, b and c below. For corner lots, this standard applies to both street-facing elevations. a. Porches, entries and other offsets: i. Covered porch at least 36 square feet with a depth not less than six (6) feet as measured perpendicular from the face of the main building façade to the edge of the porch. ii. Recessed entry area at least two (2) feet deep, as measured horizontally from the face of the main building façade, and at least five feet wide. iii. Offset on the building face of at least 16 inches from one exterior wall surface to the other. iv. Balcony that is at least three (3) feet deep, five (5) feet wide, and accessible from an interior room. b. Roof elements: i. Roof eaves with a minimum projection of 12 inches from the intersection of the roof and the exterior walls. ii. Roof line offsets of at least two (2) feet from the top surface of one roof to the top surface of the other. iii. Any roofing materials other than asphalt shingles. iv. Gable roof, hip roof, shed roof, or gambrel roof design. v. Dormer that is at least four (4) feet wide. vi. Decorative eave braces.	

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
c. Window elements: i. Window trim around all windows at least three (3) inches wide and five-eighths (5/8) inches deep. ii. Window recesses, in all windows, of at least three (3) inches as measured horizontally from the face of the building façade. iii. Bay window at least one (1) foot deep and three (3) feet wide. iv. Shutters on the exterior of ground floor windows. v. Window Grids. d. Garage elements: i. Attached garage width, as measured between the edges of the exterior finished garage wall, of 30 percent or less of the total width of that elevation. ii. A balcony that extends out over the garage and includes columns. iii. Two separate doors for two car garages instead of one large door. iv. Decorative windows on the garage door. v. Decorative details on the garage door. Standard squares on a garage door will not qualify as a decorative detail. e. Building materials: i. Horizontal lap siding between three (3) to eight (8) inches wide (the visible portion once installed). ii. Brick, cedar shingles, stucco, or other similar decorative materials covering at least 40 percent of the street-facing façade. iii. Vertical board and batting siding three (3) to eight (8) inches wide (the visible portion once installed). iv. Belly band trim v. Four (4) Paint Color Scheme	

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)	
Additional provisions:		None
E. Building Materials		
Prohibited building materials include: 1. Aluminum 2. Vinyl 3. T-111 siding		Residential buildings should utilize durable and high-quality exterior building materials that create a visually appealing façade.
F. Limitation on parking		
Off-street parking is not allowed within the front yard of a dwelling except within a designated driveway or garage or per the provisions of 16.14.020 and 16.14.030 .		Parking is located in a manner that does not overwhelm the street-facing façade.
G. House plan variety		
This standard applies to new residential subdivisions and townhome developments only. It does not apply to cottage clusters. 1. No two directly adjacent or opposite dwellings in a single dwelling detached development of more than four units may have the same front or street-facing facade. This standard is met when front or street-facing facades differ from one another by at least three of the elements listed in subsections (3) through (8) below. Where facades repeat on the same block face, they must have at least three intervening lots between them that meet this standard. 2. No two directly adjacent or opposite townhome blocks in a development of more than two (2) townhome blocks may have the same front or street-facing façade. a. For this standard a townhome block is the entire structure of attached townhome units. b. This standard does not apply to individual units within the townhome block. c. This standard is met when front or street-facing facades differ from one townhome block to another by at least three of the elements listed in subsections (3) through (8) below. 3. Materials. The plans specify different exterior cladding materials, a different combination of materials, or different dimensions, spacing, or arrangement of the		New residential developments should provide a variety of house styles and means of articulation along the front façade to avoid repetitive facades along a block face.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
same materials. This standard does not require or prohibit any combination of materials; it only requires that plans not repeat or mirror one another. 4. Articulation. The plans have different offsets, recesses, or projections; or the front building elevations break in different places. For example, a plan that has a stoop entry (recess) varies from one that has an entry under a front porch (projection). For this standard to apply, a recess must have a minimum depth of four (4) feet and a projection or offset must be at least four (4) feet in depth. 5. Variation in roof elevation. The plans have different roof forms (e.g., gable versus gambrel or hip), different roof height (by at least 10 percent), different orientation (e.g., front-facing versus side-facing gable), different roof projections (e.g., with and without dormer or shed, or different type of dormer or shed), or different roof pitch by more than 2 feet of vertical rise to 12 feet of horizontal run. 6. Entry or porch. The plans have different configuration or detailing of the front porch or covered entrance. 7. Fenestration. The plans have different placement, shape, or orientation of windows or different placement of doors. 8. Height. The elevation of the primary roofline (along the axis of the longest roofline) changes by not less than four (4) feet from building to building, or from dwelling unit to dwelling unit, on abutting lots, as applicable. Changes in finished grade of eight (8) feet or more from one lot to the adjacent lot are counted toward change in height for purposes of evaluating facade variation.	
Additional provisions:	16.14.020 – Additional Townhome Design Standards 16.14.030 – Additional Triplex and Quadplex Design Standards

Notes:

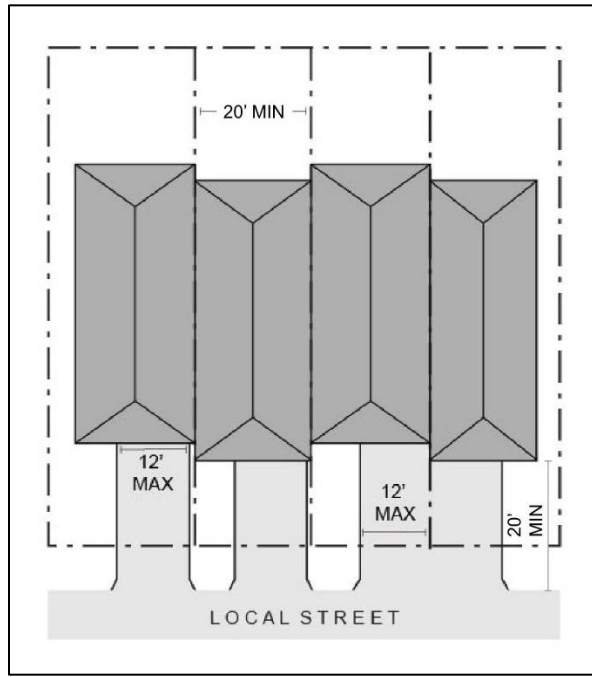
1. The Detailed Design standards in Subsection D of Table 16.14-1 cannot be adjusted through an Adjustment or Variance per Chapter 18.64. If a Detailed Design standard from Subsection D cannot be met for a development, then the development should utilize another option from the list.

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D. Illustrations

16.14.020 – Additional Townhome Design Standards

Figure 10. Townhome Garages



16.14.030 – Additional Triplex and Quadplex Design Standards

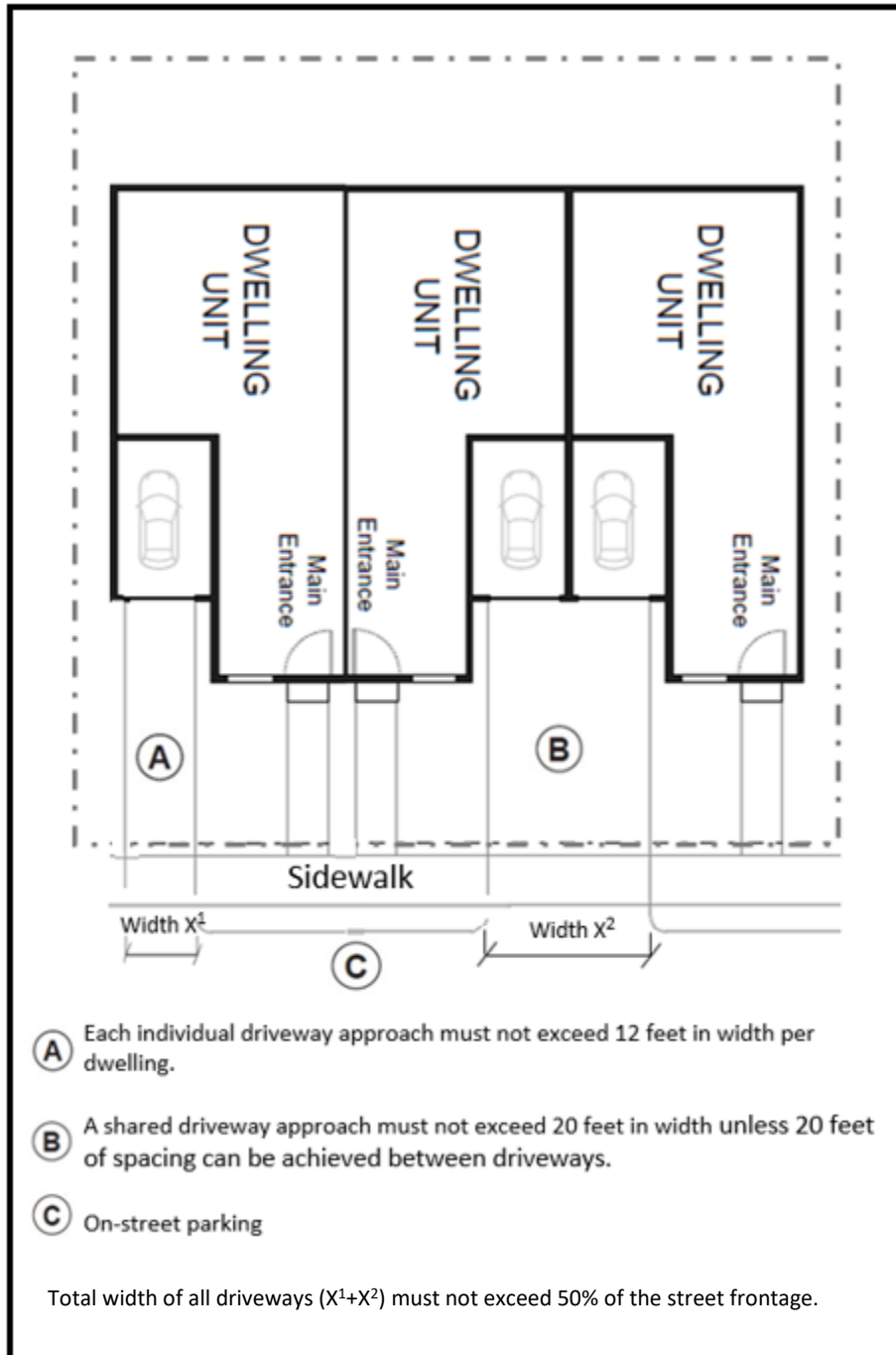
A. Driveway Approach.

Driveway approaches shall comply with the following:

1. Each individual driveway approach must not exceed 12 feet in width per dwelling served by the driveway. For lots or parcels with more than one frontage, see subsection (5) below.
2. Total width of all driveways shall not exceed 50 percent of the lot width-street frontage.
3. To maximize on-street parking opportunities, one shared driveway for every two units is required. Shared driveways are required, unless access is obtained from a public alley. A shared driveway is a single driveway serving two units. Developments with an odd number of units are permitted one (1) single unit driveway. A shared driveway approach must not exceed 20 feet in width unless a minimum of 20 feet of spacing can be achieved between driveways.
4. Driveway approaches must meet applicable driveway spacing standards for local streets.
5. In addition, lots or parcels with more than one frontage must comply with the following:
 - a. Lots or parcels must access the street with the lowest classification. For lots or parcels abutting an alley, access must be taken from the alley. If classifications are identical, access can be taken from either or both, subject to the other requirements of this code.
 - b. Lots or parcels with frontages only on collectors and/or arterial streets must meet the applicable driveway access standards for collectors and/or arterials.

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Figure 11-A. Side-by-Side Triplex/Quadplex Driveway Approaches – Local Street



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Figure 11-B. Side-by-Side Triplex/Quadplex Driveway Approaches – Local Street

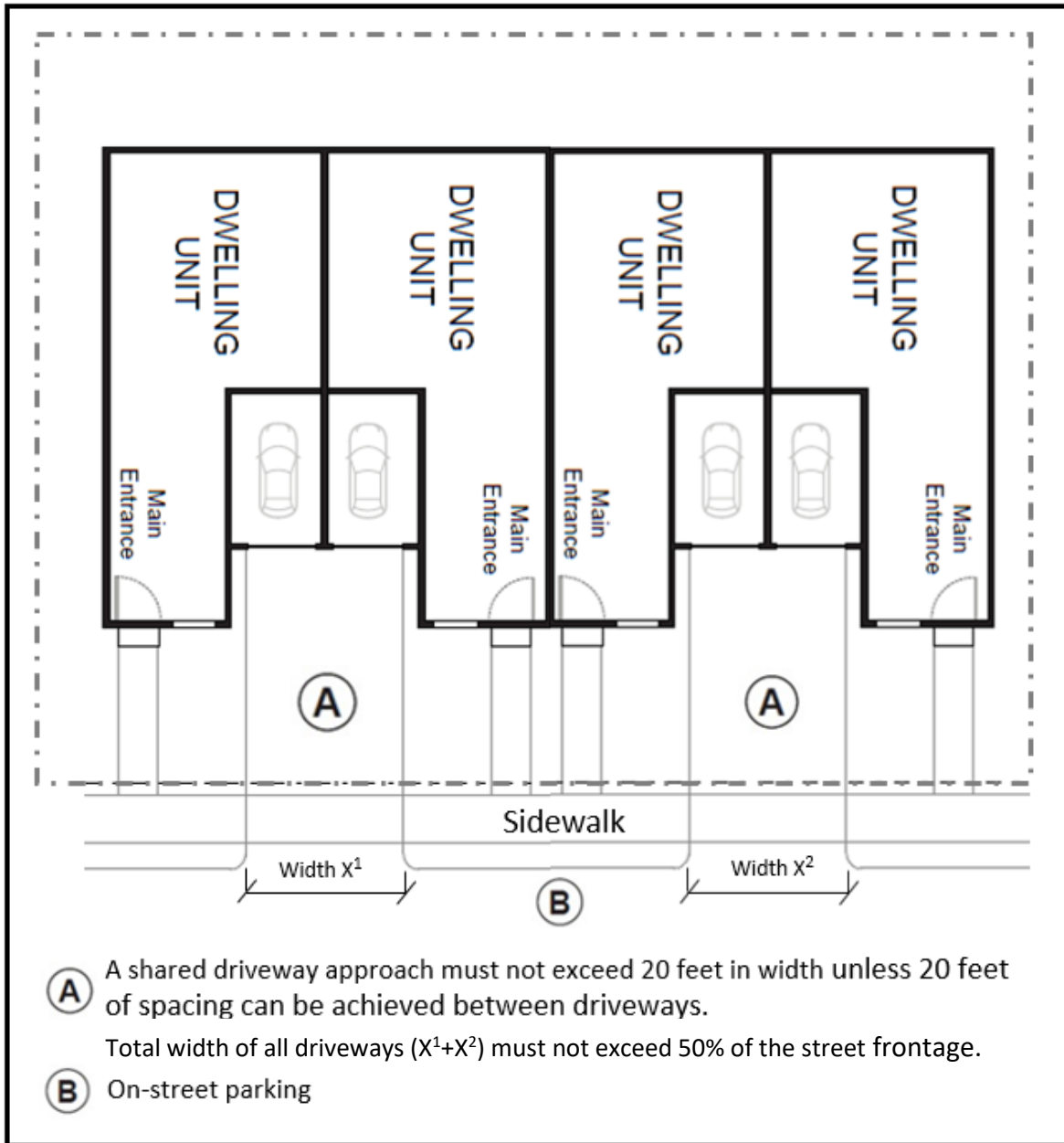


Figure 12. Side-by-Side Triplex/Quadplex Driveway Approaches – More Than One Frontage

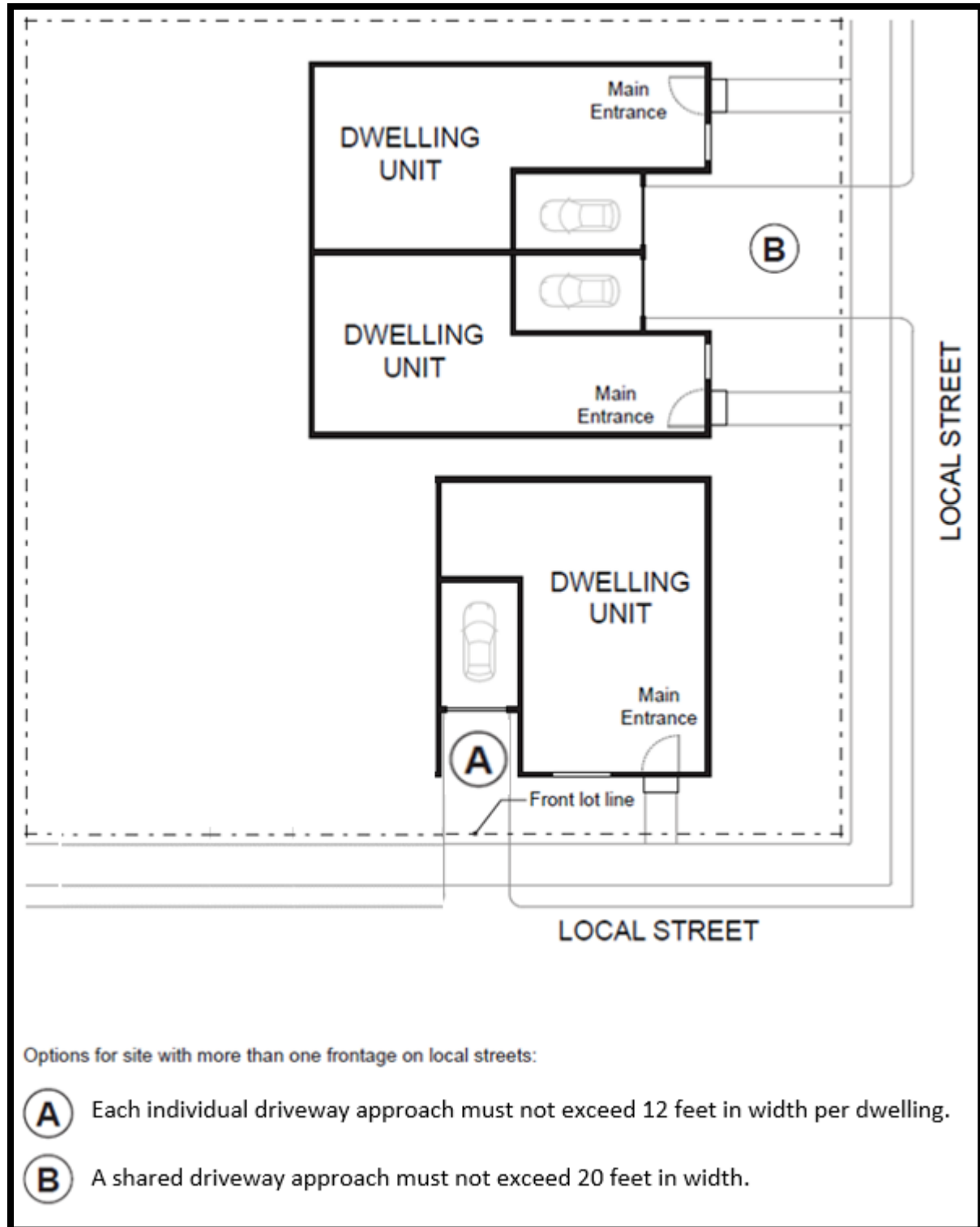
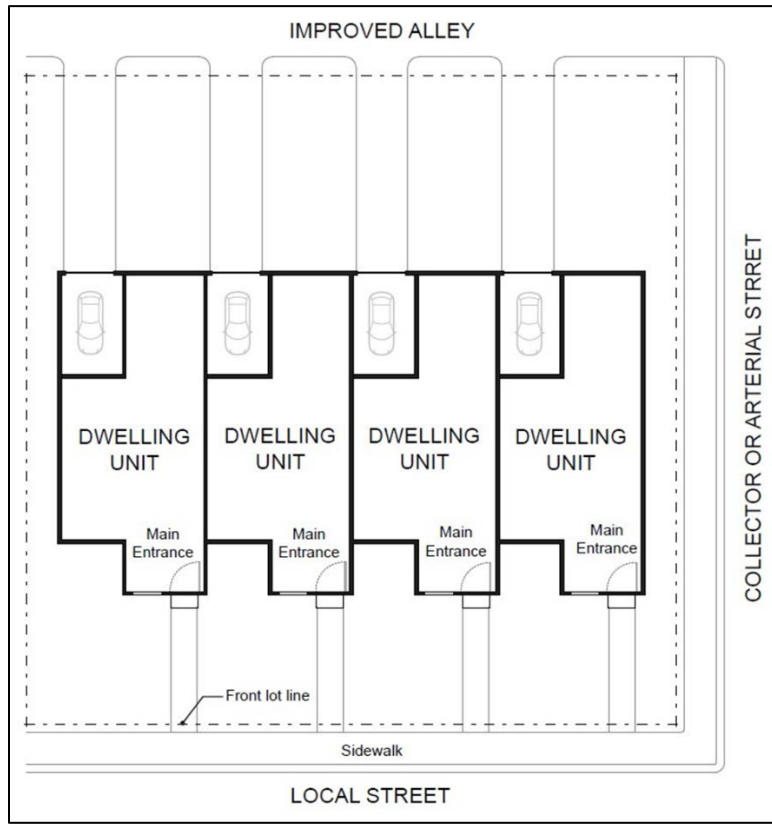


Figure 13. Side-by-Side Triplex/Quadplex Driveway Approaches – Alley Access from Collector or Arterial Street

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16.14.040 – Additional Cottage Cluster Development and Design Standards

A. Purpose

The purpose of these cottage cluster standards is to promote development of clusters of small homes that are designed around a common open space or courtyard. The cottage cluster is intended to provide opportunity for community gathering; pedestrian connections within the cluster and to surrounding streets; clustered parking that is located to the side or behind the cottages; and smaller homes that are oriented inward toward the common courtyard rather than the adjacent streets.

B. Development Standards

1. A cottage cluster development may consists of one or more clusters. A cluster is a group of cottages sharing a single common courtyard.
- 1-2. Cottage clusters must include at least 4 dwellings and no more than 12 dwellings are allowed to share a single common courtyard.
- 2-3. The footprint of individual cottage units within a cottage cluster must be less than 900 sq. ft. An attached carport up to 200 sq. ft. may be exempted from the building footprint calculation.
- 3-4. Garages are not allowed in Cottage Cluster development.

C. Design Standards

1. Cottage Design. Cottages are subject to applicable design standards of Table 16.14-1 in addition to these standards.
2. Each cottage shall have the master bedroom located on the main floor.
3. The second floor of each cottage cannot exceed 50 percent of the square footage of the first floor.

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4. Cottage Orientation. Cottages must be clustered around a common area/courtyard and must meet the following standards:
 - ~~a. Each cottage within a cluster must either abut the common area/courtyard or must be directly connected to it by a pedestrian path.~~
 - ~~b-a.~~ A minimum of 50 percent of the total number of cottages within a cluster must be oriented to the common area/courtyard and must, defined as meeting all of the following requirements:
 - 1) Have a main entrance facing the common area/courtyard;
 - 2) Be within 10 feet from the common area/courtyard, measured from the façade of the cottage to the nearest delineation of the common area/courtyard; and
 - 3) Be connected to the common area by a pedestrian path.
 - ~~c. Cottages within 20 feet of a street property line may have their entrances facing the street.~~
 - ~~d-b.~~ Cottages not facing the common area/courtyard or the street must have their main entrances facing a pedestrian path that is directly connected to the common area/courtyard or, only if the entrance to the cottage is located within 20 feet of a street property line, may have their main entrances facing the street.
5. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard to provide a sense of openness and community for residents. Each cottage cluster as part of a cottage cluster development must have its own common courtyard. Common courtyards must meet the following standards:
 - a. The common space/courtyard must be a single, contiguous area of land.
 - b. Cottages must abut the common area/courtyard on at least two sides of the courtyard.
 - c. The common area/courtyard must contain a minimum of 150 square feet per cottage within the associated cluster.
 - d. The common area/courtyard must be a minimum of 15 feet wide at its narrowest dimension for those areas to be counted towards the minimum requirement.
 - e. The common area/courtyard shall be developed with a mix of landscaping and lawn area, recreational amenities, hard-surfaced pedestrian paths, and/or paved courtyard area. Impervious elements of the common area/courtyard shall not exceed 75 percent of the total common area.
 - f. Pedestrian paths qualify as part of a common area/courtyard. Parking areas, required setbacks, and driveways do not qualify as part of a common area/courtyard.
6. Community Buildings. Cottage cluster developments may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:
 - a. One single-story community building is allowed per cottage cluster development that has a maximum of 1,800 square feet is allowed per cottage cluster development.
 - b. The primary use for the community building is not a primary residence and long-term rental (rental to any guest for a period exceeding thirty (30) consecutive calendar days) is not allowed.
 - c. Community buildings must meet the design and development standards applicable to cottages within the development.
 - d. A community building is not considered an accessory structure.
7. Pedestrian Access.

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- a. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - 1) The common courtyard;
 - 2) Shared parking areas;
 - 3) Any cCommunity buildings; and
 - 4) Sidewalks in public rights-of-way abutting the site, or roadways if there are no sidewalks.
- b. The pedestrian path must be hard-surfaced and a minimum of five (5) feet wide.
- 8. Windows. Cottages within 20 feet of a street property line must meet any window coverage requirement that applies to detached single family detached dwellings in the same zone must meet the window standards per Table 16.14-1 Residential Design Standards.
- 9. Parking Design.
 - a. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:
 - i. Cottage cluster developments are permitted parking clusters of not more than six (6) contiguous spaces.
 - ii. Parking clusters must be separated from other parking spaces by at least four (4) feet of landscaping.
 - iii. Clustered parking areas may be covered.
 - b. Off-street parking spaces and vehicle maneuvering areas (other than driveways and drive aisles) shall not be located:
 - 1) Within of 20 feet from any street property line, except alley property lines;
 - 2) Between a street property line, except alley property lines, and cottages abutting the street property line.
 - c. Off-street parking spaces shall not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.
 - d. Screening. Landscaping or architectural screening at least 3 feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
 - e. Carports
 - 1) Carports (whether shared or individual) must not abut common courtyards.
 - 2) Individual attached carports up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.
 - 3) Individual detached carports must not exceed 400 square feet in floor area.
- 10. Vehicular Access – a public alley can be utilized for vehicular access.
- 11. Accessory Structures. Accessory structures in cottage cluster developments must not exceed 400-50 square feet in floor area, with a maximum of one (1) per unit, and are subject to the standards of Chapter 16.50.
- 12. Existing Structures. On a lot or parcel to be used for a cottage cluster project development, a pre-existing detached single family detached dwelling may remain within the cottage cluster project development area under the following conditions:
 - a. The existing dwelling may be nonconforming with respect to the requirements of this code.
 - b. Existing dwellings may be expanded up to the maximum height or footprint allowed or required by this code; however, existing dwellings that exceed the maximum height, footprint, and/or unit size of this code may not be expanded.

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c. The existing dwelling shall be excluded from the calculation of orientation toward the common courtyard, per subsection 16.14.040.C.4.1.b.

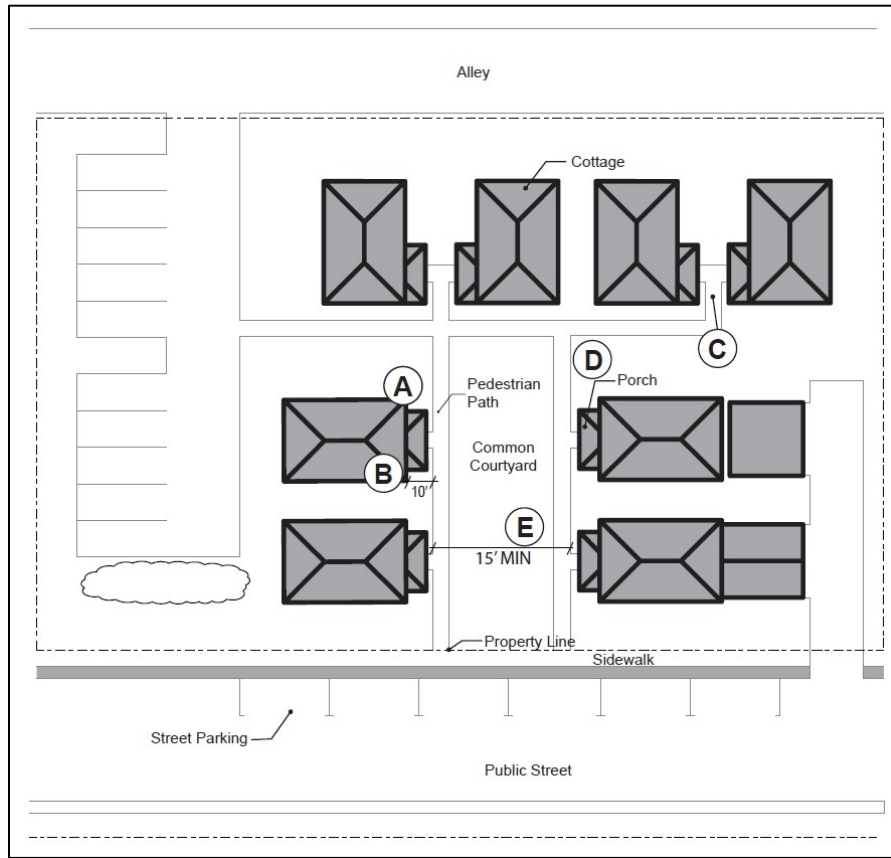
D. Review Process. The following review processes shall be used to review a cottage cluster development. The applicable review process depends on the level of compliance with the clear and objective standards in this section.

1. If all applicable standards from this section are met, a Residential Design Checklist review is applied per Chapter 16.89.
2. If any of the standards are not met outright, a Planned Unit Development review process is applied per Chapter 16.40. ~~For The Architectural Pattern Book in required under Section 16.40.020.B.6, direct~~ reference shall be given to shall comply with the Residential Design Standards in Table 16.14-1 of this section.

E. Condominium Process. Cottage Cluster condominiums shall meet the standards in Section 16.120.090 CONDOMINIUMS.

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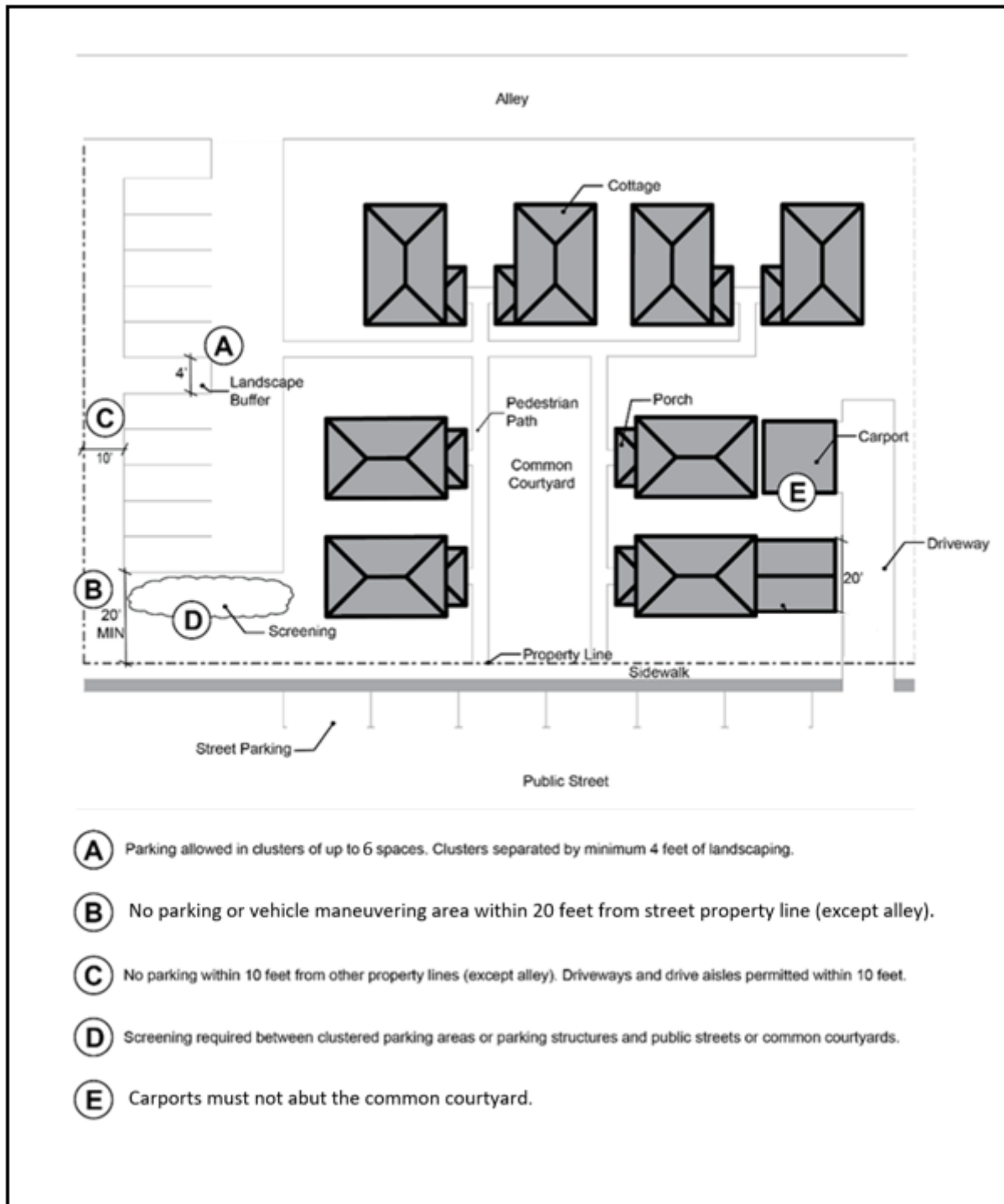
Figure 14. Cottage Cluster Orientation and Courtyard Design



- (A)** A minimum of 50% of cottages must be oriented to the common courtyard.
- (B)** Cottages oriented to the common courtyard must be within 10 feet of the courtyard.
- (C)** Cottages must be connected to the common courtyard by a pedestrian path.
- (D)** Cottages must abut the courtyard on at least two sides of the courtyard.
- (E)** The common courtyard must be at least 15 feet wide at its narrowest width.

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Figure 15. Cottage Cluster Parking Design



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Chapter 16.40 Commentary

Amendments to this section clarify that cottage cluster developments that are unable to meet the clear and objective standards of Chapter 16.14 are subject to PUD review, and to clarify that all single detached and middle housing types are permitted in PUDs as required by HB2001.

~~Subsection 16.40.050.C Residential PUD, Development Standards is amended to include setback standards.~~

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Chapter 16.40 - PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

- A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. Applicants are not required to use the PUD process in this Chapter and can instead use the clear and objective processes available through other chapters of this Code. The PUD process is intended to be an alternative option an applicant may select in lieu of the clear and objective processes in order to allow creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards. As such, approval of a PUD is based on discretionary standards.
- B. The PUD process is intended to achieve the following objectives:
1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
 2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
 3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
 4. Achieve maximum energy efficiency in land uses.
 5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs may be considered only:

1. On sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of:
 - a. Natural features such as floodplains, wetlands, and extreme topography, or
 - b. Man-made features, such as parcel configuration and surrounding development, but not including man-made features on or resulting from other parcels owned by any owner of the property subject to the PUD application;
2. On parcels of land within an Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or

3. For a cottage cluster development that is unable to meet the standards of Section 16.14.040; or

34. In other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

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16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family dwelling structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

[...]

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family detached dwellings, middle housing dwelling types ~~duplexes, townhomes~~, zero-lot line housing, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located.

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Chapter 16.50 Commentary

This section is lightly amended to reflect the new cottage cluster design and development standards of Chapter 16.40.

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Chapter 16.50 - ACCESSORY STRUCTURES, ARCHITECTURAL FEATURES AND DECKS

16.50.010 - Standards and Definition

A. Reserved

B. Generally

For uses located within a residential zoning district, accessory uses, buildings, and structures shall comply with all requirements for principal uses, buildings, and structures except where specifically modified below; and shall also comply with the City of Sherwood Building Code as amended. Where this Code and the Building Code conflict, the most stringent shall apply.

C. Dimension and Setback Requirements

1. Any accessory building shall have not more than six hundred (600) square feet of ground floor area and shall be no taller than 15 feet in height, except as specified for cottage cluster community buildings per 16.14.040.C.
2. No accessory building or structure over three (3) feet in height shall be allowed in any required front yard. Accessory buildings may be allowed in required side and rear building setbacks as described below.
3. When a Building Permit is not required and the structure is less than 100 square of ground floor area feet and less than six feet tall, no rear or side yard setbacks are required and the structure may abut the rear or side property line.
4. When a Building Permit is not required and the structure is over 100 square feet of ground floor area, but under 200 square feet and under ten (10) feet in height:
 - a. Detached accessory structures shall maintain a minimum 3-foot distance from any side or rear property line.
 - b. Attached accessory structures shall be setback a minimum of three (3) feet from any side property line and ten (10) feet from a rear property line.
5. When a Building Permit is required:
 - a. No accessory building or structure over three (3) feet in shall be located closer than five (5) feet to any side property line and ten (10) feet from any rear property line.
 - b. Any accessory building or structure attached by a common wall or permanent roof or foundation to the principal building or structure must comply with all setbacks for the principal building or structure.

D. No accessory building or structure shall encroach upon or interfere with the use of any adjoining property or public right-of-way, including but not limited to streets, alleys, and public and/or private easements.

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Chapter 16.68 Commentary

These amendments update cross-references to other code sections and clarify that the floor area ratios (FARs) of this section do not apply to cottage clusters, which are subject to floor area maximums per HB2001.

An amendment to the hieght of accessory structure to 15 feet instead of 18 feet was made for consistenancy in other parts of the Code.

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Chapter 16.68 - INFILL DEVELOPMENT STANDARDS*

[...]

5. The land division shall be conditioned, and a deed restriction recorded on each lot that contains less than the minimum lot size of the zone, requiring that building elevations and floor plans be submitted to the Planning Department for review and approval prior to issuance of a building permit on such lot, and such plans be binding on future building. Building plans required under this section shall meet the following standards as provided in Section 16.68.030;

(Ord. No. 2010-015, § 2, 10-5-2010)

16.68.030 - Building Design on Infill Lots

Structures exceeding twenty four (24) feet in height shall conform to the following standards:

- A. Floor Area: Floor area in any dwelling with a height greater than twenty four (24) feet shall not exceed the following floor area ratios, except that the first 200 square feet of floor area in a detached garage or other accessory structure shall be exempt, when the accessory structure is located behind a ~~single family~~ dwelling (dwelling is between accessory structure and abutting street), the lot is not a through lot, and the accessory structure does not exceed a height of ~~eighteen~~ fifteen (~~1518~~) feet. Floor area shall not exceed:
 1. Low Density Residential (LDR): 50% of lot area
 2. Medium Density Residential Low (MDRL): 55% of lot area
 3. Medium Density Residential High (MDRH): 60% of lot area
 4. High Density Residential (HDR): 65% of lot area
 5. The floor area standards in this section do not apply to cottage clusters.

Division III. - ADMINISTRATIVE PROCEDURES

Division IV. - PLANNING PROCEDURES

Chapter 16.88 Commentary

This chapter is revised to include new middle housing residential use types, and to clarify how cottage cluster development and townhome development are classified.

Because middle housing types now include quadplexes per HB2001, multi-dwelling thresholds increase from 3 dwelling units on one lot to 5 dwelling units on one lot.

Chapter 16.88 - INTERPRETATION OF SIMILAR USES

[...]

16.88.040 - Uses

This chapter classifies land uses and activities into use categories on the basis of common functional, product, or physical characteristics. The use categories provide a systematic basis for assignment of present and future uses to zones. The decision to allow or prohibit the use categories in the various zones is based on the goals and policies of the Comprehensive Plan. Uses are assigned to the category whose description most closely describes the nature of the primary use. A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used. Accessory uses are uses or activities which are a subordinate part of a primary use and are clearly incidental to a primary use on site.

A. Residential Use Types

1. Residential uses are intended for habitation by one (1) or more individuals on a wholly or primarily non-transient basis. These uses usually include accommodations for cooking, sleeping, bathing, and similar common areas typically associated with habitation. Residential uses include, but are not limited to the following housing types:
 - (1) Single-family detached - A structure consisting of a single dwelling unit which is for occupancy by one (1) or more persons on a single parcel or lot. Cottage clusters are a type of single family detached housing when each cottage is located on a single lot.
 - (2) Single-family attached - A structure consisting of one (1) or more attached single dwelling unit which is for occupancy by one (1) or more persons on separate parcels or lots. Examples include but are not necessarily limited to townhomes.
 - (3) Duplex - A structure consisting of two (2) dwelling units on the same parcel or lot. Two (2) family homes are commonly referred to as a duplex.
 - (4) Triplex – Three (3) attached dwelling units, in any configuration, located on a single lot or parcel.
 - (5) Quadplex – Four (4) attached dwelling units, in any configuration, located on a single lot or parcel.
 - (4) (6) Multi-Family dwelling - A structure consisting of five (5) or more dwelling units on the same parcel or lot. Multi-Family-dwelling homes include, but are not limited to garden apartments, apartments, condominiums. Multi-family dwellings do not include townhomes, which are located on individual lots.
 - (5) (7) Institutional and residential care facilities — A facility licensed by or under the authority of the Department of Health and Human Services under ORS 443.400 to 443.460 which provides residential care alone or in conjunction with treatment or training or a combination thereof for six (6) to fifteen (15) individuals who need not be related. Examples include residential care homes, group homes, halfway homes, etc.

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Chapter 16.89 Commentary

This is a new chapter and a new procedure that is applicable specifically to single detached and middle housing development.

There are four review types for new residential development that is subject to the design standards of Chapter 16.14:

- Ministerial Residential Design Checklist Review
- Type I Residential Design Checklist Review with Adjustment
- Type II Residential Design Checklist Review with Class B Variance
- Type IV Residential Design Review

No Type III review option is proposed; Type III review is a Hearings Officer review and the Planning Commission indicated a desire to review Residential Design applications against the applicable design guidelines. Planning Commission review is a Type IV review.

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Chapter 16.89 - RESIDENTIAL DESIGN CHECKLIST AND RESIDENTIAL DESIGN REVIEW

16.89.010 – Purpose and Intent

A. Purpose

The Residential Design Checklist Review and Residential Design Review are intended to provide an opportunity for the City of Sherwood to encourage development of a variety of housing types while providing for a review process that encourages traditional forms commonly found in Sherwood while providing for a variety of design and site-specific situations for these housing types.

This process is designed to provide a streamlined review process to encourage development of housing at a variety of types and scales. The Residential Design Checklist Review is a clear and objective review process and will be implemented at time of Residential Building Permit submittal. For projects seeking additional flexibility, the Residential Design Checklist Review may be paired with either a concurrent Type I Adjustment or Type II Class B Variance process referenced in Section 16.84.030.

For residential projects seeking the highest level of flexibility, the Residential Design Review is a Type IV discretionary review. Projects subject to Residential Design Review are to be reviewed against the design guidelines rather than against the degree of departure from the standard.

B. Intent

The following standards are intended to create walkable residential neighborhoods that are visually interesting, compatible with existing development, and avoid monotony in design. Should the Residential Design Review process be applied, see the design guidelines in Table 16.14-1, Residential Design Standards for design intent for each standard.

16.89.020 – Residential Design Checklist Review or Residential Design Review Required

- A. When Required.** Residential Design Checklist Review or Residential Design Review is required prior to new residential development, expansions or conversions that are subject to the design standards of 16.14, or any substantial change to a site or use and is required prior to issuance of building permits for a new residential dwelling, or for substantial alteration of an existing residential dwelling or use. Exemptions noted below.

Either a Residential Design Checklist Review or a Residential Design Review is required for the following housing types (multi-family dwellings are subject to Section 16.90 review):

1. Accessory Dwelling Unit
2. Single detached dwelling
3. Duplex
4. Townhouse
5. [Triplex](#)
6. [Quadplex](#)
7. [Cottage Cluster development](#)

- B. Applicability.** For the purposes of Section 16.89.020, the terms "substantial change" and "substantial alteration" mean any development activity as defined by this Code that generally requires a building permit and exhibits one or more of the following characteristics:

1. Construction of new residential dwelling(s).

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2. The activity involves changes in the use of a structure, building, or property from a non-residential to a residential use listed above.
 3. The activity involves non-conforming uses as defined in Chapter 16.48.
 4. The activity is identified as an expansion or conversion per 16.14.010.C.2
- C. Exemption to Residential Design Checklist Review Requirement
1. Residential accessory structure subject to Chapter 16.50.
- D. Required Standards
1. For the Residential Design Checklist Review application, all of the following are to be met:
 - a. All of the design standards noted in Subsection 16.14.010, Subsection 16.14.040, and/or Chapter 16.52 Accessory Dwelling Units
 - b. For a stand-alone Accessory Dwelling Unit, the standards and criteria in 16.52.020.H shall apply
 2. If the standards listed in Subsection D above cannot be met outright, there are two concurrent options with the Residential Design Checklist Review:
 - a. Adjustment. See Section 16.84.030 for a Type I Adjustment for up to 5 percent modifications of the design standards associated with Table 16.14-1, Residential Design Standards, A-C. Applying the Adjustment provision creates a concurrent review that is no longer clear and objective.
 - b. Variance. See Section 16.84.030 for a Type II Class B Variance for 5 to 10 percent modifications of the design standards associated with Table 16.14-1, Residential Design Standards, A-C. Applying the Variance provision, creates a concurrent review that is no longer clear and objective.

E. Time Limits

Residential Design Checklist approvals are void after one (1) year unless construction on the site has begun, as determined by the City. The City may extend approvals for an additional period not to exceed one (1) year, upon written request from the applicant showing adequate cause for such extension, and payment of an extension application fee as per Section 16.74.010.

16.89.030 - Residential Design Review.

As an alternative to meeting the clear and objective standards in Sections 16.89.020.A, an applicant may opt to have a design review hearing before the Planning Commission to demonstrate how the proposed development meets or exceeds the design guidelines of Section 16.14.010.B, Table 16.14-1:

- A. Intent. The intent of this Review is to provide a flexible option for projects which implement the design guidelines rather than the design standards.
- B. Approval Criteria:
1. The proposed development demonstrates conformance with the applicable design guidelines of Section 16.14.010.B, Table 16.14-1.
 2. The proposed development meets applicable zoning district standards and standards in Division II, and all applicable provisions of Divisions V, VI, VIII and IX unless revised through the Adjustment or Variance process
 3. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications

C. Time Limits

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Residential Design Review approvals are void after two (2) years unless construction on the site has begun, as determined by the City. The City may extend approvals for an additional period not to exceed one (1) year, upon written request from the applicant showing adequate cause for such extension, and payment of an extension application fee as per Section 16.74.010.

Division V. - COMMUNITY DESIGN

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Chapter 16.90 Commentary

The new Chapter 16.89 will apply to new single detached and middle housing residential development. As a result, the applicability of Chapter 16.90 is revised to apply to multi-dwelling residential development (5 or more dwelling units), commercial, multi-family dwelling, institutional or mixed-use development. A new list of applicable development types has been added to make this application explicit.

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Chapter 16.90 - SITE PLANNING*

[...]

16.90.020 - Site Plan Review

A. Site Plan Review Required

Site Plan review is required prior to any substantial change to a site or use that is not subject to Residential Design Checklist or Residential Design Review, does not meet the criteria of a minor or major modification per 16.90.030, issuance of building permits for a new building or structure, or for the substantial alteration of an existing structure or use. Exemptions noted below.

Site Plan Review is required for the following development:

1. Multi-dwelling
2. Commercial
3. Industrial
4. Mixed-use

For the purposes of Section 16.90.020, the terms "substantial change" and "substantial alteration" mean any development activity as defined by this Code that generally requires a building permit and may exhibit one or more of the following characteristics:

1. The activity alters the exterior appearance of a structure, building or property and is not considered a modification.
2. The activity involves changes in the use of a structure, building, or property from residential to commercial or industrial and is not considered a modification.
3. The activity involves non-conforming uses as defined in Chapter 16.48.
4. The activity constitutes a change in a City approved plan, per Section 16.90.020 and is not considered a modification.
5. The activity is subject to site plan review by other requirements of this Code.
6. The activity increases the size of the building by more than 100% (i.e. the building more than doubles in size), regardless of whether it would be considered a major or minor modification.

B. Exemption to Site Plan Requirement

1. Single Family detached and middle housing developments are exempt from Site Plan Review but are required to complete either a Residential Design Checklist or Residential Design Review per Chapter 16.89, unless otherwise noted.
2. Manufactured homes located on individual residential lots per Section 16.46.010, and including manufactured home parks.

C. Reserved

D. Required Findings

No site plan approval will be granted unless each of the following is found:

1. The proposed development meets applicable zoning district standards and design standards in Division II, and all provisions of Divisions V, VI, VIII and IX.

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2. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications.
3. Covenants, agreements, and other specific documents are adequate, in the City's determination, to assure an acceptable method of ownership, management, and maintenance of structures, landscaping, and other on-site features.
4. The proposed development preserves significant natural features to the maximum extent feasible, including but not limited to natural drainage ways, wetlands, trees, vegetation (including but not limited to environmentally sensitive lands), scenic views, and topographical features, and conforms to the applicable provisions of Division VIII of this Code and Chapter 5 of the Community Development Code.
5. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant must provide adequate information, such as a traffic impact analysis (TIA) or traffic counts, to demonstrate the level of impact to the surrounding transportation system. The developer is required to mitigate for impacts attributable to the project, pursuant to TIA requirements in Section 16.106.080 and rough proportionality requirements in Section 16.106.090. The determination of impact or effect and the scope of the impact study must be coordinated with the provider of the affected transportation facility.
6. The proposed commercial, multi-family dwelling, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards include the following:
 - a. Primary, front entrances are located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.
 - b. Buildings are located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.
 - c. The architecture of buildings are oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding are prohibited. Street facing elevations have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain are required unless other architectural elements are provided for similar protection, such as an arcade.
 - d. As an alternative to the standards in Section 16.90.020.D.6.a—c, the following Commercial Design Review Matrix may be applied to any commercial, multi-family, institutional or mixed use development (this matrix may not be utilized for developments within the Old Town Overlay). A development must propose a minimum of 60 percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a—c. In addition, a development proposing between 15,001 and 40,000 square feet of floor area, parking or seating capacity and proposing a minimum of 80 percent of the total possible points from the matrix below may be reviewed as a Type II administrative review, per the standards of Section 16.72.010.A.2.

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Chapter 16.94 Commentary

HB2001 establishes maximum parking requirements for duplex, triplex, quadplex, townhome, and cottage cluster development. HB2001 allows for 3 required parking spaces for triplexes on parcels greater than 5,000 sq. ft., and 4 required parking spaces for quadplexes on parcels equal to or greater than 7,000. Other middle housing types can be required to provide one space per dwelling unit. All amended and new parking standards comply with HB2001/OAR 660-046.

No revisions are proposed to the City's existing single detached or multi-dwelling parking standards.

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Chapter 16.94 - OFF-STREET PARKING AND LOADING

[...]

16.94.020 - Off-Street Parking Standards

A. Generally

Where square feet are specified, the area measured shall be the gross building floor area primary to the functioning of the proposed use. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space. The Review Authority may determine alternate off - street parking and loading requirements for a use not specifically listed in this Section based upon the requirements of comparable uses.

Table 1: Minimum and Maximum Parking Standards

(Metro spaces are based on 1 per 1,000 sq ft of gross leasable area; ADU standards are per OAR Division 46)

	Minimum Parking Standard	Maximum Permitted Parking Zone A ¹	Maximum Permitted Parking Zone B ²
Accessory Dwelling Unit	None	None	None
Single Family detached and manufactured home on lot ³	1 per dwelling unit	None	None
Duplex	1 space per dwelling unit (total of 2 per duplex)	None	None
<u>Triplex</u>			
• <u>Lot area less than 3,000 SF</u>	<u>1 space total</u>	<u>None</u>	<u>None</u>
• <u>Lot area equal to or greater than 3,000 SF and less than 5,000 SF</u>	<u>2 spaces total</u>	<u>None</u>	<u>None</u>
• <u>Lot area equal to or greater than 5,000 SF</u>	<u>3 spaces total</u>	<u>None</u>	<u>None</u>
<u>Quadplex</u>			
• <u>Lot area less than 3,000 SF</u>	<u>1 space total</u>	<u>None</u>	<u>None</u>
• <u>Lot area equal to or greater than 3,000 SF and less than 5,000 SF</u>	<u>2 spaces total</u>	<u>None</u>	<u>None</u>

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<u>Lot area equal to or greater than 5,000 SF and less than 7,000 SF</u>	<u>3 spaces total</u>		
<u>Lot area equal to or greater than 7,000 SF</u>	<u>4 spaces total</u>	<u>None</u>	<u>None</u>
Townhome	1 space per unit	None	None
<u>Cottage Cluster</u>	<u>1 space per unit</u>	<u>None</u>	<u>None</u>
Multi-Family-dwelling ⁴	1 per unit under 500 sf 1.25 per 1 bdr 1.5 per 2 bdr 1.75 per 3 bdr	None	None

¹ Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both, or that have a greater than twenty-minute peak hour transit service.

² Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located at a distance greater than one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both.

³ If the street on which the house has direct access does not permit on-street parking or is less than twenty-eight (28) feet wide, two (2) off-street parking spaces are required per single-family-detached dwelling (includes a manufactured home on an individual lot) if the abutting street is twenty-eight (28) feet or wider, one (1) standard (9 ft. x 20 ft.) parking space is required.

⁴ Visitor parking in residential developments: Multi-Family dwelling units with more than ten (10) required parking spaces shall provide an additional fifteen (15) percent of the required number of parking spaces for the use of guests of the residents of the development. The spaces shall be centrally located or distributed throughout the development. Required bicycle parking facilities shall also be centrally located within or evenly distributed throughout the development.

B. Dimensional and General Configuration Standards

1. Dimensions For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.

[...]

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Chapter 16.96 Commentary

The revisions to this section clarify that middle housing types are exempt from requirements that do not apply to detached single housing, per HB2001.

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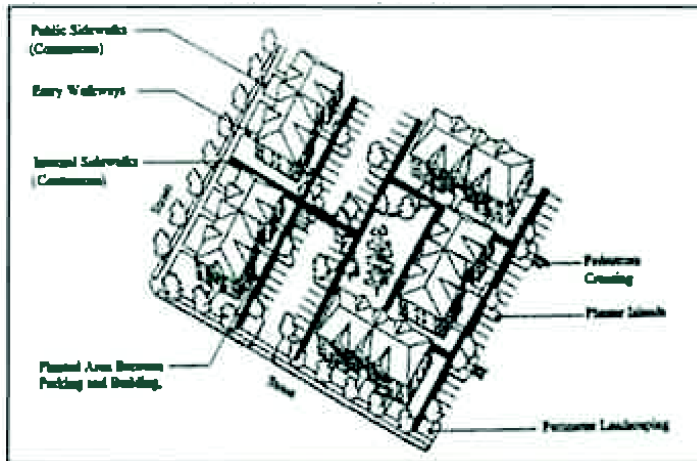
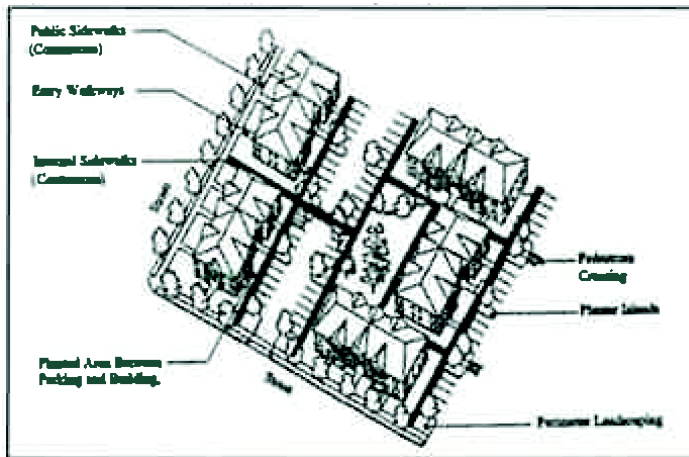
Chapter 16.96 - ON-SITE CIRCULATION

16.96.010 - On-Site Pedestrian and Bicycle Circulation

A. Purpose

On-site facilities shall be provided that accommodate safe and convenient pedestrian access within new subdivisions, multi-family dwelling developments, planned unit developments, shopping centers and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Neighborhood activity centers include but are not limited to existing or planned schools, parks, shopping areas, transit stops or employment centers. All new development, (except single-family detached and middle housing types other than cottage clusters housing), shall provide a continuous system of private pathways/sidewalks.

On-Site Circulation System (Multi-Family-Dwelling Example)



[...]

F. Access to Major Roadways

Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Appendix C of the Community Development Plan, Part II, shall be limited as follows:

1. Single Family Detached homes, Duplex, Townhomes, middle housing types, and Manufactured homes on individual residential lots developed after the effective date of this Code shall not be granted permanent

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driveway ingress or egress from Highway 99W and arterial roadways. If alternative public access is not available at the time of development, provisions shall be made for temporary access which shall be discontinued upon the availability of alternative access.

2. Other private ingress or egress from Highway 99W and arterial roadways shall be minimized. Where alternatives to Highway 99W or arterials exist or are proposed, any new or altered uses developed after the effective date of this Code shall be required to use the alternative ingress and egress.
3. All site plans or Residential Design Checklists for new development submitted to the City for approval after the effective date of this Code shall show ingress and egress from existing or planned local or collector streets, consistent with the Transportation Plan Map and Section VI of the Community Development Plan.

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

(Ord. No. 2012-008, § 2, 7-17-2012; Ord. No. 2010-015, § 2, 10-5-2010; Ord. 2006-021; Ord. 2005-009, § 6; Ord. 86-851)

16.96.020 Minimum - Residential standards

Minimum standards for private, on-site circulation improvements in residential developments:

A. Driveways

1. ADU/Single-Family-Detached: One (1) driveway improved with hard surface pavement with a minimum width of ten (10) feet, not to exceed a grade of 14%.
2. Duplex: One (1) shared driveway improved with hard surface pavement with a minimum width of twenty (20) feet; or two (2) driveways improved with hard surface pavement with a minimum width of ten (10) feet each.
3. Townhome: A maximum of one (1) driveway per unit improved with hard surface pavement with a minimum width of ten (10) feet. See also the provisions of 16.14.020.D.

4. Triplex and Quadplex: See the provisions of 16.14.030.A.

54. Multi-Family-Dwelling: Improved hard surface driveways are required as follows:

Number of Units	Number of Driveways	One Way Drive Width (Pair)	Two Way Drive Width
5—49	1	15 feet	24 feet
50 or more	2	15 feet	24 feet

56. Permeable surfaces and planting strips between driveway ramps are encouraged in order to reduce stormwater runoff.

B. Sidewalks, Pathways and Curbs

1. Single Family Detached, Duplex, Triplex, Quadplex, Townhome, Cottage Cluster, and Manufactured Home on Individual Residential Lot: on-site sidewalks and curbs are not required when part of a proposed partition or subdivision. For cottage clusters, on-site pedestrian pathways are required consistent with Section 16.14.040.

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2. Multi-Family-Dwelling:

- a. A system of private pedestrian sidewalks/pathways extending throughout the development site shall connect each dwelling unit to vehicular parking areas, common open space, storage areas, recreation facilities, adjacent developments, transit facilities within five hundred (500) feet of the site, and future phases of development. Main building entrances shall also be connected to one another.
- b. Required private pathways/sidewalks shall extend from the ground floor entrances or the ground floor landing of stairs, ramps or elevators, on one (1) side of approved driveways connecting to the public sidewalk or curb of the public street that provides required ingress and egress. Curbs shall also be required at a standard approved by the Review Authority.
- c. Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, brick/masonry pavers, or other durable surface, at least five (5) feet wide and conform to ADA standards. Where the system crosses a parking area, driveway or street, it shall be clearly marked with contrasting paving materials or raised crosswalk (hump).
- d. Exceptions Private pathways/sidewalks shall not be required where physical or topographic conditions make a connection impracticable, where buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or pathways would violate provisions of leases, restrictions or other agreements.

(Ord. No. 2012-008, § 2, 7-17-2012; Ord. No. 2010-015, § 2, 10-5-2010; Ord. 2006-021; Ord. 2005-009, §§ 5, 8; 91-922)

Division VI. - PUBLIC INFRASTRUCTURE

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Chapter 16.104 Commentary

Language regarding Sufficient Infrastructure has been added for compliance with HB2001 and to clarify that the City can continue to require sufficient infrastructure to support middle housing development.

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Chapter 16.104 - GENERAL PROVISIONS^[46]

[...]

16.104.030 - Improvement Procedures

Except as otherwise provided, all public improvements shall conform to City standards and specifications found in the Engineering Design Manual and installed in accordance with Chapter 16.108. The Council may establish additional specifications to supplement the standards of this Code and other applicable ordinances. Except for public projects constructed consistent with an existing facility plan, a public improvements shall not be undertaken until land use approval has been granted, a public improvement plan review fee has been paid, all improvement plans have been approved by the City, and an improvement permit has been issued.

The City shall work with an applicant for development to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a middle housing development application.

(Ord. No. 2011-011, § 1, 10-4-2011)

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Chapter 16.106 Commentary

Additional language has been added to clarify that where single detached dwellings are exempt from requirements, middle housing dwellings are also exempt per HB2001.

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Chapter 16.106 - TRANSPORTATION FACILITIES

16.106.040 - Design

[...]

M. Vehicular Access Management

[...]

2. Roadway Access

No use will be permitted to have direct access to a street or road except as specified below. Access spacing shall be measured from existing or approved accesses on either side of a street or road. The lowest functional classification street available to the legal lot, including alleys within a public easement, shall take precedence for new access points.

[...]

b. Neighborhood Routes:

Minimum spacing between driveways (Point "C" to Point "C") shall be fifty (50) feet with the exception of single family detached dwellings, ~~duplex, and townhomes~~ and middle housing dwellings on residential lots in a recorded subdivision. Such lots shall not be subject to a minimum spacing requirement between driveways (Point "C" to Point "C"). In all instances, access points near an intersection with a Neighborhood Route, Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in access spacing greater than fifty (50) feet.

[...]

d. Arterials and Highway 99W - Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Figure 1 of the Community Development Plan, Part II, shall be limited as follows:

- (1) Single family-detached dwellings, ~~duplex, townhomes,~~ middle housing dwellings, and manufactured homes on individual residential lots developed after the effective date of this Code shall not be granted permanent driveway ingress or egress from Highway 99W or arterials. If alternative public access is not available at the time of development, provisions shall be made for temporary access which shall be discontinued upon the availability of alternative access.
- (2) Other private ingress or egress from Highway 99W and arterial roadways shall be minimized. Where alternatives to Highway 99W or arterials exist or are proposed, any new or altered uses developed after the effective date of this Code shall be required to use the alternative ingress and egress. Alternatives include shared or crossover access agreement between properties, consolidated access points, or frontage or backage roads. When alternatives do not exist, access shall comply with the following standards:
 - (a) Access to Highway 99W shall be consistent with ODOT standards and policies per OAR 734, Division 51, as follows: Direct access to an arterial or principal arterial will be permitted provided that Point 'A' of such access is more than six hundred (600) feet from any intersection Point 'A' or other access to that arterial (Point 'C').

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- (b) The access to Highway 99W will be considered temporary until an alternative access to public right-of-ways is created. When the alternative access is available the temporary access to Highway 99W shall be closed.
- (3) All site plans or Residential Design Checklists for new development submitted to the City for approval after the effective date of this Code shall show ingress and egress from existing or planned local, neighborhood route or collector streets, including frontage or backage roads, consistent with the Transportation Plan Map and Chapter 6 of the Community Development Plan.

[...]

**Division VII. - LAND DIVISIONS, SUBDIVISIONS, PARTITIONS, LOT LINE
ADJUSTMENTS AND MODIFICATIONS**

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Chapter 16.120 Commentary

One of the concepts that was identified at the Planning Commission work session was to provide an option for subdividing cottage clusters, so cottages can be on their own lots without going through a Planned Unit Development Review. Community comments received from the open house also expressed a need for more affordable options for first-time homebuyers and generally supported the characteristics of cottage cluster housing. Enabling individual ownership of cottage lots ("fee-simple" ownership), in addition to condominium ownership of cottages on a shared lot, provides a wider range of homeownership options.

A definition and procedure for Condominiums is added.

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Chapter 16.120 - SUBDIVISIONS^[51]

[...]

16.120.080 Filing and Recording of Final Subdivision Plat

A. County Review

When the City determines that the plat conforms to all requirements, the plat shall be authorized for review by the County.

B. Recording the Plat

After approval, the City shall authorize the transmittal of the final map, tracing, and other data to the County, to determine that there has been compliance with all provisions of State and local statutes. Approval of the final plat shall be null and void if the plat is not recorded within sixty (60) days after the date of the last required approving signatures have been obtained.

C. Effective Date

Subdivision approval shall become final upon the recording with the County of the approved subdivision plat or partition map together with any required documents. Development permits may be issued only after final approval, except for activities at the preliminary plat phase, specifically authorized by this Code.

(Ord. No. 2011-011, § 1, 10-4-2011)

16.120.090 CONDOMINIUMS

A. Definition

A condominium is a building, or group of buildings, in which units are individually owned, and the shared structures, common areas and facilities are owned by all of the unit owners on a proportional, undivided basis.

B. Procedure

A proposal for new construction of a condominium or conversion of existing units into condominiums is reviewed through the procedure applicable to the housing type (e.g., multi-family development or middle housing). All condominium proposals must meet the appropriate requirements of ORS Chapter 100 (Condominiums).

C. Public Improvements

1. An applicant must demonstrate a Adequate water, sanitary sewer and other public facilities exist to support the proposed condominium development as determined by the City and are in compliance with City standards. For the purposes of this section:

a. Adequate water service shall mean: Ability to connect Connection to the City water supply system and the City water supply system has the capacity to provide service in compliance with City standards shall be deemed to be adequate water service.

b. Adequate sanitary sewer service shall mean: Ability to connect Connection to the City sanitary sewer system -and the City sanitary sewer system has the capacity to provide service in compliance with City standards, shall be deemed to be adequate sanitary sewer service if City sanitary sewer lines are located within three-hundred (300) feet of any point of the lot lines the partition of the lot proposed for condominiums or if the lots created are less than 15,000 square feet in area.

b.c. Installation of private on-site septic sewage disposal facilities shall be deemed adequate on when the lot proposed for condominiums is of 15,000 square feet or more if the private on-site septic system is

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permitted by Washington County Health and City sewer lines are not located within three-hundred (300) feet of any point of the lot lines of the lot proposed for condominiums.

~~e.d.~~ The adequacy of other public facilities such as storm water and streets shall be determined by the City Manager or his/her designee based on applicable City policies, plans and standards for said facilities.

2. An applicant must demonstrate that aAll public improvements required for the condominium development have been installed and approved by the City Engineer or appropriate service provider (e.g., road authority). Alternatively, the developer has provided a performance guarantee in accordance with § 16.120.070.

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Chapter 16.128 Commentary

Because cottage clusters are required to be oriented to a common open space, and may be served by a private street, alley, or pathway, provisions were added to this section to allow cottage cluster lots to abut a public street, private street, shared open space, or a shared pathway.

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Chapter 16.128 - LAND DIVISION DESIGN STANDARDS

[...]

16.128.030 - Lots

A. Size and Shape

Lot size, width, shape, and orientation shall be appropriate for the location and topography of the subdivision or partition, and shall comply with applicable zoning district requirements, with the following exception:

1. Lots in areas not served by public sewer or water supply shall conform to any special County Health Department standards.

B. Access

All lots in a subdivision shall abut a public street, except as allowed for infill development under Chapter 16.68 or for cottage clusters as described below.

1. Cottage cluster lots shall abut a public street, private street, alley, shared open space, or a shared pathway.

[...]

Division VIII. - ENVIRONMENTAL RESOURCES

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Chapter 16.142 Commentary

A cross-reference to the cottage cluster open space requirements of 16.14.040 has been added, and the applicability of the previous single-family and duplex residential subdivision open space requirements has been extended to triplex, quadplex, and townhome developments.

The current provisions of 16.142.070 apply only to residential developments subject to Type II-IV land use review. Per HB2001, single detached and middle housing development is subject to Residential Design Checklist review, Type I review with Adjustment, Type II review with Class B Variance, or Type IV Design Review. This means that a residential development that meets all applicable development and design standards would not be subject to the tree retention provisions.

Additional language has been added to the text and table to clarify that residential developments are subject to these requirements based on the level of land use review required.

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Chapter 16.142 - PARKS, TREES AND OPEN SPACES

[...]

16.142.030 – All Residential Subdivisions

- A. A minimum of five percent (5%) of the net buildable site (after exclusion of public right-of-way and environmentally constrained areas) shall be maintained as "open space". Open space must include usable areas such as public parks, swimming and wading pools, grass areas for picnics and recreational play, walking paths, and other like space. Cottage cluster development is subject to the open space requirements of 16.14.40 and not to the requirements of this section. The following may not be used to calculate open space:
1. Required yards or setbacks.
 2. Required visual corridors.
 3. Required sensitive areas and buffers.
 4. Any area required to meet a standard found elsewhere in this code.
- B. Enhanced streetscapes such as "boulevard treatments" in excess of the minimum public street requirements may count toward a maximum of 10,000 square feet of the open space requirement.
1. Example: if a 52-foot-wide right-of-way [ROW] is required for a 1,000 foot-long street and a 62-foot wide ROW with 5-foot additional plantings/meandering pathway is provided on each side of the street, the additional 10-foot-wide area x 1,000 linear feet, or 10,000 square feet, counts toward the open space requirement.
- C. The open space shall be conveyed in accordance with one of the following methods:
1. By dedication to the City as public open space (if acceptable to the City). Open space proposed for dedication to the City must be acceptable to the City Manager or the Manager's designee with regard to the size, shape, location, improvement, environmental condition, and budgetary and maintenance abilities;
 2. By leasing or conveying title (including beneficial ownership) to a corporation, homeowners' association or other legal entity, with the City retaining the development rights to the open space. The terms of such lease or other instrument of conveyance must include provisions (e.g., maintenance, property tax payment, etc.) suitable to the City.
- D. The density of a residential subdivision shall be calculated based on the net buildable site prior to exclusion of open space per this Section.
1. Example: a 40,000 square foot net buildable site would be required to maintain 2,000 square feet (5%) of open space but would calculate density based on 40,000 square feet.
- E. If a proposed residential subdivision contains or is adjacent to a site identified as "parks" on the Acquisition Map of the Parks Master Plan (2006) or has been identified for acquisition by the Sherwood Parks and Recreation Board, establishment of open space shall occur in the designated areas if the subdivision contains the park site, or immediately adjacent to the parks site if the subdivision is adjacent to it.
- F. If the proposed residential subdivision does not contain or is not adjacent to a site identified on the Parks Master Plan map or otherwise identified for acquisition by the Parks and Recreation Board, the applicant may elect to convey off-site park/open space.
- G. This standard does not apply to a residential partition provided that a development may not use phasing or series partitions to avoid the minimum open space requirement. A partition of land that was part of an approved partition within the previous five (5) years shall be required to provide the minimum five percent (5%) open space in accordance with subsection (A) above.

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- H. The value of the open space conveyed under Subsection (A) above may be eligible for Parks System Development Charges (SDCs) credits based on the methodology identified in the most current Parks and Recreation System Development Charges Methodology Report.

[...]

D. Required Yard

Visual corridors may be established in required yards, except that where the required visual corridor width exceeds the required yard width, the visual corridor requirement shall take precedence. In no case shall buildings be sited within the required visual corridor.

[...]

16.142.070 - Trees on Property Subject to Certain Land Use Applications

A. Generally

The purpose of this Section is to establish processes and standards which will minimize cutting or destruction of trees and woodlands within the City. This Section is intended to help protect the scenic beauty of the City; to retain a livable environment through the beneficial effect of trees on air pollution, heat and glare, sound, water quality, and surface water and erosion control; to encourage the retention and planting of tree species native to the Willamette Valley and Western Oregon; to provide an attractive visual contrast to the urban environment, and to sustain a wide variety and distribution of viable trees and woodlands in the community over time.

B. Applicability

All applications including a Type II - IV land use review, shall be required to preserve trees or woodlands, as defined by this Section to the maximum extent feasible within the context of the proposed land use plan and relative to other codes, policies, and standards of the City Comprehensive Plan.

[...]

D. Retention requirements

1. Trees may be considered for removal to accommodate the development including buildings, parking, walkways, grading etc., provided the development satisfies of D.2 or D.3, below.
2. Required Tree Canopy – All Residential Developments subject to Type II-V land use review.

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 40 percent. The canopy percentage is based on the expected mature canopy of each tree by using the equation πr^2 to calculate the expected square footage of canopy for each tree. The expected mature canopy is counted for each tree regardless of an overlap of multiple tree canopies.

The canopy requirement can be achieved by retaining existing trees or planting new trees. Required street trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the needed canopy cover. A certified arborist or other qualified professional shall provide the estimated tree canopy of the proposed trees to the planning department for review.

3. Required Tree Canopy - Non-Residential and Multi-Family Dwelling Developments

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 30 percent. The canopy percentage is based on the expected mature canopy of each tree by using the

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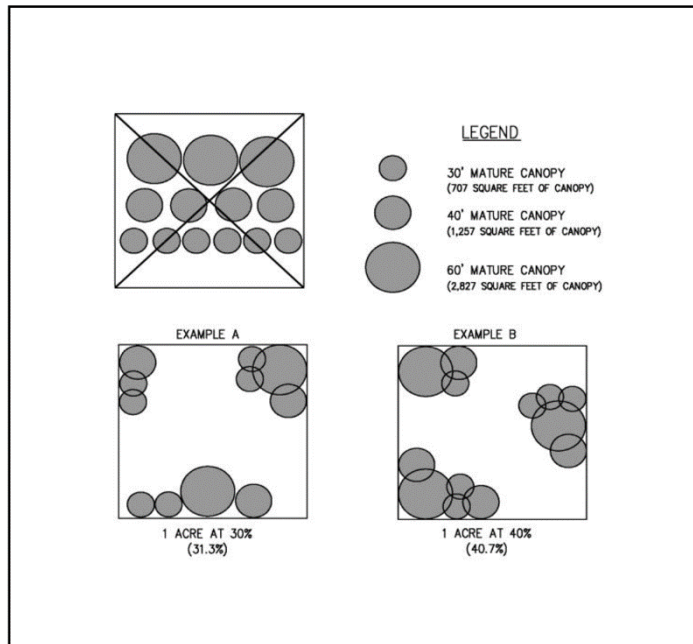
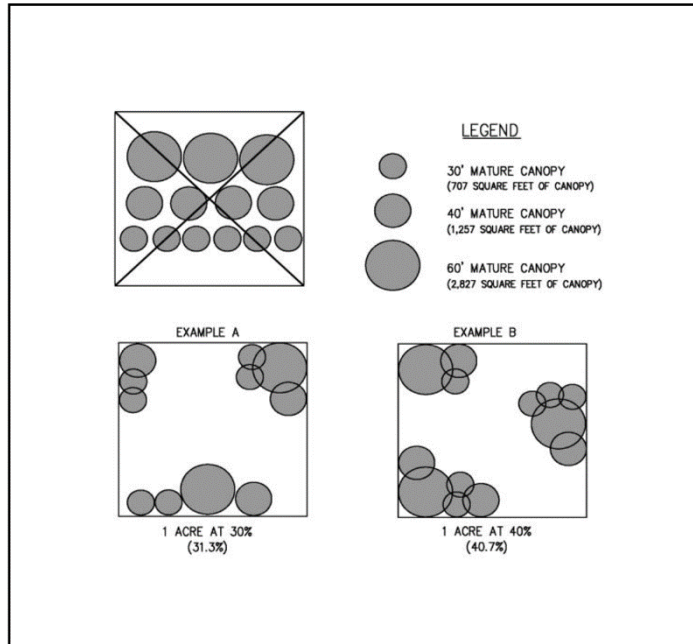
equation πr^2 to calculate the expected square footage of each tree. The expected mature canopy is counted for each tree even if there is an overlap of multiple tree canopies.

The canopy requirement can be achieved by retaining existing trees or planting new trees. Required landscaping trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the required canopy cover. A certified arborist or other qualified professional shall provide an estimated tree canopy for all proposed trees to the planning department for review as a part of the land use review process.

	Residential (single family detached & duplex and middle housing developments) subject to Residential Design Checklist or Type I review	Residential (single family detached & duplex and middle housing developments) subject to Type II-IV review	Old Town & Infill developments	Commercial, Industrial, Institutional Public and Multi-Family dwelling
Canopy Requirement	N/A	40%	N/A	30%
Counted Toward the Canopy Requirement				
Street trees included in canopy requirement	N/A	Yes	N/A	No
Landscaping requirements included in canopy requirement	N/A	N/A	N/A	Yes
Existing trees onsite	N/A	Yes x2	N/A	Yes x2
Planting new trees onsite	N/A	Yes	N/A	Yes
Mature Canopy in Square Feet Equation πr^2 or $(3.14159 * \text{radius}^2)$ (This is the calculation to measure the square footage of a circle. The Mature Canopy is given in diameter. In gardening and horticulture reference books, therefore to get the radius you must divide the diameter in half.				

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Canopy Calculation Example: Pin Oak
Mature canopy = 35'
 $(3.14159 * 17.5^2) = 962$ square feet



4. The City may determine that, regardless of D.1 through D.3, that certain trees or woodlands may be required to be retained. The basis for such a decision shall include; specific findings that retention of

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said trees or woodlands furthers the purposes and goals of this Section, is feasible and practical both within the context of the proposed land use plan and relative to other policies and standards of the City Comprehensive Plan, and are:

- a. Within a Significant Natural Area, 100-year floodplain, City greenway, jurisdictional wetland or other existing or future public park or natural area designated by the City Comprehensive Plan, or
 - b. A landscape or natural feature as per applicable policies of the City Comprehensive Plan, or are necessary to keep other identified trees or woodlands on or near the site from being damaged or destroyed due to windfall, erosion, disease or other natural processes, or
 - c. Necessary for soil stability and the control of erosion, for managing and preserving surface or groundwater quantities or quality, or for the maintenance of a natural drainageway, as per Clean Water Services stormwater management plans and standards of the City Comprehensive Plan, or
 - d. Necessary in required buffers between otherwise incompatible land uses, or from natural areas, wetlands and greenways, or
 - e. Otherwise merit retention because of unusual size, size of the tree stand, historic association or species type, habitat or wildlife preservation considerations, or some combination thereof, as determined by the City.
5. Tree retention requirements for properties located within the Old Town Overlay or projects subject to the infill standards of Chapter 16.68 are only subject to retention requirements identified in D.4. above.
 6. The Notice of Decision issued for the land use applications subject to this Section shall indicate which trees and woodlands will be retained as per subsection D of this Section, which may be removed or shall be retained as per subsection D of this Section and any limitations or conditions attached thereto.
 7. All trees, woodlands, and vegetation located on any private property accepted for dedication to the City for public parks and open space, greenways, Significant Natural Areas, wetlands, floodplains, or for storm water management or for other purposes, as a condition of a land use approval, shall be retained outright, irrespective of size, species, condition or other factors. Removal of any such trees, woodlands, and vegetation prior to actual dedication of the property to the City shall be cause for reconsideration of the land use plan approval.

[...]

16.142.080 - Trees on Private Property — not subject to a land use action

A. Generally

In general, existing mature trees on private property shall be retained unless determined to be a hazard to life or property. For the purposes of this section only, existing mature trees shall be considered any deciduous tree greater than ten (10) inches diameter at the breast height (dbh) or any coniferous tree greater than twenty (20) inches dbh.

B. Residential (Single Family Detached and Duplex-Middle Housing) Standards

In the event a property owner determines it necessary to remove existing mature trees on their property that are not a hazard, they may remove the trees as described below;

1. Removal of up to five (5) trees, or up to 10 percent of the number of trees on site, whichever is greater, within a twelve month period. No review or approval required provided that trees are not located within a wetland, floodplain or protected through prior land use review per section 3.b. (1.) - (5.) below, that the planning department is notified in writing 48 hours prior to removing the tree, including the property address, property owner name and contact information, and provided with the type and size

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of the tree. Failure to notify the Planning Department shall not result in a violation of this code unless it is determined that the tree removal is located within a wetland, floodplain or protected through prior land use review per section 3.b. (1.) - (5.) below, or in excess of that permitted outright.

2. Removal of six (6) or more trees, or more than 10 percent of the number of trees on site, whichever is greater, within a twelve month period except as allowed in subsection 1, above.
 - a. The applicant shall submit the following;
 - (1.) A narrative describing the need to remove the tree(s),
 - (2.) A statement describing when and how the Homeowner's Association (HOA) was informed of the proposed tree cutting and their response. If there is not an active HOA, the applicant shall submit as statement indicating that there is not a HOA to contact.
 - (3.) A plan showing the location of the tree and
 - (4.) The applicant shall submit a replacement tree plan. Half of the number of trees removed shall be replaced on site with native trees within six months from the date of removal.

[...]

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Chapter 16.156 Commentary

A new applicability statement has been added to clarify that these standards do not apply to single detached or middle housing residential development.

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Chapter 16.156 - ENERGY CONSERVATION*

Sections:

16.156.010 - Purpose

This Chapter and applicable portions of Chapter 5 of the Community Development Plan provide for natural heating and cooling opportunities in new development. The requirements of this Chapter shall not result in development exceeding allowable densities or lot coverage, or the destruction of existing trees.

(Ord. 91-922, § 3)

16.156.020 – Applicability

The standards in this Chapter shall apply to any new uses or changes to existing uses in multi-dwelling, commercial, industrial and institutional zones. The standards in this Chapter do not apply to accessory dwelling unit or single detached, or middle housing development in residential zones.

16.156.030 - Standards

- A. Building Orientation - The maximum number of buildings feasible shall receive sunlight sufficient for using solar energy systems for space, water or industrial process heating or cooling. Buildings and vegetation shall be sited with respect to each other and the topography of the site so that unobstructed sunlight reaches the south wall of the greatest possible number of buildings between the hours of 9:00 AM and 3:00 PM, Pacific Standard Time on December 21st.
- B. Wind - The cooling effects of prevailing summer breezes and shading vegetation shall be accounted for in site design. The extent solar access to adjacent sites is not impaired vegetation shall be used to moderate prevailing winter wind on the site.

(Ord. 91-922, § 3)

16.156.040 - Variance to Permit Solar Access

Variances from zoning district standards relating to height, setback and yard requirements approved as per Chapter 16.84 may be granted by the Commission through a Type IV review where necessary for the proper functioning of solar energy systems, or to otherwise preserve solar access on a site or to an adjacent site.

(Ord. 91-922, § 3)

END OF PROPOSED AMENDMENTS

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DEVELOPMENT CODE CROSS REFERENCES TABLE

[Removed from draft]



May 11, 2022

Sherwood City Council
22560 SW Pine Street
Sherwood, OR 97140

Re: Housing Choices to implement HB 2001 and TSP Amendment related to housing choices standards. (LU 2022-02/LU 2022-03)

Dear Mayor and Councilors:

This letter is submitted jointly by Housing Land Advocates (HLA), the Fair Housing Council of Oregon (FHCO) and 1000 Friends of Oregon. HLA, FHCO, and 1000 Friends are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

HB 2001 IMPLEMENTATION

Today, we write in support of the Sherwood adopting code amendments that implement HB 2001. We ask for a few amendments to improve the prospects for increasing access to more affordable housing types in Sherwood.

Please consider supporting more housing design options by including the possibility for builders to create detached homes in -plex developments. Giving more flexibility by allowing detached design options for duplexes, triplexes, and quadplexes will help the City achieve its housing goals by increasing the number or potential lots where a detached design will create more workable options for home builders. At the same time, the smaller building envelope of detached structures could alleviate some concerns about buildings that are larger than their surrounding neighbors. With detached units as an option, developers can also build around existing homes on a lot to avoid a costly and unnecessary teardown – preserving naturally occurring affordable housing.



Each parking space required for a development adds between \$5,000 and \$10,000 to the cost of homes. Reducing minimum parking standards goes a long way in reducing barriers and the cost of middle housing development. Of course, many developers choose to create off-street parking to accommodate market forces – many people expect off-street parking at their home. However, more flexibility in your code will create housing opportunities for people in your community who do not have a personal vehicle or have readily available on-street parking in their neighborhood. We encourage you to follow the lead of other cities like Bend and Milwaukie (Oregon) and eliminate parking requirements for duplexes and triplexes and require 2 total for quadplexes. Alternatively, you can at least count on-street parking on a lot's street frontage as a credit towards parking requirements. It is often the case that a developer would need to eliminate on-street parking to create access (driveway) for off-street parking spots.

A final amendment to consider in your deliberations are density bonuses (e.g. 5 units being allowed in a site that meets the siting requirements of a fourplex, or allowing 4 units on a site that meets the siting requirements of a triplex) for developers that are willing to guarantee that one unit remain affordable (to, for example, people making 80% AMI), for a set period by deed restriction. Density bonuses should also be considered for incentivizing units that are accessible to people with disabilities and tree preservation.

GOAL 10 FINDINGS

As you know, all amendments to the City's Comprehensive Plan and Zoning map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis (HNA) and Buildable Land Inventory (BLI) in order to show that an adequate number of needed housing units (both housing type and affordability level) will be supported by the residential land supply after enactment of the proposed change. Goal 10 findings are also required for code changes affecting residential development feasibility, such as parking standards and setbacks.

The staff report for the proposed middle housing amendment states, "Sherwood has a deficit of land for 608 dwelling units," and that "further consideration is needed on the impacts of middle



housing ordinances on land capacity in the next HNA, as required by House Bill 2003.”

However, Section 5(6)(b) of HB 2001 allows cities to assume an up to three percent increase in zoned capacity resulting from new middle housing codes, so the question of whether the proposed amendments will address the deficit identified in the BLI should be able to be answered in these findings. By fully and transparently quantifying the impact of land use policies, planning staff can ensure that elected officials and the public are able to make informed decisions about how best to meet their housing needs. We hope staff will take this approach in the future.

HLA and FHCO urge the Council to defer adoption of the proposed LU 2022-02/LU 2022-03 until full Goal 10 findings can be made, and the proposal evaluated under the HNA and BLI. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Allan Lazo, at 1221 SW Yamhill Street, #305, Portland, OR 97205; HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204; and 1000 Friends of Oregon c/o Alexis Biddle at 454 Willamette Street, suite 213 Eugene, OR 97454. Please feel free to email Allan Lazo at information@fhco.org or reach him by phone at (503) 223-8197 ext. 104.

Thank you for your consideration.

Allan Lazo
Executive Director
Fair Housing Council of Oregon

/s/ Jennifer Bragar
Jennifer Bragar
President
Housing Land Advocates

Alexis Biddle
Great Communities Program Director and Staff Attorney
1000 Friends of Oregon

cc: Kevin Young (kevin.young@state.or.us)



ORDINANCE 2022-004

AMENDING SECTIONS OF THE SHERWOOD ZONING AND COMMUNITY DEVELOPMENT CODE FOR NEW HOUSING CHOICES TO COMPLY WITH OREGON HB 2001

WHEREAS, Oregon House Bill 2001 (2019) aims to expand housing types in residential zones to include duplexes, tri and quad plexes, townhomes, and cottage clusters; and

WHEREAS, the Oregon Land Conservation and Development Commission adopted a set of Oregon Administrative Rules (OARs) that outlined the minimum standards large-sized cities must apply to middle housing to comply with HB 2001; and

WHEREAS, Sherwood is considered a large-size city because it is part of the Metro region, and Large Cities must comply with House Bill 2001 and adopt standards to implement it by the statutory deadline of June 30, 2022; and

WHEREAS, the proposed Housing Choices amendments, attached hereto as Exhibit 1, comply with the minimum standards identified in the OARs and will provide for housing choices that can meet the needs of the Sherwood community; and

WHEREAS, the proposed Housing Choices amendments are consistent with the 2040 Comprehensive Plan by providing a diversity of housing types; and

WHEREAS, the proposed amendments will allow for a variety of housing choices making it feasible for housing construction through clear and objective standards; and

WHEREAS, the Planning Commission has conducted 17 work sessions on Residential Design Standards and the proposed Housing Choices amendments; and

WHEREAS, the City Council held four work session briefings on Residential Design Standards and the proposed Housing Choices amendments; and

WHEREAS, at its meeting on March 22, 2022, the Planning Commission conducted a public hearing, considered proposed Housing Choices development standards, and recommended that the City Council adopt the proposed amendments; and

WHEREAS, the City Council held the first public hearing on the proposed amendments on April 19, 2022, a second public hearing on May 3, 2022, a third public hearing on May 17, 2022, and the fourth and final public hearing on the proposed amendments on June 7, 2022.

WHEREAS, in order to meet DLCD’s deadline for acknowledgement and adoption of these amendments, it is necessary for the amendments to be adopted on an emergency basis, as permitted by Section 17 of the City Charter.

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. After full and due consideration of the application, the Planning Commission recommendation, the record, and evidence presented at the public hearings, the City Council adopts the findings of fact contained in the Planning Commission recommendation, which is included as Attachment 1 to the staff report for this Ordinance, finding that the text of the indicated sections of the Sherwood Zoning and Community Development Code shall be amended to read as documented in Exhibit 1, attached to this Ordinance.

Section 2. The proposed amendments to the Sherwood Zoning and Community Development Code in Exhibit 1, attached to this Ordinance, are hereby **APPROVED**.

Section 3. The City Council declares that an emergency exists because a delay would unnecessarily prevent the orderly implementation of the provisions of this Ordinance; therefore, this Ordinance shall take effect on June 30, 2022.

Duly passed by the City Council this June 7, 2022.

_____	_____
Keith Mays, Mayor	Date

Attest:

Sylvia Murphy, MMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Giles	_____	_____
Scott	_____	_____
Brouse	_____	_____
Young	_____	_____
Garland	_____	_____
Rosener	_____	_____
Mays	_____	_____

Title 16

ZONING AND COMMUNITY DEVELOPMENT CODE

Proposed Amendments

This document presents the “Clean” copy of the proposed HB 2001 / Housing Choices code amendments.

The proposed amendments are organized by code chapter. Only those sections of the code that are proposed to be amended are included in the document.

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Housing Choices Standards

Division I. - GENERAL PROVISIONS

May 20, 2022
Housing Choices Standards

Chapter 16.02 - INTRODUCTION*

16.02.020 - Purpose

This Code is enacted to:

- A. Encourage the most appropriate use of land.
- B. Conserve and stabilize the value of property.
- C. Preserve natural resources.
- D. Facilitate fire and police protection.
- E. Provide adequate open space for light and air.
- F. Minimize congestion on streets.
- G. Promote orderly growth of the City.
- H. Prevent undue concentrations of population.
- I. Facilitate adequate provision of community facilities.
- J. Promote in other ways the public health, safety, convenience, and general welfare.
- K. Enable implementation of the Sherwood Comprehensive Plan in compliance with State Land Use_Goals.
- L. Provide opportunities for a range of housing options that offer choices in home size and price.

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Chapter 16.10 - DEFINITIONS

[...]

16.10.020 - Specifically

The following terms shall have specific meaning when used in this Code:

Common Courtyard: A common area for use by residents of townhomes, multi-family, and cottage cluster developments. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as pedestrian paths, lawn, groundcover, trees, shrubs, patios, benches, or gazebos.

Common-Wall Dwelling: Dwelling units with shared walls such as two-family, and multi-family dwellings. The common wall must be shared for at least 25 percent of the length of the side of the building of the dwelling units. The common wall may be any wall of the building, including the walls of attached garages

Driveway Approach: The edge of a driveway where it abuts a public right-of-way.

Dwelling Types:

- **Accessory Dwelling Unit:** An interior, attached, or detached dwelling unit that is used in connection with, or that is accessory to, a single dwelling on a single lot or parcel. Also known as an ADU.
- **Cottage Cluster:** A grouping of no fewer than four detached dwelling units per acre, each with a footprint of less than 900 square feet, located on a single lot or parcel that includes a common courtyard. Cottage cluster may also be known as "cluster housing," "cottage housing," "bungalow court," "cottage court," or "pocket neighborhood."
- **Cottage Cluster, Community Building:** A building that is part of a cottage cluster for the shared use of residents that provides space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, or other similar uses.
- **Cottage Cluster Development:** A development site with one or more cottage clusters.
- **Duplex:** Two (2) attached dwelling units, in any configuration, located on a single lot or parcel.
- **Dwelling, Single-Family Detached:** A detached structure on a lot or parcel that is comprised of a single dwelling unit.
- **Dwelling, Single-Family Attached:** A single structure on two lots, containing two individual dwelling units, but with a common wall and a common property line. Otherwise identical to a two-family dwelling.
- **Dwelling, Two-Family or Duplex:** A single structure on one lot containing two individual dwelling units, sharing a common wall, but with separate entrances.
- **Dwelling, Townhome or Row House:** A single-family dwelling unit which is attached on one or both sides to a similar adjacent unit(s) on similar lot(s). The attachment is made along one or more common walls which are jointly owned. The units may either be on individual platted lots or may be located on a single lot as individual condominium units. The units are distinct from each other by scale, color, massing, or materials.
- **Dwelling, Multi-Family:** A single structure containing five (5) or more dwelling units that share common walls or floor/ceilings with one or more units. The land underneath the structure is not divided into separate lots. Multi-dwellings include structures commonly called garden apartments, apartments and condominiums.

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- **Townhome:** A dwelling unit that is part of a row of two (2) or more attached dwelling units, where each unit is located on an individual lot or parcel and shares at least one common wall with an adjacent dwelling unit.
- **Townhome Block:** A unit of a townhome development consisting of no less than two (2) and no more than six (6) townhomes.
- **Townhome Project:** One or more townhouse structures constructed, or proposed to be constructed, together with the development site where the land has been divided, or is proposed to be divided, to reflect the townhome property lines and the any commonly owned property.
- **Triplex:** Three (3) attached dwelling units, in any configuration, located on a single lot or parcel.
- **Quadplex:** Four (4) attached dwelling units, in any configuration, located on a single lot or parcel.

Dwelling Unit: Any room, suite of rooms, enclosure, building or structure designed or used as a residence for one household as defined by this Code, and containing sleeping, kitchen and bathroom facilities.

Entrance, Main: The entrance to a dwelling or building that most pedestrians are expected to use. Typically, this is the front door of a dwelling unit. Each dwelling may have a main entrance from the outside, or multiple dwellings may share one main entrance. In multi-dwelling or multitenant buildings, main entrances open directly into the building's lobby or principal interior ground-level circulation space. When a multi-dwelling or multitenant building does not have a lobby or common interior circulation space, each dwelling unit or tenant's outside entrance is a main entrance.

Façade, Street-Facing: The wall planes of a structure that are visible from, and at an angle of 45 degrees or less to, a front lot line or street side lot line. Angle measurements for curved front or street side lot lines shall be based on a straight line connecting the opposing lot corners of the front or street side lot line.

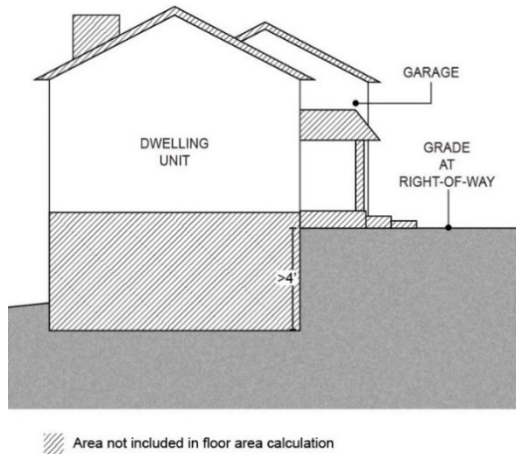
Family: Any-number of individuals living together regardless of familial or non-familial relationship.

Floor area: The total area of all floors of a building. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes stairwells, ramps, shafts, chases, and the area devoted to garages and structured parking. Floor area does not include the following (see Figure 1):

- Areas where the elevation of the floor is 4 feet or more below the adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height for 75 percent or more of their perimeter.

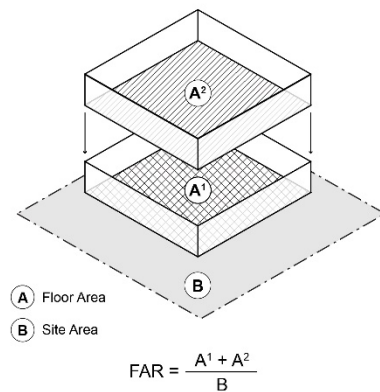
Figure 1. Areas Excluded from Floor Area Calculation

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Floor area ratio (FAR): The amount of floor area of a building or structure in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of 0.7 to 1 means 0.7 square feet of floor area for every one square foot of site area. FAR is calculated by dividing the total floor area of all buildings on a site by the total site area (See Figure 2).

Figure 2. Floor Area Ratio (FAR) Calculation



Household: One person living alone or a group of people living together as a single unit, excluding occupants of a boardinghouse, fraternity, hotel, accessory dwelling unit, or similar use.

Middle Housing: A term for the following residential uses: duplexes, triplexes, quadplexes, cottage clusters, and townhomes.

Open Space, Common: Private open space provided within a development which is provided for, and which is permanently accessible to, all residents/tenants of the development.

Porch: A roofed shelter, usually open at the sides, projecting from the face of a building and used to protect the entrance to a building; a carport is not considered a porch.

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Primary Use: A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used.

Street: A public or private road, easement or right-of-way that is created to provide access to one (1) or more lots, parcels, areas or tracts of land. Categories of streets include:

- A. Alley: A narrow street, typically abutting to the rear lot or property line. [See the adopted Transportation System Plan]
- B. Arterial: Arterial streets provide connectivity at a regional level, but are not State routes. [See the adopted Transportation System Plan]
- C. Bikeway: Any road, path or way that is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. Bikeways may include:
 - (1) Multi-use Path. A paved way (typically eight (8) to twelve (12) feet wide) separate from vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
 - (2) Bike Lane. A portion of the street (typically four (4) to six (6) feet wide) that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
 - (3) Shoulder Bikeway. The paved shoulder of a street that does not have curbs or sidewalks that is four feet or wider and is typically shared with pedestrians.
 - (4) Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles. Also called "bike route."
 - (5) Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians (See the adopted Transportation System Plan).
- D. Collector: Collectors are streets that provide citywide or district-wide connectivity. Collectors are primarily used or planned to move traffic between the local street system, and onto major streets, but may also accommodate through traffic. [See the adopted Transportation System Plan].
- E. Cul-de-Sac: A short street that terminates in a vehicular turnaround. See Section 16.108.060.
- F. Half Street: A portion of the width of a street, usually along the edge of a development, where the remaining portion of the street has been or could be provided by another development.
- G. Local Street: Local streets provide the highest level of access to adjoining land uses. Local streets do not provide through connection at any significant regional, citywide or district level. [Figures 8-5a and 8-5b of the Transportation System Plan illustrate local street cross-sections.]
- H. Marginal Access Street (frontage or backage road): A minor street parallel and adjacent to a principal arterial or arterial street providing access to abutting properties, but protected from through traffic. [See the adopted Transportation System Plan.]
- I. Neighborhood Route: Neighborhood routes are streets that provide connections within or between neighborhoods, but not citywide. Neighborhood routes are primarily used or planned to move traffic between the local street system, and onto collectors and arterials. [See the adopted Transportation System Plan.]
- J. Principal Arterial: Principal arterials are streets that provide connectivity at a regional level, and are typically State routes. [See the adopted Transportation System Plan].

Sufficient Infrastructure: Per OAR 660-046-020, the following level of public services to serve new Triplexes, Quadplexes, Townhomes, and Cottage Cluster developments:

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- Connection to a public sewer system capable of meeting service levels established in the City Engineering Design and Standards Details Manual.
- Connection to a public water system capable of meeting service levels established in the City Engineering Design and Standards Details Manual.
- Access to a city's public street system via public or private streets meeting emergency vehicle access standards established in the City Engineering Design and Standards Details Manual.
- Storm drainage facilities capable of meeting service levels established in the City Engineering Design and Standards Details Manual for storm drainage.

Townhome: See "Dwelling Types: Townhome"

Window area: The aggregate area of the glass within each window, including any interior grids, mullions, or transoms.

Division II. - LAND USE AND DEVELOPMENT

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Chapter 16.12 - RESIDENTIAL LAND USE DISTRICTS

The residential districts are intended to promote the livability, stability and improvement of the City's neighborhoods.

16.12.010 - Purpose and Density Requirements

A. Very Low Density Residential (VLDR)

1. Standard Density

The VLDR zoning district provides for low density, larger lot single-family housing and other related uses in natural resource and environmentally sensitive areas that warrant preservation but are otherwise deemed suitable for limited development. Standard density in the VLDR zone is 0.7 to 1 dwelling unit per acre (except middle housing types pursuant to 16.12.010.F).

2. VLDR Planned Unit Development Density Standards

Property in the VLDR zone that is developed through the Planned Unit Development (PUD) process under Chapter 16.40, if all floodplain, wetlands, and other natural resource areas are dedicated or remain in common open space, may develop to a density of 1.4 to 2.0 dwelling units per net buildable acre (except middle housing types pursuant to 16.12.010.F) under the following conditions:

- a. The minimum lot size is not less than 10,000 square feet;
- b. The following areas are dedicated to the public or preserved as common open space: floodplains under Section 16.134.020 (Special Resource Zones); natural resources areas as shown on the Natural Resources and Recreation Plan Map, attached as Appendix C, or as specified in Chapter 5 of the Community Development Plan; and wetlands defined and regulated under current Federal regulation and Division VIII of this Code; and
- c. The higher density development will better preserve natural resources as compared to one (1) unit per acre.

3. Southeast Sherwood Master Planned Unit Development

- a. Property in the VLDR zone that is developed through the Planned Unit Development process under Chapter 16.40 and is based on, and generally conforms to the concepts, goals and objectives of the SE Sherwood Master Plan may develop to a maximum density of four (4.0) dwelling units per net buildable acre (except middle housing types pursuant to 16.12.010.F).
- b. Development under Section 16.12.010.A.3 must generally follow the development pattern shown as Alternative B/C in the SE Sherwood Master Plan (2006) and address the following factors:
 - (1) Varied lot sizes are allowed with a minimum lot area of 10,000 square feet if it can be shown that adequate buffering exists adjacent to developed properties with screening, landscaping, roadways or open space.
 - (2) The open space areas as required by Chapter 16.40 (Planned Unit Development), where feasible, should include parks and pathways that are located within the general vicinity of Alternative B/C in the SE Sherwood Master Plan.
 - (3) There is a pedestrian-friendly transportation system that links the site with nearby residential developments, schools, parks, commercial areas and other destinations.
 - (4) The unique environmental opportunities and constraints identified in the SE Sherwood Master Plan.
 - (5) The view corridors identified in the SE Sherwood Master Plan.

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- (6) The housing design types that are compatible with both surrounding and existing development.
 - c. A density transfer under Chapter 16.40.050.C.2. is not permitted for development under this Section 16.12.010.A.3.
 - d. The Planning Commission will consider the specific housing design types identified and the preservation of the identified view corridors at the time of final development review to ensure compatibility with the existing and surrounding development.
- B. Low Density Residential (LDR)

The LDR zoning district provides for single-family housing and other related uses with a density of 3.5 to 5 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirement.
- C. Medium Density Residential (MDRL)

The MDRL zoning district provides for single-family and duplex housing, manufactured housing and other related uses with a density of 5.6 to 8 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirements.
- D. Medium Density Residential High (MDRH)

The MDRH zoning district provides for housing and other related uses with a density of 5.5 to 11 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions are exempt from the minimum density requirement.
- E. High Density Residential (HDR)

The HDR zoning district provides for housing and other related uses with density of 16.8 to 24 dwelling units per acre (except middle housing types pursuant to 16.12.010.F). Minor land partitions shall be exempt from the minimum density requirement.
- F. Density Standards for Middle Housing.

In the residential zones, density standards shall be applied to middle housing types as established here.

 - 1. Maximum density standards shall not be applied to duplex, triplex, quadplex or cottage cluster development.
 - 2. Cottage clusters must meet a minimum density of four (4) units per net buildable acre.
 - 3. For townhome development, the follow maximum densities shall apply:
 - a. VLDR Zone: 4 units/acre
 - b. VLDR PUD Zone: 8 units/acre
 - c. SE Sherwood Master PUD Zone: 16 units/acre
 - d. LDR Zone: 20 units/acre
 - e. MDRL Zone: 25 units/acre
 - f. MDRH Zone: 25 units/acre
 - g. HDR Zone: 25 units/acre

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(Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2013-003, § 2, 9-3-2013; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.020 - Allowed Residential Land Uses

A. Residential Land Uses

The table below identifies the land uses that are allowed in the Residential Districts. The specific land use categories are described and defined in Chapter 16.10.

USES	VLDR	LDR	MDRL	MDRH	HDR
RESIDENTIAL					
• Single Family Detached Dwellings	P	P	P	P	P
• Duplex	P	P	P	P	P
• Triplex and Quadplex	P	P	P	P	P
• Cottage Cluster	P	P	P	P	P
• Multi-Family Dwellings	N	N	N	P	P
• Townhomes	P	P	P	P	P
• Planned Unit Developments (PUDs)-subject to Chapter 16.40	P	P	P	P	P
• Manufactured Homes on Individual Lots	P	P	P	P	P
• Manufactured Home Park-subject to Chapter 16.46	N	N	P	P	N
• Accessory Dwelling Unit-subject to Chapter 16.52	P	P	P	P	P
• Group Homes ¹	P	P	P	P	P
Whereas P=Permitted, C=Conditional, N=Not Allowed					

¹ Group homes not to exceed five (5) unrelated persons in residence provided such facilities are substantially identical, in the city's determination, in physical form to other types of housing allowed in the zoning district.

B. Any use not otherwise listed that can be shown to be consistent or associated with the permitted uses or conditionally permitted uses identified in the residential zones or contribute to the achievement of the

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objectives of the residential zones will be allowed or conditionally permitted using the procedure under Chapter 16.88 (Interpretation of Similar Uses).

- C. Any use that is not permitted or conditionally permitted under this zone that cannot be found to be consistent with the allowed or conditional uses identified as in B. is prohibited in the residential zone using the procedure under Chapter 16.88 (Interpretation of Similar Uses).

(Ord. No. 2012-006, § 2, 3-6-2012; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.030 - Residential Land Use Development Standards

A. Generally

No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, or other site dimension or requirement, existing on, or after, the effective date of this Code shall be reduced below the minimum required by this Code. Nor shall the conveyance of any portion of a lot, for other than a public use or right-of-way, leave a lot or structure on the remainder of said lot with less than minimum Code dimensions, area, setbacks or other requirements, except as permitted by Chapter 16.84. (Variance and Adjustments)

B. Development Standards

1. Except as modified under Chapter 16.68 (Infill Development), Section 16.144.030 (Wetland, Habitat and Natural Areas), or as otherwise provided, required minimum lot areas, dimensions and setbacks shall be provided in the following table.
2. Creation of new lots or parcels as part of a townhome or cottage cluster developments are subject to the applicable land division or Planned Unit Development approval process.
3. Sufficient Infrastructure. Prior to obtaining a residential building permit for construction of any new middle housing structure or division of an existing structure into middle housing, the applicant must submit a request for verification of Sufficient Infrastructure, together with any documentation requested by the City Engineer or designee, and receive approval from the City Engineer or designee.

C. Development Standards per Residential Zone

Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
Minimum Lot areas:(in square ft.)						
• Single Family Detached	40,000	10,000	7,000	5,000	5,000	5,000
• Duplex	40,000	10,000	7,000	5,000	5,000	5,000
• Triplex	40,000	10,000	7,000	5,000	5,000	5,000
• Quadplex	40,000	10,000	7,000	7,000	7,000	7,000

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• Cottage Cluster	40,000	10,000	7,000	7,000	7,000	7,000
• Townhome ¹ :	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit	Average of 1,500 SF per unit
• Multi-Family-Dwelling: for the first 2 units	X	X	X	X	8,000	8,000
• Multi-Family-Dwelling: each additional unit after first 2	X	X	X	X	3,200	1,500
Minimum Lot width at front property line: (in feet)	25	25	25	25	25	25
Minimum Lot width at front property line: (in feet) – Townhomes only	20	20	20	20	20	20
Minimum Lot width at building line ² : (in feet)						
• Single Family Detached; Duplex; Triplex; Quadplex and Cottage Cluster	60	60	60	50	50	50
• Townhome	20	20	20	20	20	20
• Multi-Family dwelling	X	X	X	X	60	60
Minimum Lot Depth	80	80	80	80	80	80
Maximum Height (in feet) ³						
• Cottage Clusters	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet	1.5 stories not to exceed 25 feet

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• All other dwelling types	30 feet or 2 stories	30 feet or 2 stories	30 feet or 2 stories	30 feet or 2 stories	35 feet or 2.5 stories	40 feet or 3 stories
• Amateur Radio Tower	70	70	70	70	70	70
• Chimneys, Solar or Wind Devices, Radio and TV aerials ⁴	50	50	50	50	55	60
Setbacks (in feet)						
• Front yard ⁵	30	20	20	14	14	14
• Front yard – Cottage Clusters only	10	10	10	10	10	10
• Face of garage	35	20	20	20	20	20
• Interior side yard ⁶						
• Single-Family Detached; Duplex; Triplex; Quadplex; Cottage Cluster	5	5	5	5	5	5
• Townhome ⁷	5	5	5	5	5	5
• Multi-Family Dwelling						
• 18 ft. or less in height	X	X	X	X	5	5
• Between 18—24 ft. in height	X	X	X	X	7	7
• If over 24 ft. in height	X	X	X	X	§ 16.68 Infill	§ 16.68 Infill
• Corner lot street side						
• Single-Family Detached; Duplex; Triplex; Quadplex; Townhome	20	20	20	15	15	15

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Development Standard by Residential Zone-	VLDR	VLDR-PUD	LDR	MDRL	MDRH	HDR
• Cottage Cluster	10	10	10	10	10	10
• Multi-Family Dwelling	X	X	X	X	20	30
• Rear yard	20	20	20	20	20	20
• Rear yard – Cottage Clusters only	10	10	10	10	10	10
Floor Area						
Cottage Cluster	1st floor building foot print less than 900 sq. ft. 2nd floor shall not exceed 50% of square footage of the 1st floor.	1st floor building foot print less than 900 sq. ft. 2nd floor shall not exceed 50% of square footage of the 1st floor.	1 st floor building foot print less than 900 sq. ft. 2 nd floor shall not exceed 50% of square footage of the 1 st floor.	1 st floor building foot print less than 900 sq. ft. 2 nd floor shall not exceed 50% of square footage of the 1 st floor.	1 st floor building foot print less than 900 sq. ft. 2 nd floor shall not exceed 50% of square footage of the 1 st floor.	1 st floor building foot print less than 900 sq. ft. 2 nd floor shall not exceed 50% of square footage of the 1 st floor.
Footnote: If the lot is an irregular shape see definition for Lot Line, Rear, Section 16.10 Definitions						

Notes:

1. For townhomes, interior units may have different lot sizes than exterior or corner units, as long as the average of all lots is not greater than 1,500 square feet.
2. Minimum lot width at the building line on cul-de-sac lots may be less than that required in this Code if a lesser width is necessary to provide for a minimum rear yard.
3. Maximum height is the lesser of feet or stories.
4. Some accessory structures, such as chimneys, stacks, water towers, radio or television antennas, etc. may exceed these height limits with a conditional use permit, per Chapter 16.62 (Chimneys, Spires, Antennas and Similar Structures).
5. Reductions in front yard setbacks for architectural features as described in 16.50.050 are not permitted in the MDRL, MDRH, or HDR zoning districts.
6. Adjustments and Variances to interior side-yard setbacks for all housing types are not allowed.
7. No side yard setback is required between attached townhomes within the same townhome block. The side yard setbacks in this table refer to the setbacks for the townhomes at each end of the townhome block on the side that is not attached to another townhome within the same townhome block.

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(Ord. No. 2018-007, § 2, 10-2-2018; Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2014-006, § 2, 3-4-2014; Ord. No. 2012-006, § 2, 3-6-2012; Ord. No. 2011-003, § 2, 4-5-2011)

16.12.040 - Community Design

- A. Residential garages shall meet the minimum design standards listed on the table below:

	Minimum Width	Minimum Depth	Minimum Garage Door Width
One (1) Car Garage	12 ft.	20 ft.	8 ft.
Two (2) Car Garage	18 ft.	20 ft.	16 ft.
Three (3) Car Garage	26 ft.	20 ft.	Single Door – 8 ft. Double Door – 16 ft.

- B. The vehicle parking area(s) shall be functional based on the minimum design standards listed on the table above, 16.12.040.A. Furnaces, stairs, etc. shall not be located within the garage designated parking areas.
- C. Residential Front-Yard Landscaping – the front-yard area of a lot shall be fully landscaped excluding paved off-street parking areas, paved pedestrian paths, and utility areas. Landscaping materials shall meet standards identified in Section 16.92.020 Landscaping Materials.
- D. For additional standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII, IX.

(Ord. No. 2011-003, § 2, 4-5-2011)

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Chapter 16.14 - RESIDENTIAL BUILDING DESIGN

16.14.010 – Residential Building Design Standards for all housing types except for Multi-family housing that is subject to the provisions of Chapter 16.90 Site Planning.

A. Purpose

The following standards are intended to create walkable residential neighborhoods that are visually interesting, compatible with existing development, and avoid monotony in design.

The standards in this section are intended to be clear and objective to allow a streamlined review process per the Residential Design Checklist provisions of Chapter 16.89. Each standard has an associated guideline that provides flexibility for discretionary Design Review by the Planning Commission per Chapter 16.89, Residential Design Review if necessary or desired by the applicant. Adjustments or variances to the standards below can be requested through one of the review processes described in B below.

B. Review Process. The following review processes can be used to review those housing types that are subject to these standards per 16.14.010.C and 16.89.020.A through D. The applicable review process depends on the level of compliance with the clear and objective standards in this section.

1. If all applicable standards from this section are met, Residential Design Checklist review is applied per Chapter 16.89.
2. If any standards of Table 16.14-1 - A, B or C are not met outright, a Type I Adjustment or Type II Class B Variance is required, in addition to the Residential Design Checklist, per Chapter 16.89. The Detailed Design standards of Table 16.14-1.D cannot be adjusted.
3. If the applicant chooses to meet the design guidelines instead of the design standards, a Type IV Design Review is required, per Chapter 16.89.

C. Applicability

1. The standards in this section apply to all new residential development, unless otherwise indicated per the subsections below or per applicable overlay zones. Manufactured home parks and manufactured homes on individual residential lots are subject to the provisions of Chapter 16.46 Manufactured Homes. Additional standards are located in 16.14.020, 16.14.030, and 16.14.040. Multi-family development is subject to the provisions of Chapter 16.90 Site Planning.
2. Expansions and conversions of residential structures in Chapter 16.14. The standards in this section apply to expansions of existing residential structures or conversions of existing single detached dwellings into a duplex, triplex, quadplex or townhome that add more than 50 percent of area to any building elevation(s) adjacent to a public right-of-way or public accessway, as follows:
 - a. The expansion or conversion shall include design elements from Table 16.14-1 below that bring the overall building elevation(s) adjacent to a public right-of-way or public accessway closer to conformance with applicable standards; and
 - b. The expansion or conversion shall not bring the overall building elevation(s) adjacent to a public right-of-way or public accessway further out of conformance with applicable standards. Elements of the existing building elevation(s) adjacent to a public right-of-way or public accessway that are currently out of conformance shall not be made more non-conforming. Elements of the existing building elevation(s) adjacent to a public right-of-way or public accessway that are currently in conformance shall not be made non-conforming.

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Table 16.14-1. Residential Design Standards

Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
A. Entry location and orientation	
These standards apply to all new residential development, except for Multi-family, at the time of building permit submittal. At least one main entrance for each residential structure, or each townhome unit, must meet the following standards. 1. The entrance must be within 8 feet of the longest street-facing wall of the dwelling unit. 2. The entrance must either: a. Face the street; or b. Be at an angle of up to 45 degrees from the street; or c. Face a common open space that is adjacent to the street and is abutted by dwellings on at least two sides; or d. Open onto a porch. If the entrance opens onto a porch, the porch must: 1) Be at least 25 square feet in area with a minimum four-foot depth; 2) Have at least one porch entry facing the street; 3) Have a roof that is no more than 12 feet above the floor of the porch; and 4) Have a roof that covers at least 30% of the porch area.	Building elevations facing streets and common courtyards should include pedestrian oriented entrances. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance.
Additional provisions:	None
B. Garages and Off-Street Parking Areas	
These standards apply to all residential housing development except for townhomes and Multi-family development. Where one or more garages face a street, all of the following standards apply: 1. The front elevation of the garage(s) may not extend in front of the longest, street-facing elevation of the primary dwelling structure. 2. The width of all garages on the street-facing elevation shall not exceed 60 percent of the total width of that	Garages should not be a dominant feature of the front residential elevation. Garage doors should be articulated to reduce their visual impact.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
elevation. The width of the garage shall be measured from the edges of the finished exterior garage wall. 3. Garages that face a street shall contain at least one of the following design features: a. Garage trellis or pergola extending at least 12 inches from the building face b. Windows on 15 percent of the garage door c. Natural wood finish d. A recess of at least three (3) feet behind the primary dwelling e. Use of multiple materials finish or colors	
Additional provisions:	16.14.020 – Additional Townhome Design Standards 16.14.030 – Additional Triplex and Quadplex Design Standards
C. Windows and Doors	
These standards apply to all residential housing development except for Multi-family development. A minimum of 15 percent of the area of the primary building elevation adjacent to a public right-of-way, or common courtyard elevations must include windows or entrance doors. For side building elevations, adjacent to a public right-of-way or public accessway, a minimum of 10 percent of area is required. Percentage calculation can include window trims and shutters. First floor roof elevations are excluded from the calculations. Elevations separated from the street property line by a dwelling are exempt from meeting this standard. For townhomes, this standard applies on each individual unit.	Building elevations adjacent to streets and common courtyards should include ample levels of glazing to ensure articulation on the façade, daylighting of interior spaces and visibility into the public realm.
Additional provisions:	None
D. Detailed design¹	
1. All single detached dwellings, duplexes, triplexes and quadplexes shall incorporate at least five (5) of the following elements on the primary building elevation adjacent to a public right-of-way. At least one element shall be incorporated from each of Subsections a, b and c below. The other two required elements may come from any subsection (a through e) below.	Primary building elevations adjacent to streets and common courtyards should include pedestrian oriented design elements and other design features that provide articulation, variety, interest and quality.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
All cottages in a cottage cluster shall incorporate at least three (3) of the following elements on the building elevation(s) facing a public right-of-way and/or common courtyard-facing elevation. At least one element shall be incorporated from each of Subsections a, b and c below. All townhome units shall incorporate at least two (2) of the following elements on the primary building elevation adjacent to a public right-of-way. At least one element shall be incorporated from two (2) of Subsections a, b and c below. For corner lots, this standard applies to both street-facing elevations. a. Porches, entries and other offsets: i. Covered porch at least 36 square feet with a depth not less than six (6) feet as measured perpendicular from the face of the main building façade to the edge of the porch. ii. Recessed entry area at least two (2) feet deep, as measured horizontally from the face of the main building façade, and at least five feet wide. iii. Offset on the building face of at least 16 inches from one exterior wall surface to the other. iv. Balcony that is at least three (3) feet deep, five (5) feet wide, and accessible from an interior room. b. Roof elements: i. Roof eaves with a minimum projection of 12 inches from the intersection of the roof and the exterior walls. ii. Roof line offsets of at least two (2) feet from the top surface of one roof to the top surface of the other. iii. Any roofing materials other than asphalt shingles. iv. Gable roof, hip roof, shed roof, or gambrel roof design. v. Dormer that is at least four (4) feet wide. vi. Decorative eave braces.	

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
c. Window elements: i. Window trim around all windows at least three (3) inches wide and five-eighths (5/8) inches deep. ii. Window recesses, in all windows, of at least three (3) inches as measured horizontally from the face of the building façade. iii. Bay window at least one (1) foot deep and three (3) feet wide. iv. Shutters on the exterior of ground floor windows. v. Window Grids. d. Garage elements: i. Attached garage width, as measured between the edges of the exterior finished garage wall, of 30 percent or less of the total width of that elevation. ii. A balcony that extends out over the garage and includes columns. iii. Two separate doors for two car garages instead of one large door. iv. Decorative windows on the garage door. v. Decorative details on the garage door. Standard squares on a garage door will not qualify as a decorative detail. e. Building materials: i. Horizontal lap siding between three (3) to eight (8) inches wide (the visible portion once installed). ii. Brick, cedar shingles, stucco, or other similar decorative materials covering at least 40 percent of the street-facing façade. iii. Vertical board and batting siding three (3) to eight (8) inches wide (the visible portion once installed). iv. Belly band trim v. Four (4) Paint Color Scheme	

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
Additional provisions:	None
E. Building Materials	
Prohibited building materials include: 1. Aluminum 2. Vinyl 3. T-111 siding	Residential buildings should utilize durable and high-quality exterior building materials that create a visually appealing façade.
F. Limitation on parking	
Off-street parking is not allowed within the front yard of a dwelling except within a designated driveway or garage or per the provisions of 16.14.020 and 16.14.030.	Parking is located in a manner that does not overwhelm the street-facing façade.
G. House plan variety	
This standard applies to new residential subdivisions and townhome developments only. It does not apply to cottage clusters. 1. No two directly adjacent or opposite dwellings in a single dwelling detached development of more than four units may have the same front or street-facing facade. This standard is met when front or street-facing facades differ from one another by at least three of the elements listed in subsections (3) through (8) below. Where facades repeat on the same block face, they must have at least three intervening lots between them that meet this standard. 2. No two directly adjacent or opposite townhome blocks in a development of more than two (2) townhome blocks may have the same front or street-facing façade. a. For this standard a townhome block is the entire structure of attached townhome units. b. This standard does not apply to individual units within the townhome block. c. This standard is met when front or street-facing facades differ from one townhome block to another by at least three of the elements listed in subsections (3) through (8) below. 3. Materials. The plans specify different exterior cladding materials, a different combination of materials, or different dimensions, spacing, or arrangement of the	New residential developments should provide a variety of house styles and means of articulation along the front façade to avoid repetitive facades along a block face.

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Design Standard (Objective Process)	Design Guideline (Discretionary Process: Residential Design Review)
same materials. This standard does not require or prohibit any combination of materials; it only requires that plans not repeat or mirror one another. 4. Articulation. The plans have different offsets, recesses, or projections; or the front building elevations break in different places. For example, a plan that has a stoop entry (recess) varies from one that has an entry under a front porch (projection). For this standard to apply, a recess must have a minimum depth of four (4) feet and a projection or offset must be at least four (4) feet in depth. 5. Variation in roof elevation. The plans have different roof forms (e.g., gable versus gambrel or hip), different roof height (by at least 10 percent), different orientation (e.g., front-facing versus side-facing gable), different roof projections (e.g., with and without dormer or shed, or different type of dormer or shed), or different roof pitch by more than 2 feet of vertical rise to 12 feet of horizontal run. 6. Entry or porch. The plans have different configuration or detailing of the front porch or covered entrance. 7. Fenestration. The plans have different placement, shape, or orientation of windows or different placement of doors. 8. Height. The elevation of the primary roofline (along the axis of the longest roofline) changes by not less than four (4) feet from building to building, or from dwelling unit to dwelling unit, on abutting lots, as applicable. Changes in finished grade of eight (8) feet or more from one lot to the adjacent lot are counted toward change in height for purposes of evaluating facade variation.	
Additional provisions:	16.14.020 – Additional Townhome Design Standards 16.14.030 – Additional Triplex and Quadplex Design Standards

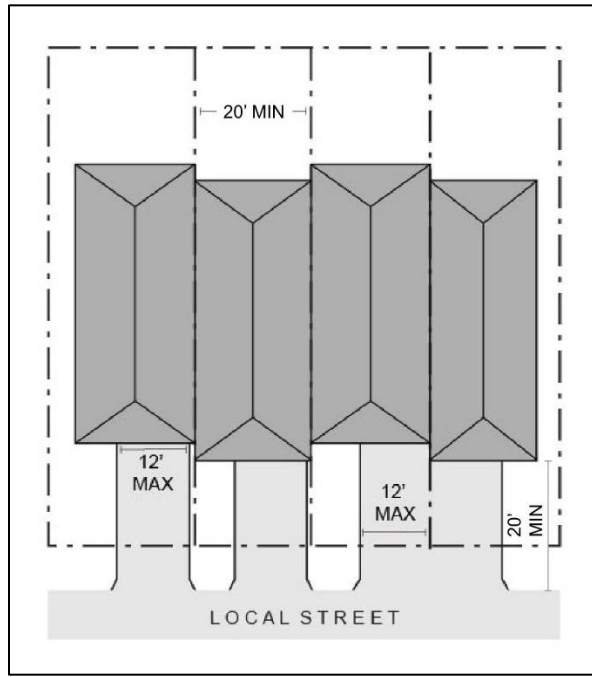
Notes:

1. The Detailed Design standards in Subsection D of Table 16.14-1 cannot be adjusted through an Adjustment or Variance per Chapter 18.64. If a Detailed Design standard from Subsection D cannot be met for a development, then the development should utilize another option from the list.

D. Illustrations

16.14.020 – Additional Townhome Design Standards

Figure 10. Townhome Garages



16.14.030 – Additional Triplex and Quadplex Design Standards

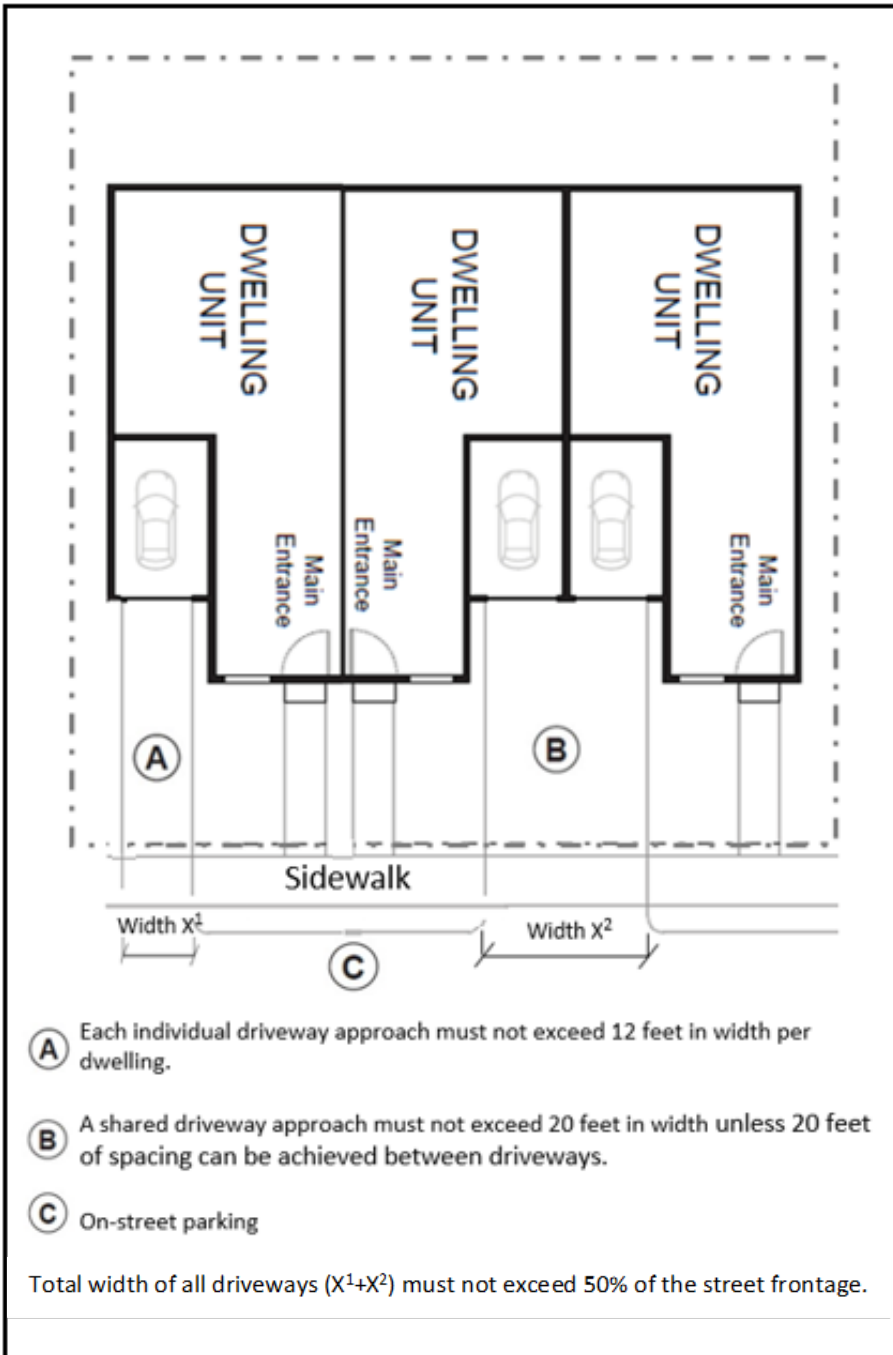
A. Driveway Approach.

Driveway approaches shall comply with the following:

1. Each individual driveway approach must not exceed 12 feet in width per dwelling served by the driveway.
2. Total width of all driveways shall not exceed 50 percent of the street frontage.
3. To maximize on-street parking opportunities, shared driveways are required, unless access is obtained from a public alley. A shared driveway is a single driveway serving two units. Developments with an odd number of units are permitted one (1) single unit driveway. A shared driveway approach must not exceed 20 feet in width unless a minimum of 20 feet of spacing can be achieved between driveways.
4. Driveway approaches must meet applicable driveway spacing standards for local streets.
5. In addition, lots or parcels with more than one frontage must comply with the following:
 - a. Lots or parcels must access the street with the lowest classification. For lots or parcels abutting an alley, access must be taken from the alley. If classifications are identical, access can be taken from either or both, subject to the other requirements of this code.
 - b. Lots or parcels with frontages only on collectors and/or arterial streets must meet the applicable driveway access standards for collectors and/or arterials.

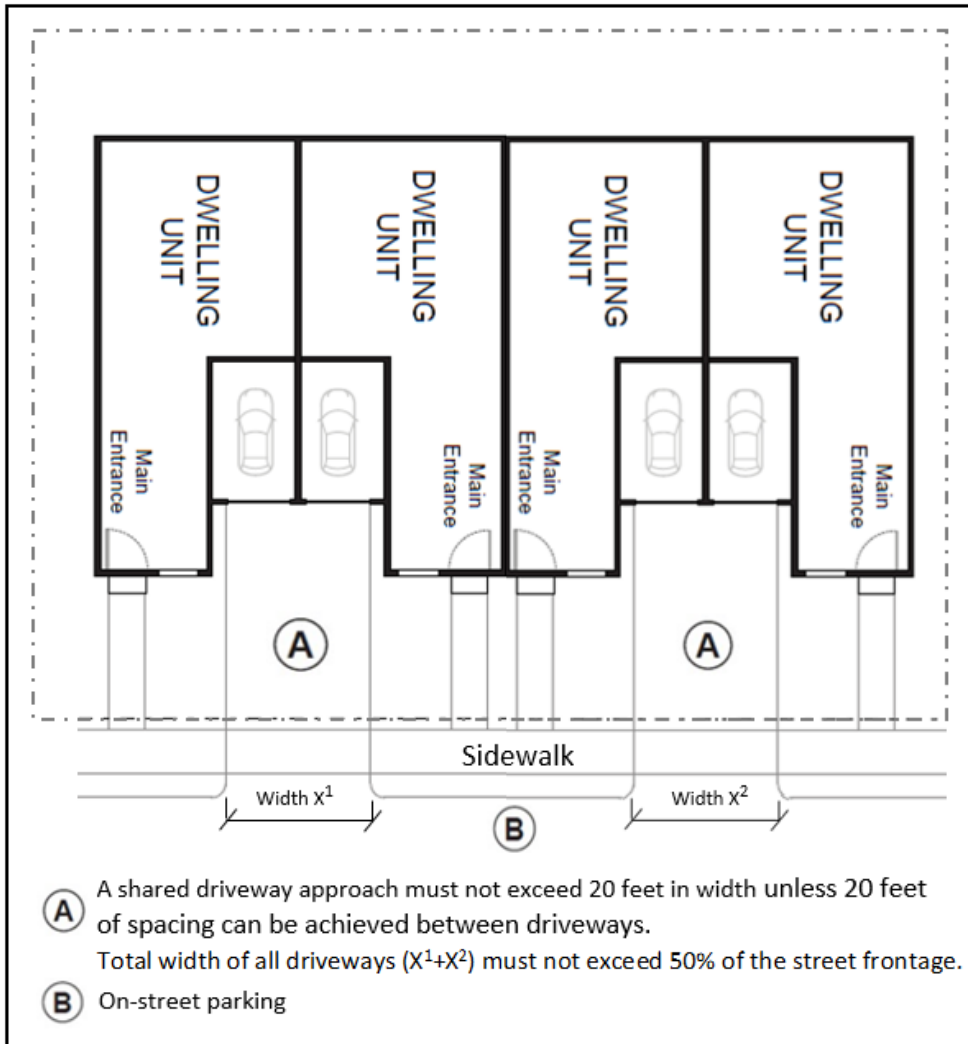
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Figure 11-A. Side-by-Side Triplex/Quadplex Driveway Approaches – Local Street



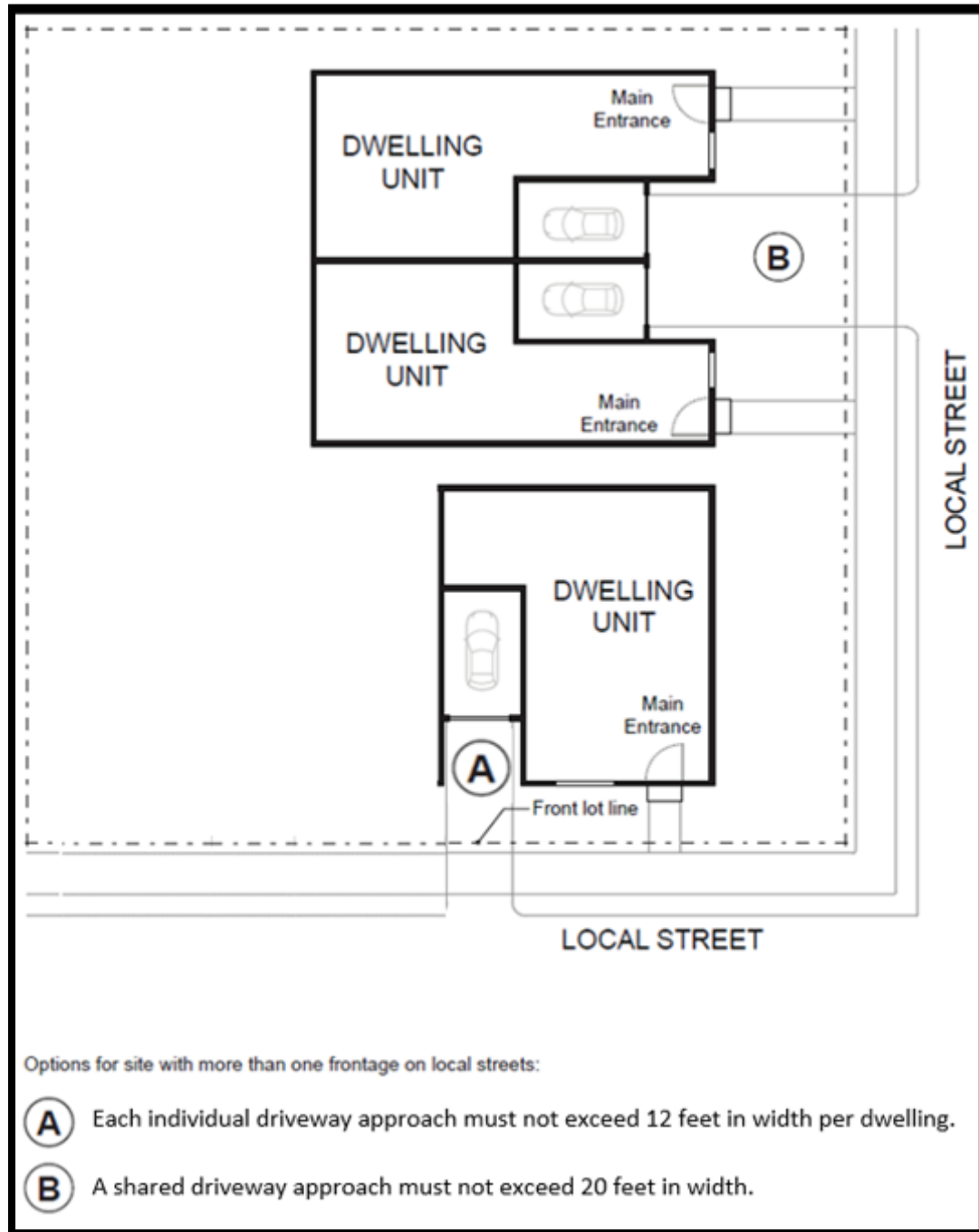
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Figure 11-B. Side-by-Side Triplex/Quadplex Driveway Approaches – Local Street



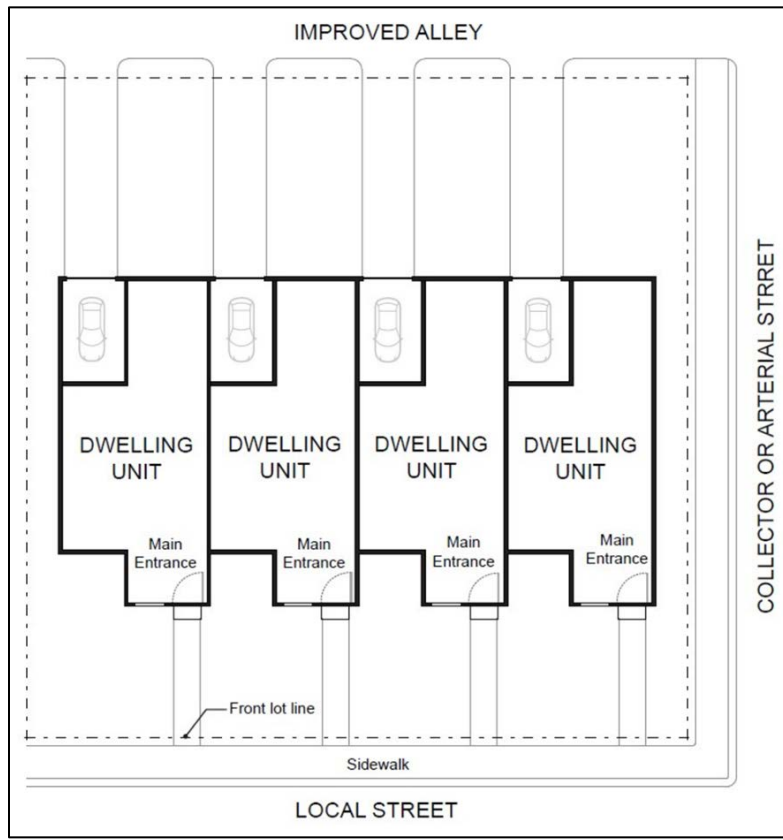
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Figure 12. Side-by-Side Triplex/Quadplex Driveway Approaches – More Than One Frontage



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Figure 13. Side-by-Side Triplex/Quadplex Driveway Approaches – Alley Access from Collector or Arterial Street



16.14.040 – Additional Cottage Cluster Development and Design Standards

A. Purpose

The purpose of these cottage cluster standards is to promote development of clusters of small homes that are designed around a common open space or courtyard. The cottage cluster is intended to provide opportunity for community gathering; pedestrian connections within the cluster and to surrounding streets; clustered parking that is located to the side or behind the cottages; and smaller homes that are oriented inward toward the common courtyard rather than the adjacent streets.

B. Development Standards

1. A cottage cluster development may consists of one or more clusters. A cluster is a group of cottages sharing a single common courtyard.
2. Cottage clusters must include at least 4 dwellings and no more than 12 dwellings are allowed to share a single common courtyard.
3. The footprint of individual cottage units within a cottage cluster must be less than 900 sq. ft. An attached carport up to 200 sq. ft. may be exempted from the building footprint calculation.
4. Garages are not allowed in Cottage Cluster development.

C. Design Standards

1. Cottage Design. Cottages are subject to applicable design standards of Table 16.14-1 in addition to these standards.
2. Each cottage shall have the master bedroom located on the main floor.

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3. The second floor of each cottage cannot exceed 50 percent of the square footage of the first floor.
4. Cottage Orientation. Cottages must be clustered around a common courtyard and must meet the following standards:
 - a. A minimum of 50 percent of the total number of cottages within a cluster must be oriented to the common courtyard, defined as meeting all of the following requirements:
 - 1) Have a main entrance facing the common courtyard;
 - 2) Be within 10 feet from the common courtyard, measured from the façade of the cottage to the nearest delineation of the common courtyard; and
 - b. Cottages not facing the common courtyard must have their main entrances facing a pedestrian path that is directly connected to the common courtyard or, only if the entrance to the cottage is located within 20 feet of a street property line, may have their main entrances facing the street.
5. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard to provide a sense of openness and community for residents. Each cottage cluster as part of a cottage cluster development must have its own common courtyard. Common courtyards must meet the following standards:
 - a. The common courtyard must be a single, contiguous area of land.
 - b. Cottages must abut the common courtyard on at least two sides of the courtyard.
 - c. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster.
 - d. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension.
 - e. The common courtyard shall be developed with a mix of landscaping and lawn area, recreational amenities, hard-surfaced pedestrian paths, and/or paved courtyard area. Impervious elements of the common courtyard shall not exceed 75 percent of the total area.
 - f. Pedestrian paths qualify as part of a common courtyard. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.
6. Community Buildings. Cottage cluster developments may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:
 - a. One single-story community building that has a maximum of 1,800 square feet is allowed per cottage cluster development.
 - b. The primary use for the community building is not a primary residence and long-term rental (rental to any guest for a period exceeding thirty (30) consecutive calendar days) is not allowed.
 - c. Community buildings must meet the design and development standards applicable to cottages within the development.
 - d. A community building is not considered an accessory structure.
7. Pedestrian Access.
 - a. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - 1) The common courtyard;
 - 2) Shared parking areas;
 - 3) Any community buildings; and

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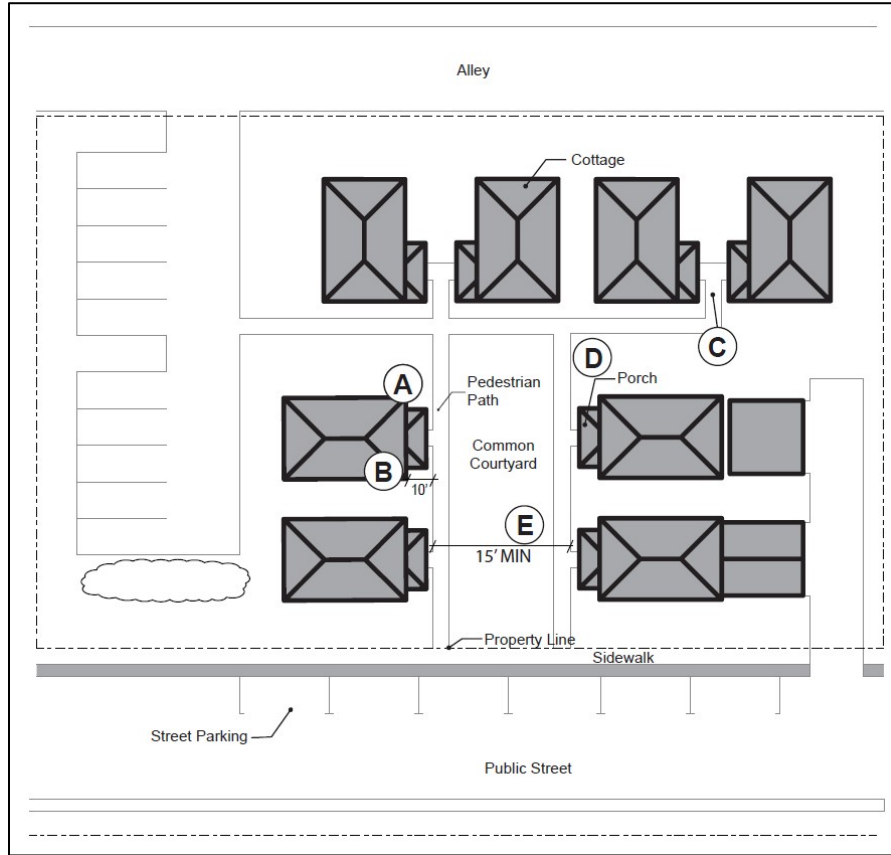
- 4) Sidewalks in public rights-of-way abutting the site, or roadways if there are no sidewalks.
 - b. The pedestrian path must be hard-surfaced and a minimum of five (5) feet wide.
8. Windows. Cottages must meet the window standards per Table 16.14-1 Residential Design Standards.
9. Parking Design.
 - a. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:
 - i. Cottage cluster developments are permitted parking clusters of not more than six (6) contiguous spaces.
 - ii. Parking clusters must be separated from other parking spaces by at least four (4) feet of landscaping.
 - iii. Clustered parking areas may be covered.
 - b. Off-street parking spaces and vehicle maneuvering areas (other than driveways and drive aisles) shall not be located:
 - 1) Within of 20 feet from any street property line, except alley property lines;
 - 2) Between a street property line, except alley property lines, and cottages abutting the street property line.
 - c. Off-street parking spaces shall not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.
 - d. Screening. Landscaping or architectural screening at least 3 feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
 - e. Carports
 - 1) Carports (whether shared or individual) must not abut common courtyards.
 - 2) Individual attached carports up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.
 - 3) Individual detached carports must not exceed 400 square feet in floor area.
10. Vehicular Access – a public alley can be utilized for vehicular access.
11. Accessory Structures. Accessory structures in cottage cluster developments must not exceed 50 square feet in floor area, with a maximum of one (1) per unit, and are subject to the standards of Chapter 16.50.
12. Existing Structures. On a lot or parcel to be used for a cottage cluster development, a pre-existing single family detached dwelling may remain within the cottage cluster development area under the following conditions:
 - a. The existing dwelling may be nonconforming with respect to the requirements of this code.
 - b. Existing dwellings may be expanded up to the maximum height or footprint allowed or required by this code; however, existing dwellings that exceed the maximum height, footprint, and/or unit size of this code may not be expanded.
 - c. The existing dwelling shall be excluded from the calculation of orientation toward the common courtyard, per subsection 16.14.040.C.4.
- D. Review Process. The following review processes shall be used to review a cottage cluster development. The applicable review process depends on the level of compliance with the clear and objective standards in this section.
 1. If all applicable standards from this section are met, a Residential Design Checklist review is applied per Chapter 16.89.

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2. If any of the standards are not met outright, a Planned Unit Development review process is applied per Chapter 16.40. The Architectural Pattern Book required under Section 16.40.020.B.6, shall comply with the Residential Design Standards in Table 16.14-1.

E. Condominium Process. Cottage Cluster condominiums shall meet the standards in Section 16.120.090 CONDOMINIUMS.

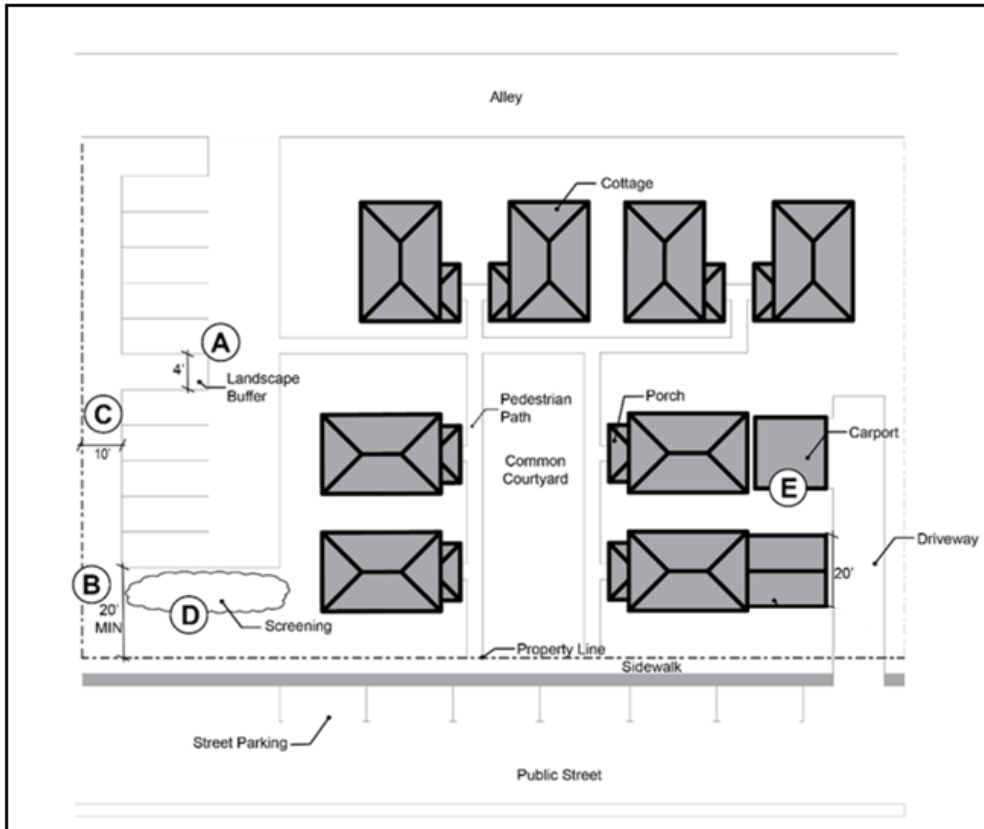
Figure 14. Cottage Cluster Orientation and Courtyard Design



- A** A minimum of 50% of cottages must be oriented to the common courtyard.
- B** Cottages oriented to the common courtyard must be within 10 feet of the courtyard.
- C** Cottages must be connected to the common courtyard by a pedestrian path.
- D** Cottages must abut the courtyard on at least two sides of the courtyard.
- E** The common courtyard must be at least 15 feet wide at its narrowest width.

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Figure 15. Cottage Cluster Parking Design



- (A) Parking allowed in clusters of up to 6 spaces. Clusters separated by minimum 4 feet of landscaping.
- (B) No parking or vehicle area within 20 feet from street property line (except alley).
- (C) No parking within 10 feet from other property lines (except alley). Driveways and drive aisles permitted within 10 feet.
- (D) Screening required between clustered parking areas or parking structures and public streets or common courtyards.
- (E) Carports must not abut the common courtyard.

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Chapter 16.40 - PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

- A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. Applicants are not required to use the PUD process in this Chapter and can instead use the clear and objective processes available through other chapters of this Code. The PUD process is intended to be an alternative option an applicant may select in lieu of the clear and objective processes in order to allow creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards. As such, approval of a PUD is based on discretionary standards.
- B. The PUD process is intended to achieve the following objectives:
 - 1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
 - 2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
 - 3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
 - 4. Achieve maximum energy efficiency in land uses.
 - 5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs may be considered only:

- 1. On sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of:
 - a. Natural features such as floodplains, wetlands, and extreme topography, or
 - b. Man-made features, such as parcel configuration and surrounding development, but not including man-made features on or resulting from other parcels owned by any owner of the property subject to the PUD application;
- 2. On parcels of land within an Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or
- 3. For a cottage cluster development that is unable to meet the standards of Section 16.14.040; or
- 4. In other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

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16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family dwelling structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

[...]

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family detached dwellings, middle housing dwelling types, zero-lot line housing, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located.

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Chapter 16.50 - ACCESSORY STRUCTURES, ARCHITECTURAL FEATURES AND DECKS

16.50.010 - Standards and Definition

A. Reserved

B. Generally

For uses located within a residential zoning district, accessory uses, buildings, and structures shall comply with all requirements for principal uses, buildings, and structures except where specifically modified below; and shall also comply with the City of Sherwood Building Code as amended. Where this Code and the Building Code conflict, the most stringent shall apply.

C. Dimension and Setback Requirements

1. Any accessory building shall have not more than six hundred (600) square feet of ground floor area and shall be no taller than 15 feet in height, except as specified for cottage cluster community buildings per 16.14.040.C.
2. No accessory building or structure over three (3) feet in height shall be allowed in any required front yard. Accessory buildings may be allowed in required side and rear building setbacks as described below.
3. When a Building Permit is not required and the structure is less than 100 square of ground floor area feet and less than six feet tall, no rear or side yard setbacks are required and the structure may abut the rear or side property line.
4. When a Building Permit is not required and the structure is over 100 square feet of ground floor area, but under 200 square feet and under ten (10) feet in height:
 - a. Detached accessory structures shall maintain a minimum 3-foot distance from any side or rear property line.
 - b. Attached accessory structures shall be setback a minimum of three (3) feet from any side property line and ten (10) feet from a rear property line.
5. When a Building Permit is required:
 - a. No accessory building or structure over three (3) feet in shall be located closer than five (5) feet to any side property line and ten (10) feet from any rear property line.
 - b. Any accessory building or structure attached by a common wall or permanent roof or foundation to the principal building or structure must comply with all setbacks for the principal building or structure.

D. No accessory building or structure shall encroach upon or interfere with the use of any adjoining property or public right-of-way, including but not limited to streets, alleys, and public and/or private easements.

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Chapter 16.68 - INFILL DEVELOPMENT STANDARDS*

[...]

5. The land division shall be conditioned, and a deed restriction recorded on each lot that contains less than the minimum lot size of the zone, requiring that building elevations and floor plans be submitted to the Planning Department for review and approval prior to issuance of a building permit on such lot, and such plans be binding on future building. Building plans required under this section shall meet the following standards as provided in Section 16.68.030;

(Ord. No. 2010-015, § 2, 10-5-2010)

16.68.030 - Building Design on Infill Lots

Structures exceeding twenty four (24) feet in height shall conform to the following standards:

- A. Floor Area: Floor area in any dwelling with a height greater than twenty four (24) feet shall not exceed the following floor area ratios, except that the first 200 square feet of floor area in a detached garage or other accessory structure shall be exempt, when the accessory structure is located behind a dwelling (dwelling is between accessory structure and abutting street), the lot is not a through lot, and the accessory structure does not exceed a height of fifteen (15) feet. Floor area shall not exceed:
 1. Low Density Residential (LDR): 50% of lot area
 2. Medium Density Residential Low (MDRL): 55% of lot area
 3. Medium Density Residential High (MDRH): 60% of lot area
 4. High Density Residential (HDR): 65% of lot area
 5. The floor area standards in this section do not apply to cottage clusters.

Division IV. - PLANNING PROCEDURES

Chapter 16.88 - INTERPRETATION OF SIMILAR USES

[...]

16.88.040 - Uses

This chapter classifies land uses and activities into use categories on the basis of common functional, product, or physical characteristics. The use categories provide a systematic basis for assignment of present and future uses to zones. The decision to allow or prohibit the use categories in the various zones is based on the goals and policies of the Comprehensive Plan. Uses are assigned to the category whose description most closely describes the nature of the primary use. A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used. Accessory uses are uses or activities which are a subordinate part of a primary use and are clearly incidental to a primary use on site.

A. Residential Use Types

1. Residential uses are intended for habitation by one (1) or more individuals on a wholly or primarily non-transient basis. These uses usually include accommodations for cooking, sleeping, bathing, and similar common areas typically associated with habitation. Residential uses include, but are not limited to the following housing types:
 - (1) Single-family detached - A structure consisting of a single dwelling unit which is for occupancy by one (1) or more persons on a single parcel or lot. Cottage clusters are a type of single family detached housing when each cottage is located on a single lot.
 - (2) Single-family attached - A structure consisting of one (1) or more attached single dwelling unit which is for occupancy by one (1) or more persons on separate parcels or lots. Examples include but are not necessarily limited to townhomes.
 - (3) Duplex - A structure consisting of two (2) dwelling units on the same parcel or lot. Two (2) family homes are commonly referred to as a duplex.
 - (4) Triplex – Three (3) attached dwelling units, in any configuration, located on a single lot or parcel.
 - (5) Quadplex – Four (4) attached dwelling units, in any configuration, located on a single lot or parcel.
 - (6) Multi-Family dwelling - A structure consisting of five (5) or more dwelling units on the same parcel or lot. Multi-Family-dwelling homes include, but are not limited to garden apartments, apartments, condominiums. Multi-family dwellings do not include townhomes, which are located on individual lots.
 - (7) Institutional and residential care facilities — A facility licensed by or under the authority of the Department of Health and Human Services under ORS 443.400 to 443.460 which provides residential care alone or in conjunction with treatment or training or a combination thereof for six (6) to fifteen (15) individuals who need not be related. Examples include residential care homes, group homes, halfway homes, etc.

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Chapter 16.89 - RESIDENTIAL DESIGN CHECKLIST AND RESIDENTIAL DESIGN REVIEW

16.89.010 – Purpose and Intent

A. Purpose

The Residential Design Checklist Review and Residential Design Review are intended to provide an opportunity for the City of Sherwood to encourage development of a variety of housing types while providing for a review process that encourages traditional forms commonly found in Sherwood while providing for a variety of design and site-specific situations for these housing types.

This process is designed to provide a streamlined review process to encourage development of housing at a variety of types and scales. The Residential Design Checklist Review is a clear and objective review process and will be implemented at time of Residential Building Permit submittal. For projects seeking additional flexibility, the Residential Design Checklist Review may be paired with either a concurrent Type I Adjustment or Type II Class B Variance process referenced in Section 16.84.030.

For residential projects seeking the highest level of flexibility, the Residential Design Review is a Type IV discretionary review. Projects subject to Residential Design Review are to be reviewed against the design guidelines rather than against the degree of departure from the standard.

B. Intent

The following standards are intended to create walkable residential neighborhoods that are visually interesting, compatible with existing development, and avoid monotony in design. Should the Residential Design Review process be applied, see the design guidelines in Table 16.14-1, Residential Design Standards for design intent for each standard.

16.89.020 – Residential Design Checklist Review or Residential Design Review Required

- A. When Required.** Residential Design Checklist Review or Residential Design Review is required prior to new residential development, expansions or conversions that are subject to the design standards of 16.14, or any substantial change to a site or use and is required prior to issuance of building permits for a new residential dwelling, or for substantial alteration of an existing residential dwelling or use. Exemptions noted below.

Either a Residential Design Checklist Review or a Residential Design Review is required for the following housing types (multi-family dwellings are subject to Section 16.90 review):

1. Accessory Dwelling Unit
2. Single detached dwelling
3. Duplex
4. Townhouse
5. Triplex
6. Quadplex
7. Cottage Cluster development

- B. Applicability.** For the purposes of Section 16.89.020, the terms "substantial change" and "substantial alteration" mean any development activity as defined by this Code that generally requires a building permit and exhibits one or more of the following characteristics:

1. Construction of new residential dwelling(s).

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2. The activity involves changes in the use of a structure, building, or property from a non-residential to a residential use listed above.
 3. The activity involves non-conforming uses as defined in Chapter 16.48.
 4. The activity is identified as an expansion or conversion per 16.14.010.C.2
- C. Exemption to Residential Design Checklist Review Requirement
1. Residential accessory structure subject to Chapter 16.50.
- D. Required Standards
1. For the Residential Design Checklist Review application, all of the following are to be met:
 - a. All of the design standards noted in Subsection 16.14.010, Subsection 16.14.040, and/or Chapter 16.52 Accessory Dwelling Units
 - b. For a stand-alone Accessory Dwelling Unit, the standards and criteria in 16.52.020.H shall apply
 2. If the standards listed in Subsection D above cannot be met outright, there are two concurrent options with the Residential Design Checklist Review:
 - a. Adjustment. See Section 16.84.030 for a Type I Adjustment for up to 5 percent modifications of the design standards associated with Table 16.14-1, Residential Design Standards, A-C. Applying the Adjustment provision creates a concurrent review that is no longer clear and objective.
 - b. Variance. See Section 16.84.030 for a Type II Class B Variance for 5 to 10 percent modifications of the design standards associated with Table 16.14-1, Residential Design Standards, A-C. Applying the Variance provision, creates a concurrent review that is no longer clear and objective.

E. Time Limits

Residential Design Checklist approvals are void after one (1) year unless construction on the site has begun, as determined by the City. The City may extend approvals for an additional period not to exceed one (1) year, upon written request from the applicant showing adequate cause for such extension, and payment of an extension application fee as per Section 16.74.010.

16.89.030 - Residential Design Review.

As an alternative to meeting the clear and objective standards in Sections 16.89.020.A, an applicant may opt to have a design review hearing before the Planning Commission to demonstrate how the proposed development meets or exceeds the design guidelines of Section 16.14.010.B, Table 16.14-1:

- A. Intent. The intent of this Review is to provide a flexible option for projects which implement the design guidelines rather than the design standards.
- B. Approval Criteria:
1. The proposed development demonstrates conformance with the applicable design guidelines of Section 16.14.010.B, Table 16.14-1.
 2. The proposed development meets applicable zoning district standards and standards in Division II, and all applicable provisions of Divisions V, VI, VIII and IX unless revised through the Adjustment or Variance process
 3. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications

C. Time Limits

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Residential Design Review approvals are void after two (2) years unless construction on the site has begun, as determined by the City. The City may extend approvals for an additional period not to exceed one (1) year, upon written request from the applicant showing adequate cause for such extension, and payment of an extension application fee as per Section 16.74.010.

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Division V. - COMMUNITY DESIGN

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Chapter 16.90 - SITE PLANNING*

[...]

16.90.020 - Site Plan Review

A. Site Plan Review Required

Site Plan review is required prior to any substantial change to a site or use that is not subject to Residential Design Checklist or Residential Design Review, does not meet the criteria of a minor or major modification per 16.90.030, issuance of building permits for a new building or structure, or for the substantial alteration of an existing structure or use. Exemptions noted below.

Site Plan Review is required for the following development:

1. Multi-dwelling
2. Commercial
3. Industrial
4. Mixed-use

For the purposes of Section 16.90.020, the terms "substantial change" and "substantial alteration" mean any development activity as defined by this Code that generally requires a building permit and may exhibit one or more of the following characteristics:

1. The activity alters the exterior appearance of a structure, building or property and is not considered a modification.
2. The activity involves changes in the use of a structure, building, or property from residential to commercial or industrial and is not considered a modification.
3. The activity involves non-conforming uses as defined in Chapter 16.48.
4. The activity constitutes a change in a City approved plan, per Section 16.90.020 and is not considered a modification.
5. The activity is subject to site plan review by other requirements of this Code.
6. The activity increases the size of the building by more than 100% (i.e. the building more than doubles in size), regardless of whether it would be considered a major or minor modification.

B. Exemption to Site Plan Requirement

1. Single Family detached and middle housing developments are exempt from Site Plan Review but are required to complete either a Residential Design Checklist or Residential Design Review per Chapter 16.89, unless otherwise noted.
2. Manufactured homes located on individual residential lots per Section 16.46.010, and including manufactured home parks.

C. Reserved

D. Required Findings

No site plan approval will be granted unless each of the following is found:

1. The proposed development meets applicable zoning district standards and design standards in Division II, and all provisions of Divisions V, VI, VIII and IX.

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2. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications.
3. Covenants, agreements, and other specific documents are adequate, in the City's determination, to assure an acceptable method of ownership, management, and maintenance of structures, landscaping, and other on-site features.
4. The proposed development preserves significant natural features to the maximum extent feasible, including but not limited to natural drainage ways, wetlands, trees, vegetation (including but not limited to environmentally sensitive lands), scenic views, and topographical features, and conforms to the applicable provisions of Division VIII of this Code and Chapter 5 of the Community Development Code.
5. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant must provide adequate information, such as a traffic impact analysis (TIA) or traffic counts, to demonstrate the level of impact to the surrounding transportation system. The developer is required to mitigate for impacts attributable to the project, pursuant to TIA requirements in Section 16.106.080 and rough proportionality requirements in Section 16.106.090. The determination of impact or effect and the scope of the impact study must be coordinated with the provider of the affected transportation facility.
6. The proposed commercial, multi-family dwelling, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards include the following:
 - a. Primary, front entrances are located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.
 - b. Buildings are located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.
 - c. The architecture of buildings are oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding are prohibited. Street facing elevations have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain are required unless other architectural elements are provided for similar protection, such as an arcade.
 - d. As an alternative to the standards in Section 16.90.020.D.6.a—c, the following Commercial Design Review Matrix may be applied to any commercial, multi-family, institutional or mixed use development (this matrix may not be utilized for developments within the Old Town Overlay). A development must propose a minimum of 60 percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a—c. In addition, a development proposing between 15,001 and 40,000 square feet of floor area, parking or seating capacity and proposing a minimum of 80 percent of the total possible points from the matrix below may be reviewed as a Type II administrative review, per the standards of Section 16.72.010.A.2.

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Chapter 16.94 - OFF-STREET PARKING AND LOADING

[...]

16.94.020 - Off-Street Parking Standards

A. Generally

Where square feet are specified, the area measured shall be the gross building floor area primary to the functioning of the proposed use. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space. The Review Authority may determine alternate off - street parking and loading requirements for a use not specifically listed in this Section based upon the requirements of comparable uses.

Table 1: Minimum and Maximum Parking Standards

(Metro spaces are based on 1 per 1,000 sq ft of gross leasable area; ADU standards are per OAR Division 46)

	Minimum Parking Standard	Maximum Permitted Parking Zone A ¹	Maximum Permitted Parking Zone B ²
Accessory Dwelling Unit	None	None	None
Single Family detached and manufactured home on lot ³	1 per dwelling unit	None	None
Duplex	1 space per dwelling unit (total of 2 per duplex)	None	None
Triplex			
Lot area less than 3,000 SF	1 space total	None	None
Lot area equal to or greater than 3,000 SF and less than 5,000 SF	2 spaces total	None	None
Lot area equal to or greater than 5,000 SF	3 spaces total	None	None
Quadplex			
Lot area less than 3,000 SF	1 space total	None	None
Lot area equal to or greater than 3,000 SF and less than 5,000 SF	2 spaces total	None	None

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Lot area equal to or greater than 5,000 SF and less than 7,000 SF	3 spaces total		
Lot area equal to or greater than 7,000 SF	4 spaces total	None	None
Townhome	1 space per unit	None	None
Cottage Cluster	1 space per unit	None	None
Multi-Family-dwelling ⁴	1 per unit under 500 sf 1.25 per 1 bdr 1.5 per 2 bdr 1.75 per 3 bdr	None	None

¹ Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both, or that have a greater than twenty-minute peak hour transit service.

² Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located at a distance greater than one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both.

³ If the street on which the house has direct access does not permit on-street parking or is less than twenty-eight (28) feet wide, two (2) off-street parking spaces are required per single-family-detached dwelling (includes a manufactured home on an individual lot) if the abutting street is twenty-eight (28) feet or wider, one (1) standard (9 ft. x 20 ft.) parking space is required.

⁴ Visitor parking in residential developments: Multi-Family dwelling units with more than ten (10) required parking spaces shall provide an additional fifteen (15) percent of the required number of parking spaces for the use of guests of the residents of the development. The spaces shall be centrally located or distributed throughout the development. Required bicycle parking facilities shall also be centrally located within or evenly distributed throughout the development.

B. Dimensional and General Configuration Standards

1. Dimensions For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.

[...]

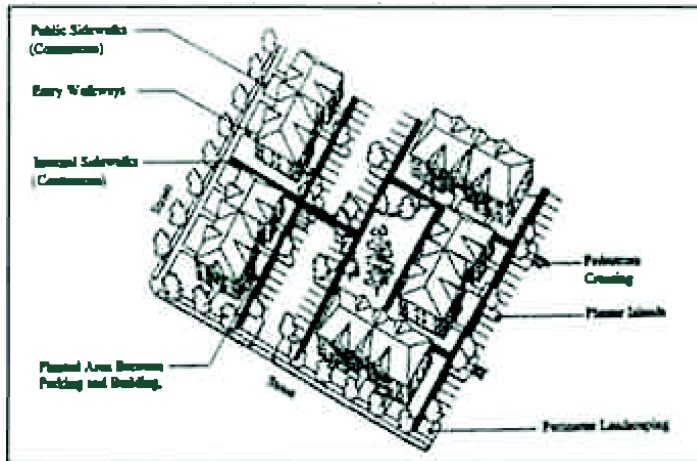
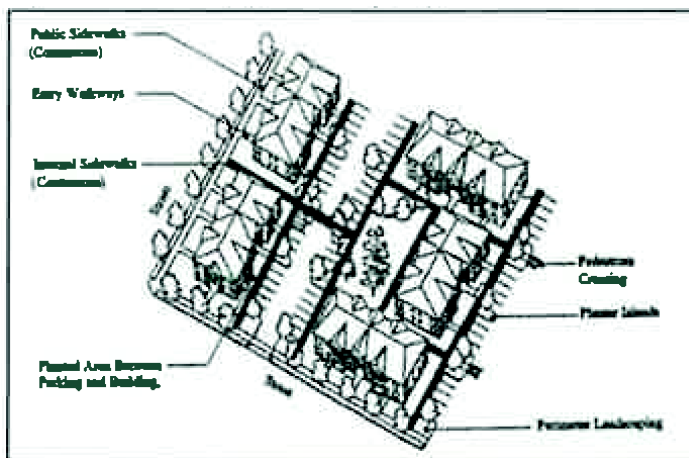
Chapter 16.96 - ON-SITE CIRCULATION

16.96.010 - On-Site Pedestrian and Bicycle Circulation

A. Purpose

On-site facilities shall be provided that accommodate safe and convenient pedestrian access within new subdivisions, multi-family dwelling developments, planned unit developments, shopping centers and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Neighborhood activity centers include but are not limited to existing or planned schools, parks, shopping areas, transit stops or employment centers. All new development, (except single-family detached and middle housing types other than cottage clusters), shall provide a continuous system of private pathways/sidewalks.

On-Site Circulation System (Multi-Family-Dwelling Example)



[...]

F. Access to Major Roadways

Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Appendix C of the Community Development Plan, Part II, shall be limited as follows:

1. Single Family Detached homes, middle housing types, and Manufactured homes on individual residential lots developed after the effective date of this Code shall not be granted permanent driveway ingress or

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egress from Highway 99W and arterial roadways. If alternative public access is not available at the time of development, provisions shall be made for temporary access which shall be discontinued upon the availability of alternative access.

2. Other private ingress or egress from Highway 99W and arterial roadways shall be minimized. Where alternatives to Highway 99W or arterials exist or are proposed, any new or altered uses developed after the effective date of this Code shall be required to use the alternative ingress and egress.
3. All site plans or Residential Design Checklists for new development submitted to the City for approval after the effective date of this Code shall show ingress and egress from existing or planned local or collector streets, consistent with the Transportation Plan Map and Section VI of the Community Development Plan.

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

(Ord. No. 2012-008, § 2, 7-17-2012; Ord. No. 2010-015, § 2, 10-5-2010; Ord. 2006-021; Ord. 2005-009, § 6; Ord. 86-851)

16.96.020 Minimum - Residential standards

Minimum standards for private, on-site circulation improvements in residential developments:

A. Driveways

1. ADU/Single-Family-Detached: One (1) driveway improved with hard surface pavement with a minimum width of ten (10) feet, not to exceed a grade of 14%.
2. Duplex: One (1) shared driveway improved with hard surface pavement with a minimum width of twenty (20) feet; or two (2) driveways improved with hard surface pavement with a minimum width of ten (10) feet each.
3. Townhome: A maximum of one (1) driveway per unit improved with hard surface pavement with a minimum width of ten (10) feet. See also the provisions of 16.14.020.D.
4. Triplex and Quadplex: See the provisions of 16.14.030.A.
5. Multi-Family-Dwelling: Improved hard surface driveways are required as follows:

Number of Units	Number of Driveways	One Way Drive Width (Pair)	Two Way Drive Width
5—49	1	15 feet	24 feet
50 or more	2	15 feet	24 feet

5. Permeable surfaces and planting strips between driveway ramps are encouraged in order to reduce stormwater runoff.

B. Sidewalks, Pathways and Curbs

1. Single Family Detached, Duplex, Triplex, Quadplex, Townhome, Cottage Cluster, and Manufactured Home on Individual Residential Lot: on-site sidewalks and curbs are not required when part of a proposed partition or subdivision. For cottage clusters, on-site pedestrian pathways are required consistent with Section 16.14.040.

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2. Multi-Family-Dwelling:

- a. A system of private pedestrian sidewalks/pathways extending throughout the development site shall connect each dwelling unit to vehicular parking areas, common open space, storage areas, recreation facilities, adjacent developments, transit facilities within five hundred (500) feet of the site, and future phases of development. Main building entrances shall also be connected to one another.
- b. Required private pathways/sidewalks shall extend from the ground floor entrances or the ground floor landing of stairs, ramps or elevators, on one (1) side of approved driveways connecting to the public sidewalk or curb of the public street that provides required ingress and egress. Curbs shall also be required at a standard approved by the Review Authority.
- c. Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, brick/masonry pavers, or other durable surface, at least five (5) feet wide and conform to ADA standards. Where the system crosses a parking area, driveway or street, it shall be clearly marked with contrasting paving materials or raised crosswalk (hump).
- d. Exceptions Private pathways/sidewalks shall not be required where physical or topographic conditions make a connection impracticable, where buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or pathways would violate provisions of leases, restrictions or other agreements.

(Ord. No. 2012-008, § 2, 7-17-2012; Ord. No. 2010-015, § 2, 10-5-2010; Ord. 2006-021; Ord. 2005-009, §§ 5, 8; 91-922)

Division VI. - PUBLIC INFRASTRUCTURE

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Chapter 16.104 - GENERAL PROVISIONS^[46]

[...]

16.104.030 - Improvement Procedures

Except as otherwise provided, all public improvements shall conform to City standards and specifications found in the Engineering Design Manual and installed in accordance with Chapter 16.108. The Council may establish additional specifications to supplement the standards of this Code and other applicable ordinances. Except for public projects constructed consistent with an existing facility plan, a public improvements shall not be undertaken until land use approval has been granted, a public improvement plan review fee has been paid, all improvement plans have been approved by the City, and an improvement permit has been issued.

The City shall work with an applicant for development to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a middle housing development application.

(Ord. No. 2011-011, § 1, 10-4-2011)

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Chapter 16.106 - TRANSPORTATION FACILITIES

16.106.040 - Design

[...]

M. Vehicular Access Management

[...]

2. Roadway Access

No use will be permitted to have direct access to a street or road except as specified below. Access spacing shall be measured from existing or approved accesses on either side of a street or road. The lowest functional classification street available to the legal lot, including alleys within a public easement, shall take precedence for new access points.

[...]

b. Neighborhood Routes:

Minimum spacing between driveways (Point "C" to Point "C") shall be fifty (50) feet with the exception of single family detached dwellings and middle housing dwellings on residential lots in a recorded subdivision. Such lots shall not be subject to a minimum spacing requirement between driveways (Point "C" to Point "C"). In all instances, access points near an intersection with a Neighborhood Route, Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in access spacing greater than fifty (50) feet.

[...]

d. Arterials and Highway 99W - Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Figure 1 of the Community Development Plan, Part II, shall be limited as follows:

- (1) Single family-detached dwellings, middle housing dwellings, and manufactured homes on individual residential lots developed after the effective date of this Code shall not be granted permanent driveway ingress or egress from Highway 99W or arterials. If alternative public access is not available at the time of development, provisions shall be made for temporary access which shall be discontinued upon the availability of alternative access.
- (2) Other private ingress or egress from Highway 99W and arterial roadways shall be minimized. Where alternatives to Highway 99W or arterials exist or are proposed, any new or altered uses developed after the effective date of this Code shall be required to use the alternative ingress and egress. Alternatives include shared or crossover access agreement between properties, consolidated access points, or frontage or backage roads. When alternatives do not exist, access shall comply with the following standards:
 - (a) Access to Highway 99W shall be consistent with ODOT standards and policies per OAR 734, Division 51, as follows: Direct access to an arterial or principal arterial will be permitted provided that Point 'A' of such access is more than six hundred (600) feet from any intersection Point 'A' or other access to that arterial (Point 'C').
 - (b) The access to Highway 99W will be considered temporary until an alternative access to public right-of-ways is created. When the alternative access is available the temporary access to Highway 99W shall be closed.

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- (3) All site plans or Residential Design Checklists for new development submitted to the City for approval after the effective date of this Code shall show ingress and egress from existing or planned local, neighborhood route or collector streets, including frontage or backage roads, consistent with the Transportation Plan Map and Chapter 6 of the Community Development Plan.

[...]

**Division VII. - LAND DIVISIONS, SUBDIVISIONS, PARTITIONS, LOT LINE
ADJUSTMENTS AND MODIFICATIONS**

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Chapter 16.120 - SUBDIVISIONS^[51]

[...]

16.120.080 Filing and Recording of Final Subdivision Plat

A. County Review

When the City determines that the plat conforms to all requirements, the plat shall be authorized for review by the County.

B. Recording the Plat

After approval, the City shall authorize the transmittal of the final map, tracing, and other data to the County, to determine that there has been compliance with all provisions of State and local statutes. Approval of the final plat shall be null and void if the plat is not recorded within sixty (60) days after the date of the last required approving signatures have been obtained.

C. Effective Date

Subdivision approval shall become final upon the recording with the County of the approved subdivision plat or partition map together with any required documents. Development permits may be issued only after final approval, except for activities at the preliminary plat phase, specifically authorized by this Code.

(Ord. No. 2011-011, § 1, 10-4-2011)

16.120.090 CONDOMINIUMS

A. Definition

A condominium is a building, or group of buildings, in which units are individually owned, and the shared structures, common areas and facilities are owned by all of the unit owners on a proportional, undivided basis.

B. Procedure

A proposal for new construction of a condominium or conversion of existing units into condominiums is reviewed through the procedure applicable to the housing type (e.g., multi-family development or middle housing). All condominium proposals must meet the appropriate requirements of ORS Chapter 100 (Condominiums).

C. Public Improvements

1. An applicant must demonstrate adequate water, sanitary sewer and other public facilities exist to support the proposed condominium development. For the purposes of this section:
 - a. Adequate water service shall mean: Ability to connect to the City water supply system and the City water supply system has the capacity to provide service in compliance with City standards.
 - b. Adequate sanitary sewer service shall mean: Ability to connect to the City sanitary sewer system and the City sanitary sewer system has the capacity to provide service in compliance with City standards, if City sanitary sewer lines are located within three-hundred (300) feet of any point of the lot lines of the lot proposed for condominiums.
 - c. Installation of private on-site septic sewage disposal facilities shall be deemed adequate when the lot proposed for condominiums is 15,000 square feet or more if the private on-site septic system is permitted by Washington County Health and City sewer lines are not located within three-hundred (300) feet of any point of the lot lines of the lot proposed for condominiums.
 - d. The adequacy of other public facilities such as storm water and streets shall be determined by the City Manager or his/her designee based on applicable City policies, plans and standards for said facilities.

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2. An applicant must demonstrate that all public improvements required for the condominium development have been installed and approved by the City Engineer or appropriate service provider (e.g., road authority). Alternatively, the developer has provided a performance guarantee in accordance with § 16.120.070.

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Chapter 16.128 - LAND DIVISION DESIGN STANDARDS

[...]

16.128.030 - Lots

A. Size and Shape

Lot size, width, shape, and orientation shall be appropriate for the location and topography of the subdivision or partition, and shall comply with applicable zoning district requirements, with the following exception:

1. Lots in areas not served by public sewer or water supply shall conform to any special County Health Department standards.

B. Access

All lots in a subdivision shall abut a public street, except as allowed for infill development under Chapter 16.68 or for cottage clusters as described below.

1. Cottage cluster lots shall abut a public street, private street, alley, shared open space, or a shared pathway.

[...]

Division VIII. - ENVIRONMENTAL RESOURCES

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Chapter 16.142 - PARKS, TREES AND OPEN SPACES

[...]

16.142.030 – All Residential Subdivisions

- A. A minimum of five percent (5%) of the net buildable site (after exclusion of public right-of-way and environmentally constrained areas) shall be maintained as "open space". Open space must include usable areas such as public parks, swimming and wading pools, grass areas for picnics and recreational play, walking paths, and other like space. Cottage cluster development is subject to the open space requirements of 16.14.40 and not to the requirements of this section. The following may not be used to calculate open space:
 - 1. Required yards or setbacks.
 - 2. Required visual corridors.
 - 3. Required sensitive areas and buffers.
 - 4. Any area required to meet a standard found elsewhere in this code.
- B. Enhanced streetscapes such as "boulevard treatments" in excess of the minimum public street requirements may count toward a maximum of 10,000 square feet of the open space requirement.
 - 1. Example: if a 52-foot-wide right-of-way [ROW] is required for a 1,000 foot-long street and a 62-foot wide ROW with 5-foot additional plantings/meandering pathway is provided on each side of the street, the additional 10-foot-wide area x 1,000 linear feet, or 10,000 square feet, counts toward the open space requirement.
- C. The open space shall be conveyed in accordance with one of the following methods:
 - 1. By dedication to the City as public open space (if acceptable to the City). Open space proposed for dedication to the City must be acceptable to the City Manager or the Manager's designee with regard to the size, shape, location, improvement, environmental condition, and budgetary and maintenance abilities;
 - 2. By leasing or conveying title (including beneficial ownership) to a corporation, homeowners' association or other legal entity, with the City retaining the development rights to the open space. The terms of such lease or other instrument of conveyance must include provisions (e.g., maintenance, property tax payment, etc.) suitable to the City.
- D. The density of a residential subdivision shall be calculated based on the net buildable site prior to exclusion of open space per this Section.
 - 1. Example: a 40,000 square foot net buildable site would be required to maintain 2,000 square feet (5%) of open space but would calculate density based on 40,000 square feet.
- E. If a proposed residential subdivision contains or is adjacent to a site identified as "parks" on the Acquisition Map of the Parks Master Plan (2006) or has been identified for acquisition by the Sherwood Parks and Recreation Board, establishment of open space shall occur in the designated areas if the subdivision contains the park site, or immediately adjacent to the parks site if the subdivision is adjacent to it.
- F. If the proposed residential subdivision does not contain or is not adjacent to a site identified on the Parks Master Plan map or otherwise identified for acquisition by the Parks and Recreation Board, the applicant may elect to convey off-site park/open space.
- G. This standard does not apply to a residential partition provided that a development may not use phasing or series partitions to avoid the minimum open space requirement. A partition of land that was part of an approved partition within the previous five (5) years shall be required to provide the minimum five percent (5%) open space in accordance with subsection (A) above.

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- H. The value of the open space conveyed under Subsection (A) above may be eligible for Parks System Development Charges (SDCs) credits based on the methodology identified in the most current Parks and Recreation System Development Charges Methodology Report.

[...]

D. Required Yard

Visual corridors may be established in required yards, except that where the required visual corridor width exceeds the required yard width, the visual corridor requirement shall take precedence. In no case shall buildings be sited within the required visual corridor.

[...]

16.142.070 - Trees on Property Subject to Certain Land Use Applications

A. Generally

The purpose of this Section is to establish processes and standards which will minimize cutting or destruction of trees and woodlands within the City. This Section is intended to help protect the scenic beauty of the City; to retain a livable environment through the beneficial effect of trees on air pollution, heat and glare, sound, water quality, and surface water and erosion control; to encourage the retention and planting of tree species native to the Willamette Valley and Western Oregon; to provide an attractive visual contrast to the urban environment, and to sustain a wide variety and distribution of viable trees and woodlands in the community over time.

B. Applicability

All applications including a Type II - IV land use review, shall be required to preserve trees or woodlands, as defined by this Section to the maximum extent feasible within the context of the proposed land use plan and relative to other codes, policies, and standards of the City Comprehensive Plan.

[...]

D. Retention requirements

1. Trees may be considered for removal to accommodate the development including buildings, parking, walkways, grading etc., provided the development satisfies of D.2 or D.3, below.
2. Required Tree Canopy – All Residential Developments subject to Type II-V land use review.

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 40 percent. The canopy percentage is based on the expected mature canopy of each tree by using the equation πr^2 to calculate the expected square footage of canopy for each tree. The expected mature canopy is counted for each tree regardless of an overlap of multiple tree canopies.

The canopy requirement can be achieved by retaining existing trees or planting new trees. Required street trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the needed canopy cover. A certified arborist or other qualified professional shall provide the estimated tree canopy of the proposed trees to the planning department for review.

3. Required Tree Canopy - Non-Residential and Multi-Family Dwelling Developments

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 30 percent. The canopy percentage is based on the expected mature canopy of each tree by using the

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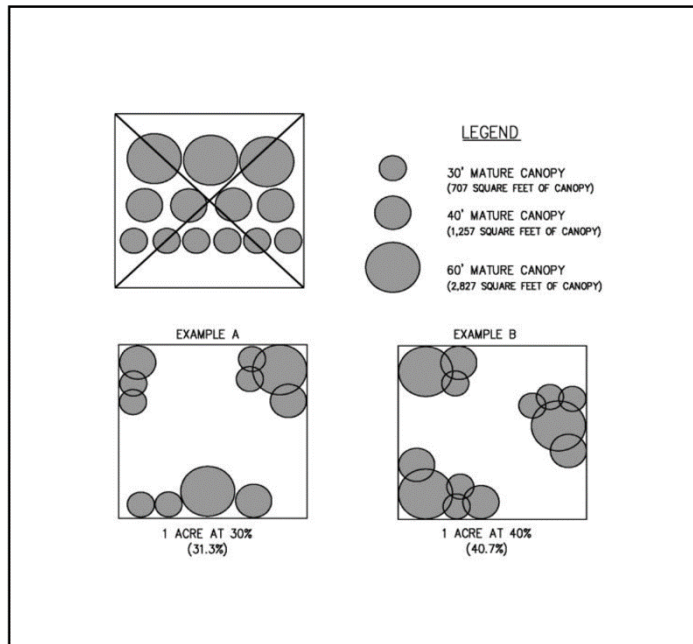
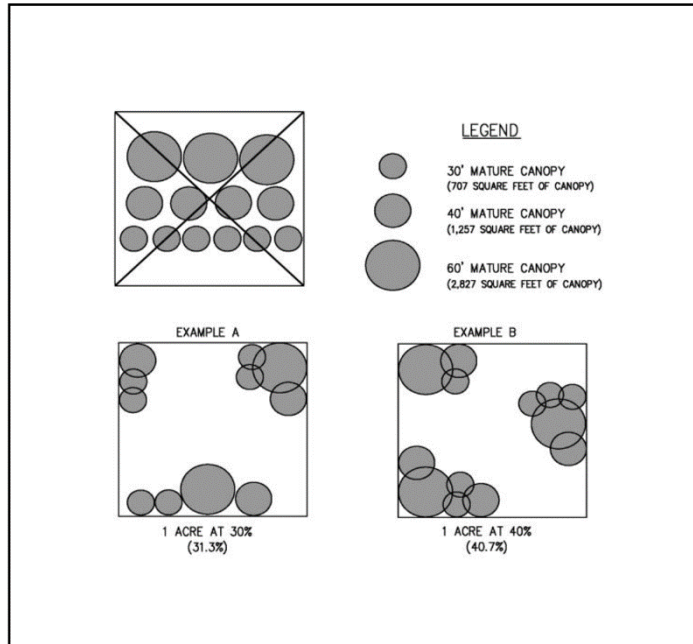
equation πr^2 to calculate the expected square footage of each tree. The expected mature canopy is counted for each tree even if there is an overlap of multiple tree canopies.

The canopy requirement can be achieved by retaining existing trees or planting new trees. Required landscaping trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the required canopy cover. A certified arborist or other qualified professional shall provide an estimated tree canopy for all proposed trees to the planning department for review as a part of the land use review process.

	Residential (single family detached and middle housing developments) subject to Residential Design Checklist or Type I review	Residential (single family detached and middle housing developments) subject to Type II-IV review	Old Town & Infill developments	Commercial, Industrial, Institutional Public and Multi-Family dwelling
Canopy Requirement	N/A	40%	N/A	30%
Counted Toward the Canopy Requirement				
Street trees included in canopy requirement	N/A	Yes	N/A	No
Landscaping requirements included in canopy requirement	N/A	N/A	N/A	Yes
Existing trees onsite	N/A	Yes x2	N/A	Yes x2
Planting new trees onsite	N/A	Yes	N/A	Yes
Mature Canopy in Square Feet Equation πr^2 or $(3.14159 * \text{radius}^2)$ (This is the calculation to measure the square footage of a circle. The Mature Canopy is given in diameter. In gardening and horticulture reference books, therefore to get the radius you must divide the diameter in half.				

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Canopy Calculation Example: Pin Oak
Mature canopy = 35'
 $(3.14159 * 17.5^2) = 962$ square feet



4. The City may determine that, regardless of D.1 through D.3, that certain trees or woodlands may be required to be retained. The basis for such a decision shall include; specific findings that retention of

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said trees or woodlands furthers the purposes and goals of this Section, is feasible and practical both within the context of the proposed land use plan and relative to other policies and standards of the City Comprehensive Plan, and are:

- a. Within a Significant Natural Area, 100-year floodplain, City greenway, jurisdictional wetland or other existing or future public park or natural area designated by the City Comprehensive Plan, or
 - b. A landscape or natural feature as per applicable policies of the City Comprehensive Plan, or are necessary to keep other identified trees or woodlands on or near the site from being damaged or destroyed due to windfall, erosion, disease or other natural processes, or
 - c. Necessary for soil stability and the control of erosion, for managing and preserving surface or groundwater quantities or quality, or for the maintenance of a natural drainageway, as per Clean Water Services stormwater management plans and standards of the City Comprehensive Plan, or
 - d. Necessary in required buffers between otherwise incompatible land uses, or from natural areas, wetlands and greenways, or
 - e. Otherwise merit retention because of unusual size, size of the tree stand, historic association or species type, habitat or wildlife preservation considerations, or some combination thereof, as determined by the City.
5. Tree retention requirements for properties located within the Old Town Overlay or projects subject to the infill standards of Chapter 16.68 are only subject to retention requirements identified in D.4. above.
 6. The Notice of Decision issued for the land use applications subject to this Section shall indicate which trees and woodlands will be retained as per subsection D of this Section, which may be removed or shall be retained as per subsection D of this Section and any limitations or conditions attached thereto.
 7. All trees, woodlands, and vegetation located on any private property accepted for dedication to the City for public parks and open space, greenways, Significant Natural Areas, wetlands, floodplains, or for storm water management or for other purposes, as a condition of a land use approval, shall be retained outright, irrespective of size, species, condition or other factors. Removal of any such trees, woodlands, and vegetation prior to actual dedication of the property to the City shall be cause for reconsideration of the land use plan approval.

[...]

16.142.080 - Trees on Private Property — not subject to a land use action

A. Generally

In general, existing mature trees on private property shall be retained unless determined to be a hazard to life or property. For the purposes of this section only, existing mature trees shall be considered any deciduous tree greater than ten (10) inches diameter at the breast height (dbh) or any coniferous tree greater than twenty (20) inches dbh.

B. Residential (Single Family Detached and Middle Housing) Standards

In the event a property owner determines it necessary to remove existing mature trees on their property that are not a hazard, they may remove the trees as described below;

1. Removal of up to five (5) trees, or up to 10 percent of the number of trees on site, whichever is greater, within a twelve month period. No review or approval required provided that trees are not located within a wetland, floodplain or protected through prior land use review per section 3.b. (1.) - (5.) below, that the planning department is notified in writing 48 hours prior to removing the tree, including the property address, property owner name and contact information, and provided with the type and size

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of the tree. Failure to notify the Planning Department shall not result in a violation of this code unless it is determined that the tree removal is located within a wetland, floodplain or protected through prior land use review per section 3.b. (1.) - (5.) below, or in excess of that permitted outright.

2. Removal of six (6) or more trees, or more than 10 percent of the number of trees on site, whichever is greater, within a twelve month period except as allowed in subsection 1, above.
 - a. The applicant shall submit the following;
 - (1.) A narrative describing the need to remove the tree(s),
 - (2.) A statement describing when and how the Homeowner's Association (HOA) was informed of the proposed tree cutting and their response. If there is not an active HOA, the applicant shall submit as statement indicating that there is not a HOA to contact.
 - (3.) A plan showing the location of the tree and
 - (4.) The applicant shall submit a replacement tree plan. Half of the number of trees removed shall be replaced on site with native trees within six months from the date of removal.

[...]

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Chapter 16.156 - ENERGY CONSERVATION*

Sections:

16.156.010 - Purpose

This Chapter and applicable portions of Chapter 5 of the Community Development Plan provide for natural heating and cooling opportunities in new development. The requirements of this Chapter shall not result in development exceeding allowable densities or lot coverage, or the destruction of existing trees.

(Ord. 91-922, § 3)

16.156.020 – Applicability

The standards in this Chapter shall apply to any new uses or changes to existing uses in multi-dwelling, commercial, industrial and institutional zones. The standards in this Chapter do not apply to accessory dwelling unit or single detached, or middle housing development in residential zones.

16.156.030 - Standards

- A. Building Orientation - The maximum number of buildings feasible shall receive sunlight sufficient for using solar energy systems for space, water or industrial process heating or cooling. Buildings and vegetation shall be sited with respect to each other and the topography of the site so that unobstructed sunlight reaches the south wall of the greatest possible number of buildings between the hours of 9:00 AM and 3:00 PM, Pacific Standard Time on December 21st.
- B. Wind - The cooling effects of prevailing summer breezes and shading vegetation shall be accounted for in site design. The extent solar access to adjacent sites is not impaired vegetation shall be used to moderate prevailing winter wind on the site.

(Ord. 91-922, § 3)

16.156.040 - Variance to Permit Solar Access

Variances from zoning district standards relating to height, setback and yard requirements approved as per Chapter 16.84 may be granted by the Commission through a Type IV review where necessary for the proper functioning of solar energy systems, or to otherwise preserve solar access on a site or to an adjacent site.

(Ord. 91-922, § 3)

END OF PROPOSED AMENDMENTS

May 20, 2022
Housing Choices Standards

DEVELOPMENT CODE CROSS REFERENCES TABLE

[Removed from draft]

Agenda Item: Public Hearing (*Second Reading*)

TO: Sherwood City Council

FROM: Joy L. Chang, Senior Planner
Through: Erika Palmer, Planning Manager, Julia Hajduk, Community Development Director, Keith D. Campbell, City Manager and Josh Soper, City Attorney

SUBJECT: Ordinance 2022-005, Amending sections of the Transportation System Plan for Housing Choices (*Second Reading*)

Issue:

Shall the City Council amend sections of the Transportation System Plan (TSP) by increasing the residential street standard width from 28-feet to 36-feet and adding a new public alleyway cross section standard?

Background: The TSP went through its last major update in 2014. With the implementation of 2019 House Bill (HB) 2001 regarding Middle Housing, it was identified that a cross section detail for a Public Alley was missing from the adopted 2014 TSP. An amendment to the 2014 TSP, Volume 1, Section 8: The Standards, Figure 16: Cross Sections, is required to include the new Public Alley cross section detail (new Figure 16 G of the TSP). The proposed amendments provide clear and objective standards for residential and public alleyway street design.

At the City Council work session of March 1, 2022, Council identified that the proposed pedestrian street light for alley streets should be the same as the typical street light height of 20-feet due to potential damage by utility vehicles. Furthermore, the street lighting fixtures should be decorative. At the Planning Commission hearing of March 8, 2022, the Commission discussed possible light intrusion to neighboring properties with the typical 20-foot light fixture and requested staff to provide additional data. The Commission also agreed that a decorative lighting fixture was appropriate.

Staff has provided a revised public alley street cross section reflecting pedestrian scale lighting that is 16-feet in height with a Westbrooke decorative light fixture. A note was also added to the alley cross section that indicates parking on a public alley right-of-way is not allowed.

City Council, Planning Commission, and the Sherwood community have identified that safety and on-street parking are valued benefits to the Sherwood Community. The existing 28-foot Residential Standard cross section only allows for parking on one side of the street. Staff proposes a 36-foot Residential Standard cross section that would allow parking on both sides of the street as desired by the Sherwood community (an update to Figure 16 D of the TSP). Furthermore, the new residential street standard will allow for safe emergency vehicle travel, efficient travel for vehicles, and will continue to accommodate convenient pedestrian and bicycle circulation.

The Sherwood Planning Commission held its first public hearing on March 8, 2022, took public testimony, considered the application (LU 2022-003 PA), and continued the hearing to April 12, 2022. At the March 8, 2022, Planning Commission hearing, one individual did testify in favor of the proposed amendment that would include the new 36-foot Residential Standards cross section that allows for parking on both sides of the roadway. Concerns that the height of the public alley pedestrian light could possibly damage utility vehicles was also heard. Since the March 8, 2022, Planning Commission hearing, the height of the pedestrian lighting in the public alley has been increased from the original proposed height of 12 feet to 16 feet.

On April 12, 2022, the Planning Commission held its second public hearing to consider the proposed amendments. The following items were discussed:

- The Planning Commission determined that Goal 9 (Economic Development), Goal 10 (Housing), and Goal 11 (Public Facilities and Services) are not applicable to this TSP Plan Amendment, and therefore, findings should be deleted from the Staff Report.
- The proposed new 36-foot Residential Standards transportation findings were also requested to be modified to include pedestrian safety and efficient use of our roadways in the findings.
- Staff proposal to amend rear-yard setback, for public alley loaded development, has been removed, due to procedural error and additional research requested. The Planning Commission may consider this as a future amendment to the Code.

With modifications to the proposed amendments reflected above, the Commission voted to close the hearing. After considering the application materials, the proposed amendments, and the findings in the staff report, the Planning Commission voted unanimously to recommend the proposed text amendments, as modified, to the City Council.

This is the second City Council hearing on this ordinance. City Council held its first hearing on these proposed amendments on May 17, 2022.

Financial Impacts:

There is no specific short-term financial impact associated with these changes. The proposed change to increase the residential street width may have future financial impacts due to increased maintenance costs.

Recommendation:

Staff respectfully recommends City Council hold the second hearing on Ordinance 2022-005, Amending sections of the Transportation System Plan for Housing Choices.

Attachments

1. Planning Commission Recommendation to Council
2. Ordinance with Exhibit 1

CITY OF SHERWOOD

Date: May 10, 2022

Planning Commission Recommendation to the City Council TSP Amendment for Housing Choices

File No: LU 2022-003- PA

Recommendation of the Planning Commission

The Sherwood Planning Commission held its first public hearing on March 8, 2022, took public testimony, considered the application (LU 2022-003 PA), and continued the hearing to April 12, 2022. At the March 8, 2022, Planning Commission hearing, one individual did testify in favor of the proposed amendment that would include the new 36-foot Residential Standards cross section that allows for parking on both sides of the roadway. Concerns that the height of the public alley pedestrian light could possibly damage utility vehicles was also heard. Since the March 8, 2022, Planning Commission hearing, the height of the pedestrian lighting in the public alley has been increased from the original proposed height of 12 feet to 16 feet.

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- The proposed new 36-foot Residential Standards transportation findings were also requested to be modified to include pedestrian safety and efficient use of our roadways in the findings.
- Staff proposal to amend rear-yard setback, for public alley loaded development, has also been removed, due to procedural error and additional research requested. The Planning Commission may consider this as a future amendment to the Code.

With modifications to the proposed amendments reflected above, the Commission voted to close the hearing. After considering the application materials, the proposed amendments, and the findings in the staff report, the Planning Commission voted unanimously to recommend the proposed text amendments, as modified, to the City Council.



Joy L. Shang
Senior Planner

Proposal: An amendment to the Sherwood Transportation System Plan (TSP) is proposed to assist in implementing the city's Housing Choices project, case file LU 2022-002 PA. A new Public Alley cross section detail and a new 36-foot Residential roadway design standard are proposed for consideration.

- A. **Applicant:** This is a city-initiated amendment to the City TSP.
- B. **Location:** The City's TSP is a long-term guide for the City's transportation system and applies city wide.
- C. **Review Type:** The proposed TSP amendment requires a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission considered the matter on March 8, 2022, and continued the hearing to April 12, 2022. At the close of this hearing, the Planning Commission will forward a recommendation to the City Council, who will consider the proposal and decide whether to approve, modify, or deny the proposed amendment. The City Council public hearings are tentatively scheduled for May 17, 2022, and June 7, 2022. Any appeal of the City Council's final decision relating to this matter will be considered by the Oregon Land Use Board of Appeals (LUBA).
- D. **Public Notice and Hearing:** Notice of the March 8, 2022, Planning Commission hearing and tentative April 19, 2022, City Council hearing on the proposed amendment were published in *The Times* on February 17th and March 3rd, 2021. Notice was also posted in five public locations around town and on the website on February 16, 2022. Notice to the Oregon Department of Land Conservation and Development (DLCD) was submitted on February 2, 2022, and notice to agencies was sent via email on February 17, 2022.
- E. **Review Criteria:** The required findings for Plan Amendments are identified in Section 16.80.030 of the Sherwood Zoning and Community Development Code (SZCDC). In addition, the amendment must be consistent with Goals 1, 2, and 12 of the Statewide Planning Goals and Coordinated and Connected Infrastructure Section of the 2040 Comprehensive Plan.
- F. **Background:** The TSP went through its last major update in 2014. With the implementation of the 2019 House Bill, (HB) 2001 Middle Housing, it was identified that a cross section detail for a Public Alley was missing from the adopted 2014 TSP. An amendment to the 2014 TSP, Volume 1, Section 8: The Standards, Figure 16: Cross Sections, is required to include the new Public Alley cross section detail (new Figure 16 G of the TSP). See attached Exhibit A.

At the City Council work session of March 1, 2022, Council identified that the proposed pedestrian street light for alley streets should be the same as the typical street light height of 20-feet due to potential damage by utility vehicles. Furthermore, the street lighting fixtures should be decorative. At the Planning Commission hearing of March 8, 2022, the Commission discussed possible light intrusion to neighboring properties with the typical 20-foot light fixture and requested staff to provide additional data. The Commission also agreed that a decorative lighting fixture was appropriate.

Staff has provided a revised public alley street cross section reflecting a pedestrian scale lighting that is 16-feet in height with a Westbrooke decorative light fixture. A note was also added to the alley cross section that indicates parking on a public alley right-of-way is not allowed. Light intrusion and potential utility vehicle damage are addressed below in Agency Comments.

The Sherwood City Council, Planning Commission, and community have identified that safety and on-street parking are valued benefits to the Sherwood Community. The existing 28-foot Residential Standard cross section is more congested and less safe for allowing parking on one side of the street. Staff proposes a 36-foot Residential Standard cross section that would

allow parking on both sides of the street as desired by the Sherwood community (an update to Figure 16 D of the TSP). See attached Exhibit B.

II. PUBLIC COMMENTS

At the March 8, 2022 Planning Commission hearing, one individual, Mr. Shannon, did testify in favor of the proposed amendment that would include the new 36-foot Residential Standards cross section that allows for parking on both sides of the roadway. Mr. Shannon testified that a 28-foot street impacts safety and efficiency. He also had concerns that the height of the public alley pedestrian light could possibly damage utility vehicles. As noted above, the height of the pedestrian lighting has been increased from the original proposed height of 12 feet to 16 feet and is further discussed below.

III. AGENCY COMMENTS

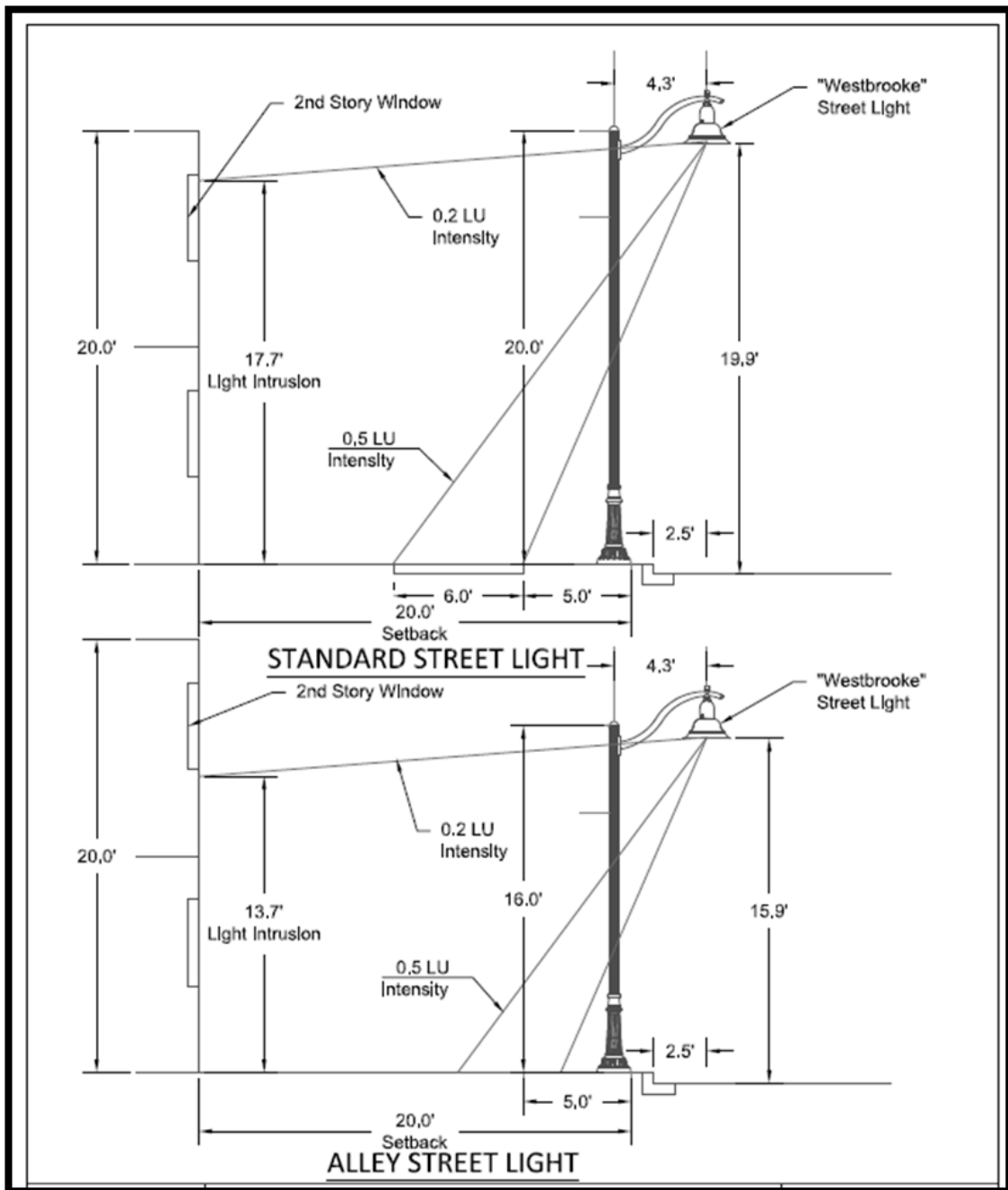
Notice to DLCD was sent on February 2, 2022, and an e-notice to Metro and agency partners was sent on February 17, 2022. Since the March 8, 2022, Planning Commission hearing, staff have requested additional information from Pride Disposal and City of Sherwood Engineering Department to answer questions tied to utility vehicle and light intrusion.

Pride Disposal

Kristen Tabscott, through email correspondence, has informed staff the Pride Disposal utility trucks would not clear a 12-foot high light pole. Their utility trucks are approximately 12-13 feet tall. A 16-foot high light pole is acceptable for Pride Disposal. Staff has modified the public alley light pole height standards from 12 feet to 16 feet.

City of Sherwood Engineering

Bob Galati, City of Sherwood Engineer, has provided the light intrusion image below. A standard street light with a height of 20-feet would create light intrusion of 17.7 feet and impact second story windows of neighboring properties. A 16-foot high light pole would create light intrusion of 13.7 feet and would avoid impacting second story windows of neighboring properties.



IV. REQUIRED FINDINGS FOR PLAN TEXT AMENDMENT

The applicable Plan Text Amendment review criteria are SZCDC §16.80.030.A and §16.80.030.C

SZCDC 16.80.030 - Review Criteria

A. Text Amendment: An amendment to the text of the Comprehensive Plan or the Zoning and Community Development Code must be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment must be consistent with the intent of the adopted Sherwood Comprehensive Plan, and with all other provisions

of the Plan, the Transportation System Plan, and this Code, and with any applicable State or City statutes and regulations, including this Section.

Response: The last major Transportation System Plan update for Sherwood occurred in 2014. The 2014 update became a priority for the City to address growing transportation needs. The update was funded through an Oregon Department of Transportation -Transportation and Growth Management grant. In addition to addressing local needs, the plan is intended to be consistent with state and regional policies, such as the Oregon Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), and the Washington County TSP.

Residential Neighborhood Street Amendment & Alleyway Cross Section Standard

The proposed amendments to the TSP Volume I are intended to provide consistency in references and text between the Sherwood Zoning and Community Development Code. City Council, Planning Commission, and the community have expressed the need for neighborhood streets that are wide enough to allow for parking on both sides of the roadway. The proposed amendment shown in Exhibit B has been identified as a community need by the Planning Commission, City Council, and the community. The proposed amendment provides for safe and efficient street connectivity and parking on both sides of the street that has been identified as a community concerns through city surveys, outreach efforts and previous issues to the Land Use Board of Appeals (LUBA).

As shown in Exhibit A, the proposed alleyway cross section standard has been identified as a need because one did not exist within the TSP.

Metro's Regional Transportation Plan (RTP) & Regional Transportation Functional Plan (RTFP)

Collector and local streets are general access facilities that provide for community and neighborhood circulation are not usually part of the regional transportation system except when located within designated Metro 2040 areas such as town centers and regional mobility corridors or when they are a part of the Regional Bicycle Network or Regional Pedestrian Network. Sherwood's adopted Town Center Plan emphasizes improving bicycle and pedestrian connections within the existing central residential neighborhoods in this plan.

The proposed residential street amendment would eliminate the 28' Standard Residential Street and replace it with a 36' Standard Residential Street. The vehicle speed on local streets will remain the same and serve both bicyclists and pedestrians. Local street spacing requirements and cul-de-sac street length will remain the same and consistent with the Regional Transportation Functional Plan requirements.

The proposed alleyway cross section identifies the standard for an alley, including pedestrian lighting. An alleyway local street cross section is missing in the existing TSP.

The proposed amendments to the local neighborhood street cross sections in the TSP do not conflict with policies outlined in Metro's RTP or RTFP.

Washington County TSP

The Washington County TSP does not set local standards for residential streets; therefore, the amendments are consistent with this plan. Sherwood's TSP was coordinated with Washington County and therefore is consistent with the county's TSP.

Oregon Land Use Goal 12, Transportation & Oregon Transportation Planning Rule (TPR) Oregon Administrative Rules (OAR) Chapter 660 Division 12, Transportation Planning, implements Statewide Planning Goal 12, Transportation. Statewide Planning Goal 12, Transportation, aims to provide and encourage a safe, convenient, and economic transportation system. The purpose of Division 12 is to direct transportation planning in coordination with land use planning to:

- (a) Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the Transportation disadvantaged;
- (b) Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of Transportation;
- (c) Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation;
- (d) Facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine Transportation;
- (e) Protect existing and planned transportation facilities, corridors and sites for their identified functions;
- (f) Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans;
- (g) Identify how transportation facilities are provided on rural lands consistent with the goals;
- (h) Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans; and
- (i) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.

The proposed amendments are not in conflict with the purpose of OAR Chapter 660, Division 12, Transportation Planning.

OAR 660-12-0045, Implementation of the Transportation System Plan

OAR 660-12-0045(7) states, "local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation."

The proposed residential street cross section as shown in Exhibit B, will increase the total pavement width of the local street by 8 feet to accommodate two lanes of travel for vehicular use and parking on both sides of the roadway. This proposed amendment increases each vehicle lane by an additional 4 feet for a total of 8 feet to accommodate parking on both sides of the roadway. The sidewalk standard will remain at 6 feet in width. As proposed, the residential street cross section standard is the minimum pavement width that will allow for two lanes for travel and parking on both sides of the roadway, consistent with the facility's operational needs. The traffic volume (<1,000 vehicles per day) and roadway speed (25 miles per hour) will remain the same. The additional 8 feet of pavement will increase construction costs; however, it will allow for safe emergency vehicle travel, efficient connectivity for vehicle travel, and will continue to accommodate convenient and safe pedestrian and bicycle circulation. The proposed amendment is not excessive and provides the minimum additional width needed to accommodate and optimize parking on both sides of the roadway.

The proposed amendment to the alleyway cross section is not excessive and provides for the minimum width for travel, utilities, and lighting. This amendment is not in conflict with the Transportation Planning Rule.

FINDING: As described above, the proposed amendments are consistent with regional, county, and state policies. The proposed amendment to the residential street cross section will allow for safe and efficient street connectivity. The proposed amendments are in compliance and support the RTP, RTFP and TPR.

C. Transportation Planning Rule Consistency

1. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

2. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

3. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

- a. Limiting allowed uses to be consistent with the planned function of the transportation facility.**

- b. **Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.**
- c. **Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.**

The TPR requires that the City inventory the existing system, identify deficiencies that would negatively affect state facilities, and identify alternatives to address those deficiencies. The proposed amendments to the TSP, do not affect the existing inventory of the existing transportation system. The proposed amendment to the residential street cross section in Exhibit B, is intended to address community needs that will allow for safe emergency vehicle travel, efficient connectivity for vehicular travel, and parking on both sides of a neighborhood street.

The alleyway cross section in Exhibit A, is intended to maintain policy consistency between the TSP and the city's Development Code. The proposed changes do not affect land use regulations which significantly affect a transportation facility. For these reasons noted, the proposed amendments are consistent with the TPR.

The City sent notice of the proposed TSP amendment to the State Department of Land Conservation and Development (DLCD), the Oregon Department of Transportation (ODOT), and Washington County.

FINDING: As noted above, the proposed amendments would make minor changes to the City's TSP for plan consistency and to meet the community's needs. The addition of a public alleyway cross section detail and amending the existing 28-foot Residential street standards to 36-feet does not significantly change the TSP and any existing land use plan policies. Therefore, City's TSP document remains consistent with the Transportation Planning Rule.

Consistency with the Comprehensive Plan

The recently adopted 2040 Comprehensive Plan, Coordinated and Connected Infrastructure, has specific objectives and policies that are applicable to the proposed standards as discussed below:

Goal 1- Plan and implement a transportation system that is forward-looking, responsive and innovative to maximize capacity and ensure safety, efficiency and retention of Sherwood's livability and small-town character.

Goal 4 - Ensure reliable, safe, affordable and adequate public facilities to meet Sherwood's existing and future needs.

FINDING: The existing transportation goals will remain intact from the last major TSP adoption in 2014. The proposed amendments are minor in nature and are intended to provide consistency, removing conflicts within the existing TSP document and the city's Development Code, while meeting the community's needs. The addition of the Public Alley cross section detail will provide

the opportunity for a different classification of roadway. A Public Alley can assist with affordability of certain types of development.

As stated in the adopted TSP document, *“The projected growth in housing and employment is likely to lead to increased activity and person-trips in Sherwood. Even with enhancements to pedestrian and bicycle opportunities, and an increase in jobs near residential areas, and progress towards non-driving trips, there is projected to be an increase of approximately 65% weekday peak hour vehicle trips in Sherwood by 2035. Along with this growth, the total vehicle distance travelled in Sherwood is projected to increase, even though the distanced travelled per person is projected to decrease. This increased overall vehicle travel will place additional strain on Sherwood’s streets.”* The proposed 36-foot roadway standard in Exhibit B, will provide two lanes of vehicular travel and on-street parking that meets Sherwood’s existing and future needs for safe, efficient and well connected streets. The proposed amendments are consistent and support the community’s Comprehensive Plan.

Consistency with other City Planning Documents

The proposed text amendment impact only the TSP and does not impact any other City Planning documents. Therefore, the proposed text amendments are consistent with other City Planning documents.

FINDING: As noted above, the proposed text amendments are consistent with other City Planning documents since the amendments are to the TSP and the Development Code.

Consistency with Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

It is the purpose of this Goal to develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

FINDING: Staff utilized the public notice requirements of the Code to notify the public of the proposed plan amendments. The City’s public notice requirements have been found to comply with Goal 1 and, therefore, this proposal meets Goal 1.

Goal 2: Land Use Planning

It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

FINDING: The proposed amendments are being processed in compliance with the local, regional and state requirements. The proposed amendments do not alter any goals and policies in the Comprehensive Plan. The proposed amendments deliver consistency within the TSP and the Development Code.

Goal 3: Agricultural Lands

Goal 4: Forest Lands

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 6: Air, Water and Land Resources Quality

Goal 7: Natural Hazards

Goal 8: Recreational Needs

Goal 9: Economic Development

Goal 10: Housing

Goal 11: Public Facilities and Services

FINDING: The Statewide Planning Goals 3-11 do not apply to the proposed plan amendments. There is no evidence to suggest that the proposal conflicts with these goals.

Goal 12: Transportation

This Goal requires cities, counties, and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle, and pedestrian.

Response: As discussed throughout this report, the proposed amendments are relatively minor in nature. The vast majority of Sherwood residents travel outside of the city for employment, and other transportation options are extremely limited. Sherwood has just two bus lines, neither offering frequent service and neither serving a significant portion of our residential areas nor connecting our residential areas to services. The bus lines move people in and out of Sherwood to Tigard/Portland and Tualatin. In contrast, the majority of our residents are employed outside of Sherwood in communities without convenient transit services from Sherwood, such as Beaverton, Hillsboro, and Wilsonville. As stated above in this report, projected growth in housing and employment is likely to lead to increased activity of in-person trips in Sherwood and this increase in overall vehicle travel will place additional strain on Sherwood's streets. Increasing the street width allows for a wider street to accommodate two lanes of efficient travel movement, efficient street connectivity, and on-street parking on both sides of the street. In addition, public safety vehicles such as fire trucks will be able to maneuver and deploy equipment safely and comfortably within a wider street width.

Per the American Community Survey, 2010-2019, at 1.97 vehicles per household, Sherwood has an 8% higher rate of car ownership than Washington County as a whole (1.83 vehicles per household), and a 33% higher rate than Portland (1.48 vehicles per household). The increased paved roadway width will allow for additional on-street parking that is consistent with the operational needs of the Residential street facility. Throughout the City's comprehensive planning process, residents indicated in surveys that additional on-street parking is needed. In Sherwood, in some of our neighborhoods with the greatest parking issues, we have seen neighbors become less neighborly and less civil towards one another. Increasing the paved width of the local residential street standard is not inconsistent with the City's adopted Comprehensive Plan or TSP. The updated Residential street standard in addition to the goals and policies within the City's TSP

will still provide for efficient use of our roadways, and safe and convenient pedestrian, bicycle, and vehicular circulation consistent with access management standards.

The city's TSP will remain consistent with the TPR, which implements Goal 12.

FINDING: Specific findings of Development Code compliance with TPR Section 660-12-0045 are provided in the TSP, Volume II, Section H, which were adopted in 2014. The proposed amendments to the TSP are warranted by the community, are minor in nature and provide consistency with planning documents. No goals, policies, street classifications, or new regulatory language is being proposed. For these reasons noted, these amendments are consistent with the TPR.

Goal 13: Energy

Goal 14: Urbanization

Goal 15: Willamette River Greenway,

Goal 16: Estuarine Resources,

Goal 17: Coastal Shorelands,

Goal 18: Beaches and Dunes; and

Goal 19: Ocean Resources

FINDING: The Statewide Planning Goals 13-19 do not specifically apply to this proposed plan amendments; nor do the proposed amendments conflict with the stated goals.

Metro's Regional Framework Plan

The Functional Framework Plan Six Outcomes are statements adopted by the Metro Council that synthesize the 2040 Growth Concept and regional policies.

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Response: The proposed amendments are consistent with the City's Comprehensive Plan; therefore, the amendments are consistent with the 2040 Growth Concept and regional policies.

V. RECOMMENDATION

As proposed, the draft amendment to the TSP and SZCDC, supports and meets the intent of City's Comprehensive Plan, and all applicable state and regional criteria.

PLANNING COMMISSION ALTERNATIVES

1. Approve the findings in this staff report and recommend approval to City Council.
2. Modify the findings and approve the staff report as modified in compliance with all applicable criteria and recommend approval to City Council.
3. Modify the findings and deny the proposed amendment based on the Commission's findings, and recommend denial of the proposal to City Council; or
4. Continue the Public Hearing to a date certain if more information is needed.

STAFF RECOMMENDATION

Based on the above findings and applicable code criteria, staff recommends that the Planning Commission forward a recommendation of approval of the proposed text amendment to the Sherwood TSP and SZCDC, Case File LU 2022-003 PA, to the Sherwood City Council.

VI. EXHIBITS

- A. Proposed Public Alley Cross Section Detail
- B. Proposed 36-foot Residential Standard Detail



ORDINANCE 2022-005

AMENDING SECTIONS OF THE TRANSPORTATION SYSTEM PLAN FOR HOUSING CHOICES

WHEREAS, the proposed amendments are minor in nature and are intended to provide consistency, removing conflicts between the existing Transportation System Plan (TSP) document and the City's Development Code, and better meet the community's needs; and

WHEREAS, the proposed 36-foot roadway residential standard will allow for two lanes for travel and provide adequate on-street parking that meets Sherwood's existing and future needs; and

WHEREAS, the proposed 36-foot roadway residential standard will allow for safe emergency vehicle travel, efficient travel for vehicles, and will continue to accommodate convenient pedestrian and bicycle circulation; and

WHEREAS, the addition of the Public Alley cross section detail will provide consistency between the development code and the City's adopted TSP; and

WHEREAS, the proposed Public Alley cross section detail is not excessive and provides for the minimum width for travel, utilities, and lighting; and

WHEREAS, on April 12, 2022, the Planning Commission conducted a public hearing, considered the proposed increase of residential street width from 28-feet to 36-feet and a new public alleyway standard, and recommended that the City Council adopt the proposed amendments; and

WHEREAS, the City Council held the first public hearing on the proposed amendments on May 17, 2022.

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. After full and due consideration of the application, the Planning Commission recommendation, the record, and evidence presented at the public hearings, the City Council adopts the findings of fact contained in the Planning Commission recommendation, which is included as Attachment 1 to the staff report for this Ordinance, finding that the text of the Transportation System Plan shall be amended as follows:

1. Volume 1, Section 8: The Standards, Figure 16: Cross Sections, shall be amended to add a new Public Alley cross section detail (new Figure 16 G) as depicted in Exhibit A, attached hereto.
2. Volume 1, Section 8: The Standards, Figure 16: Cross Section, shall be amended to delete the current 28' Standard Residential in Figure 16 D and replace it with a new 36' Standard Residential in Figure 16 D as depicted in Exhibit B, attached hereto.

Section 2. The proposed amendments to the Transportation System Plan in Exhibits A and B, attached to this Ordinance, are hereby **APPROVED**.

Section 3. This Ordinance shall become effective 30 days from its adoption

Duly passed by the City Council this 7th of June, 2022.

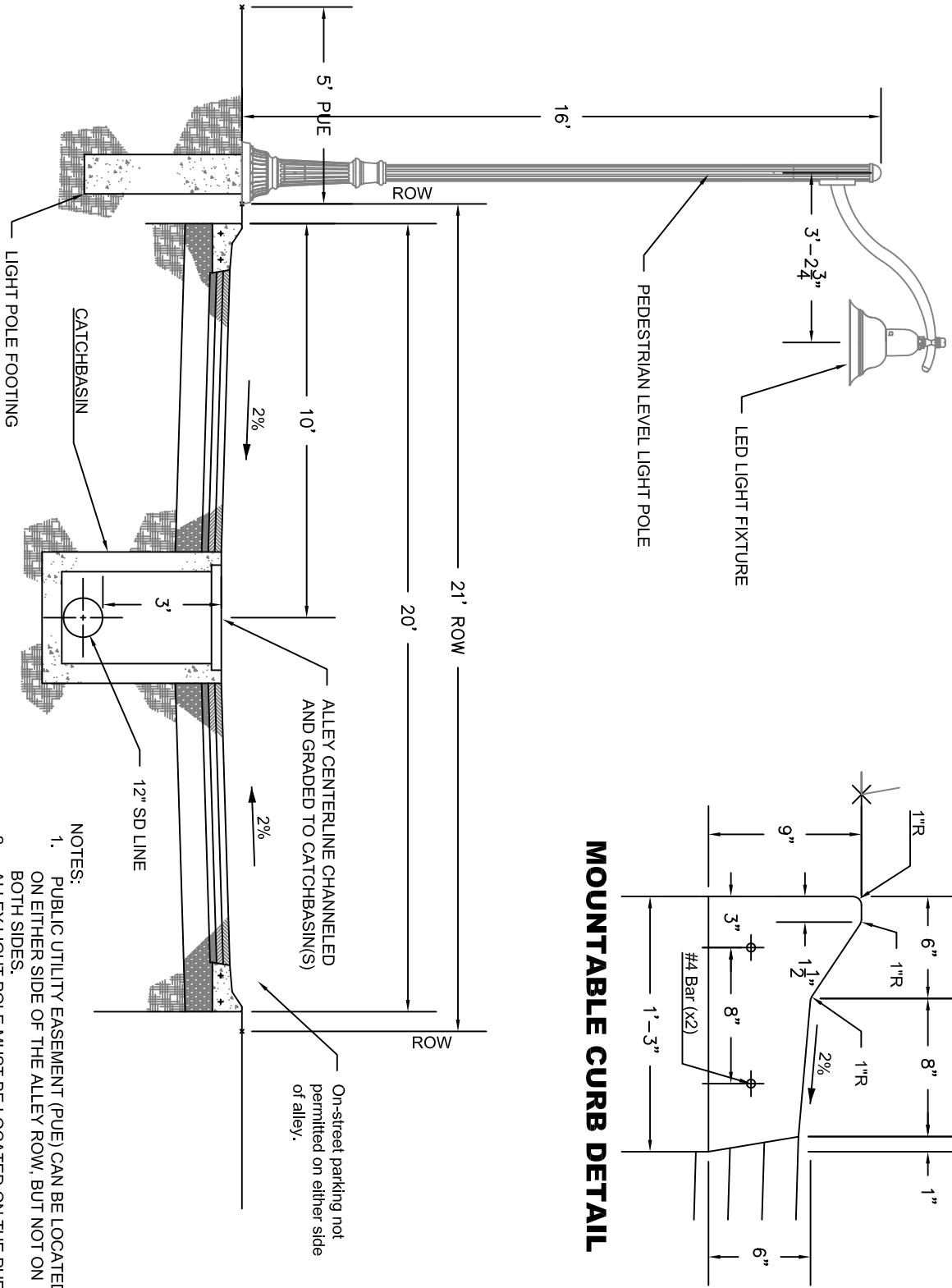
Keith Mays, Mayor

Date

Attest:

Sylvia Murphy, MMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Giles	_____	_____
Scott	_____	_____
Brouse	_____	_____
Young	_____	_____
Garland	_____	_____
Rosener	_____	_____
Mays	_____	_____



PUBLIC ALLEY CROSS SECTION

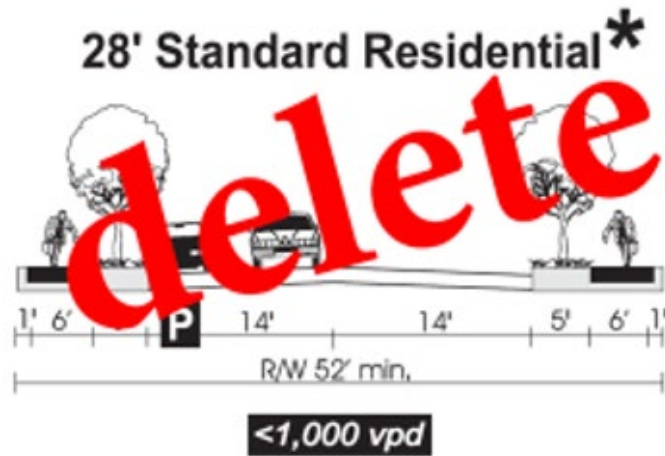
MOUNTABLE CURB DETAIL

- NOTES:
1. PUBLIC UTILITY EASEMENT (PUE) CAN BE LOCATED ON EITHER SIDE OF THE ALLEY ROW, BUT NOT ON BOTH SIDES.
 2. ALLEY LIGHT POLE MUST BE LOCATED ON THE PUE SIDE OF THE ALLEY ROW.
 3. ALLEY LIGHTING FIXTURE STYLE MUST BE COMPLIANT WITH PGE STANDARDS AND ACCEPTABLE TO THE CITY.
 4. On-Street parking is not permitted on either side of the alley.

STANDARD DRAWING TITLE		DRAWING NUMBER
PUBLIC ALLEY CROSS SECTION DETAIL		X-XX
Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.	SCALE	DATE
	N.T.S.	MON' YY 468



Remove the “28’ Standard Residential” Cross Section and replace it with “36’ Standard Residential Cross Section that allows for parking on both sides of the street as reflected below.



NEW 36' Standard Residential

