

# MEMORANDUM



Date: January 8, 2026  
Recipient: Jason Graf, ASLA | First Forty Feet  
From: Ben Austin, PE | HHPR  
Subject: **Sherwood Old Town Strategic Plan | Infrastructure Opportunities and Constraints Analysis**

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The Sherwood Old Town Strategic Plan aims to revitalize Old Town as the traditional heart of the community. The plan will include actionable steps to be implemented over the next five years, promoting growth and vibrancy in the district. The purpose of this memorandum is to document opportunities and constraints with the infrastructure in Old Town Sherwood to support the proposed strategic plan.

## UTILITIES

### Sanitary Sewer

The 2016 Sanitary Sewer Master Plan identifies three downtown sewer condition projects (projects 8, 11, and 22) to repair or replace aging infrastructure. The Old Town area falls on the divide of the Cedar Creek basin and the Rock Creek basin, with the majority of Old Town in the Cedar Creek basin and the Langer Farms Parkway/Oregon Street intersection in the Rock Creek basin. No sanitary sewer capacity deficiencies were identified.

Sanitary sewer in SW Columbia Street was previously extended to the northeast property line of the cannery site and is approximately 7 feet deep. This is sufficient to provide sewer service to future development on the public works site.

Engineering staff have noted maintenance issues in the downstream system, but the sewer system is sufficient to support growth within the district. However, we recommend that the upcoming sewer master plan incorporate potential increased development within Old Town.

### Water

The 2016 Water System Master Plan does not identify any upgrades within Old Town. The existing 8-inch main in Columbia Street can be extended east through the public works site as part of future development.

The water system is sufficient to support growth within the district.

### Stormwater Management

The 2016 Stormwater Master Plan does not identify any condition improvements needed in the Old Town area. The Master Plan does identify improvements to the 2<sup>nd</sup> Street and Park Street

regional stormwater facility, which provides management for much of the Old Town Sherwood stormwater.

The following is an overview of the stormwater management in the area. The Old Town/Cannery stormwater falls into four basins.

- **2<sup>nd</sup> Street and Park Street Regional Facility.** This is a large regional facility that provides management for the majority of Old Town that is zoned retail commercial. Residential-zoned properties are anticipated to be managed on-site if redeveloped.
- **Villa Road Mechanical.** This facility provides treatment for runoff in the vicinity of the Railroad Street and Main Street intersection.
- **Columbia Street Stormwater Facility.** This facility provides stormwater management for the area south of the railroad tracks including the Cannery and public work site.

See attached Exhibits A and B for overview maps of these stormwater basins.

Conveyance of stormwater from development of the public works site can largely be completed by extending the existing storm main in SW Columbia Street, which has been extended to the property line.

Depending on the location of development, stormwater facilities may need to be incorporated into development. These facilities are preferable low-impact development stormwater facilities that fit the context and character of the development. The stormwater conveyance system is sufficient to support growth within the district.

#### **Franchise Utilities (Power, Communications, Gas)**

The City of Sherwood requires development that is completing frontage improvements to install utilities underground. Much of Old Town and the Cannery have had streetscape improvements and already have utilities underground. The remaining underground utilities are the result of individual developments.

Utility undergrounding is most efficient in large segments, as additional poles are often required where the utilities convert from underground to overhead. This can result in both significant cost and additional utility clutter when developing single frontages. Depending on the location of development, utility undergrounding may need to be completed.

## **TRANSPORTATION INFRASTRUCTURE**

### **Downtown Streetscape**

The City of Sherwood completed streetscape improvements to Old Town and the Cannery between 2006 and 2013. These improvements implemented parts of the Downtown Sherwood Streetscape Master Plan that was completed in 2003. The Master Plan envisioned



additional phases of streetscape throughout Old Town that have not yet been implemented. See attached Exhibit C. Depending on the location of development, street improvements, including streetscape, may need to be constructed.

### **Sherwood Cannery**

The Sherwood Cannery Planned Unit Development (PUD) was completed in 2011. These improvements constructed the road network and utilities within the Cannery area for development of the adjacent parcels. As part of these improvements, SW Columbia Street was extended to the northeastern property line of the Cannery, abutting the City of Sherwood public works site for future extension. The extension of SW Columbia Street is anticipated to use a similar roadway section, including stormwater planters.

### **Oregon Street Intersection**

The Oregon Street and Langer Farms Parkway intersection was constructed in 2011 as part of the extension of Langer Farms Parkway between Oregon Street and Tualatin-Sherwood Road. The intersection is complicated by the Portland and Western Railroad line that crosses through the intersection.

To better align commercial traffic into the Cannery and Old Town, the Sherwood Downtown Strategic Plan explored the potential connection of Columbia Street to this intersection. HHPR developed three concept-level sketches for incorporating SW Columbia Street into this intersection. They include the following options (See attached Exhibits D, E and F):

- Alternative 1: 4-leg signalized intersection with Lincoln Street right in/right out/left in
- Alternative 2: 5-leg signalized intersection
- Alternative 3: 5-leg roundabout.

All concepts require early coordination with the railroad owner, operators, and ODOT rail for modification of a public railroad crossing. In particular, integrating the rail crossing into a roundabout will require early coordination as this configuration has only been used at a handful of locations around the country.



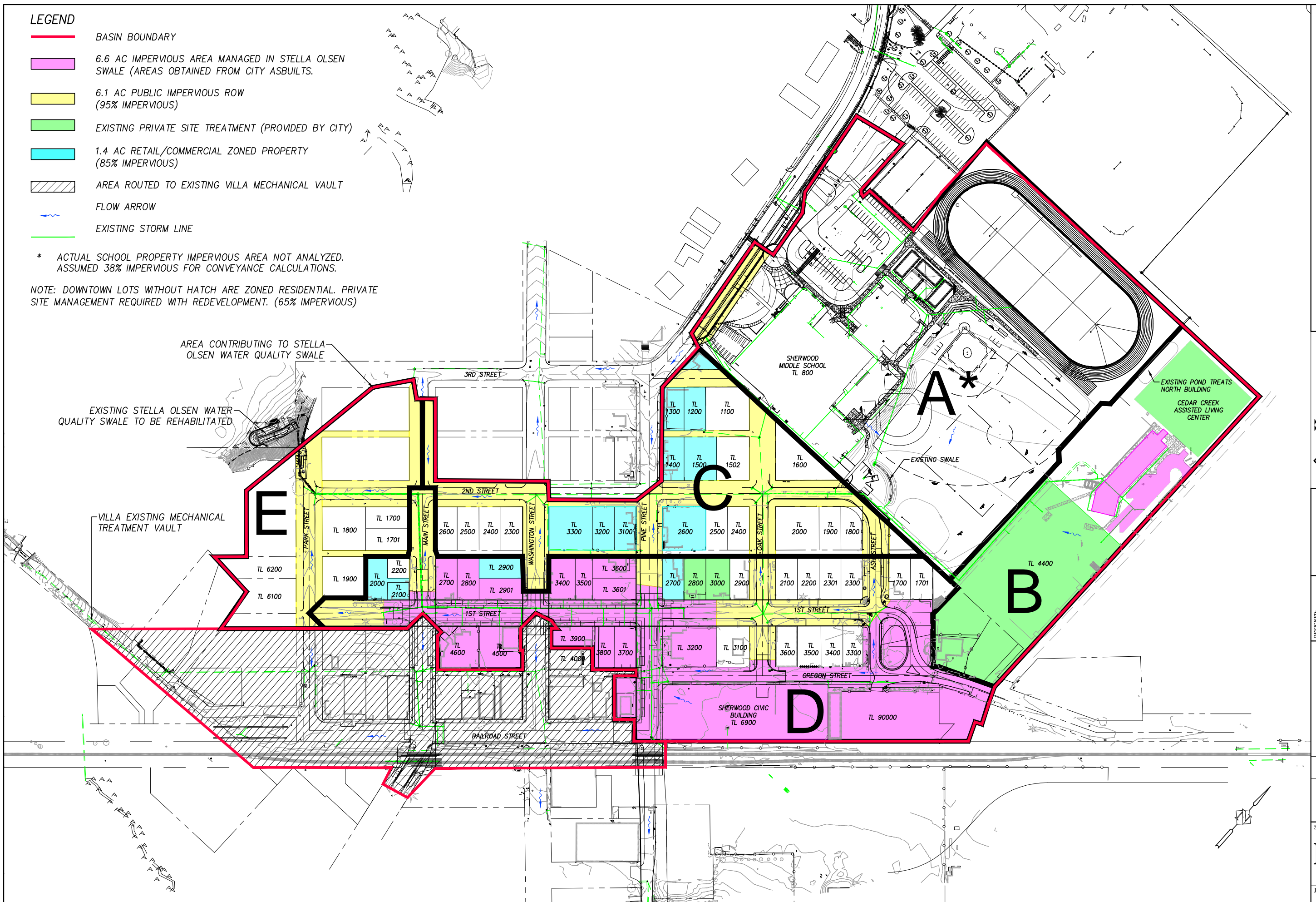
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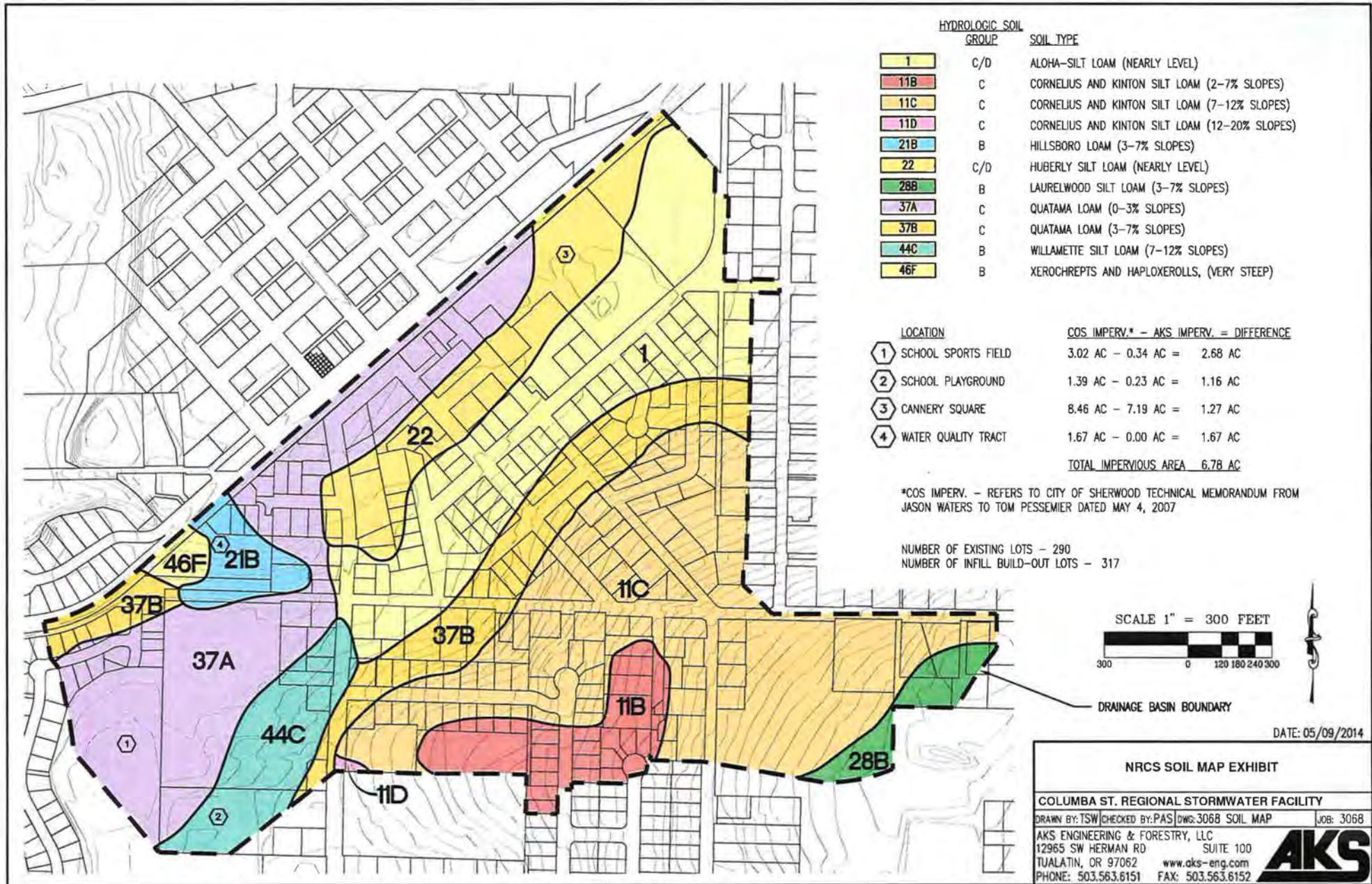
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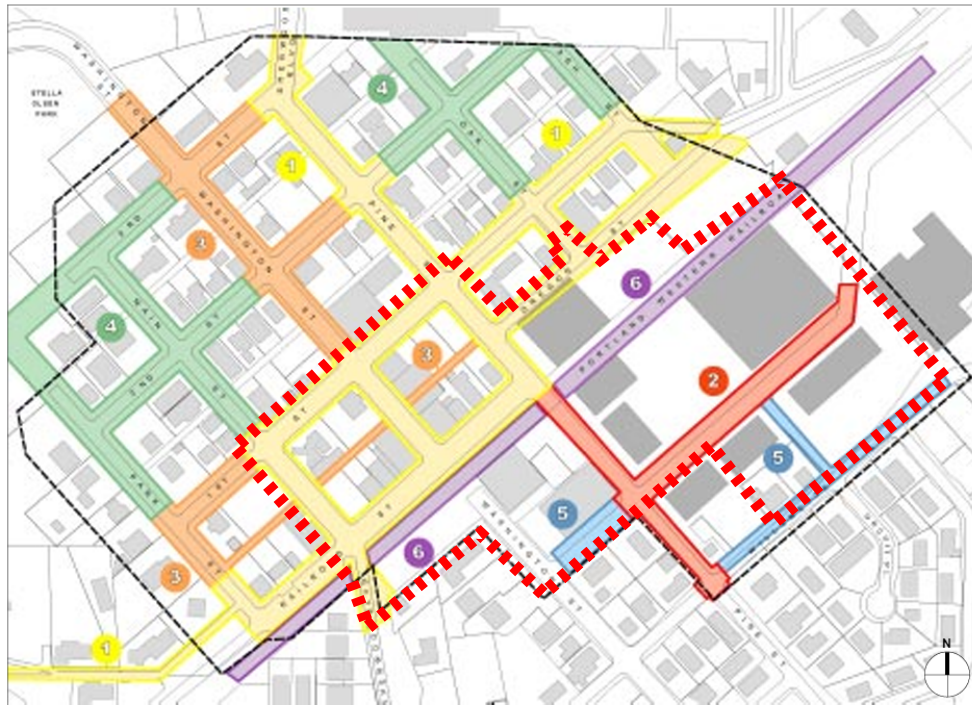
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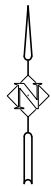
*Construction of the Downtown Streetscape Master Plan will occur incrementally over time. In general, construction will be timed to minimize impacts on festivals and downtown property owners.*

Excerpt from Downtown Sherwood Streetscape Master Plan  
December 9, 2003



Limits of streetscape  
completed





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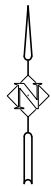
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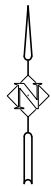
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