
MEMORANDUM

To: Mr. Joe Turner
City of Sherwood Hearings Officer

From: Wayne Hayon
Pioneer Design Group, Inc.

Project: Pinot Glen -
PDG No. 131-035

Date: June 17, 2026

RE: Applicant's Open Record Period #1 Submittal for Casefile No.
LU 2025-012 SUB

During the initial evidentiary hearing for City of Sherwood Casefile No. LU 2025-012 SUB, "PINOT GLEN", the applicant requested that the Hearings Officer keep the hearing record open for 3 consecutive weeklong periods, in order to allow time to further address issues raised by staff in the City's Recommendation and Staff Report. This document serves as the Applicant's Open Record Period #1 Submittal. The relevant issues are addressed below.

1. Public Pedestrian Access Between SW Elwert Road and SW Derby Terrace

Recommended Conditions of Approval B.4 and B.5. require creation of a pedestrian connection between the proposed SW Derby Terrace and SW Elwert Road. These Conditions state the following:

4. *Prior to Final Plat, revise plans to include the required bicycle and pedestrian trail: A "Feeder Trail", per the TSP, Figure 16F, of concrete construction, with lighting, and landscaping.*
5. *The required bicycle and pedestrian trail from SW Derby Terrace, through lot 10, to SW Elwert Road, to be located in a separate tract and not in an easement. Ownership and maintenance of the trail to be by the HOA. Plat and CCRs should reflect ownership and maintenance.*

The Applicant requested the record be held open to determine whether or not the trail could be accommodated within the existing site plan. As shown below and on the attached Plan Sheet

MEMORANDUM

P1.0 – Preliminary Plat, the Applicant has made minor revisions to Proposed Lots 10 through 17 to facilitate the creation of “Tract C”, a 20-foot-wide pedestrian tract including an 8-foot paved pedestrian trail, south of Proposed Lot 10.

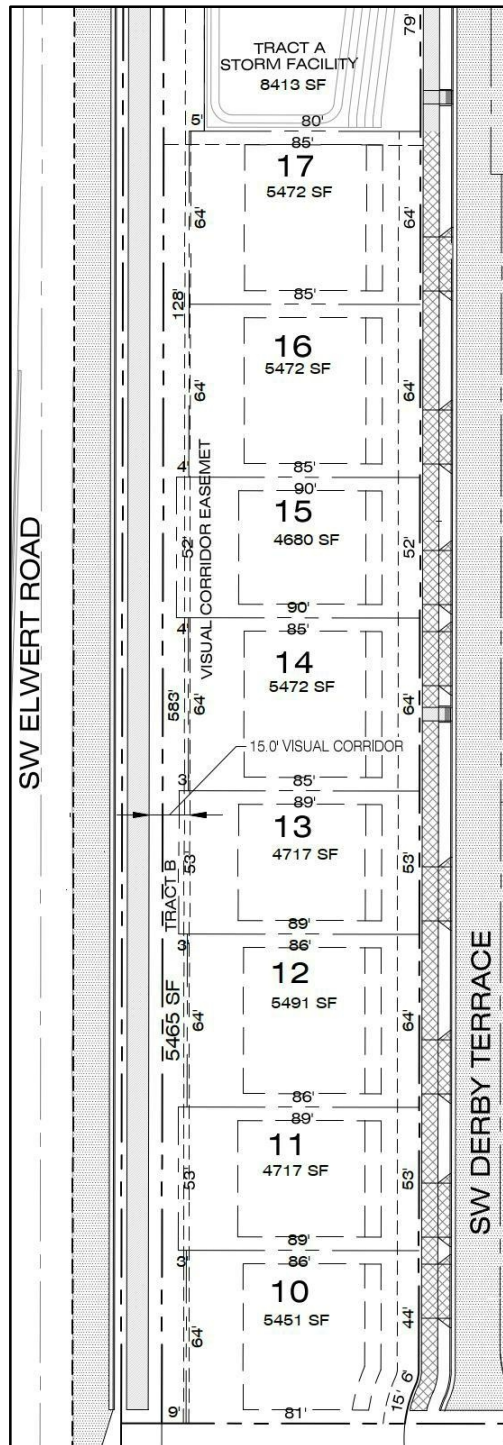


Figure 1. Pre-Hearing Site Plan

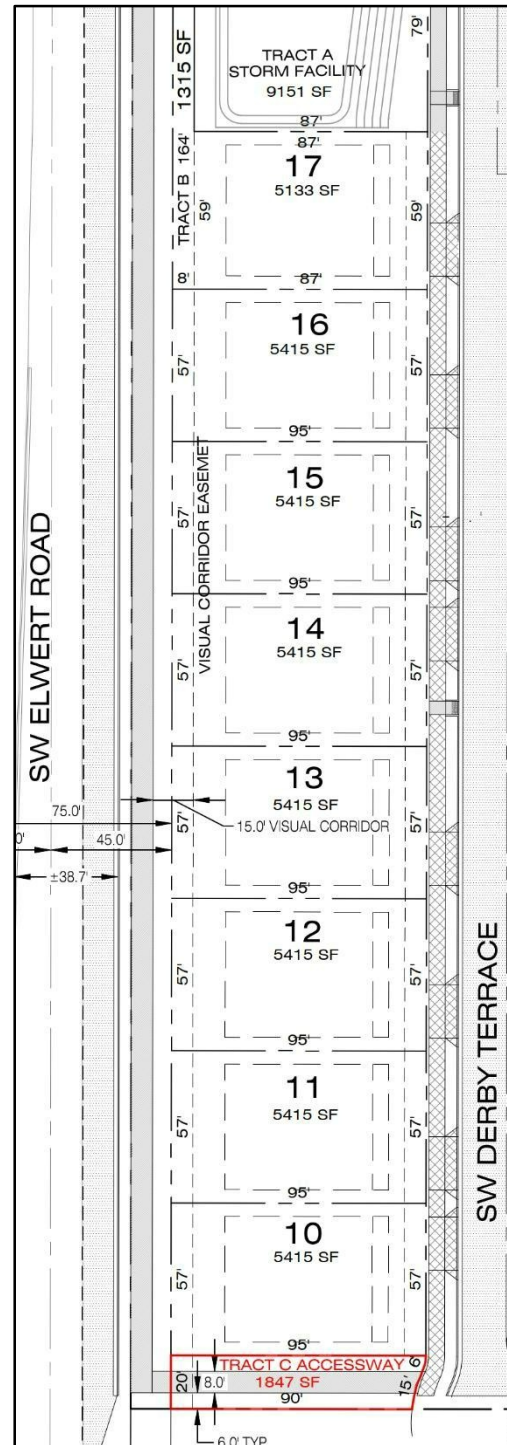


Figure 2. Post-Hearing Site Plan

MEMORANDUM

All lots continue to meet the minimum lot width and depth of the applicable zoning district and maintain compliance with the minimum and maximum lot area standards for lot averaging as shown within the response to Item 2, later in this submittal.

As described by staff in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, the requirement for the pedestrian trail is triggered by block length and circulation standards within the City of Sherwood Engineering Design Manual:

Currently the Transportation System Plan shows a street interconnecting SW Derby Terrace to SW Elwert Road. During initial discussions between the city and county, it was determined that a vehicular connection between these 2 streets was not necessary. However, the pedestrian connection between the 2 streets that would have been provided should still be installed. This will need to be an 8-foot wide concrete sidewalk within a 20-foot-wide tract of land to be owned and maintained by the HOA with an easement allowing public access.

As shown on the preliminary plans the block length from SW Copper Terrace to SW A Street (via SW Cereghino Lane and SW Derby Terrace) is approximately 760 feet. This exceeds the 530 feet maximum allowable intersection spacing requirement within the Sherwood Engineering Design Manual. Therefore, the above-mentioned sidewalk connection between SW Derby Terrace and SW Elwert Road should be located at the southwestern corner of the subject property to provide for a break in the block length for pedestrians.

While the applicant respectfully disagrees with the methodology used by City staff to measure block length, which in this case includes adding together the dimensions of two separate block faces of a rectangular shaped block, using the City's methodology the addition of the pedestrian trail on SW Derby Terrace creates a maximum pedestrian block length on SW Cereghino Lane of 485 feet. This meets the 530 feet maximum allowable intersection spacing requirement within the Sherwood Engineering Design Manual, and as such no transportation facility modification for exceeding the maximum block length is required.

2. Relocation of Open Space Tract

As part of the original proposal, the applicant located the majority of the open space required under SZDC Section 16.140.030 within an 8,088 square foot tract adjacent to SW Copper Terrace. This open space area (formerly identified as Tract C) was a linear open space extending the width of a block (188 feet), with a depth of 43 feet. As shown on Landscape Plans submitted with the application (Sheet L1.0), Tract C was proposed to be attractively landscaped with a variety of trees, shrubs, and groundcovers, and included grass areas for picnics and recreational play, along with a meandering walking path, bench seating, and picnic tables. As proposed, the open space was intended to provide a mix of both active and passive recreational opportunities and covered 3 of the active uses listed as appropriate in SZDC Section 16.140.030 (grass areas, walking paths, and other

MEMORANDUM

like uses (benches and picnic tables)), and serve as an attractive entryway into the community from SW Copper Terrace.

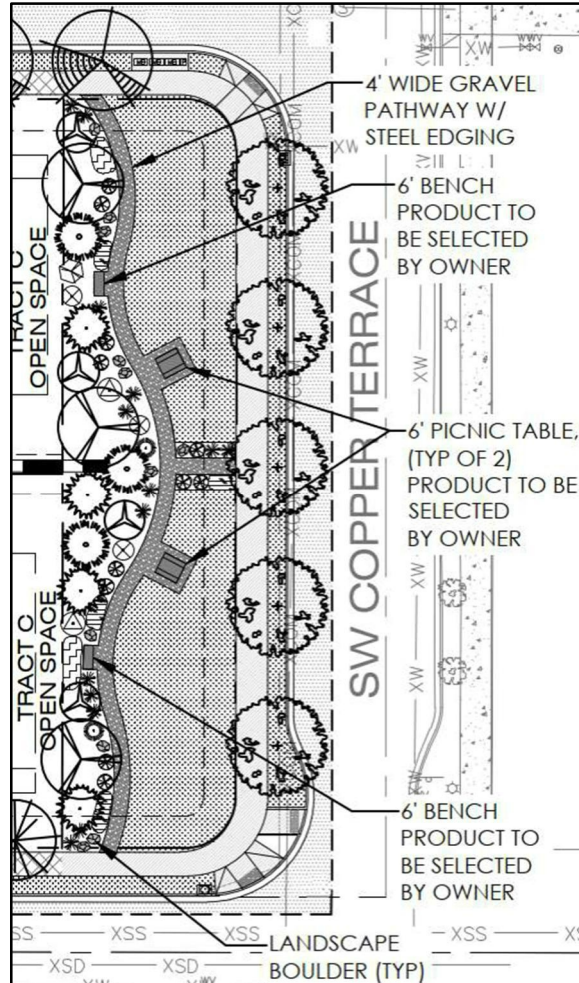


Figure 3. Pre-Hearing Open Space

While the Applicant believes that the proposed open space meets the requirements of SZDC Section 16.140.030 and is approvable as proposed, they have also heard a stated preference from the City to have the open space located more centrally within the development, and therefore moved away from the street to the extent practicable. Accordingly, the applicant requested this open record period to investigate the possibility of relocating the open space, and the impact of associated ripple effects across the development site.

In investigating the change, the applicant proposes moving the open space area west within the same block. The relocated open space will be similarly landscaped with a variety of trees, shrubs, and groundcovers, and grass areas for picnics and recreational play, along with a meandering walking path and seating options. Due to adjustments to the site plan described in this submittal, the calculations for lot averaging and the provision of open space have been revised below. However,

MEMORANDUM

the open space now consists of a 7,990 square foot tract (Tract D) located west of Lots 4 and 35 between Street A and SW Cereghino Lane. Tract D is a linear open space extending the length of the block (188 feet), with a width of 43 feet.



Figure 4. Post-Hearing Open Space

Revised calculations and SZDC responses are included below.

**DIVISION VII. LAND DIVISIONS, SUBDIVISIONS, PARTITIONS, LOT LINE
ADJUSTMENTS AND MODIFICATION**

CHAPTER 16.120 SUBDIVISIONS

16.120.010 Purpose

MEMORANDUM

Subdivision regulations are intended to promote the public health, safety and general welfare; lessen traffic congestion; provide adequate light and air; prevent overcrowding of land; and facilitate adequate water supply, sewage and drainage.

16.120.020 General Subdivision Provisions

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A. Lot averaging

Lot size may be averaged to allow lots less than the minimum lot size allowed in the underlying zoning district subject to the following regulations:

- 1. The average lot area for all lots is not less than allowed by the underlying zoning district.*

RESPONSE: The proposed subdivision utilizes lot averaging to allow lot areas that are less than the minimum lot size allowed in the MDRL zoning district. The minimum lot size for the MDRL zoning district is 5,000 square feet. See table below for all lot sizes. Lots that are below 5,000 sf are noted as bold type. See Preliminary Plat (Sheet P1.0) in the included plan set.

Lot number	Area	Lot number	Area	Lot number	Area
1	5,147 sf	15	5,415 sf	29	4,964 sf
2	4,700 sf	16	5,415 sf	30	5,093 sf
3	4,700 sf	17	5,133 sf	31	5,034 sf
4	4,700 sf	18	5,491 sf	32	5,142 sf
5	4,700 sf	19	4,755 sf	33	4,700 sf
6	4,700 sf	20	4,818 sf	34	4,700 sf
7	4,700 sf	21	5,361 sf	35	4,700 sf
8	5,363 sf	22	5,184 sf	36	4,700 sf
9	5,413 sf	23	4,777 sf	37	4,700 sf
10	5,415 sf	24	5,244 sf	38	4,700 sf
11	5,415 sf	25	4,946 sf	39	5,413 sf
12	5,415 sf	26	5,244		
13	5,415 sf	27	4,883		
14	5,415 sf	28	4,964		

Total Lot Area (Lots 1-39) = 196,674 square feet

Average Lot Area

Total Area of Lots 1-39 / Number of Lots = Average Lot Area

MEMORANDUM

196,674 square feet / 39 lots = 5,043 square feet = Average Lot Area

The average lot area of the proposed lots is 5,043 square feet. This criterion is met.

2. *No lot created under this provision shall be less than 90 % of the minimum lot size allowed in the underlying zoning district.*

RESPONSE: The minimum lot size allowed in the MDRL district is 5,000 square feet.

90% x 5,000 square feet = 4,500 square feet

The minimum proposed lot size is 4,700 square feet (multiple lots). This criterion is met.

3. *The maximum lot size cannot be greater than 10 % of the minimum lot size.*

RESPONSE: The minimum lot size allowed in the MDRL district is 5,000 square feet.

10% x 5,000 square feet = 500 square feet

Maximum Lot Size = 5,000 square feet + 500 square feet = 5,500 square feet

The largest proposed lot is Lot 18, which is 5,491 square feet. This area is less than 10% greater than the 5,000 square foot lot size as shown by the calculation above and in the table below. This criterion is met.

MDRL/MDRH Minimum Lot Size (5,000 sf)	Allowed through Lot Averaging	Proposed
Minimum Lot	Greater than 90% of 5,000 sf (4,500 sf)	4,700 sf
Maximum Lot	Less than 10% greater than 5,000 sf (5,500 sf)	5,491 sf

Across the 39 lots, the average lot size is 5,043 square feet, exceeding the minimum lot size for both the MDRL and MDRH districts.

Based on the revisions above, Open Space is calculated as follows:

CHAPTER 16.140 PARKS, TREES AND OPEN SPACES

...

16.140.030 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*

MEMORANDUM

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.*

RESPONSE: The net buildable area of the site is approximately 208,475 square feet when right-of-way areas, the stormwater facility (public use), and the pedestrian trail (public use) are excluded, which results in a required open space area of 10,423 sf. The proposed open spaces include Tract D (7,990 sf) and Tract E (2,496 sf) for a total of 10,486 sf, or 5% of the net buildable site ($10,486/208,475 = 0.05029 = 5\%$). See the Open Space Exhibit included with the submittal for Open Space areas and calculations.

As described above, following changes to the location of the primary open space provided, the site plan maintains it compliance with the dimensional standards of the zoning district.

3. Updates to Transportation Facility Modifications

In response to comments received from staff, the applicant has revised the transportation facility modification requests. These are now presented individually, addressing the following:

Modification Request 1 - Intersection Spacing
Modification Request 2 - Cereghino
Modification Request 3 – Locksley
Modification Request 4 – Derby
Modification Request 5 – Oxford

Please see the attached requests for details.

4. Conditions of Approval

The applicant requests the following amendments to Conditions of Approval within the Recommendation and Staff Report.

MEMORANDUM

B. Prior to Final Plat Approval

2. *To ensure the proposed fence along SW Elwert Rd meets the Sherwood Municipal Code standards, details including plans and elevation drawings are to be submitted prior to Final Plat approval.*

RESPONSE: Neither SZDC Section 16.58.020 – Fences, Walls and Hedges or Section 16.140.040 – Visual Corridors require plans and elevation drawing to be submitted.

Proposed To ensure the proposed fence along SW Elwert Rd meets the Sherwood Municipal Code standards, plans showing the final fence location are to be submitted prior to Final Plat approval.

3. *Prior to Final Plat Approval a revised plan shall be submitted including revised street widths and bicycle and pedestrian connection on what is currently lot 10.*

RESPONSE: The requested transportation facility modifications meet the requirements of SZDC Section 16.106.020.E. Transportation Facility Modifications. In addition, the applicant has provided a bicycle and pedestrian connection on what is currently Lot 10, which is also required by Condition B.4. below.

Proposed Prior to Final Plat Approval, submit plans showing street designs consistent with the applicable TSP street section, or as approved through Transportation Facility Modifications.

4. *Prior to Final Plat, revise plans to include the required bicycle and pedestrian trail: A "Feeder Trail", per the TSP, Figure 16F, of concrete construction, with lighting, and landscaping.*

RESPONSE: As above, the applicant has provided a bicycle and pedestrian connection on what is currently Lot 10. However, lighting is not shown on the Feeder Trail section and should be removed. The Sherwood Engineering Design Manual, Section 420.10 states that *Lighting for shared-use paths is important and should be considered for shared-use paths serving commuters, providing access to transit stops, and at highway intersections. Lighting should also be considered through underpasses or tunnels and when nighttime security could be a problem.* None of the conditions listed above as warranting consideration of lighting exist at this location. The proposed trail section is approximately 100 feet long, straight, and lit at both ends by street lighting such that each end will be visible from the other.

Proposed Prior to Final Plat Approval, submit plans including a bicycle and pedestrian connection between SW Derby Terrace and SW Elwert Road, as shown on Revised Sheet P1.0 – Preliminary Plat, including concrete paving and landscaping.

5. *The required bicycle and pedestrian trail from SW Derby Terrace, through lot 10, to SW Elwert Road, to be located in a separate tract and not in an easement. Ownership and maintenance of the trail to be by the HOA. Plat and CCRs should reflect ownership and maintenance.*

RESPONSE: The trail has been proposed by the applicant and should be acknowledged in location and design as meeting the requirements for a "Feeder Trail".

Proposed The bicycle and pedestrian trail from SW Derby Terrace to SW Elwert Road south of Lot 10 shall be located in a separate tract and not in an easement. Ownership and maintenance of the trail is to be by the HOA. The Final Plat and CCRs should describe ownership and maintenance.

6. *Prior to Final Plat, an open space plan to be developed and provided to staff. Plan to include landscaping, paths, benches, trash receptacles, lighting, and be fully irrigated with a below grade automatic system.*

RESPONSE: The open space plan for the site has already been developed, meets code requirements, and does not need to be redesigned from scratch as this condition would otherwise indicate. Lighting of the open space is not a requirement of SZDC Section 16.140.030.

Proposed Prior to Final Plat, submit a final open space plan consistent with the features shown in the approved preliminary plan, including landscaping, paths, benches, trash receptacles, and irrigation with a below grade automatic system. Changes to open space areas or locations shall continue to meet the 5% area requirement, and landscaping improvements shall, at minimum, include the design features described above.

8. *Prior to Final Plat Approval revise plans to conform to the adopted street section.*

RESPONSE: See the applicant response to Condition B.3 above. This condition is repetitive and should be deleted.

14. *The following shall be represented on the plat and recorded with Washington County:*

...

2. *Provision of a non-access reservation along the SW Elwert Road frontage.*

RESPONSE: Due to topography, a perched water table and design restrictions on the development of the stormwater infrastructure for the site by the City, the applicant is required to

locate the flow control manhole adjacent to SW Elwert Road, in a location requiring access from SW Elwert Road. Access for maintenance was proposed by the applicant in the preliminary plan set, and not addressed by the County. This condition should be revised to allow for such access, if approved by the County Engineer, if reasonable alternatives do not exist. Similar facilities are located to the north of the subject site on the same side of Elwert Road.

Proposed Provision of a non-access reservation along the SW Elwert Road frontage, except as approved by the County Engineer.

C. Prior to Engineering Approval of the Public Improvement Plans

5. *Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the proposed development shall design to provide on-site water quality treatment/hydro-modification facilities with maintenance access to all facility structures in accordance with city and Clean Water Services standards unless otherwise approved by the city and Clean Water Services. These facilities shall be designed meeting the approval of the Sherwood Engineering Department.*

RESPONSE: As described in response to Condition B.14, due to topography, a perched water table and design restrictions on the development of the stormwater infrastructure for the site by the City, the applicant is required to locate the flow control manhole adjacent to SW Elwert Road, in a location requiring access from SW Elwert Road. Access for maintenance was proposed by the applicant in the preliminary plan set, and was not addressed by the County. Following discussions with the City, the applicant requests that this condition be revised to recognize alternative maintenance, if access is not approved by the County Engineer. An applicant should not be left without clarity and options to address needs for stormwater facility access for maintenance purposes and therefore is proposing conditions that permit flexibility to work with agencies on a solution.

Proposed Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the proposed development shall design to provide on-site water quality treatment/hydro-modification facilities with maintenance access to all facility structures in accordance with city and Clean Water Services standards unless otherwise approved by the city and Clean Water Services. It is noted that the City has determined that while the current flow control manhole is located beyond standard distances for maintenance at 30 feet from the proposed curb line, it can be maintained from SW Elwert Road if the County does not allow additional access for maintenance. These facilities shall be designed meeting the approval of the Sherwood Engineering Department.

8. *Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for street widening improvements (including street lighting and street trees) along the subject property frontage of SW Elwert Road to provide for a 27-foot wide half street paved surface, a 5-foot wide landscape strip, an 8-foot wide sidewalk within a 45-foot wide half street right-of-way section meeting the approval of the Sherwood and Washington County Engineering Departments.*

RESPONSE: Washington County has determined that the curb-to-curb width of SW Elwert Road shall be constructed to their adopted 25-foot paved half street standard for a 2 – 3 lane arterial.

Proposed Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for street widening improvements (including street lighting and street trees) along the subject property frontage of SW Elwert Road to provide for a 25-foot wide half street paved surface, a 5-foot wide landscape strip, an 8-foot wide sidewalk within a 45-foot wide half street right-of-way section meeting the approval of the Sherwood and Washington County Engineering Departments.

10. *Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for street widening improvements (including street lighting and street trees) along the subject property frontage of SW Cereghino Lane to provide for a 36-foot wide curb to curb paved surface, a 5-foot wide landscape strip, a 6-foot wide sidewalk with right-of-way dedication to 1 foot behind sidewalk meeting the approval of the Sherwood Engineering Department.*

RESPONSE: The requested transportation facility modifications for SW Cereghino Lane meets the requirements of SZDC Section 16.106.020.E. Transportation Facility Modifications and should not be precluded by this condition.

Proposed Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for street widening improvements (including street lighting and street trees) along the subject property frontage of SW Cereghino Lane to provide for a 36-foot wide curb to curb paved surface, a 5-foot wide landscape strip, a 6-foot wide sidewalk with right-of-way dedication to 1 foot behind sidewalk meeting the approval of the Sherwood Engineering Department, or as approved through a Transportation Facility Modification.

11. *Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for a 2-inch grind and*

MEMORANDUM

inlay of the existing asphalt to 18-feet from the new concrete curb on the north side of SW Cereghino Lane meeting the approval of the Sherwood Engineering Department.

RESPONSE: The requested transportation facility modifications for SW Cereghino Lane meet the requirements of SZDC Section 16.106.020.E. Transportation Facility Modifications and should not be precluded by this condition.

Proposed: Prior to Approval of Engineering Public Improvement Plans/Issuance of an Engineering Compliance Agreement, the developer shall design for a 2-inch grind and inlay of the existing asphalt to 18-feet from the new concrete curb on the north side of SW Cereghino Lane meeting the approval of the Sherwood Engineering Department, or as otherwise approved through a Transportation Facility Modification.

5. Applicant's Response to Cobbinah Email Submittal, dated June 12, 2026

The applicant appreciates Mr Cobbinah's concerns for his neighborhood, which are similar to many of those held by property owners adjacent to proposed development. Riverside Homes has over thirty years of home building experience in the Portland metropolitan area and beyond and are dedicated to developing new homes and neighborhoods that reflect the natural beauty of the surrounding environment while providing innovative design and craftsmanship.

Since the development of several existing neighborhoods in the area, land use regulations in both the State of Oregon and within the City of Sherwood have undergone significant changes including requirements for housing types, lot dimensional standards, and infrastructure requirements. The proposed development of Pinot Glen meets all requirements of the Sherwood Zoning and Development Code for density, lot sizes, and the provision of infrastructure. Where transportation facility modifications have been requested, these modifications serve to match existing conditions, and to reflect existing neighborhood development patterns. As reflected in this submittal, we have listened to neighbors and the City and made changes to the proposed development to better accommodate the needs of the community to the extent possible.

Finally, Pinot Glen represents the development of the last-but-one underdeveloped properties in the surrounding area and will complete the existing neighborhoods and provide additional connectivity and infrastructure. The development of these properties was anticipated and provided for in the development of surrounding properties and meets the standards and requirements of the Sherwood Community Plan, Transportation System Plan, Engineering Design Manual, and Zoning and Development Code.

Attachments:

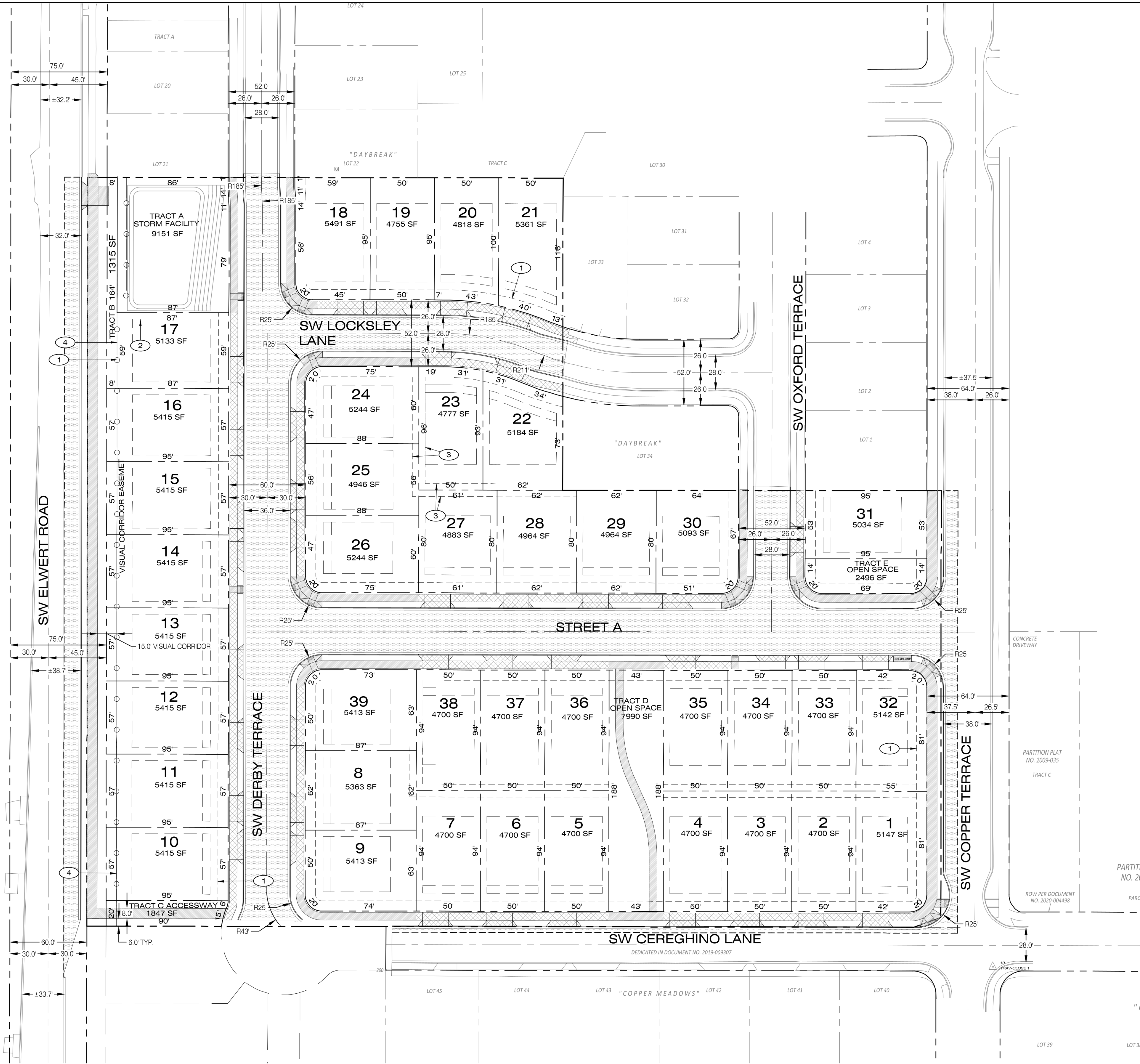
Revised Plan Sheet P1.0 – Preliminary Plat
Modification Request 1 – Intersection Spacing
Modification Request 2 – Cereghino

Mr. Joe Turner
RE: Applicant's Open Record Period #1 Submittal - LU 2025-012 SUB
June 17, 2026
Page 14

MEMORANDUM

Modification Request 3 – Locksley
Modification Request 4 – Derby
Modification Request 5 – Oxford
Email from Kofi Cobbinah, June 12, 2026

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LEGEND

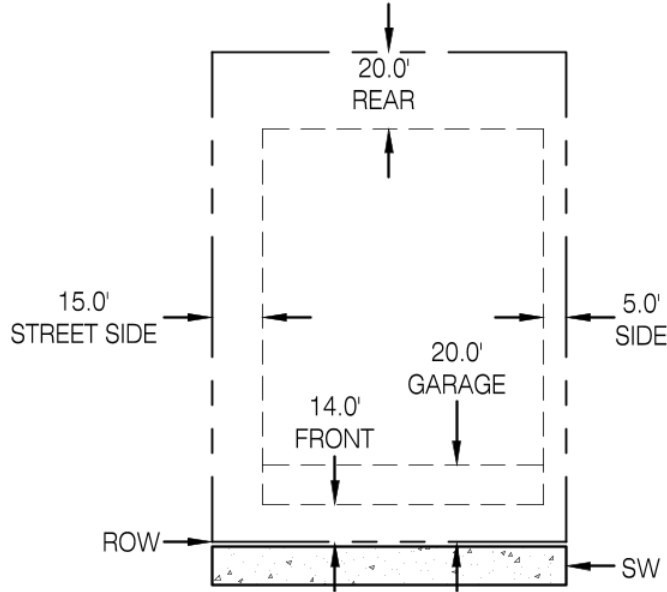
- PROPOSED EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED LOT LINE
- EXISTING BOUNDARY LINE
- PROPOSED CONCRETE SIDEWALK (BY DEVELOPER)
- PROPOSED CONCRETE SIDEWALK (BY HOMEBUILDER)
- PROPOSED PAVEMENT
- PROPOSED CURB & GUTTER

EASEMENT NOTES

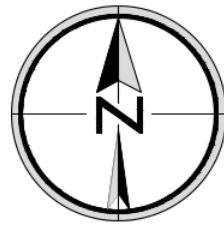
- 1 PROPOSED 8.0' WIDE P.U.E. (TYP.).
- 2 PROPOSED 5.0' WIDE RETAINING WALL MAINTENANCE EASEMENT.
- 3 PROPOSED 10.0' WIDE RETAINING WALL MAINTENANCE EASEMENT.
- 4 PROPOSED 8.0' WIDE VISUAL CORRIDOR EASEMENT (15.0' VISUAL CORRIDOR).

SETBACKS (MDRL & MDRH)

FRONT BUILDING: 14 FT.
FRONT GARAGE: 20 FT.
SIDE YARD: 5 FT.
STREET SIDE YARD: 15 FT.
REAR BUILDING: 20 FT.



PROPOSED MDRL & MDRH SETBACKS
NTS



SCALE
0 20 40
1 INCH = 40 FEET

PRELIMINARY

PRELIMINARY PLAT

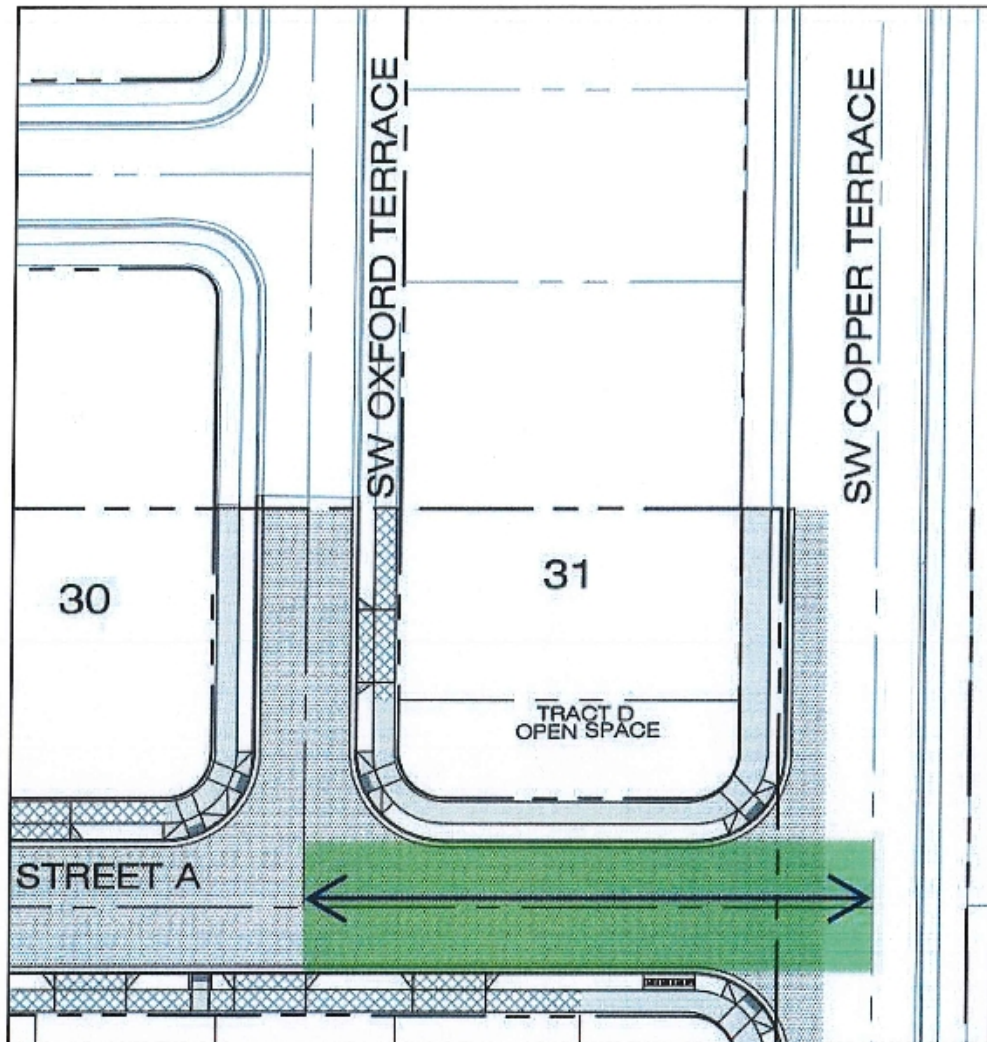
Designed by	WID	Date	02/2026
Drawn by	RAS	Date	02/2026
Reviewed by	MLS	Date	02/2026
Project No.	131-035	REF.	
Horiz. Scale:			
Vert. Scale:			

No.	Date	Revision	By

Project
PINOT GLEN
No.
131-035
Type
PLANNING
Sheet

PIONEER DESIGN GROUP
CIVIL ENGINEERING • LAND USE PLANNING • LAND SURVEYING • LANDSCAPE ARCHITECTURE
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Modification Request 1: Reduce the Minimum Intersection Spacing between SW Oxford Terrace & SW Copper Terrace, along Street A



16.106.020 Required Improvements

A. Transportation Facilities Modifications

- 1. A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.*

RESPONSE: The applicant is requesting a modification to the access policy specified in this Code and Chapter 8 of the TSP.

- 2. A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the*

adopted Transportation System Plan. The standards that may be modified include but are not limited to:

- a. Reduced sight distances.*
- b. Vertical alignment.*
- c. Horizontal alignment.*
- d. Geometric design (length, width, bulb radius, etc.).*
- e. Design speed.*
- f. Crossroads.*
- g. Access policy.*
- h. A proposed alternative design which provides a plan superior to these standards.*
- i. Low impact development.*
- j. Access Management Plans*

RESPONSE: The requested design modification includes a modification of the City's access policy in accordance with Subsection A.2.g. above to reduce the minimum intersection spacing for Street "A" between SW Copper Terrace and SW Oxford Terrace, with full access intersection spacing less than the required 200 feet for local streets and neighborhood routes.

3. Modification Procedure

- a. A modification shall be proposed with the application for land use approval.*

RESPONSE: This request is submitted concurrently with the proposed 39-Lot Subdivision "Pinot Glen", City of Sherwood Case File LU 2025-012-SUB, as required by this section. The SZDC does not state a maximum number of modifications allowed per development.

- b. A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.*

RESPONSE: The applicant has included this modification to be processed in conjunction with the 39-Lot Subdivision application. While the modification is a Type II approval, as it is being processed concurrently with the Type III subdivision application it will be reviewed through the city's Type III process.

- c. When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.*

RESPONSE: The application does not include a modification to a green street element; therefore this section is not applicable.

- ### *4. Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:*

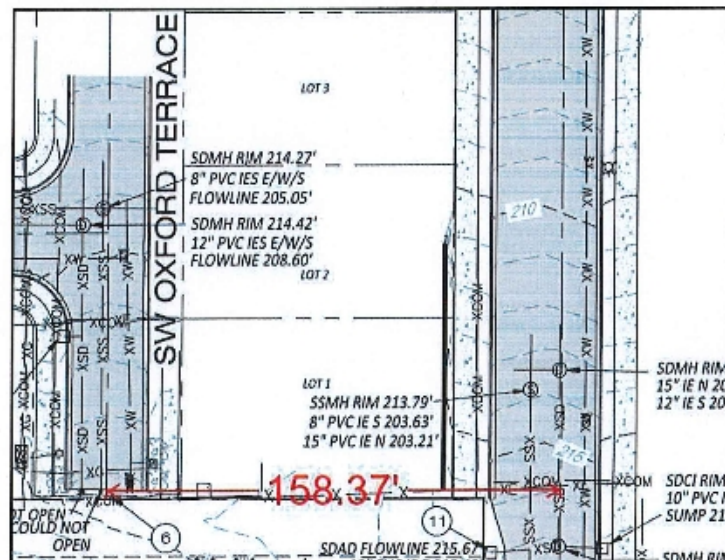
RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.c., meeting the requirements of this Section.

- a. *Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.*

RESPONSE: SW Copper Terrace, an existing City neighborhood route, is located along the eastern boundary of the project site. Proposed Street "A" provides access to the site from SW Copper Terrace, and in turn intersects with the extension of SW Oxford Terrace to the west. Street "A" is proposed as a local street. SW Oxford Terrace is an existing local street, while SW Copper Terrace is a neighborhood route.

Section 210.6.E. of the City of Sherwood Engineering Manual requires full access intersection spacing of a minimum of 200 feet for local streets and neighborhood routes. Section 210.6.E.1. further states that "Distance between streets is measured from the centerline of the subject street to the centerline of the adjacent street". This design modification requests a spacing of 159 feet between the existing centerline of the intersections of SW Copper Terrace and SW Oxford Terrace along Street 'A'.

The applicant is required to extend existing stub streets abutting the site, and as such a connection to SW Oxford Terrace must be made. The existing street stub of SW Oxford Terrace, as it exists today, is located approximately 159 feet west of SW Copper Terrace, as shown below:



The existing distance between intersections on SW Copper Terrace (SW Cereghino Lane, and SW Lionheart Lane) is 656 feet, therefore in accordance with SDZC Section 16.128.010 A.2., a connection is required between SW Copper Terrace and SW Derby Terrace to divide the block and provide blocks of less than 530 feet. The proposed location of the Street A connection is

designed to accommodate existing development patterns, and to allow for logical development to the north and south of Street A while providing vehicular and pedestrian blocks meeting the circulation goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Given the short distance between the existing stub of SW Oxford Terrace and street A, it is not feasible to safely provide reversing curves meeting city standards and allow the new intersection to be oriented at or about 90 degrees. If Street A were to be relocated south to allow room for reversing curves to push the SW Oxford Street connection further west, a new row of double frontage lots would be created between local streets south of Street A, which is prohibited under SZDC Section 16.128.030.D. It is thought that the existing non-complying intersection separation between SW Copper Terrace and SW Oxford Lane was created in the Daybreak subdivision in order to allow residential access to a parallel access local street, as access to a neighborhood route is limited in accordance with SZDC Section 16.106.40.H.

The proposed intersection location serves to balance competing standards to maintain function and appearance of the proposed new street. There is no evidence to suggest the function of SW Copper Terrace is impacted by the existing identical intersection of SW Copper Terrace and SW Lionheart Lane to the north, or that the proposed new intersection will result in any operational issues. The 41-foot shift in intersection spacing as described serves to alleviate additional hardships created through a loss of lot density and creation of additional modification or variance requirements, and as such retaining the existing alignment is considered the minimum necessary to alleviate the hardship or disproportional impact.

- b. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.c., meeting the requirements of this Section.

- c. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship. Self-imposed hardships shall not be used as a reason to grant a modification request.*

RESPONSE: The requested design modification is a minor change to the existing standard. Between SW Oxford Terrace & SW Copper Terrace along Street A, the reduction in intersection spacing is 41 feet, from 200 feet to 159 feet. This is equivalent to approximately 2 car lengths in a standing queue. This is considered to be a minor modification on a local street, where traffic volumes are expected to be low, and no existing safety or functional issues have been identified.

The above circumstance constitutes a response to existing, previously approved development which, if the standard were to be applied to its fullest, would subject the applicant to unreasonable and unusual hardship due to increased paving and construction costs, reduced developable area within the subdivision, and creation of irregular lots, blocks, and circulation patterns due to the

need for additional curvilinear streets. This would be in response to an existing situation previously approved by the City, and is not considered a self-imposed hardship.

- d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.c., meeting the requirements of this Section.

- e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.c., meeting the requirements of this Section.



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9020 SW Washington Square Rd Suite 170
Portland, Oregon 97223

**Design Modification Request to Reduce the Minimum Intersection Spacing
between SW Oxford Terrace and SW Copper Terrace along Street A**

File: LU 2025-012 Pinot Glen

Date: April 21, 2026

To: Jason Waters, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: William Doster, P.E. – Design Engineer

Location of Requested Design Modification

SW Copper Terrace, an existing City neighborhood route, is located along the eastern boundary of the project site. SW Oxford Terrace is an existing local street that stubs to the north project boundary. Proposed Street "A" is a local street and provides access to the site from SW Copper Terrace, and in turn intersects with the extension of SW Oxford Terrace 159 feet west of SW Copper Terrace (centerline of SW Copper Terrace to centerline of SW Oxford Terrace).

Current Standards

Section 210.6.E. of the City of Sherwood Engineering Manual requires full access intersection spacing of a minimum of 200 feet for local streets and neighborhood routes.

Section 210.6.E.1. of the City of Sherwood Engineering Manual states that "Distance between streets is measured from the centerline of the subject street to the centerline of the adjacent street."

Design Modification Being Requested

We are requesting that a spacing of 159 feet between intersections be approved between SW Copper Terrace and SW Oxford Terrace along Street "A".

Existing Conditions

Both SW Copper Terrace and SW Oxford Terrace are existing streets running approximately parallel separated by 159 feet. SW Oxford stubs to the north of the project boundary and is fully developed. SW Copper Terrace runs along the east boundary of the site and is partially developed. SW Copper Terrace and SW Oxford Terrace are both perpendicular to proposed Street "A".

Result of Meeting Standards

To meet the 200-foot minimum intersection spacing, SW Oxford Terrace, which is located 159 feet west of SW Copper Terrace, would need to transition 41 feet further to the west prior to the intersection with Street "A". Street "A" is positioned only 110 feet south of the existing SW Oxford Terrace stub to the north project boundary. In summary, a 41-foot transition to the west would be needed over a 110-foot distance north to south while meeting the remaining City of Sherwood code requirements.

Section 210.6.E. of the City of Sherwood Engineering Manual requires the interior angle at intersecting streets to be kept as near to 90 degrees as possible and to maintain a straight horizontal alignment (no curves, no angle points) through the intersection and for a minimum of 25 feet each side of intersecting right-of-way lines.

With a 30-foot half-right-of-way width on Street "A" and a 25-foot segment without curves required by code, that leaves only a 55-foot length of SW Oxford Terrace to transition 41 feet to the west prior to the intersection with Street "A". Because SW Oxford Terrace is perpendicular to proposed Street "A", a set of reversing curves would be needed in that 55-foot north to south distance.

Section 210.3 of the City of Sherwood Engineering Manual Table 11a requires a minimum curve radius of 185 feet using a 2.5% cross slope and a 25-mph design speed. It would take 167 feet north to south for SW Oxford Terrace to transition 41 feet further to the west using reverse curves with a radius of 185 feet. Adding a 25-foot segment without curves, as required by code, and a 30-foot half-right-of-way width, proposed Street "A" would need to be located a total of 222 feet south of the existing SW Oxford Terrace Stub.

Locating Street "A" 222 feet south of the existing SW Oxford Terrace Stub would make it 132 feet north of SW Cereghino Lane and the existing four-way intersection of SW Cereghino Lane and SW Copper Terrace. This would not comply with Section 210.6.E. of the City of Sherwood Engineering Manual.

In addition to the above, any lengthening of SW Oxford Street and movement of Street "A" to the south would lead to the resultant net buildable areas of the site becoming substantially less efficient or impossible in terms of compliance with City standards for lot dimensions and setbacks.

Proposed Design Modification

We are requesting that the 200-foot minimum full access intersection spacing for local streets would be reduced to 159 feet between SW Copper Terrace and SW Oxford Terrace along Street "A".

Reason Why Design Request Should be Approved

Due to the existing conditions and street configuration, the modification represents an appropriate balance between compliance with these Engineering Design Standards and the SZCDC. It is not possible to provide both the required 200-foot minimum full access intersection between SW Oxford Terrace and SW Copper Terrace and also to provide that same minimum full access intersection between Street "A" and SW Cereghino Lane. The reduction in intersection spacing proposed between SW Oxford Terrace and SW Copper Terrace is for two three-way intersections, rather than the alternative three-way intersection and four-way intersection between Street "A" and SW Cereghino Lane and represents the appropriate balance given the existing conditions.

Attachments:

Exhibit A – Sheet P1.0 Preliminary Plat

William Doster, P.E. - Design Engineer

4/22/2026

Date

Craig Christensen, P.E. - City Project Manager

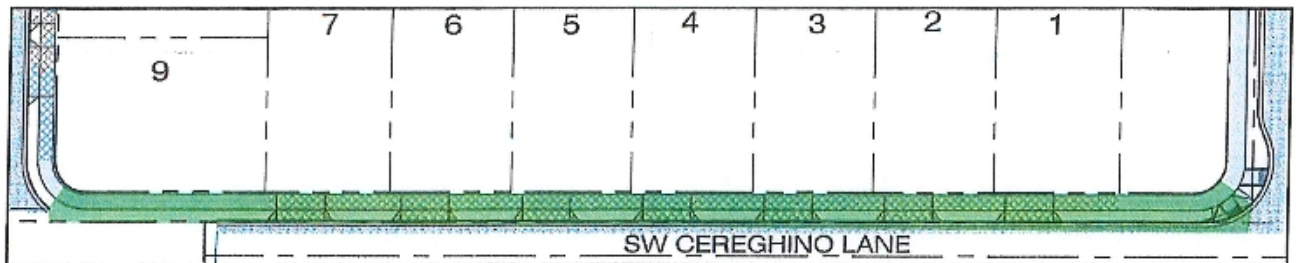
Date

- ☐ Approved
- ☐ Approved with Conditions (conditions below or on attached sheet)
- ☐ Denied

Jason Waters, P.E. - City Engineer

Date

Modification Request 2: **Reduction in the Minimum Curb-to-Curb and Right-of- Way Width on SW Cereghino Lane**



16.106.020 Required Improvements

A. Transportation Facilities Modifications

1. *A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.*

RESPONSE: Pursuant to Subsection A.1. above, this transportation facility modification request relates to the Standard Residential (local) cross section of TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005.

2. *A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the adopted Transportation System Plan. The standards that may be modified include but are not limited to:*
 - a. *Reduced sight distances.*
 - b. *Vertical alignment.*
 - c. *Horizontal alignment.*
 - d. *Geometric design (length, width, bulb radius, etc.).*
 - e. *Design speed.*
 - f. *Crossroads.*
 - g. *Access policy.*
 - h. *A proposed alternative design which provides a plan superior to these standards.*
 - i. *Low impact development.*
 - j. *Access Management Plans*

RESPONSE: In accordance with Subsection A.2.d. above, this transportation facility modification request includes a modification of the geometric design (width) of SW Cereghino Lane, to reduce the width of the 36' Standard Residential cross section shown in TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005, from 36 feet to 28 feet.

3. *Modification Procedure*

- a. A modification shall be proposed with the application for land use approval.*

RESPONSE: This request is submitted concurrently with the proposed 39-Lot Subdivision "Pinot Glen", City of Sherwood Case File LU 2025-012-SUB, as required by this section.

- b. A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.*

RESPONSE: The applicant has included this modification to be processed in conjunction with the 39-Lot Subdivision application. While the modification is a Type II approval, as it is being processed concurrently with the Type III subdivision application, it will be reviewed through the city's Type III process.

- c. When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.*

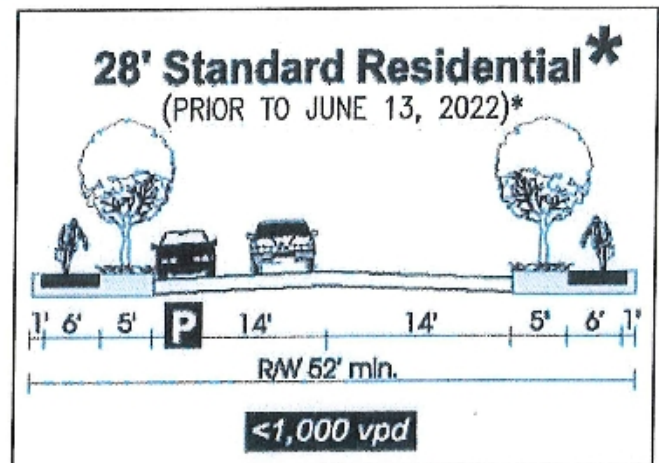
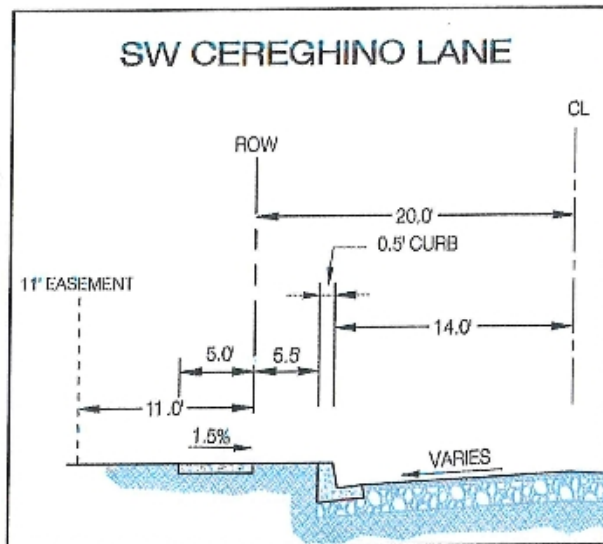
RESPONSE: The application does not include a modification to a green street element, therefore this section is not applicable.

- 4. Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with criterion 4.a. and 4.b., meeting the requirements of this Section.

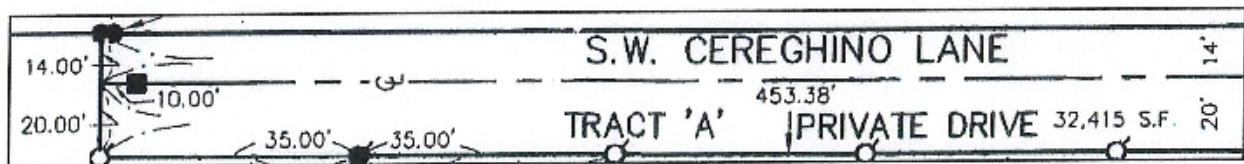
- a. Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.*

RESPONSE: The current cross section of SW Cereghino Lane was approved and constructed circa 2005 as part of the Copper Meadows Subdivision, prior to the adoption of City of Sherwood Ordinance 2022-005. While originally constructed as a private street with a ½ street right-of-way width of only 20 feet to centerline and no parking, it is clear that the improvements were based on a ¾ improvement of the then TSP 28' Standard Residential cross section. The existing geometric ½ street design for the south side of SW Cereghino Lane is shown below, as compared to the pre-Ordinance 2022-005, 28-foot-wide Standard Residential cross section.



The minimal difference between the existing ½ street cross section and the 28' Standard Residential cross section is a result of the majority of the sidewalk being located in a public easement on the adjoining lot, which is generally typical of private streets, and the sidewalk being constructed to a 5-foot rather than 6-foot-width. SW Cereghino Lane was subsequently dedicated and accepted as a public street in 2019.

As shown above and as memorialized on the Plat of Copper Meadows, the recorded and monumented centerline of SW Cereghino Lane is located 14 feet south of the Tax Lot 2S130CC00700 property line.



As it relates to required improvements to the north of centerline along the subject frontage, SZDC Section 16.106.020 B. *Existing Streets* states:

Except as otherwise provided, when a development abuts an existing street, the improvements requirement shall apply to that portion of the street right-of-way located between the centerline of the right-of-way and the property line of the lot proposed for development. In no event shall a required street improvement for an existing street exceed a pavement width of thirty (30) feet.

As described above, as an existing public street the requirement for the applicant to provide public improvements on SW Cereghino Lane applies only to that portion of the street right-of-way located between the centerline of the right-of-way and the property line of the lot proposed for development. Accordingly, the applicant is not required to build greater than the applicable ½ street section beyond centerline.

In the absence of this modification request, the applicant would be required to construct a ½ street improvement based on the 36' Standard Residential cross section adopted under City of Sherwood Ordinance 2022-005. This would result in a requirement for 34 feet of right-of-way beyond centerline, and 22 feet of paved surface, each 4 feet greater than the 36-foot Standard Residential ½ street section.

However, as the applicant can only be compelled to construct a ½ street improvement to complete the section to centerline, application of the 36-foot wide ½ street section would result in only an additional 18 feet of roadway for a total paved street width of 32 feet (14 feet existing south of centerline + 18 feet new north of centerline). The City of Sherwood Standard Residential cross section calls for two 8-foot parking lanes and two 10-foot travel lanes within a 36' paved surface. At a maximum width of 32 feet, only two 10-foot travel lanes and one 8-foot parking lane would be able to be accommodated, and parking would remain the same as that on a 28-foot-wide paved surface, with parking allowed only on one side. In accordance with Ordinance 2022-005, a primary stated reason for increasing the minimum street residential section width was to accommodate parking on both sides of local streets:

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...

In this instance the street section available on the south side of SW Cereghino Lane does not allow for the provision of parking on both sides of the street. Provision of a widened street will therefore not function as intended in relation to the provision of on-street parking. Further, the provision of the additional 4-feet of paving above the 28-foot section along the length of SW Cereghino Lane increases the road surface area and results in increased maintenance costs associated with road surface repair and stormwater management for the City, at no discernable public benefit. This is in addition to the increased costs of construction and reallocation of developable urban lands, which also would occur without any additional benefit accruing to the development or surrounding community. It also serves to encourage illegal parking, impacting safety and vehicle movement along the street. As such, the requested modification is considered the minimum necessary to alleviate the disproportional impact of the cost associated with the wider street section vs. accrued benefit.

As described by staff in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation:

Logically it would make the most sense to either require the developer to build the street widening improvements along SW Cereghino Lane to either the 36-foot current standard width or the 28-foot previous standard width.

As detailed above, the current 36-foot standard residential width cannot be required under SZDC Section 16.106.020 B. The 28-foot previous standard width, matching the improvement on the south side of centerline, is the appropriate alternative.

It is also noted that SW Cereghino Lane east of SW Copper Terrace is completed to a 28-foot width, with parking on one side (south) of the street. Maintaining the west leg of SW Cereghino Lane, which is anticipated to see lower traffic volumes than the east side due to the adjoining uses (school) and connectivity to the east, at 28 feet provides consistency between the opposing legs of the 4-way intersection. This consistency provides a measure of safety for drivers, pedestrians, and cyclists using the intersection, and provides a clear functional differentiation between the local street network (SW Cereghino Lane) and the neighborhood route network (SW Copper Terrace), preserving their functional classification.

As detailed above, use of the 28-foot Standard Residential is considered the minimum necessary to alleviate the disproportional impact of providing the 36-foot $\frac{1}{2}$ street improvement to centerline. The proposed 28-Standard Residential cross section will provide public safety through maintaining consistent parking and travel lane widths; providing a consistent geometric street design for drivers, pedestrians, and cyclists alike; reducing costs of maintenance through elimination of unnecessary paving and surface water management costs; maintaining the functional classification of local streets versus neighborhood routes by discouraging cut through traffic; and providing a consistent aesthetical appearance to the residential streetscape, meeting the requirements of this section.

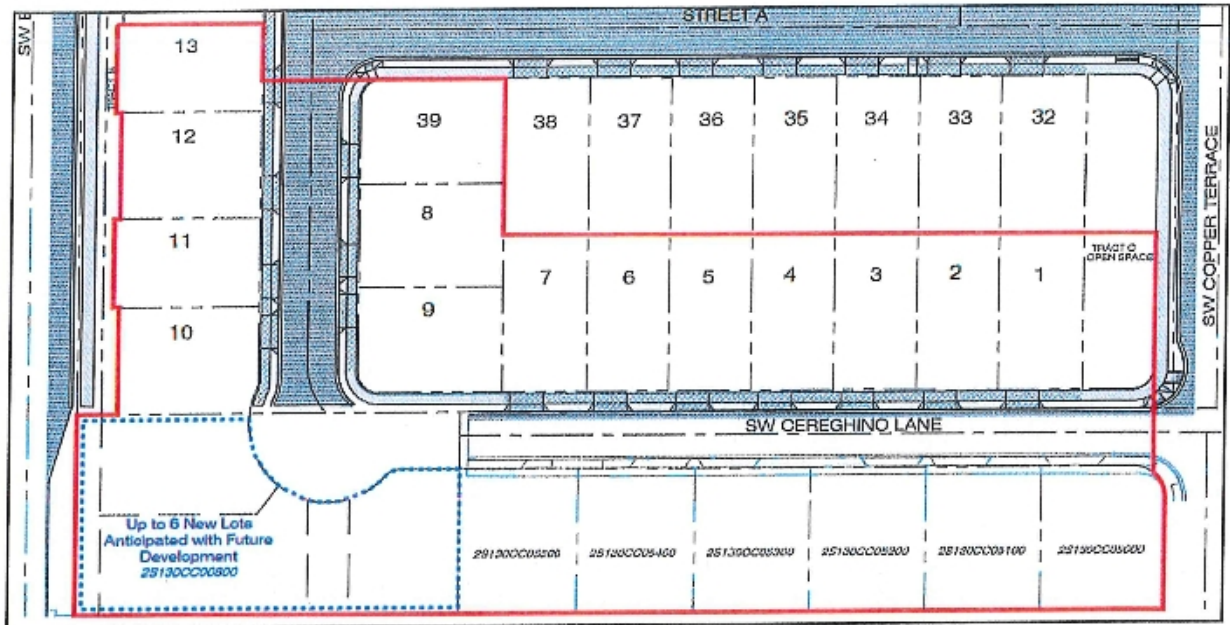
- b. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.*

RESPONSE: As discussed in response to 4.a. above, since the construction of the west leg of SW Cereghino Lane the city Standard Residential cross section for local streets has been increased from a 28-foot paved width to 36-foot paved width. As a result, the City of Sherwood local street section now has the exact same width as a neighborhood route, with the only difference being 6-foot sidewalks on a local street versus 8-foot sidewalks on a neighborhood route. Of note, the 36-foot neighborhood route section is considered appropriate to accommodate traffic volumes of over 1,000 vehicles per day (VPD) in numerous local jurisdictions, including Sherwood, Washington County, Beaverton, and Tigard. In response to SZDC Section 16.106.090 requiring rough proportionality findings, staff stated the following:

Local streets serving the new lots are essential to the development and will only be used by the residents of the lots

Using that rationale, traffic volumes on the western portion of SW Cereghino Lane at ultimate build out of the surrounding area, and including/SW Derby Terrace south of Street A (as shown below) is not expected to exceed 236.34 VPD based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) manual "Trip Generation", 12th Edition (2025) for Single-Family Detached Housing (ITE Code 210) in a General Urban/Suburban setting.

$$- 26 \text{ Lots} \times 9.09 \text{ (ITE Code 210)} = 236.34$$



As SW Cereghino was built to the 28-foot standard, as described above the existing platted and monumented centerline of the road is based on a total right-of-way width of 52 feet. Requiring a 36-foot wide paved surface on SW Cereghino Lane would result in an asphalt width of 22 feet on the north side of the existing centerline as well as a right-of-way width of 34 feet on the north side of the existing centerline. This results in paving of 4 feet above what is required by standard when using the existing street centerline, and an additional 8 feet of land dedication. The additional 8 feet of right-of-way would entail an additional right-of-way dedication of 3,700 square feet, in addition to a reduction in density from 39 lots to 38 lots. Using only the 2025 Washington County Assessment and Taxation Real Market Value for land, the additional 3,700 square feet represents an exaction of approximately \$33,000. This figure does not include the cost of the additional 4 feet of roadway construction, the loss of an additional lot, or the loss of value from the reduction in lot depth for the 14 proposed lots remaining north of SW Cereghino Terrace (Lots 1-7 & 32-38).

Regarding the request for modification of the width of SW Cereghino Lane, this SZDC section requires that *...existing construction or physical conditions...impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.* In this instance, the change in street standards, coupled with the existing construction of a street designed to the 28-foot standard residential section, results in significantly more of the new 36-foot standard street section being redistributed beyond centerline. The 36-foot standard section is a street design routinely utilized when traffic volumes of over 1,000 VPD are expected. With an anticipated traffic volume of approximately 236 VPD, SW Cereghino Lane would operate at approximately 76% below minimum capacity. Given the cost of right-of-way dedication, improvements, and lost revenue, application of the 36-foot standard residential section constitutes an unusual hardship, particularly when the 28-foot standard residential section is a more appropriate alternative to achieve the same design purpose, to safely facilitate circulation on city local streets.

- c. *A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an*

unusual hardship. Self-imposed hardships shall not be used as a reason to grant a modification request.

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with criterion 4.a. and 4.b., therefore a response to Section 4.c. is not required.

d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with criteria 4.a. and 4.b., therefore a response to Section 4.d. is not required.

e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.

RESPONSE: As detailed above, the applicant has elected to demonstrate compliance with criteria 4.a. and 4.b., therefore a response to Section 4.e. is not required.

**Design Modification Request to Reduce the
Minimum Curb-to-curb Width on Local Streets**

File: LU 2025-012 Pinot Glen

Date: April 21, 2026

To: Jason Waters, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: William Doster, P.E. – Design Engineer

Location of Requested Design Modification

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site. All three streets will be extended through the project site as part of the development.

SW Cereghino Lane is an existing partial local street along the southern boundary of the project site. SW Cereghino Lane will be widened and completed as part of this development.

Current Standards

City of Sherwood Ordinance 2022-005, amending sections of the transportation system plan for housing choices, requires a minimum curb-to-curb width of 36 feet for residential streets. The intent of the ordinance is to provide additional street parking on local streets.

Design Modification Being Requested

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the existing curb-to-curb width to be maintained until an appropriate transition point such as an intersection.

Existing Conditions

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site with curb-to-curb widths of 28 feet. These streets were developed prior to the City of Sherwood Ordinance 2022-005 when a 28-foot street was acceptable under the City of Sherwood Transportation System Plan.

SW Cereghino Lane is an existing partial local street (initially developed as a private street) along the southern boundary of the project site with a curb-to-curb width of 24 feet. SW Cereghino Lane, east of SW Copper Terrace, has a curb-to-curb width of 28 feet and was also developed prior to the City of Sherwood Ordinance 2022-005.

All four of the streets are fully developed and are not likely to ever be redeveloped with wider pavement widths to conform to current standards.

Result of Meeting Standards

To meet the 36-foot curb-to-curb requirement, SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace would be required to have mid-street transitions in width, creating an inconsistent streetscape for motorists and cyclists, causing confusion and potentially hazardous conditions.

Section 210.6.E. of the City of Sherwood Engineering Manual requires street width transitions from a wider to narrower width to be provided at a length calculated by $WS^2/60$. Here there is a transition from 36 feet to 28 feet curb-to-curb, or a 4-foot width transition per travel lane, for a calculated taper length of 42 linear feet at 25 mph. This narrowing taper will control the transition length over the shorter required transition from a narrower width to a wider width. Having an asymmetrical taper would provide additional confusion so a 42-foot transition length is assumed hereafter. Street parking is only available once the pavement taper is completed.

On SW Derby Terrace, there is only 85 feet between the project boundary and the start of the curb return at the intersection with SW Locksley Lane. With a minimum required taper length of 42 feet, that leaves only 43 feet of remaining street where additional street parking would be available. That is two additional parking spaces at the expense of additional right of way dedication and an inconsistent streetscape.

On SW Oxford Terrace, there is only 70 feet between the project boundary and the start of the curb return at the intersection with Street 'A'. With a minimum required taper length of 42 feet, that leaves only 28 feet of street where additional street parking would be available. That is a maximum of one additional parking space at the expense of additional right of way dedication and an inconsistent streetscape.

SW Locksley Lane undergoes a reversing curve at the stub location to the project boundary. Adding a street width taper in addition to the curving road on an unstriped local street would create confusion for both motorists and cyclists. Beyond the hazard created by a curving and tapering street, most of this short street extension is taken up by new driveways. As the design stands now, parking will be provided on the south side of SW Locksley Lane as less of the street is spanned by driveways. Looking at the north side of the street for additional parking opportunities and considering the proposed driveway locations, and deducting the 42-foot pavement taper, the City would only gain a maximum of three additional parking spaces by implementing a 36-foot street between the existing stub and SW Derby Terrace.

SW Cereghino Lane is fully developed on the south side of the street along the project frontage as well as west of the intersection with SW Copper Terrace. Because of this, widening SW Cereghino Lane to a 36-foot curb width along the project frontage would require the applicant to over-dedicate right-of-way beyond centerline. It would also create an inconsistent streetscape from one side of SW Copper Terrace to the other where a driver would have to navigate to an offset travel lane while crossing the intersection.

Including all four streets, the total additional right-of-way dedication that would be required to provide the 36-foot curb-to-curb width on all local streets is 6,902 sf. The applicant is required to have a minimum average lot size of 5,000 sf. 39 lots are currently proposed with an average lot size of 5,000.46 sf. Losing 6,902 sf to additional right-of-way dedication would result in the loss of at least two lots and a decrease in density.

Proposed Design Modification

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the curb-to-curb width to be maintained until an appropriate transition point.

Reason Why Design Request Should be Approved

Due to the existing conditions and street configuration, and changes to the City street standards, the modification represents an appropriate balance between compliance with these Engineering Design Standards and consistency in streetscape and clarity for motorists. None of the existing street sections being connected to are likely to ever be widened based on the existing developments and will forever remain inconsistent and hazardous.

The short street extensions proposed at 28 feet curb-to-curb do not provide a significant opportunity for additional street parking through additional widening and would decrease the density of the development. With these 5,000 sf lots and closer driveway spacing between lots, there isn't the same opportunity for street parking that would be provided with larger lot zoning. The current site plan provides 76 on-street parking spaces. The maximum additional 6 spaces that would be provided by widening out SW Locksley Lane, SW Oxford Terrace, and SW Derby Terrace north of SW Locksley Lane isn't justified by the additional right-of-way dedication required and associated loss of lots.

Attachments:

Exhibit A – Sheet P1.0 Preliminary Plat

William Doster, P.E. - Design Engineer

4/22/2026

Date

Craig Christensen, P.E. - City Project Manager

Date

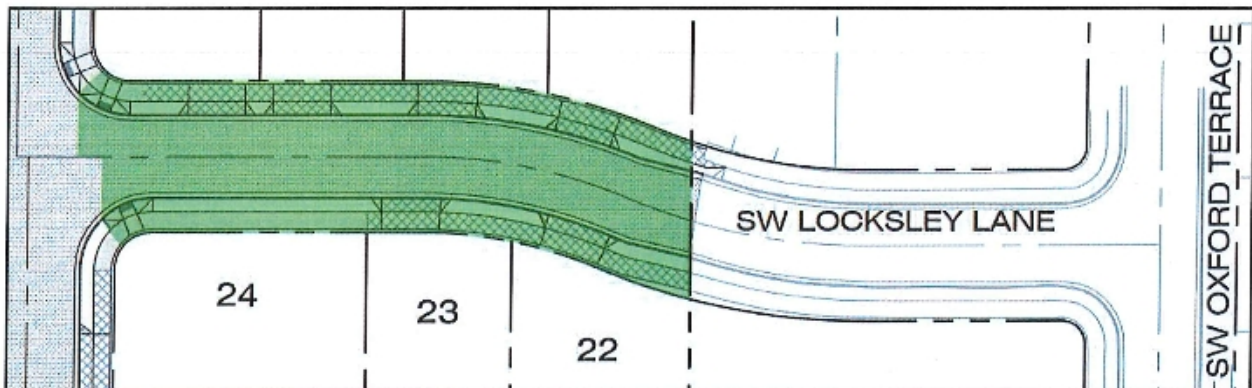
- ☐ Approved
- ☐ Approved with Conditions (conditions below or on attached sheet)
- ☐ Denied

Jason Waters, P.E. - City Engineer

Date

Modification Request 3:

Reduction in the Minimum Curb-to-Curb and Right-of-Way Width on SW Locksley Lane



16.106.020 Required Improvements

A. Transportation Facilities Modifications

1. *A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.*

RESPONSE: Pursuant to Subsection A.1. above, this transportation facility modification request relates to the Standard Residential (local) cross section of TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005.

2. *A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the adopted Transportation System Plan. The standards that may be modified include but are not limited to:*
 - a. *Reduced sight distances.*
 - b. *Vertical alignment.*
 - c. *Horizontal alignment.*
 - d. *Geometric design (length, width, bulb radius, etc.).*
 - e. *Design speed.*
 - f. *Crossroads.*
 - g. *Access policy.*
 - h. *A proposed alternative design which provides a plan superior to these standards.*
 - i. *Low impact development.*
 - j. *Access Management Plans*

RESPONSE: In accordance with Subsection A.2.d. above, this transportation facility modification request includes a modification of the geometric design (width) of SW Locksley Lane, to reduce the width of the 36' Standard Residential cross section shown in TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005, from 36 feet to

28 feet, in order to match the existing street stub to the east, including right of way dedication. The applicant proposes continuing the existing width westward to the intersection of SW Locksley Lane and SW Derby Terrace.

3. *Modification Procedure*

- a. *A modification shall be proposed with the application for land use approval.*

RESPONSE: This request is submitted concurrently with the proposed 39-Lot Subdivision "Pinot Glen", City of Sherwood Case File LU 2025-012-SUB, as required by this section. The SZDC does not state a maximum number of modifications allowed per development.

- b. *A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.*

RESPONSE: The applicant has included this modification to be processed in conjunction with the 39-Lot Subdivision application. While the modification is a Type II approval, as it is being processed concurrently with the Type III subdivision application it will be reviewed through the city's Type III process.

- c. *When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.*

RESPONSE: The application does not include a modification to a green street element, therefore this section is not applicable.

4. *Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., meeting the requirements of this Section.

- a. *Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.*

RESPONSE: City of Sherwood Ordinance 2022-005 requires a minimum curb to curb width of 36 feet for residential local streets. The applicant is requesting approval of a Transportation Facility Modification to permit a 28-foot curb to curb width within a 52-foot-wide right-of-way section on SW Locksley Lane, between the existing street stub to the east of the project site and the proposed intersection of SW Locksley Lane and SW Derby Terrace. The request would allow for the continuation of the existing 28-foot street section constructed with the development of the Daybreak subdivision. The existing portion of SW Locksley Lane was developed prior to the

adoption of City Ordinance 2022-005, when a 28-foot local street width was accepted as City local standard. The proposed reduction in the street width will allow the curb to curb width to be maintained and match the existing street stubs until an appropriate transition point, thus maintaining street design consistency and clarity for motorists. Adherence to the 36-foot curb to curb requirement would require mid-street transitions in width, in this case in the middle of reversing curves, creating an inconsistent streetscape and changing geometry for vehicles and cyclists. This changing geometry can impact the functionality and safe operation of the roadway, especially across such a short stretch of roadway where a driver's attention is focused on the upcoming intersection.

Continuing with the existing street section is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

Continuing the existing street section to the intersection with SW Derby Terrace is the minimum necessary to alleviate the disproportional impact to street functionality. Accordingly, the request for a transportation facility modification meets the requirements of Subsection A.1.4.a.

- b. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.b. is not required.

- c. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship. Self-imposed hardships shall not be used as a reason to grant a modification request.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.c. is not required.

- d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.*

RESPONSE: While the applicant is proposing a modification to the adopted 36' Standard Residential cross section, the alternative design, the former 28' Standard Residential cross section, is expected to provide a plan at least equal to or better than the existing standard along the modified section.

The City of Sherwood transitioned to the 36-foot section from their 28-foot section through Ordinance 2022-005. The 28-foot section provided parking on one side of the street in an 8-foot-wide parking lane, in addition to two 10-foot-wide travel lanes. A primary reason stated for increasing the minimum street residential section width was to accommodate parking on both sides of local streets, as opposed to improving operational safety.

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...

The 36-foot-wide section provides parking on both sides of the street, and consists of two 8-foot-wide parking lanes, in addition to two 10-foot-wide travel lanes. As such, the difference between the 28-foot section and the 36-foot section is entirely due to the additional 8-foot parking lane. Under both designs the total travel lane width is 20 feet, meaning both streets are expected to function with equal safety and operational capacity. However, retaining the 28-foot section eliminates a mid-block change to the geometry of the street, with parking on one side for a portion of the street before transitioning to parking on both sides a short distance before the intersection. As above, this is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

It is noted that each of the dwellings adjacent to this stretch of SW Locksley Lane will include 2-car garages, with 2 off-street parking spaces in the driveway. This exceeds the minimum off-street parking requirement for each lot, ensuring that additional parking is provided within the development.

As such, the alternative 28-foot Standard Residential street design is considered to provide equal to or superior operational safety than a mid-block transition to the existing street standards

e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.e. is not required.



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Portland, Oregon 97223

**Design Modification Request to Reduce the
Minimum Curb-to-curb Width on Local Streets**

File: LU 2025-012 Pinot Glen

Date: April 21, 2026

To: Jason Waters, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: William Doster, P.E. – Design Engineer

Location of Requested Design Modification

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site. All three streets will be extended through the project site as part of the development.

SW Cereghino Lane is an existing partial local street along the southern boundary of the project site. SW Cereghino Lane will be widened and completed as part of this development.

Current Standards

City of Sherwood Ordinance 2022-005, amending sections of the transportation system plan for housing choices, requires a minimum curb-to-curb width of 36 feet for residential streets. The intent of the ordinance is to provide additional street parking on local streets.

Design Modification Being Requested

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the existing curb-to-curb width to be maintained until an appropriate transition point such as an intersection.

Existing Conditions

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site with curb-to-curb widths of 28 feet. These streets were developed prior to the City of Sherwood Ordinance 2022-005 when a 28-foot street was acceptable under the City of Sherwood Transportation System Plan.

SW Cereghino Lane is an existing partial local street (initially developed as a private street) along the southern boundary of the project site with a curb-to-curb width of 24 feet. SW Cereghino Lane, east of SW Copper Terrace, has a curb-to-curb width of 28 feet and was also developed prior to the City of Sherwood Ordinance 2022-005.

All four of the streets are fully developed and are not likely to ever be redeveloped with wider pavement widths to conform to current standards.

Result of Meeting Standards

To meet the 36-foot curb-to-curb requirement, SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace would be required to have mid-street transitions in width, creating an inconsistent streetscape for motorists and cyclists, causing confusion and potentially hazardous conditions.

Section 210.6.E. of the City of Sherwood Engineering Manual requires street width transitions from a wider to narrower width to be provided at a length calculated by $WS^2/60$. Here there is a transition from 36 feet to 28 feet curb-to-curb, or a 4-foot width transition per travel lane, for a calculated taper length of 42 linear feet at 25 mph. This narrowing taper will control the transition length over the shorter required transition from a narrower width to a wider width. Having an asymmetrical taper would provide additional confusion so a 42-foot transition length is assumed hereafter. Street parking is only available once the pavement taper is completed.

On SW Derby Terrace, there is only 85 feet between the project boundary and the start of the curb return at the intersection with SW Locksley Lane. With a minimum required taper length of 42 feet, that leaves only 43 feet of remaining street where additional street parking would be available. That is two additional parking spaces at the expense of additional right of way dedication and an inconsistent streetscape.

On SW Oxford Terrace, there is only 70 feet between the project boundary and the start of the curb return at the intersection with Street 'A'. With a minimum required taper length of 42 feet, that leaves only 28 feet of street where additional street parking would be available. That is a maximum of one additional parking space at the expense of additional right of way dedication and an inconsistent streetscape.

SW Locksley Lane undergoes a reversing curve at the stub location to the project boundary. Adding a street width taper in addition to the curving road on an unstriped local street would create confusion for both motorists and cyclists. Beyond the hazard created by a curving and tapering street, most of this short street extension is taken up by new driveways. As the design stands now, parking will be provided on the south side of SW Locksley Lane as less of the street is spanned by driveways. Looking at the north side of the street for additional parking opportunities and considering the proposed driveway locations, and deducting the 42-foot pavement taper, the City would only gain a maximum of three additional parking spaces by implementing a 36-foot street between the existing stub and SW Derby Terrace.

SW Cereghino Lane is fully developed on the south side of the street along the project frontage as well as west of the intersection with SW Copper Terrace. Because of this, widening SW Cereghino Lane to a 36-foot curb width along the project frontage would require the applicant to over-dedicate right-of-way beyond centerline. It would also create an inconsistent streetscape from one side of SW Copper Terrace to the other where a driver would have to navigate to an offset travel lane while crossing the intersection.

Including all four streets, the total additional right-of-way dedication that would be required to provide the 36-foot curb-to-curb width on all local streets is 6,902 sf. The applicant is required to have a minimum average lot size of 5,000 sf. 39 lots are currently proposed with an average lot size of 5,000.46 sf. Losing 6,902 sf to additional right-of-way dedication would result in the loss of at least two lots and a decrease in density.

Proposed Design Modification

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the curb-to-curb width to be maintained until an appropriate transition point.

Reason Why Design Request Should be Approved

Due to the existing conditions and street configuration, and changes to the City street standards, the modification represents an appropriate balance between compliance with these Engineering Design Standards and consistency in streetscape and clarity for motorists. None of the existing street sections being connected to are likely to ever be widened based on the existing developments and will forever remain inconsistent and hazardous.

The short street extensions proposed at 28 feet curb-to-curb do not provide a significant opportunity for additional street parking through additional widening and would decrease the density of the development. With these 5,000 sf lots and closer driveway spacing between lots, there isn't the same opportunity for street parking that would be provided with larger lot zoning. The current site plan provides 76 on-street parking spaces. The maximum additional 6 spaces that would be provided by widening out SW Locksley Lane, SW Oxford Terrace, and SW Derby Terrace north of SW Locksley Lane isn't justified by the additional right-of-way dedication required and associated loss of lots.

Attachments:

Exhibit A – Sheet P1.0 Preliminary Plat

William Doster, P.E. - Design Engineer

4/22/2026

Date

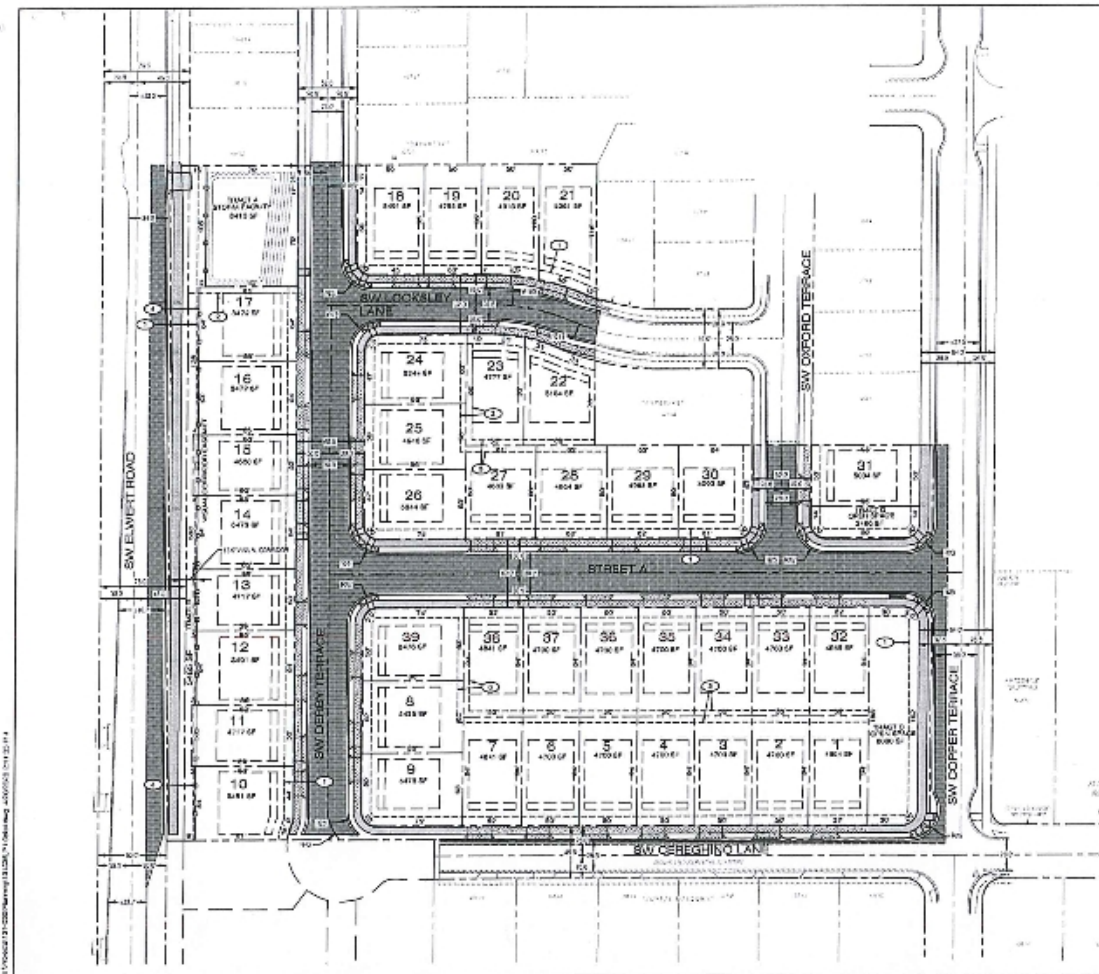
Craig Christensen, P.E. - City Project Manager

Date

- ☐ Approved
- ☐ Approved with Conditions (conditions below or on attached sheet)
- ☐ Denied

Jason Waters, P.E. - City Engineer

Date



LEGEND

- [illegible]

EASEMENT NOTES

1. WHO DECIDES WHO RECEIVES IT?
2. RESPONDED TO AND RETURNED WITH MAINTENANCE REQUESTS
3. RESPONDED TO AND WITH RETURNED WITH MAINTENANCE REQUESTS
4. RESPONDED TO AND WITH RETURNED WITH MAINTENANCE REQUESTS

SETBACKS (MDRL & MORH)

FRONT WALKING	14 FT.
FRONT DRIVE	28 FT.
EAST YARD	8 FT.
STREET SIDE YARD	15 FT.
REAR WALKING	22 FT.



PROPOSED MDRL & MDRH SETBACKS



Figure 1 shows a schematic diagram of the experimental setup. A subject is seated at a table, viewing a video screen. A camera is positioned above the screen. A horizontal bar is placed on the table, with a subject's hand positioned at the 20 cm mark. The bar is labeled '20 cm' and '40 cm'. The subject is instructed to 'PRESS' the bar.

DESIGN

PIONEER DESIGN GROUP
1000 BROADWAY, SUITE 1000 • NEW YORK, NY 10018
TEL: 212 691 1000 • FAX: 212 691 1001
WWW.PIONEERDESIGN.COM

2000

PRELIMINARY PLAT

PRELIMINARY PLAT
PROJECTED
CITY OF SEASWOOD, OREGON

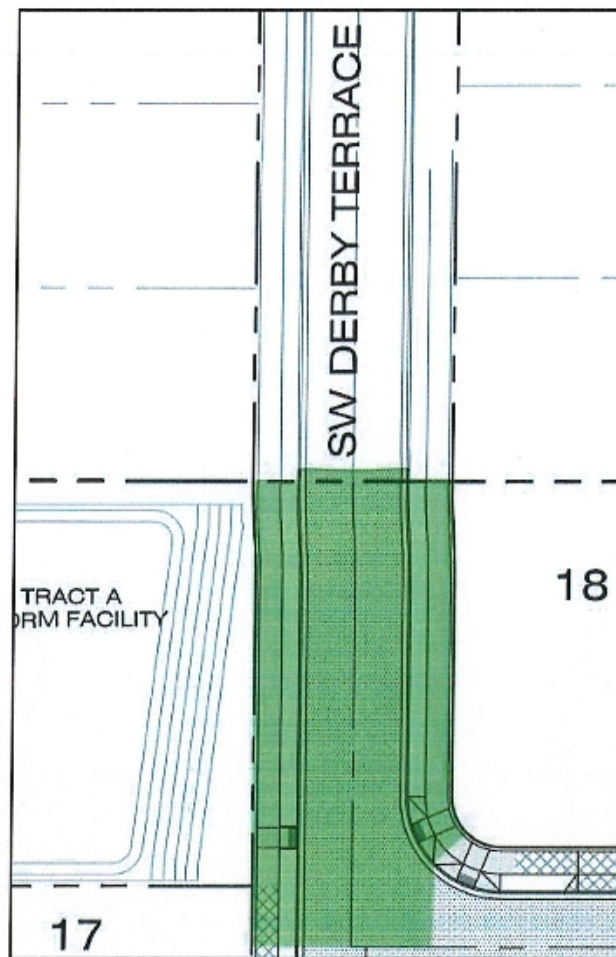
Designed by 603 9406 611-25
Composed by 536 9899 611-25
Reviewed by 501 546 611-25
Printed on 11/4/00 187,
Harris, Stiles
NORTH, SOUTH
© 2001 by HARRIS

Model	7057-6224
Size	211.50
Qty	2,000,000
Unit	P1.0

P1.0

Modification Request 4:

Reduction in the Minimum Curb-to-Curb and Right-of-Way Width on SW Derby Terrace



16.106.020 Required Improvements

A. Transportation Facilities Modifications

- 1. A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.*

RESPONSE: Pursuant to Subsection A.1. above, this transportation facility modification request relates to the Standard Residential (local) cross section of TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005.

- 2. A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the adopted Transportation System Plan. The standards that may be modified include but are not limited to:*

- a. *Reduced sight distances.*
- b. *Vertical alignment.*
- c. *Horizontal alignment.*
- d. *Geometric design (length, width, bulb radius, etc.).*
- e. *Design speed.*
- f. *Crossroads.*
- g. *Access policy.*
- h. *A proposed alternative design which provides a plan superior to these standards.*
- i. *Low impact development.*
- j. *Access Management Plans*

RESPONSE: In accordance with Subsection A.2.d. above, this transportation facility modification request includes a modification of the geometric design (width) of SW Derby Terrace north of its proposed intersection with SW Locksley Terrace, to reduce the width of the 36' Standard Residential cross section shown in TSP Volume 1, Chapter 8: The Standards, Figure 16D, adopted through City of Sherwood Ordinance 2022-005, from 36 feet to 28 feet.

3. *Modification Procedure*

- a. *A modification shall be proposed with the application for land use approval.*

RESPONSE: This request is submitted concurrently with the proposed 39-Lot Subdivision "Pinot Glen", City of Sherwood Case File LU 2025-012-SUB, as required by this section. The SZDC does not state a maximum number of modifications allowed per development.

- b. *A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.*

RESPONSE: The applicant has included this modification to be processed in conjunction with the 39-Lot Subdivision application. While the modification is a Type II approval, as it is being processed concurrently with the Type III subdivision application, it will be reviewed through the city's Type III process.

- c. *When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.*

RESPONSE: The application does not include a modification to a green street element, therefore this section is not applicable.

- ### 4. *Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., meeting the requirements of this Section.

- a. *Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.*

RESPONSE: City of Sherwood Ordinance 2022-005 requires a minimum curb to curb width of 36 feet for residential local streets. The applicant is requesting approval of a Transportation Facility Modification to permit a 28-foot curb to curb width within a 52-foot-wide right-of-way section on SW Derby Terrace, between the existing street stub to the north of the project site and the proposed intersection of SW Locksley Lane and SW Derby Terrace. The request would allow for the continuation of the existing 28-foot street section constructed with the development of the Daybreak subdivision. The existing portion of SW Derby Terrace was developed prior to the adoption of City Ordinance 2022-005, when a 28-foot local street width was accepted as City local standard. The proposed reduction in the street width will allow the curb to curb width to be maintained and match the existing street stubs until an appropriate transition point, thus maintaining street design consistency and clarity for motorists. Adherence to the 36-foot curb to curb requirement would require mid-street transitions in width, creating an inconsistent streetscape and changing geometry for vehicles and cyclists. This changing geometry can impact the functionality and safe operation of the roadway, especially across such a short stretch of roadway where a driver's attention is focused on the upcoming intersection.

Continuing with the existing street section is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

Continuing the existing street section to the intersection with SW Derby Terrace is the minimum necessary to alleviate the disproportional impact to street functionality. Accordingly, the request for transportation facility modification meets the requirements of Subsection A.1.4.a.

- b. *Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.b. is not required.

- c. *A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship. Self-imposed hardships shall not be used as a reason to grant a modification request.*

RESPONSE: As detailed above, the applicant has elected to demonstrate compliance with criterion 4a and 4d, therefore a response to Section 4c is not required.

- d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.*

RESPONSE: While the applicant is proposing a modification to the adopted 36' Standard Residential cross section, the alternative design, the former 28' Standard Residential cross section, is expected to provide a plan at least equal to or better than the existing standard along the modified section.

The City of Sherwood transitioned to the 36-foot section from their 28-foot section through Ordinance 2022-005. The 28-foot section provided parking on one side of the street in an 8-foot-wide parking lane, in addition to two 10-foot-wide travel lanes. A primary reason stated for increasing the minimum street residential section width was to accommodate parking on both sides of local streets, as opposed to improving operational safety.

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...

The 36-foot-wide section provides parking on both sides of the street, and consists of two 8-foot-wide parking lanes, in addition to two 10-foot-wide travel lanes. As such, the difference between the 28-foot section and the 36-foot section is entirely due to the additional 8-foot parking lane. Under both designs the total travel lane width is 20 feet, meaning both streets are expected to function with equal safety and operational capacity. However, retaining the 28-foot section eliminates a mid-block change to the geometry of the street, with parking on one side for a portion of the street before transitioning to parking on both sides a short distance before the intersection. As above, this is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

It is noted that no new lots will front to SW Derby Terrace along the modified 120-foot distance, therefore uninterrupted on-street parking will be available on the west side of this street section .

As such, the alternative 28-foot Standard Residential street design is considered to provide equal to or superior operational safety than a mid-block transition to the existing street standards.

- e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.e. is not required.



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Portland, Oregon 97223

**Design Modification Request to Reduce the
Minimum Curb-to-curb Width on Local Streets**

File: LU 2025-012 Pinot Glen

Date: April 21, 2026

To: Jason Waters, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: William Doster, P.E. – Design Engineer

Location of Requested Design Modification

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site. All three streets will be extended through the project site as part of the development.

SW Cereghino Lane is an existing partial local street along the southern boundary of the project site. SW Cereghino Lane will be widened and completed as part of this development.

Current Standards

City of Sherwood Ordinance 2022-005, amending sections of the transportation system plan for housing choices, requires a minimum curb-to-curb width of 36 feet for residential streets. The intent of the ordinance is to provide additional street parking on local streets.

Design Modification Being Requested

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the existing curb-to-curb width to be maintained until an appropriate transition point such as an intersection.

Existing Conditions

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site with curb-to-curb widths of 28 feet. These streets were developed prior to the City of Sherwood Ordinance 2022-005 when a 28-foot street was acceptable under the City of Sherwood Transportation System Plan.

SW Cereghino Lane is an existing partial local street (initially developed as a private street) along the southern boundary of the project site with a curb-to-curb width of 24 feet. SW Cereghino Lane, east of SW Copper Terrace, has a curb-to-curb width of 28 feet and was also developed prior to the City of Sherwood Ordinance 2022-005.

All four of the streets are fully developed and are not likely to ever be redeveloped with wider pavement widths to conform to current standards.

Result of Meeting Standards

To meet the 36-foot curb-to-curb requirement, SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace would be required to have mid-street transitions in width, creating an inconsistent streetscape for motorists and cyclists, causing confusion and potentially hazardous conditions.

Section 210.6.E. of the City of Sherwood Engineering Manual requires street width transitions from a wider to narrower width to be provided at a length calculated by $WS^2/60$. Here there is a transition from 36 feet to 28 feet curb-to-curb, or a 4-foot width transition per travel lane, for a calculated taper length of 42 linear feet at 25 mph. This narrowing taper will control the transition length over the shorter required transition from a narrower width to a wider width. Having an asymmetrical taper would provide additional confusion so a 42-foot transition length is assumed hereafter. Street parking is only available once the pavement taper is completed.

On SW Derby Terrace, there is only 85 feet between the project boundary and the start of the curb return at the intersection with SW Locksley Lane. With a minimum required taper length of 42 feet, that leaves only 43 feet of remaining street where additional street parking would be available. That is two additional parking spaces at the expense of additional right of way dedication and an inconsistent streetscape.

On SW Oxford Terrace, there is only 70 feet between the project boundary and the start of the curb return at the intersection with Street 'A'. With a minimum required taper length of 42 feet, that leaves only 28 feet of street where additional street parking would be available. That is a maximum of one additional parking space at the expense of additional right of way dedication and an inconsistent streetscape.

SW Locksley Lane undergoes a reversing curve at the stub location to the project boundary. Adding a street width taper in addition to the curving road on an unstriped local street would create confusion for both motorists and cyclists. Beyond the hazard created by a curving and tapering street, most of this short street extension is taken up by new driveways. As the design stands now, parking will be provided on the south side of SW Locksley Lane as less of the street is spanned by driveways. Looking at the north side of the street for additional parking opportunities and considering the proposed driveway locations, and deducting the 42-foot pavement taper, the City would only gain a maximum of three additional parking spaces by implementing a 36-foot street between the existing stub and SW Derby Terrace.

SW Cereghino Lane is fully developed on the south side of the street along the project frontage as well as west of the intersection with SW Copper Terrace. Because of this, widening SW Cereghino Lane to a 36-foot curb width along the project frontage would require the applicant to over-dedicate right-of-way beyond centerline. It would also create an inconsistent streetscape from one side of SW Copper Terrace to the other where a driver would have to navigate to an offset travel lane while crossing the intersection.

Including all four streets, the total additional right-of-way dedication that would be required to provide the 36-foot curb-to-curb width on all local streets is 6,902 sf. The applicant is required to have a minimum average lot size of 5,000 sf. 39 lots are currently proposed with an average lot size of 5,000.46 sf. Losing 6,902 sf to additional right-of-way dedication would result in the loss of at least two lots and a decrease in density.

Proposed Design Modification

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the curb-to-curb width to be maintained until an appropriate transition point.

Reason Why Design Request Should be Approved

Due to the existing conditions and street configuration, and changes to the City street standards, the modification represents an appropriate balance between compliance with these Engineering Design Standards and consistency in streetscape and clarity for motorists. None of the existing street sections being connected to are likely to ever be widened based on the existing developments and will forever remain inconsistent and hazardous.

The short street extensions proposed at 28 feet curb-to-curb do not provide a significant opportunity for additional street parking through additional widening and would decrease the density of the development. With these 5,000 sf lots and closer driveway spacing between lots, there isn't the same opportunity for street parking that would be provided with larger lot zoning. The current site plan provides 76 on-street parking spaces. The maximum additional 6 spaces that would be provided by widening out SW Locksley Lane, SW Oxford Terrace, and SW Derby Terrace north of SW Locksley Lane isn't justified by the additional right-of-way dedication required and associated loss of lots.

Attachments:

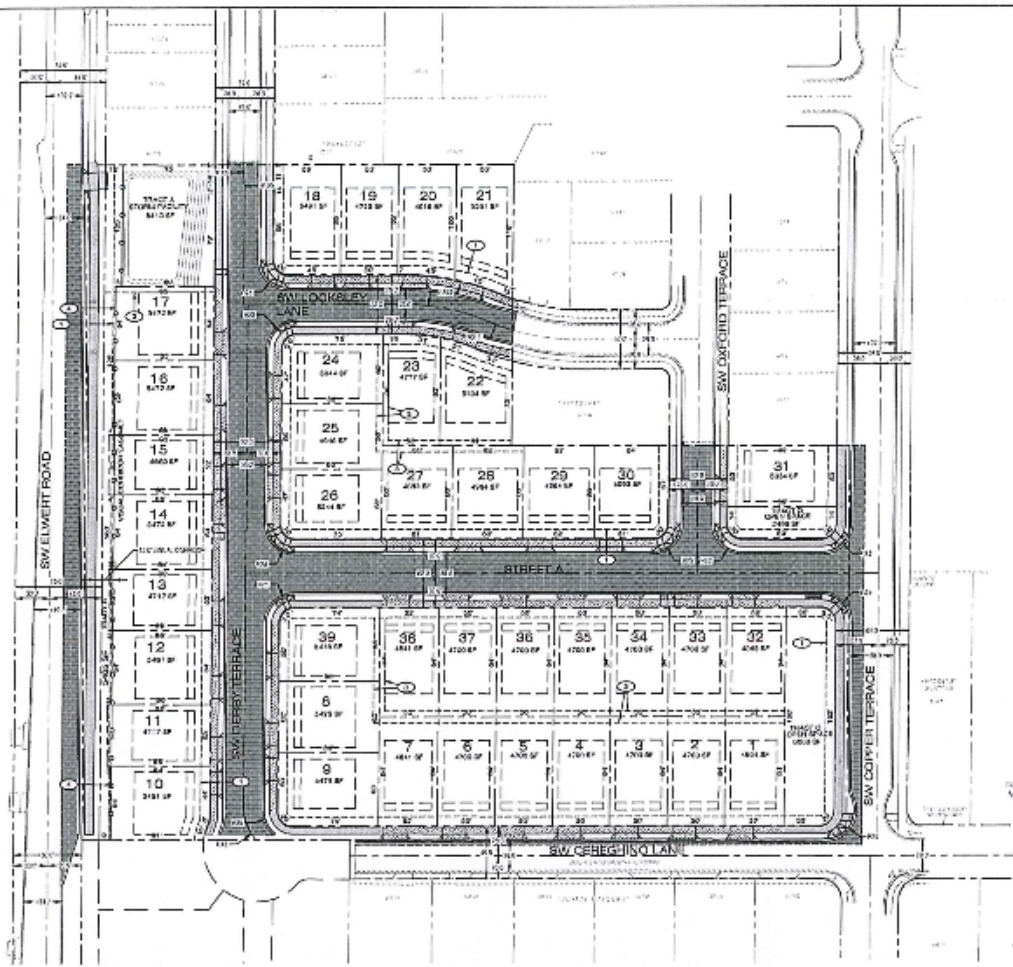
Exhibit A – Sheet P1.0 Preliminary Plat

_____	4/22/2026
William Doster, P.E. - Design Engineer	Date

_____	_____
Craig Christensen, P.E. - City Project Manager	Date

- ☐ Approved
- ☐ Approved with Conditions (conditions below or on attached sheet)
- ☐ Denied

_____	_____
Jason Waters, P.E. - City Engineer	Date



LEGEND

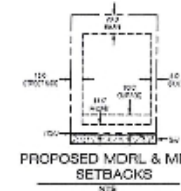
- [illegible]

EASEMENT NOTES

1. PROVIDED SERVICE WALL TYPE
2. PROVIDED SERVICE RETAINING WALL MAINTENANCE
3. PROVIDED SERVICE RETAINING WALL MAINTENANCE
4. PROVIDED SERVICE WALL CONSTRUCTION

SETBACKS (MDRL & MDRH)

TRUNK (DUAL).....	14.7%
FRONT (DUAL).....	20.0%
SEA FLOOR.....	0.0%
WINDSTIRRED SAND.....	15.0%
BEACH SAND.....	20.0%



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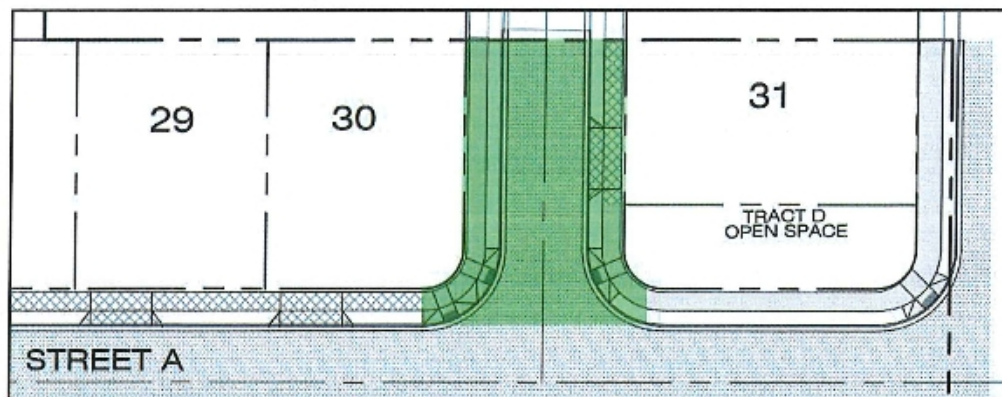
Author's address:

PRELIMINARY PLAT
#PLOT 6154
CITY OF GUTHRIE, OREGON

[illegible]

Modification Request 5:

Reduction in the Minimum Curb-to-Curb and Right-of-Way Width on SW Oxford Terrace



16.106.020 Required Improvements

A. Transportation Facilities Modifications

- 1. A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.*

RESPONSE: Pursuant to Subsection A.1. above, this transportation facility modification request relates to the Standard Residential (local) cross section of TSP Volume 1, Chapter 8: The Standards, Figure 16D, as adopted through City of Sherwood Ordinance 2022-005.

- 2. A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the adopted Transportation System Plan. The standards that may be modified include but are not limited to:*
 - a. Reduced sight distances.*
 - b. Vertical alignment.*
 - c. Horizontal alignment.*
 - d. Geometric design (length, width, bulb radius, etc.).*
 - e. Design speed.*
 - f. Crossroads.*
 - g. Access policy.*
 - h. A proposed alternative design which provides a plan superior to these standards.*
 - i. Low impact development.*
 - j. Access Management Plans*

RESPONSE: In accordance with Subsection A.2.d. above, this transportation facility modification request includes a modification of the geometric design (width) of SW Oxford Terrace north of its proposed intersection with SW Locksley Terrace, to reduce the width of the

36' Standard Residential cross section shown in TSP Volume 1, Chapter 8: The Standards, Figure 16D, adopted through City of Sherwood Ordinance 2022-005, from 36 feet to 28 feet.

3. *Modification Procedure*

- a. *A modification shall be proposed with the application for land use approval.*

RESPONSE: This request is submitted concurrently with the proposed 39-Lot Subdivision "Pinot Glen", City of Sherwood Case File LU 2025-012-SUB, as required by this section.

- b. *A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.*

RESPONSE: The applicant has included this modification to be processed in conjunction with the 39-Lot Subdivision application. While the modification is a Type II approval, as it is being processed concurrently with the Type III subdivision application, it will be reviewed through the city's Type III process.

- c. *When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.*

RESPONSE: The application does not include a modification to a green street element, therefore this section is not applicable.

- 4. *Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:*

RESPONSE: As shown below, the applicant has elected to demonstrate compliance with criterion 4a and 4b, meeting the requirements of this Section.

- a. *Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.*

RESPONSE: City of Sherwood Ordinance 2022-005 requires a minimum curb-to-curb width of 36 feet for residential local streets. The applicant is requesting approval of a Transportation Facility Modification to permit a 28-foot curb to curb width within a 52-foot-wide right-of-way section on SW Oxford Terrace, between its existing street stub to the north of the project site and the proposed intersection of SW Oxford Terrace and Street A. The request would allow for the continuation of the existing 28-foot street section constructed with the development of the Daybreak subdivision. The exiting portion of SW Oxford Terrace was developed prior to the adoption of City Ordinance 2022-005, when a 28-foot local street width was accepted as City local standard. The proposed reduction in the street width will allow the curb to curb with to be

maintained and match the existing street stubs until an appropriate transition point, thus maintaining street design consistency and clarity for motorists. Adherence to the 36-foot curb to curb requirement would require mid-street transitions in width, creating an inconsistent streetscape and changing geometry for vehicles and cyclists. This changing geometry can impact the functionality and safe operation of the roadway, especially across such a short stretch of roadway where a driver's attention is focused on the upcoming intersection.

Continuing with the existing street section is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

Continuing the existing street section to the intersection with Street A is the minimum necessary to alleviate the disproportional impact to street functionality. Accordingly, the request for a transportation facility modification meets the requirements of Subsection A.1.4.a.

- b. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.b. is not required.

- c. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship. Self-imposed hardships shall not be used as a reason to grant a modification request.*

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.c. is not required.

- d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.*

RESPONSE: While the applicant is proposing a modification to the adopted 36' Standard Residential cross section, the alternative design, the former 28' Standard Residential cross section, is expected to provide a plan at least equal to or better than the existing standard along the modified section.

The City of Sherwood transitioned to the 36-foot section from their 28-foot section through Ordinance 2022-005. The 28-foot section provided parking on one side of the street in an 8-foot-wide parking lane, in addition to two 10-foot-wide travel lanes. A primary reason stated for

increasing the minimum street residential section width was to accommodate parking on both sides of local streets, as opposed to improving operational safety.

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...

The 36-foot-wide section provides parking on both sides of the street and consists of two 8-foot-wide parking lanes, in addition to two 10-foot-wide travel lanes. As such, the difference between the 28-foot section and the 36-foot section is entirely due to the additional 8-foot parking lane. Under both designs the total travel lane width is 20 feet, meaning both streets are expected to function with equal safety and operational capacity. However, retaining the 28-foot section eliminates a mid-block change to the geometry of the street with parking on one side. As above, this is consistent with staff findings in the Engineering Land Use Application Comments dated June 4, 2026 and included within Exhibit B.5 of the Staff Report and Recommendation, which states:

Due to this change of street sections, it would be best for street continuity to continue the street width of the current stubbed streets up to the next intersection, after which the new street width standard will be implemented.

It is noted that only one new lot will front to SW Oxford Terrace, and the proposed lot will include a 2-car garage, with 2 off-street parking spaces in the driveway. This exceeds the minimum off-street parking requirement, ensuring that additional parking is provided within the development.

As such, the alternative 28-foot Standard Residential street design is considered to provide equal to or superior operational safety than a mid-block transition to the existing street standards

e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.

RESPONSE: As shown within these responses, the applicant has chosen to demonstrate compliance with Subsection 4.a. and 4.d., therefore a response to Section 4.c. is not required.



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9020 SW Washington Square Rd Suite 170
Portland, Oregon 97223

**Design Modification Request to Reduce the
Minimum Curb-to-curb Width on Local Streets**

File: LU 2025-012 Pinot Glen

Date: April 21, 2026

To: Jason Waters, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: William Doster, P.E. – Design Engineer

Location of Requested Design Modification

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site. All three streets will be extended through the project site as part of the development.

SW Cereghino Lane is an existing partial local street along the southern boundary of the project site. SW Cereghino Lane will be widened and completed as part of this development.

Current Standards

City of Sherwood Ordinance 2022-005, amending sections of the transportation system plan for housing choices, requires a minimum curb-to-curb width of 36 feet for residential streets. The intent of the ordinance is to provide additional street parking on local streets.

Design Modification Being Requested

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the existing curb-to-curb width to be maintained until an appropriate transition point such as an intersection.

Existing Conditions

SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace are existing local streets that stub to the project site with curb-to-curb widths of 28 feet. These streets were developed prior to the City of Sherwood Ordinance 2022-005 when a 28-foot street was acceptable under the City of Sherwood Transportation System Plan.

SW Cereghino Lane is an existing partial local street (initially developed as a private street) along the southern boundary of the project site with a curb-to-curb width of 24 feet. SW Cereghino Lane, east of SW Copper Terrace, has a curb-to-curb width of 28 feet and was also developed prior to the City of Sherwood Ordinance 2022-005.

All four of the streets are fully developed and are not likely to ever be redeveloped with wider pavement widths to conform to current standards.

Result of Meeting Standards

To meet the 36-foot curb-to-curb requirement, SW Derby Terrace, SW Locksley Lane, and SW Oxford Terrace would be required to have mid-street transitions in width, creating an inconsistent streetscape for motorists and cyclists, causing confusion and potentially hazardous conditions.

Section 210.6.E. of the City of Sherwood Engineering Manual requires street width transitions from a wider to narrower width to be provided at a length calculated by $WS^2/60$. Here there is a transition from 36 feet to 28 feet curb-to-curb, or a 4-foot width transition per travel lane, for a calculated taper length of 42 linear feet at 25 mph. This narrowing taper will control the transition length over the shorter required transition from a narrower width to a wider width. Having an asymmetrical taper would provide additional confusion so a 42-foot transition length is assumed hereafter. Street parking is only available once the pavement taper is completed.

On SW Derby Terrace, there is only 85 feet between the project boundary and the start of the curb return at the intersection with SW Locksley Lane. With a minimum required taper length of 42 feet, that leaves only 43 feet of remaining street where additional street parking would be available. That is two additional parking spaces at the expense of additional right of way dedication and an inconsistent streetscape.

On SW Oxford Terrace, there is only 70 feet between the project boundary and the start of the curb return at the intersection with Street 'A'. With a minimum required taper length of 42 feet, that leaves only 28 feet of street where additional street parking would be available. That is a maximum of one additional parking space at the expense of additional right of way dedication and an inconsistent streetscape.

SW Locksley Lane undergoes a reversing curve at the stub location to the project boundary. Adding a street width taper in addition to the curving road on an unstriped local street would create confusion for both motorists and cyclists. Beyond the hazard created by a curving and tapering street, most of this short street extension is taken up by new driveways. As the design stands now, parking will be provided on the south side of SW Locksley Lane as less of the street is spanned by driveways. Looking at the north side of the street for additional parking opportunities and considering the proposed driveway locations, and deducting the 42-foot pavement taper, the City would only gain a maximum of three additional parking spaces by implementing a 36-foot street between the existing stub and SW Derby Terrace.

SW Cereghino Lane is fully developed on the south side of the street along the project frontage as well as west of the intersection with SW Copper Terrace. Because of this, widening SW Cereghino Lane to a 36-foot curb width along the project frontage would require the applicant to over-dedicate right-of-way beyond centerline. It would also create an inconsistent streetscape from one side of SW Copper Terrace to the other where a driver would have to navigate to an offset travel lane while crossing the intersection.

Including all four streets, the total additional right-of-way dedication that would be required to provide the 36-foot curb-to-curb width on all local streets is 6,902 sf. The applicant is required to have a minimum average lot size of 5,000 sf. 39 lots are currently proposed with an average lot size of 5,000.46 sf. Losing 6,902 sf to additional right-of-way dedication would result in the loss of at least two lots and a decrease in density.

Proposed Design Modification

We are requesting that a 28-foot curb-to-curb width be approved on SW Locksley Lane, SW Oxford Terrace, SW Cereghino Lane, and SW Derby Terrace north of SW Locksley Lane. This allows the curb-to-curb width to be maintained until an appropriate transition point.

Reason Why Design Request Should be Approved

Due to the existing conditions and street configuration, and changes to the City street standards, the modification represents an appropriate balance between compliance with these Engineering Design Standards and consistency in streetscape and clarity for motorists. None of the existing street sections being connected to are likely to ever be widened based on the existing developments and will forever remain inconsistent and hazardous.

The short street extensions proposed at 28 feet curb-to-curb do not provide a significant opportunity for additional street parking through additional widening and would decrease the density of the development. With these 5,000 sf lots and closer driveway spacing between lots, there isn't the same opportunity for street parking that would be provided with larger lot zoning. The current site plan provides 76 on-street parking spaces. The maximum additional 6 spaces that would be provided by widening out SW Locksley Lane, SW Oxford Terrace, and SW Derby Terrace north of SW Locksley Lane isn't justified by the additional right-of-way dedication required and associated loss of lots.

Attachments:

Exhibit A – Sheet P1.0 Preliminary Plat

_____ William Doster, P.E. - Design Engineer	4/22/2026 _____ Date
---	----------------------------

_____ Craig Christensen, P.E. - City Project Manager	_____ Date
---	---------------

- ☐ Approved
- ☐ Approved with Conditions (conditions below or on attached sheet)
- ☐ Denied

_____ Jason Waters, P.E. - City Engineer	_____ Date
---	---------------

LEGEND

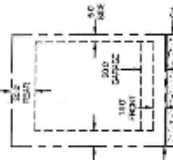
- | | |
|-----------------------------|-----------------------------|
| PROPOSED IMPASMENT LINE | PROPOSED IMPASMENT LINE |
| PROPOSED TOWNSHIP LINE | PROPOSED TOWNSHIP LINE |
| PROPOSED HIGH-DEWAY | PROPOSED HIGH-DEWAY |
| PROPOSED LOT LINE | PROPOSED LOT LINE |
| EXISTING LOT LINE | EXISTING LOT LINE |
| PROPOSED COUNCIL ROAD/ALLEY | PROPOSED COUNCIL ROAD/ALLEY |
| IN DEVELOPMENT | IN DEVELOPMENT |
| PROPOSED CONCRETE SIDEWALK | PROPOSED CONCRETE SIDEWALK |
| ON LOT/LOT LINE | ON LOT/LOT LINE |
| PROPOSED CURED & CUTTER | PROPOSED CURED & CUTTER |

EASEMENT NOTES

1. PROPOSED BUT NOT P.L.D. (P.L.D.)
2. PROPOSED TO WIDE RETAINING WALL MAINTENANCE
3. PROPOSED TO WIDE RETAINING WALL MAINTENANCE
4. PROPOSED TO WIDE RETAINING WALL MAINTENANCE

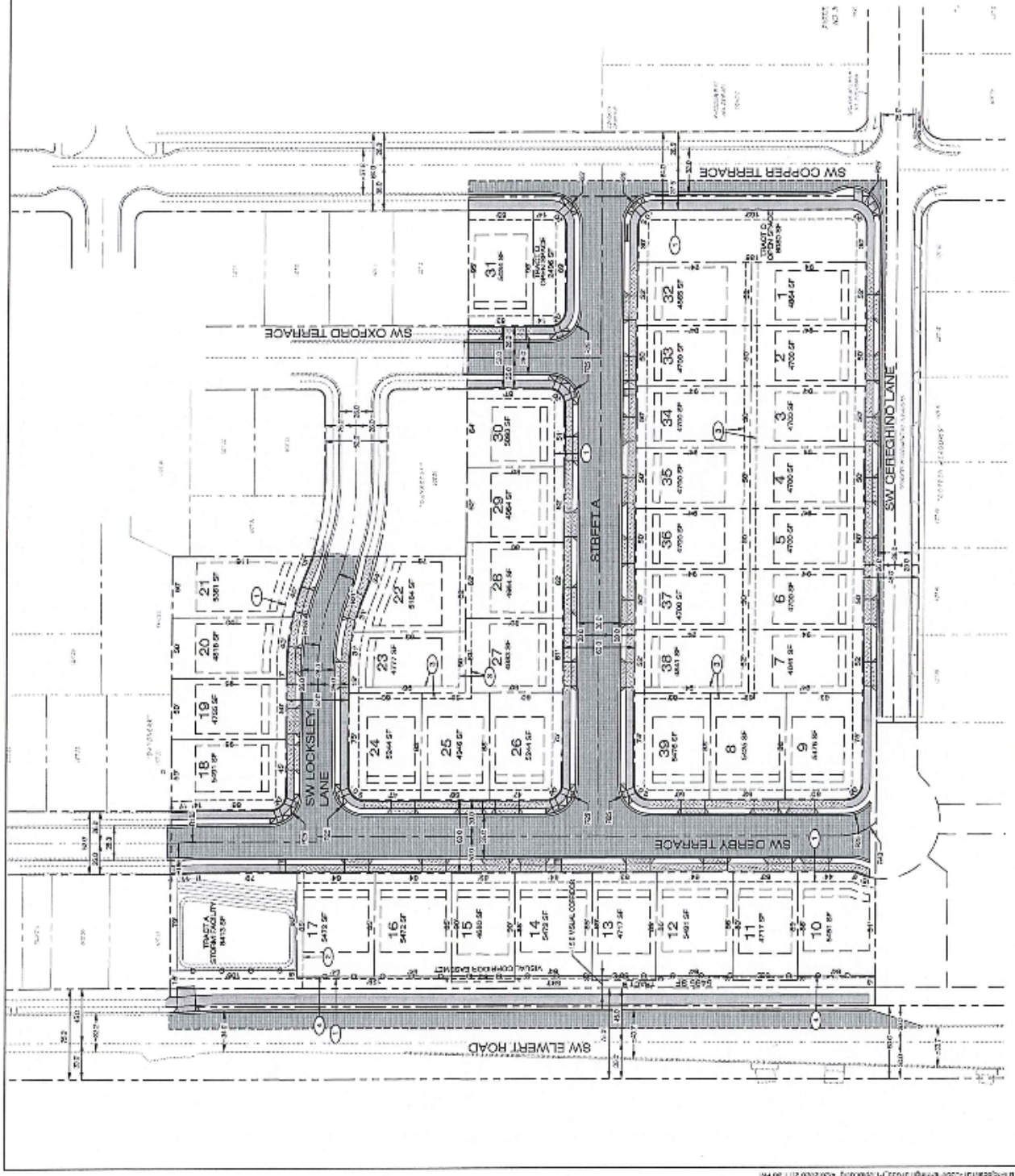
SETBACKS (MDRL & MDRH)

STREET SIDE VANDERBILT
NEAR BUILDING



PROPOSED MDRL & MDRH SETBACKS

NOTES



Wayne Hayson

From: Matt Sprague
Sent: Tuesday, June 16, 2026 4:48 PM
To: Wayne Hayson
Subject: FW: New Proposed Development By Cereghino

Matthew L. Sprague Principal | Direct 971.708.6249

From: Arthur Graves <gravesa@sherwoodoregon.gov>
Sent: Monday, June 15, 2026 1:26 PM
To: Matt Sprague <msprague@pd-grp.com>
Subject: FW: New Proposed Development By Cereghino

Hi Matt,

Regarding Pinot Glen Subdivision:

Below is a comment received for the case.
Please review and respond to the issues addressed in the comments.

Thank you again,
Art

From: kofi cobbinah <koficobbinah@gmail.com>
Sent: Friday, June 12, 2026 4:58 PM
To: Arthur Graves <gravesa@sherwoodoregon.gov>
Cc: datim150@gmail.com
Subject: New Proposed Development By Cereghino

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Art Graves

My name is Kofi Cobbinah, and I reside at 18324 SW Cereghino Lane. I am writing to formally express my concerns regarding a proposed new housing development by Riverside Developers on the lot adjacent to my neighborhood. While final plans have not yet been submitted, this letter provides substantive feedback based on the preliminary information shared with the community.

I respectfully urge the Planning Department to give careful and thorough consideration to the following key concerns during the development review process.

1. Proposed Lot Sizes and Neighborhood Consistency

The proposed plan calls for lot sizes of approximately 4,700 square feet. I believe this is inconsistent with the established character of our community, which falls under Medium Residential Low (MDRL) zoning. This zoning designation is intended to maintain a balanced residential density, yet the proposed lots are significantly smaller than what currently exists in the area.

For comparison, recently built homes in the nearby Copper Terrace neighborhood — which shares the same MDRL zoning — have lot sizes ranging from 5,600 to 6,600 square feet. The proposed 4,700 sq. ft. lots are even smaller than properties in the nearby Medium Residential High density zone, such as those on SW Elderberry Lane, where lot sizes start at 5,227 square feet. In other words, the proposed development would be denser than both the medium-low and medium-high density neighborhoods in the immediate vicinity, which is a significant inconsistency.

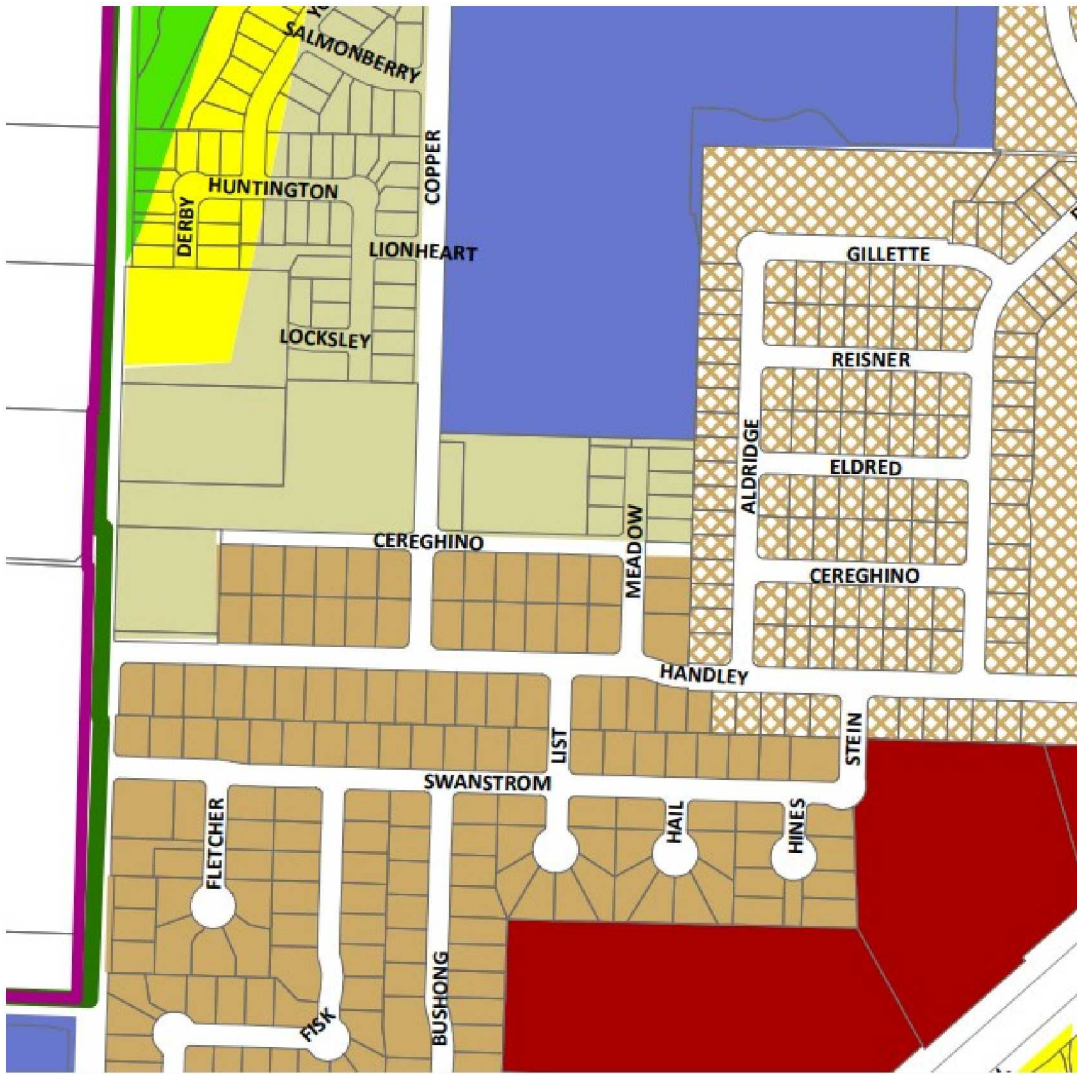
For additional reference, the average lot size of recently built homes in our neighborhood is approximately 5,200 sq. ft. The proposed lots fall well below that average.

The following are specific examples of existing lot sizes in and around the Copper Terrace area that illustrate the established neighborhood character:

Western & Corner Parcels (Irregular/Larger Lots)

As the street bends near SW Locksley Lane and the development perimeter, lots expand noticeably:

-
-
- 21622 SW Oxford Terrace: 6,534 sq ft (0.15 acres)
-
-
-
- 21623 SW Oxford Terrace: 6,534 sq ft (0.15 acres)
-
-
-
- 21718 SW Oxford Terrace: 6,098 sq ft (0.14 acres)
-
-
-
- 18351 SW Salmonberry Lane: 6,098 sq ft (0.14 acres)
-
-
-
- 18322 SW Salmonberry Lane: 6,098 sq ft (0.14 acres)
-
-
-
- 21435 SW Yorkshire Way: 5,227 sq ft (0.12 acres)
-
-
-
- 21441 SW Yorkshire Way: 5,227 sq ft (0.12 acres)
-
-
-
- 21382 SW Yorkshire Way: 5,227 sq ft (0.12 acres)



2. Traffic Impact and Public Safety

The proposed development of 39 new homes will significantly increase vehicle traffic in the surrounding area. The primary access roads — Handley Street and Copper Terrace — already experience notable congestion during peak school hours due to their proximity to Ridges Elementary School and Sherwood High School. A development of this size likely meets or exceeds the threshold for requiring a formal Traffic Impact Analysis (TIA) under the city's own guidelines.

I respectfully request that the city mandate a comprehensive TIA, prepared by a licensed transportation engineer, to accurately assess the impact on existing transportation infrastructure and identify any necessary mitigation measures before the project is approved (This should be done during the school year, especially when school starts and closes).

3. Proposed Road Extension and Utilities

The preliminary plans indicate that Cereghino Lane will be extended to connect with the new development, and that the development will include a private stormwater tract and a private sewer lift station. I have concerns about how these additions will affect the functionality and safety of our existing infrastructure.

I also want to specifically flag a concern regarding street parking on the extended portion of Cereghino Lane. The proposed plans indicate that parking will be permitted on one side of the street, citing the existing lower section of Cereghino Lane as a comparable precedent. However, this comparison is not accurate. The existing section serves only six homes, while the new extended section will serve five existing homes plus seven proposed new ones — a total of twelve homes. Allowing one-sided street parking along this extended stretch will create significant congestion and reduce road safety for all residents on that corridor.



Picture current down south that road by street is going to be extend to look like but this area has fewer houses, 6 compared to 12 with the new proposal

I request a careful review of all road and utility plans to ensure they meet city and county standards for proper integration, long-term maintenance, and minimal disruption to current services.

4. Housing Diversity and Open Space

I support the City's stated vision for "attractive and attainable housing" that accommodates a "diversity of ages." In keeping with that goal, I encourage the Planning Department to review the development plan to include a mix of single-level and two-story homes. Single-level options are essential for accommodating our aging population and ensuring our community remains inclusive and accessible to residents of all age groups.

Please review the designated Common Open Space areas within the development. These spaces must function as genuine, accessible community amenities — not simply as minimum code compliance checkboxes. I ask the city to carefully evaluate the size, location, accessibility, and intended use of these areas to ensure they provide meaningful value to both new and existing residents.

Conclusion

Thank you for your time and attention to these important matters. I believe that by thoughtfully addressing these concerns, the city can achieve a development outcome that balances responsible growth with the needs and character of our established community. I welcome the opportunity to work collaboratively with the Planning Department toward a positive resolution.

Sincerely, **Kofi Cobbinah** 18324 SW Cereghino Lane Sherwood, OR

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