



## **ORDINANCE 2017-008**

### **APPROVING THE SHERWOOD HIGH SCHOOL CONCEPT PLAN, AMENDMENTS TO THE COMPREHENSIVE PLAN TEXT, AMENDMENTS TO THE COMPREHENSIVE PLAN AND ZONE MAP, AND ADOPTION OF A TITLE 11 CONCEPT PLAN AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, the existing Comprehensive Plan (Part 2) was approved by Ordinance 91-922, and outlines a system-wide land use policy consistent with Statewide Planning Goals; and

**WHEREAS**, Metro Urban Reserve Area 5B also known as Sherwood West consisting of 1,291-acres was established west of the City of Sherwood via Metro Ordinance No. 11-1255; and

**WHEREAS**, the Sherwood West Preliminary Concept Plan was acknowledged by the City Council in 2016 creating a vision for Metro Urban Reserve Area 5B; and

**WHEREAS**, the proposed Concept Plan was found to be consistent with the Sherwood West Preliminary Concept Plan, as revised; and

**WHEREAS**, Metro brought 82.3 Acre property (76.2 private land & 6.1 acres for public road right-of-way); into the Urban Growth Boundary (UGB) using a Major Amendment process in August, 2017 via Metro Ordinance 17-1406; and

**WHEREAS**, a Long Range Planning Committee (LRPC) comprised of 28 stakeholders was established and met seven times between January and April 2014 to be advisory to the Sherwood School District Board of Directors;

**WHEREAS**, four community input sessions were held on March 9, 2017, April 3, 2017, May 30, 2017 and a community forum on September 28, 2017 addressing everyone on the original mailing list for the Sherwood West Preliminary Concept Plan intended to vet the proposed revisions to the plan with the public;

**WHEREAS**, the Planning Commission, with opportunities for public input, provided guidance in two Planning Commission Workshops on April 11, 2017 and August 8, 2017, one public work session with the Planning Commission on May 23, 2017, and the City Council, with opportunities for public input, provided additional guidance in a City Council Workshop on April 18, 2017 on further refinements to the plan and implementation; and

**WHEREAS**, the applicant proposed Comprehensive Plan text and map amendments, and staff prepared a staff report with analysis and findings to support the recommendation; and

**WHEREAS**, the Planning Commission held a hearing November 14, and 28, 2017 and provided a recommendation to the Council to approve the Title 11 Concept Plan and all related actions; and

**WHEREAS**, the Concept Plan Map that implements the Title 11 Concept Plan would assign zoning for four parcels of Institutional and Public (IP); and

**WHEREAS**, this zone change was thoroughly reviewed for compliance with State, Regional and Local standards as documented in the analysis and findings attached as Exhibit A; and

**WHEREAS**, amendments to the Comprehensive Plan are provided to ensure the concept plan is implemented; and

**WHEREAS**, the Sherwood City Council has received the proposal materials, the Planning Commission recommendation, including all Attachments entered into the record (PA 17-02), and the Council having reviewed the materials submitted, the findings of fact of the proposal, and conducted a public hearing for a Type 5 Legislative amendment on December 19, 2017:

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

**Section 1. Commission Review & Public Hearings.** The proposed Sherwood High School Concept Plan, Plan Map & Text Amendments (File No. PA 17-02) was subject to full and proper review and public hearings were held before the Planning Commission on November 14 and 28, 2017, and the City Council on December 19, 2017.

**Section 2. Findings.** After full and due consideration of the proposal, staff reports, the record, and the findings and evidence presented at the public hearings, the Council finds that the proposed Sherwood High School Concept Plan and Comprehensive Plan map and text amendments are consistent with all applicable local, regional, and state requirements. The following documents including, but not limited to, comprise the findings of fact and evidence relied upon: City Council Staff Report, December 19, 2017 and attachments 1 through 4 to that report; the November 14, 2017 memorandum from Mr. Straite to the Sherwood Planning Commission; and the DKS November 13, 2017, transportation planning rule analysis memo.

**Section 3. Approval.** The following described Plan Map and Text Amendments are hereby **APPROVED**; the specific amendments approved by this Ordinance are:

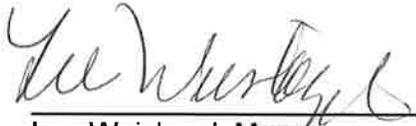
Exhibit A-1 –Title 11 Concept Plan – dated November 6, 2017

Exhibit A-2 –Comprehensive Plan Modifications - Chapter 8 - dated September 5, 2017

Exhibit A-3 - Comprehensive Map/ zone changes

**Section 4. Manager Authorized.** The Planning Supervisor is hereby directed to take such action as may be necessary to document the adoption of said amendment.

**Section 5. Effective Date.** This ordinance shall become effective the 30<sup>th</sup> day after its final adoption by the City Council and signature of the Mayor.

  
\_\_\_\_\_  
Lee Weislogel, Mayor

12-20-17  
Date

Attest:

  
\_\_\_\_\_  
Sylvia Murphy, MMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Rosener	<input checked="" type="checkbox"/>	_____
Griffin	<input checked="" type="checkbox"/>	_____
Brouse	<input checked="" type="checkbox"/>	_____
Young	<input checked="" type="checkbox"/>	_____
Kuiper	<input checked="" type="checkbox"/>	_____
Garland	<input checked="" type="checkbox"/>	_____
Weislogel	<input checked="" type="checkbox"/>	_____

# New Sherwood High School Metro Title 11 Concept Plan

November 6, 2017



## Executive Summary

### Project Description

Sherwood School District voters approved a bond measure in November 2016 providing funding for school improvements including construction of a new high school. The bond will replace the existing Sherwood High School with a new high school on a new site to accommodate future growth, significantly increase the number of athletic fields for schools and community use, and reduce the District's reliance on portable classroom buildings.

Over the course of 2015 and 2016, the City of Sherwood completed a preliminary concept plan for the urban reserve area west of SW Elwert Road (Metro Urban Reserve Area 5B), also known as the Sherwood West Preliminary Concept Plan. Urban reserves are lands that the regional government and its partners have agreed are suitable for accommodating urban development over the next 50 years. The designation for Sherwood West was made under Metro Ord. No. 11-1255 and relates to a 1,291-acre area located north and west of the existing City of Sherwood city limits. The new Sherwood High School is proposed to be located within a portion of what is identified as Phase A of the Sherwood West Preliminary Concept Phasing Plan.

The first step to developing the site for the new high school is to bring the site into the urban growth boundary (UGB). Metro allows for the UGB to be expanded to accommodate new schools under a "Major Amendment" request. Metro Council approved the Major Amendment request on August 17, 2017.

Now that the site is within the UGB, the next step is to prepare a post-UGB concept plan under Metro requirements (Metro Functional Plan Title 11) and amend the City's Comprehensive Plan. The Sherwood School District submitted an application to the City of Sherwood for approval of the concept plan and to amend the Comprehensive Plan in August of 2017 (PA-17-02).

### Metro Title 11 Concept Plan Components

The Metro Growth Functional Plan indicates that a concept plan for areas added to the Urban Growth Boundary (Metro Code 3.07.1120) must include the following:

1. Intergovernmental agreement
2. Adopt Comprehensive Plan Provisions and Land Use Regulations
3. Public Streets Plan
4. Provisions for financing of public facilities

The following pages provide a summary of the four components included in a Metro Title 11 Concept Plan for the new Sherwood High School.

## Project Information

**Tax Lot(s):** 2S236 - 200, 201, 206 & 207

**Site Address:** 18880 SW Haide Road, 22895 SW Elwert Road, and  
18985 SW Kruger Road, Sherwood, OR 97140

**UGB Expansion Size  
(Approved by Metro Major  
Amendment on 8/17/17):** 82.3 Acres (76.2 private land & 6.1 acres public road  
right-of-ways)

**Current Zoning:** AF-20 (Agricultural and Forest District)

**Proposed Zoning:** Institutional Public Use (IPU)

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## I. Background Information

### Site Information

The site consists of four tax lots (Tax Lot 200, 201, 206 and 207 of Tax Map 2S236) and is located within unincorporated Washington County on the west side of SW Elwert Road just north of Highway 99W, between SW Haide Rd and SW Kruger Road. The property has frontage on SW Elwert, Haide and Kruger Roads. The entire property is zoned AF-20 (Agricultural and Forest District) by Washington County with a minimum lot size of 80 acres. The entirety of the property is located within the Sherwood West Preliminary Concept Plan area (aka Metro Urban Reserve Area 5B) and was recently brought into the urban growth boundary by Metro Ordinance No.17-1406. The site slopes gently down to the east towards Elwert Road with an approximately 40-foot grade change across the site. There is a shallow valley and ridge within the site topography.

The site has been used as a tree farm and small scale agriculture. At the southwest corner (southern half of tax lot 207) of the site there was a dense stand of tall conifer trees, with some deciduous trees (cottonwood, maple, birch, etc.) intermixed. The southwest corner was planted for timber in the early 1990s. At the northwest corner of the site (tax lot 201 and the northern half of tax lot 207) was a scrub-shrub, open forest of tall Douglas fir and deciduous trees (maple, cottonwood, birch, etc.) and Himalayan blackberry thicket, apparently a plantation that was harvested in the late 1990s and not replanted. A majority of the trees were removed in August 2017, in anticipation of the high school development. There is also a grassy/shrubby pipeline easement through tax lots 201 and 207. The northeast corner of the site (tax lot 200) has recently been used as a Christmas tree farm and is planted with young conifers.

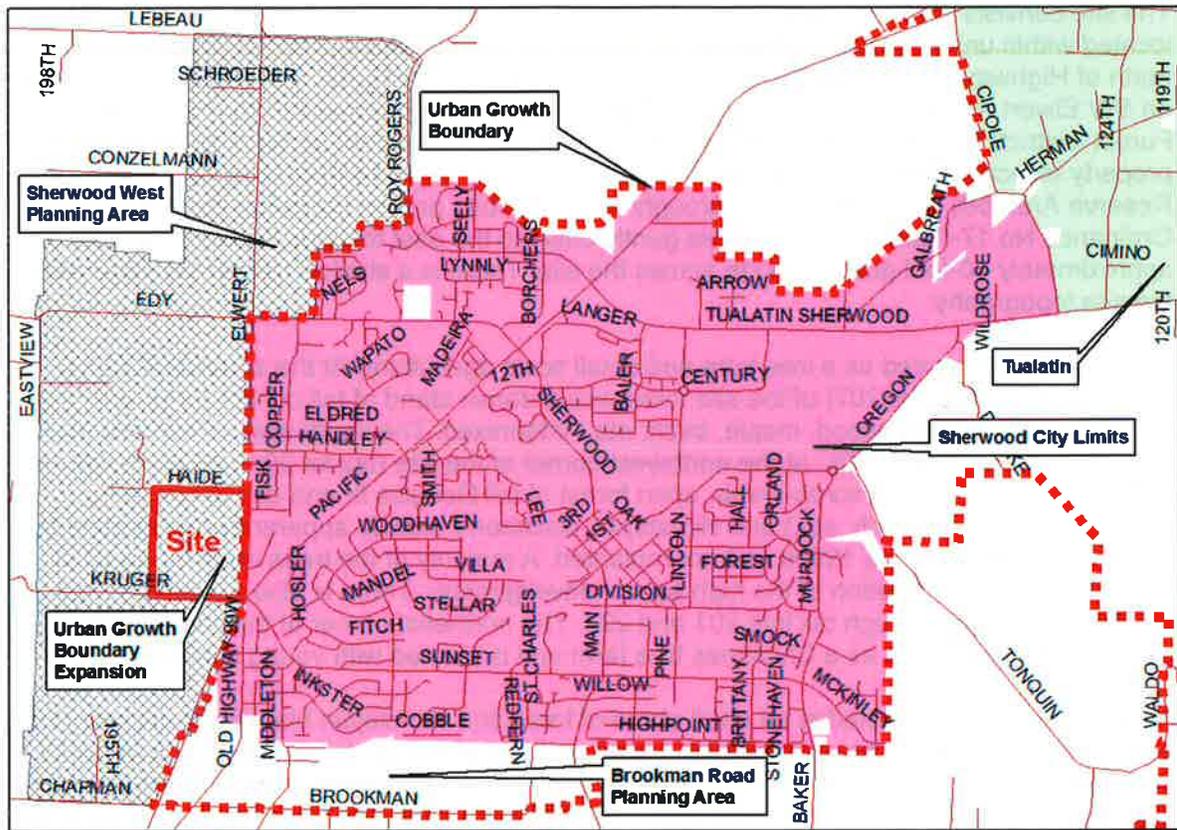
An existing house is located in an open stand of trees and Himalayan blackberry thickets in the southeast corner of the site (tax lot 206). Large portions of this tax lot and a section of tax lot 207, to the west, have remained in agriculture; a mix of row and cover crops. On the east side of SW Elwert Road, there is an unnamed tributary to Cedar Creek that flows southeast, away from the site.

### Vicinity Information

The site is surrounded by land that is either within the City of Sherwood or the Sherwood Urban Reserve Area 5B (aka Sherwood West Preliminary Concept Plan Area). The land in the City located north and east of SW Elwert Road is fully urbanized with single-family subdivisions and constructed houses and is zoned City Low Density Residential (LDR). City land located south and east of SW Elwert Road serves as the location of the Sherwood Elks Lodge. The Elks Lodge site contains a large area of vacant land around the existing building and parking lot. The Elks Lodge and undeveloped surrounding land is zoned Low Density Residential (LDR).

Land to the north, south and west is currently primarily rural and within the urban reserve area (Sherwood West Preliminary Concept Plan area). This County land is zoned Agricultural Forest (AF) and is a patchwork of sites zoned AF-5, AF-10 and AF-20 with the subject site zoned AF-20. AF-5 has a minimum lot size of 5 acres, AF-10 has a minimum lot size of 10 acres and AF-20 has a minimum lot size of 80 acres. The surrounding property has been highly parcelized and consists of a patchwork of small forests/farms and rural residential properties, none of which are more than 80 acres; many of the properties are under five acres in size.

### Vicinity Map



### Site Parcel Map



## **II. Concept Plan**

### **Background**

The concept plan for the new Sherwood High School is unique from other concept plans that have been developed for the City of Sherwood. In this case, the urban growth boundary was expanded specifically for a public high school use and based on Metro Major UGB Amendment approval; the property can only be used as a public high school. This limits the scope of the concept plan, and makes the concept plan much more specific than in cases where the use and the development of the site is less defined.

### **Concept Plan and Site Compatibility**

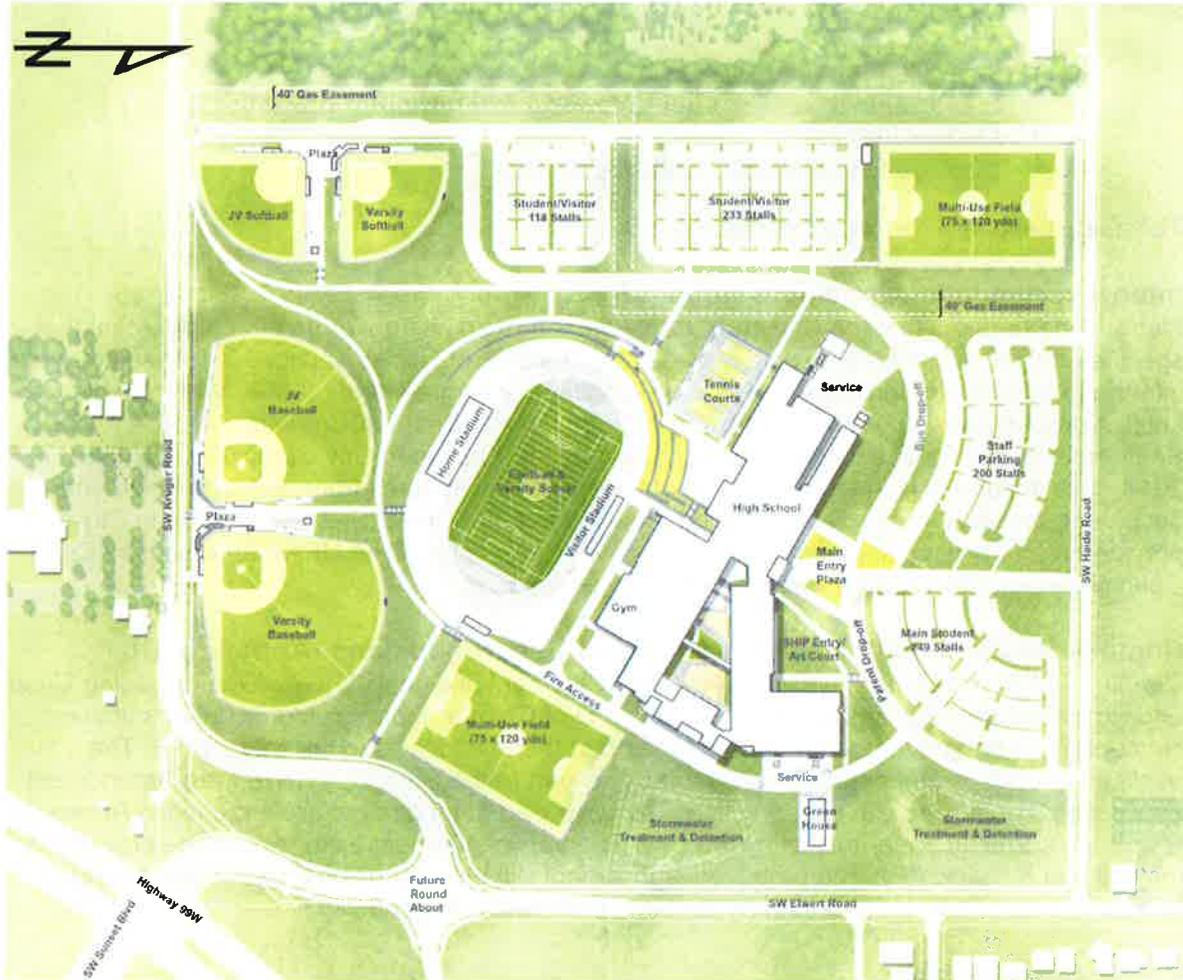
The School District's consultant team has worked to design the buildings, site parking and ballfields to be a functional school facility, while being compatible with existing development east of Elwert and future development within the Sherwood West Preliminary Concept Plan. The building mass is placed in the center of the site. The building mass will be broken into forms across the center of the site and angled to promote interest and reduce the overall mass of the structure, providing natural light to the building.

Similar to other schools within the district, the new high school in this location will serve as a focal point for existing neighborhoods, and future residential neighborhoods in Sherwood West. The high school is strategically located on the site to respect the surrounding small scale agricultural uses in the area. The ball fields and open spaces are in keeping with the expectations of the citizens of Sherwood. The schools that have been constructed more recently utilize the open spaces to buffer the more intensive daily school activities from the surrounding neighbors.

Schools were identified as a very important component to the community in the Sherwood West Preliminary Concept Plan. The proposed high school, in this location, reinforces this connection with the community, and will only serve to strengthen the community as it grows within this area.

The concept site plan is shown in on the following page. The complete concept plan documents are included in Appendix A.

### Concept Site Plan



### III. Metro Title 11 Concept Plan Elements

The Metro Growth Functional Plan indicates that a concept plan for areas added to the Urban Growth Boundary (Metro Code 3.07.1120) must include the following:

1. Intergovernmental agreement
2. Adopt Comprehensive Plan Provisions and Land Use Regulations
3. Public Streets Plan
4. Provisions for financing of public facilities

These elements are described as follows:

#### **Intergovernmental Agreement (Appendix B)**

Metro Code requires that the City and County enter into an intergovernmental agreement that specifies responsibility for providing land use regulations and urban services for areas brought into the urban growth boundary. An Urban Planning Area Agreement (UPAA) that includes the subject property was approved by the Washington County Board of Commissioners in September of 2017 and subsequently approved by the Sherwood City Council on October 17, 2017. This document is in the process of obtaining final signatures from both agencies. The document specifies that the area shall be annexed into the City of Sherwood, and the City shall provide urban services and land use controls over the property. The UPAA approved by City Council on October 17, 2017 is attached as Appendix B.

#### **Comprehensive Plan Provisions and Land Use Regulations (Appendix C)**

Chapter 8 of Part II of the City Comprehensive Plan contains goals and policies regarding Urban Growth Boundary Additions to the City. Section D of Chapter 8 provides descriptions of the concept plans that have been prepared to support these additions to the City's UGB. The applicant proposes amendments to Chapter 8 as part of the Comprehensive Plan Amendment application, consistent with past practice. The proposed amendments are attached in Appendix C and are currently under review by the City. The applicant proposes to rezone the property to Institutional & Public (IP). The proposed high school will be a conditional use in this zoning district. A map showing the proposed zoned is provided in Appendix C.

#### **Public Streets Plan**

The proposed high school will front existing roads including SW Haide Road to the north, SW Kruger Road to the south and SW Elwert Road to the east. The School District proposes to improve the site frontages of all three streets to City and County standards including sidewalks and curbs.

In addition to proposed on-site frontage improvements, the applicant's traffic engineer, DKS, prepared a Transportation Planning Rule (TPR) Traffic Study dated November 1, 2017 that identifies needed off-site transportation improvements. Needed off-site transportation improvements as determined by the study include:

1. Highway 99W/Sunset Boulevard-Elwert Road intersection
  - Add a second northbound left turn lane on Highway 99W and widen Elwert Road to have two receiving lanes.
  - Safety improvements to reduce rear end and turning collisions, and pedestrian enhancements to address long pedestrian crossings.

2. Elwert Road/Kruger Road intersection

Construct a dual lane roundabout and widen Elwert Road to four lanes from Highway 99W to 500 feet north of Kruger Road.

The Sherwood West Preliminary Concept Plan identified a new north/south collector or arterial street located west of Elwert Road. The updated concept plan shows this road being moved farther to the west than previously shown. The alignment of this road is not impacted by the high school concept plan, and future alignment of this road will be decided once areas west of the existing high school site are brought into the UGB and more site specific concept plans for these areas are developed.

The Public Streets Plan is shown on the Concept Plan maps in Appendix A.

**Financing Plan (Appendix D)**

The new Sherwood High School concept plan is very specific and narrow in scope as the proposal is limited to construction of a public high school over the entirety of the property. Needed improvements to public infrastructure to support the concept plan and development of the new high school include the following:

Public Utilities (Water, Sanitary and Stormwater)

Public utilities are available in surrounding roads. The School District's civil engineer, KPFF, has prepared a technical memorandum dated August 17, 2017 outlining required extensions and estimated costs. The total cost of these improvements is estimated at \$2.1 million.

Transportation Improvements

The applicant's traffic engineer, DKS, prepared a Transportation Planning Rule (TPR) Traffic Study dated November 1, 2017 that identifies needed off-site transportation improvements. These improvements include widening of Elwert Road (including four-lane roundabout) and upgrades to the 99W/Elwert/Sunset intersection.

Based on the results of the TPR traffic study, the School District's civil engineer, KPFF, has prepared a summary of preliminary construction costs and associated schematic drawing dated October 5, 2017 outlining estimated costs. The total cost of these transportation improvements is estimated at \$3,636,500.

Funding

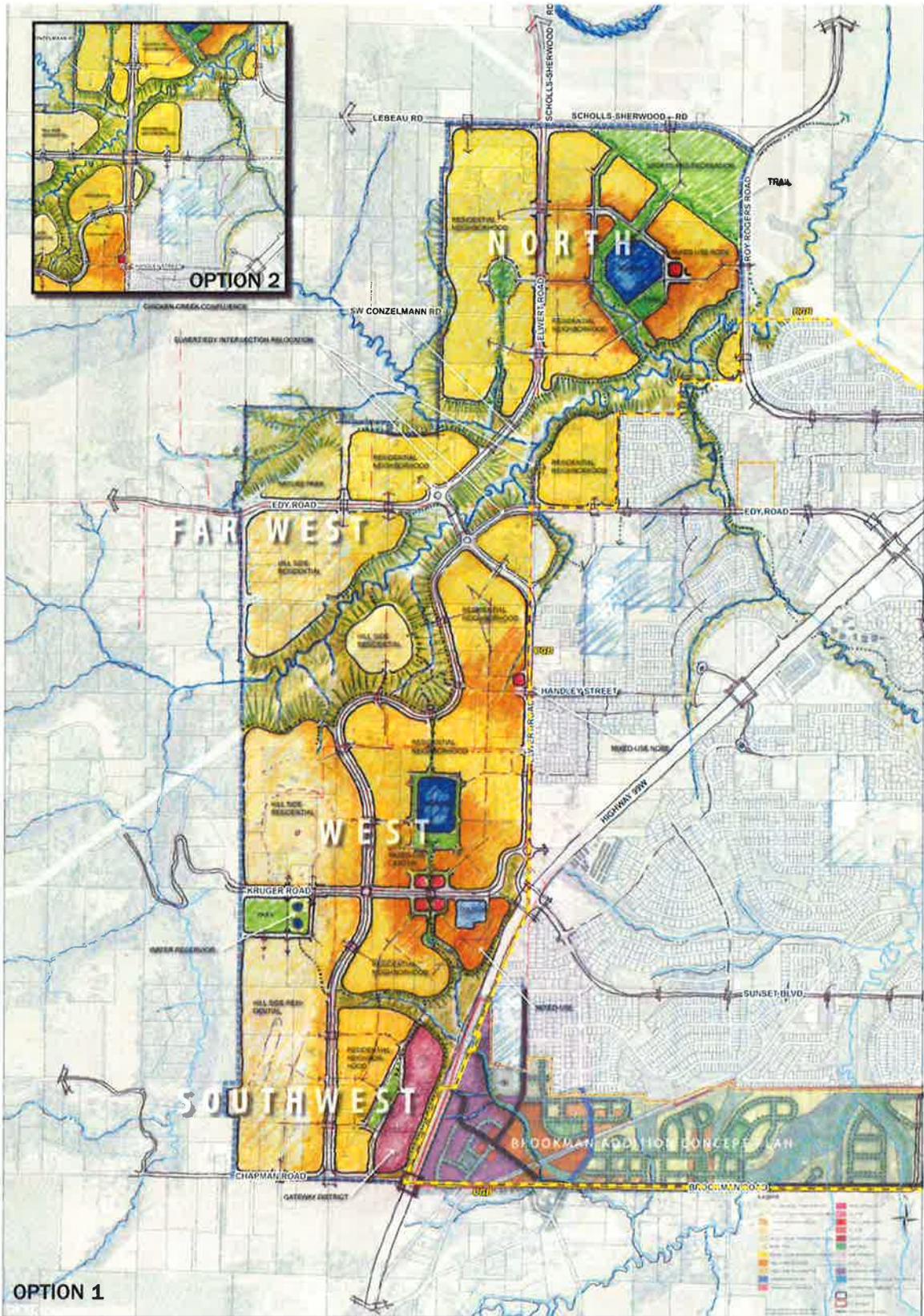
All costs associated with extension of public utilities and construction of street improvements will be paid for by the School District and completed with future construction of the high school. The School District may apply for system development charge (SDC) credits and enter into latecomer agreements to offset costs of oversizing these utilities and the installation of road improvements.

#### **IV. Implementation**

The new Sherwood High School Concept plan is unique in that the concept involves one very specific use, a new public high school. Unlike other concept plans that are phased, and where specific development is more uncertain, this project is more of a specific development proposal than a concept plan. The Sherwood School District plans to begin construction of the project in 2018 and proposes to pay all of the cost of needed public infrastructure. The School District may request SDC credits or latecomer agreements to offset costs of oversizing the infrastructure to support the project.

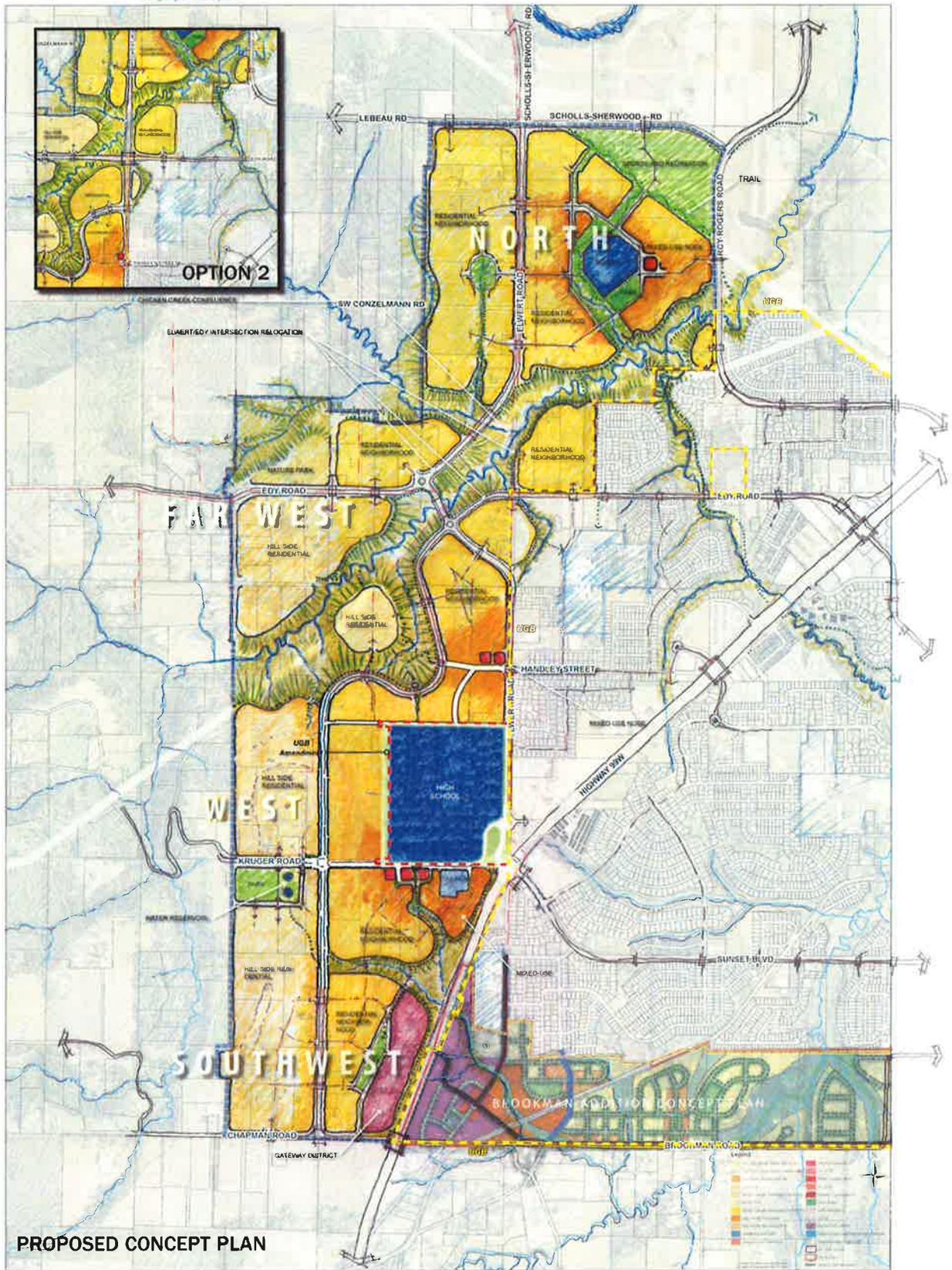
## **APPENDIX A – Concept Site Plan**





- LEGEND**
- RESIDENTIAL - HILLSIDE
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - MIXED USE
  - MIXED USE COMMERCIAL
  - GATEWAY DISTRICT
  - SCHOOL
  - CHURCH
  - MIXED OPEN SPACE
  - CREEK CORridor OPEN SPACE
  - TRAIL

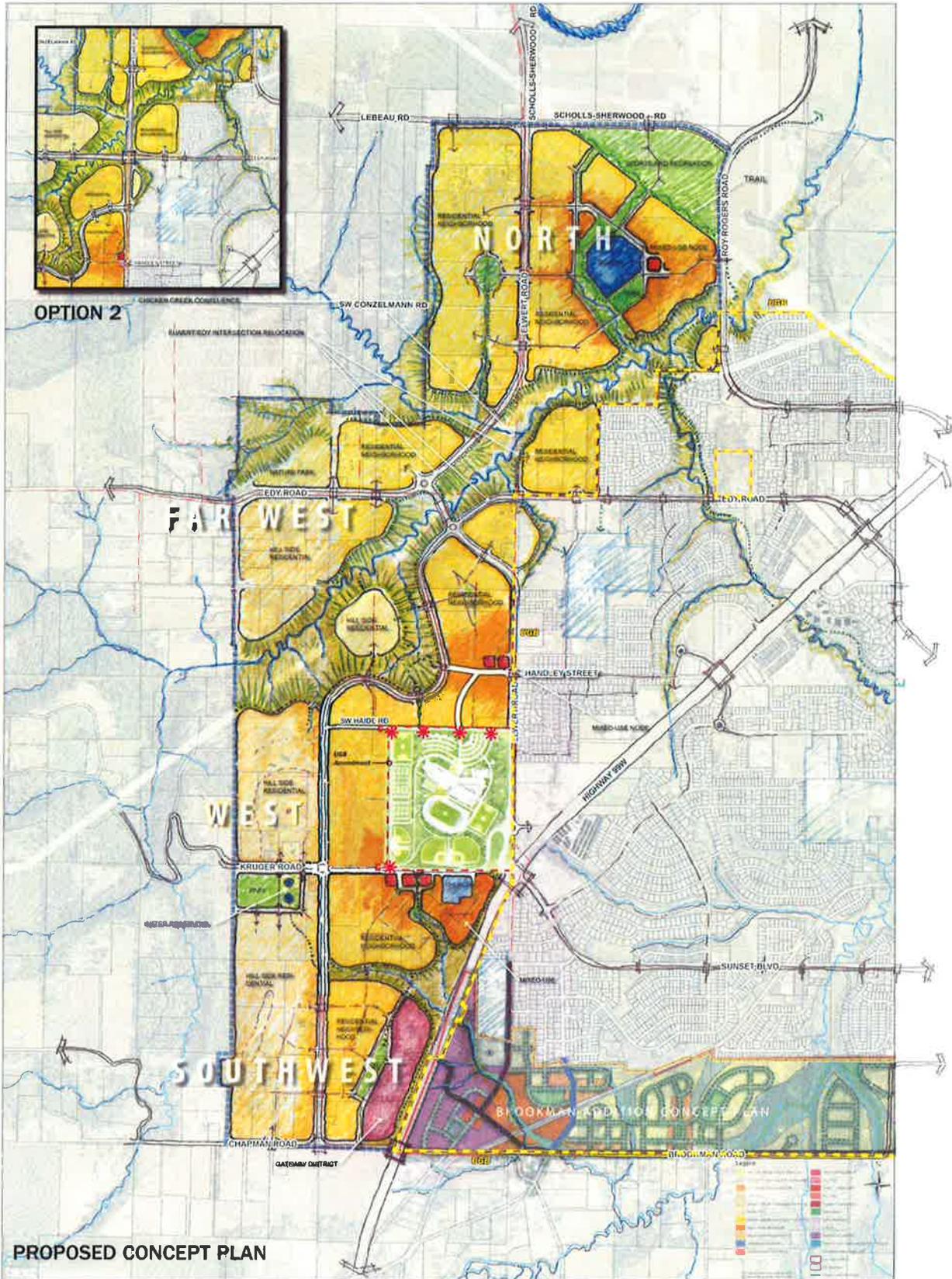
## 2015 Sherwood West Concept Plan



**PROPOSED CONCEPT PLAN**

- LEGEND**
- RESIDENTIAL - HILLSIDE
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - MIXED USE
  - MIXED USE COMMERCIAL
  - GATEWAY DISTRICT
  - SCHOOL
  - CHURCH
  - PARK/OPEN SPACE
  - CREEK CORRIDOR OPEN SPACE
  - TRAIL

**Sherwood West Concept Plan**  
(with new High School site)



- LEGEND**
- RESIDENTIAL - HILLSIDE
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - NEIGHBORHOOD
  - RESIDENTIAL - MIXED-USE
  - MIXED-USE COMMERCIAL
  - GATEWAY DISTRICT
  - SCHOOL
  - CHURCH
  - PARK/OPEN SPACE
  - GREEN CORRIDOR/OPEN SPACE
  - TRAIL

\* Proposed Site  
Vehicular Access



### Sherwood West Concept Plan (with new High School draft site concept)



\* Proposed Site  
Vehicular Access

### Sherwood West Concept Plan-Detail (with new High School draft site concept)

## **APPENDIX B – Urban Planning Area Agreement**



## RESOLUTION 2017-075

### **A RESOLUTION AUTHORIZING THE SIGNING OF AN UPDATED URBAN PLANNING AREA AGREEMENT BETWEEN THE CITY OF SHERWOOD AND WASHINGTON COUNTY**

**WHEREAS**, Washington County and the City of Sherwood have had an Urban Planning Area Agreement (UPAA) outlining procedures to be used to coordinate the comprehensive planning activities of the County and the City since 1983; and

**WHEREAS**, the UPAA was most recently updated in 2010 via Resolution 2010-010; and

**WHEREAS**, following the Urbanization Forum process, the County through Resolution & Order 09-63, and the City through Resolution 2009-046, agreed that all future additions to the Urban Growth Boundary (UGB) must be governed and urbanized by the City in the County; and

**WHEREAS**, since the 2010 update, the State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and urban and rural reserves established through the Metro Regional process involving both the County and the City; and

**WHEREAS**, there is currently no clearly designated authority to plan for areas within Urban Reserve Areas and no clear process and coordination agreement; and

**WHEREAS**, the County and City desire to amend the UPAA to:

- Add language related to coordination of planning activities in the new Urban Reserves
- Make minor amendments to the coordination of planning activities in the Urban Planning Area, and
- Modify the map to reflect updates to the Urban Planning Area and inclusion of the Urban Reserve Lands ; and

**WHEREAS**, ORS 190.010 provides that units of local governments may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers and agents, have authority to perform; and

**WHEREAS**, Statewide Planning Goal #2 requires that the plans and actions of city, county, state, and federal agencies and special districts shall be consistent with the comprehensive plans of cities and counties as adopted under ORS Chapter 197; and

**WHEREAS**, the Oregon Land Conservation and Development Commission requires each jurisdiction requesting acknowledgement of compliance to submit an agreement setting forth the

means by which comprehensive planning coordination within the Regional Urban Growth Boundary will be implemented.

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

**Section 1.** The Sherwood City Council supports the Urban Planning Area Agreement and map attached as "Exhibit 1".

**Section 2.** The City Council authorizes the Council President to sign the agreement.

**Section 3.** This Resolution shall become effective upon approval and adoption.

**Duly passed by the City Council on the 17<sup>th</sup> day of October, 2017.**

\_\_\_\_\_  
Jennifer Harris, Council President

ATTEST:

\_\_\_\_\_  
Sylvia Murphy, MMC, City Recorder

## Washington County – Sherwood Urban Planning Area Agreement

THIS AGREEMENT is entered into by WASHINGTON COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as the “COUNTY”, and the CITY OF SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as the “CITY”.

WHEREAS, ORS 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers or agents, have authority to perform; and

WHEREAS, Statewide Planning Goal #2 (Land Use Planning) requires that city, county, state and federal agency and special district plans and actions shall be consistent with the comprehensive plans of the cities and counties and regional plans adopted under ORS Chapter 197; and

WHEREAS, the Oregon State Land Conservation and Development Commission (LCDC) requires each jurisdiction requesting acknowledgment of compliance to submit an agreement setting forth the means by which comprehensive planning coordination within the Regional Urban Growth Boundary (UGB) will be implemented; and

WHEREAS, following the Urbanization Forum process, the COUNTY through Resolution & Order 09-63, and the CITY through Resolution 2009-046, agreed that all future additions to the UGB during or after 2010 must be governed and urbanized by the CITY in the COUNTY and also agreed to urge Metro to expand the UGB only to such areas as are contiguous to incorporated areas of Washington County; and

WHEREAS, the State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY; and

WHEREAS, the COUNTY and CITY desire to amend the Urban Planning Area Agreement (UPAA) to reflect the changes to the UGB, the CITY’s Urban Planning Area, and the need for urban planning of the new urban reserve lands; and

WHEREAS, the COUNTY and the CITY, to ensure coordinated and consistent comprehensive plans, consider it mutually advantageous to establish:

- I. An Urban Planning Area Agreement incorporating both a site-specific Urban Planning Area within the UGB within which both the COUNTY and the CITY maintain an interest in comprehensive planning and an Urban Reserve Planning Area outside the UGB where both the COUNTY and the CITY maintain an interest in concept planning; and

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017

2. A process for coordinating comprehensive planning and development in the Urban Planning Area and concept planning in the Urban Reserve Planning Area; and
3. Policies regarding comprehensive planning and development in the Urban Planning Area and concept planning in the Urban Reserve Planning Area; and
4. A process to amend the Urban Planning Area Agreement.

NOW THEREFORE, THE COUNTY AND THE CITY AGREE AS FOLLOWS:

I. Location of the Urban Planning Area and Urban Reserve Planning Area

The Urban Planning Area and Urban Reserve Planning Area, mutually defined by the COUNTY and the CITY, include the areas designated on the Washington County - Sherwood UPA Map “Exhibit A” to this Agreement.

II. Coordination of Comprehensive Planning and Development

A. Amendments to or Adoption of a Comprehensive Plan or Implementing Regulation

1. Definitions

Comprehensive Plan means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including, but not limited to, sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. “Comprehensive Plan” amendments do not include small tract comprehensive plan map changes.

Implementing Regulation means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan. “Implementing regulation” does not include small tract zoning map amendments, conditional use permits, individual subdivision, partitioning or planned unit development approvals or denials, annexations, variances, building permits and similar administrative-type decisions.

2. The COUNTY shall provide the CITY with the appropriate opportunity to participate, review and comment on proposed amendments to or adoption of the COUNTY comprehensive plan or implementing regulations. The CITY shall provide the COUNTY with the appropriate opportunity to participate, review and comment on proposed amendments to or adoption of the CITY comprehensive plan or implementing regulations. The following procedures shall be followed by the COUNTY and the CITY to notify and involve one another in the process to amend or adopt a comprehensive plan or implementing regulation.

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017

- a. The CITY or the COUNTY, whichever has jurisdiction over the proposal, hereinafter the originating agency, shall notify the other agency, hereinafter the responding agency, by first class mail or as an attachment to electronic mail of the proposed action at the time such planning efforts are initiated, but in no case less than thirty-five (35) days prior to the first hearing on adoption. For COUNTY or CITY comprehensive plan updates with the potential to affect the responding agency's land use or transportation system, the originating agency shall provide the responding agency with the opportunity to participate in the originating agency's planning process prior to the notification period, such as serving on the originating agency's advisory committee.
- b. For COUNTY or CITY comprehensive plan updates with the potential to affect the responding agency's land use or transportation system, the originating agency shall transmit the draft amendments to the responding agency for its review and comment before finalizing. The responding agency shall have ten (10) days after receipt of a draft to submit comments orally or in writing. Lack of response shall be considered "no objection" to the draft.
- c. The originating agency shall respond to the comments made by the responding agency either by a) revising the final recommendations, or b) by letter to the responding agency explaining why the comments cannot be addressed in the final draft.
- d. Comments from the responding agency shall be given consideration as a part of the public record on the proposed action. If after such consideration, the originating agency acts contrary to the position of the responding agency, the responding agency may seek appeal of the action through the appropriate appeals body and procedures.
- e. Upon final adoption of the proposed action by the originating agency, it shall transmit the adopting ordinance to the responding agency as soon as publicly available, or if not adopted by ordinance, whatever other written documentation is available to properly inform the responding agency of the final actions taken.

B. Development Actions Requiring Individual Notice to Property Owners

1. Definition

Development Action Requiring Notice means an action by a local government which requires notifying by mail the owners of property which could potentially be affected (usually specified as a distance measured in feet) by a proposed development action which directly affects and is applied to a specific parcel or parcels. Such development actions may include, but not be limited to, small

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017

tract zoning or comprehensive plan map amendments, conditional or special use permits, land divisions, planned unit developments, variances, and other similar actions requiring a quasi-judicial hearings process.

2. The COUNTY will provide the CITY with the opportunity to review and comment on proposed development actions requiring notice within the designated Urban Planning Area and Urban Reserve Planning Area. The CITY will provide the COUNTY with the opportunity to review and comment on proposed development actions requiring notice within the CITY limits that may have an effect on unincorporated portions of designated Urban Planning Area or the COUNTY's transportation network.
3. The following procedures shall be followed by the COUNTY and the CITY to notify one another of proposed development actions:
  - a. The CITY or the COUNTY, whichever has jurisdiction over the proposal, hereinafter the originating agency, shall send by first class mail or as an attachment to electronic mail a copy of the public hearing notice or comment period notice with no public hearing which identifies the proposed development action to the other agency, hereinafter the responding agency, at the earliest opportunity, but no less than ten (10) days prior to the date of the scheduled public hearing or end of the comment period. The failure of the responding agency to receive a notice shall not invalidate an action if a good faith attempt was made by the originating agency to notify the responding agency.
  - b. The agency receiving the notice may respond at its discretion. Comments may be submitted in written or electronic form or an oral response may be made at the public hearing. Lack of written or oral response shall be considered "no objection" to the proposal.
  - c. If received in a timely manner, the originating agency shall include or attach the comments to the written staff report and respond to any concerns addressed by the responding agency in such report or orally at the hearing.
  - d. Comments from the responding agency shall be given consideration as a part of the public record on the proposed action. If, after such consideration, the originating agency acts contrary to the position of the responding agency, the responding agency may seek appeal of the action through the appropriate appeals body and procedures.

C. Additional Coordination Requirements

- I. The CITY and the COUNTY shall do the following to notify one another of proposed actions which may affect the community, but are not subject to the

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017

notification and participation requirements contained in subsections A and B above.

- a. The CITY or the COUNTY, whichever has jurisdiction over the proposed actions, hereinafter the originating agency, shall send by first class mail or as an attachment to electronic mail a copy of all public hearing agendas which contain the proposed actions to the other agency, hereinafter the responding agency, at the earliest opportunity, but no less than three (3) days prior to the date of the scheduled public hearing. The failure of the responding agency to receive an agenda shall not invalidate an action if a good faith attempt was made by the originating agency to notify the responding agency.
- b. The agency receiving the public hearing agenda may respond at its discretion. Comments may be submitted in written or electronic form or an oral response may be made at the public hearing. Lack of written or oral response shall be considered “no objection” to the proposal.
- c. Comments from the responding agency shall be given consideration as a part of the public record on the proposed action. If, after such consideration, the originating agency acts contrary to the position of the responding agency, the responding agency may seek appeal of the action through the appropriate appeals body and procedures.

### III. Concept Planning for Urban Reserve Areas

#### A. Definitions

1. Urban Reserve means those lands outside the UGB that have been so designated by Metro for the purpose of:
  - a. Future expansion over a long-term period (40-50 years), and
  - b. The cost-effective provision of public facilities and services when the lands are included within the UGB.
2. Urban Reserve Planning Area means those Urban Reserves identified as ultimately being governed by the CITY at such time as the UGB is amended to include the Urban Reserve Area.
3. Urban Reserve - Planning Responsibility Undefined means those Urban Reserves that the CITY and at least one other city may have an interest in ultimately governing, but no final agreement has been reached. These areas are not considered part of the Urban Reserve Planning Area.

- B. The CITY’s Urban Reserve Planning Area and the Urban Reserve - Planning Responsibility Undefined are identified on “Exhibit A” to this Agreement.

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- C. The CITY and COUNTY shall be jointly responsible for developing a concept plan for the Urban Reserve Planning Area in coordination with Metro and appropriate service districts. The concept plan shall include the following:
  - 1. An agreement between the COUNTY and CITY regarding expectations for road funding, jurisdictional transfer over roadways to and from the CITY and COUNTY, and access management for county roads in the Urban Reserve Planning Area. The agreement should describe any changes to the CITY and/or COUNTY Transportation System Plans, other Comprehensive Plan documents, or codes that have been adopted or will be necessary to implement this agreement.
  - 2. An agreement between the COUNTY and CITY that preliminarily identifies the likely providers of urban services, as defined in ORS 195.065.(4), when the area is urbanized.
- D. The concept plan shall be approved by the CITY and acknowledged by the COUNTY.
- E. Upon completion and acknowledgement of the concept plan by the CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area. Inclusion in the Urban Planning Area is automatic and does not require an amendment to this agreement.

#### IV. Comprehensive Planning and Development Policies for Urban Planning Areas

##### A. Definition

Urban Planning Area means the incorporated area and certain unincorporated areas contiguous to the incorporated area for which the CITY conducts comprehensive planning and seeks to regulate development activities to the greatest extent possible. The CITY's Urban Planning Area is designated on "Exhibit A" to this Agreement.

- B. The CITY shall be responsible for comprehensive planning within the Urban Planning Area.
- C. The CITY and COUNTY will implement the applicable Urban Reserve concept plan and related agreements as the comprehensive plan is prepared for the Urban Planning Area to ensure consistency and continuing applicability with the original concept plan. If modifications to the original concept plan are made during the comprehensive planning process, the parties will update the related agreements to reflect these changes, which may include transportation, access and funding.
- D. The CITY shall be responsible for the preparation, adoption and amendment of the

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public facility plan required by OAR 660-011 within the Urban Planning Area.

- E. As required by OAR 660-011-0010, the CITY is identified as the appropriate provider of local water, sanitary sewer, storm sewer and transportation facilities within the Urban Planning Area. Exceptions include facilities provided by other service providers subject to the terms of any intergovernmental agreement the CITY may have with other service providers; facilities under the jurisdiction of other service providers not covered by an intergovernmental agreement; and future facilities that are more appropriately provided by an agency other than the CITY.
  - F. The COUNTY shall not approve land divisions within the unincorporated Urban Planning Area that are inconsistent with the provisions of the Future Development 20-Acre District (FD-20).
  - G. The COUNTY shall not approve a development proposal in the Urban Planning Area if the proposal would not provide for, nor be conditioned to provide for, an enforceable plan for redevelopment to urban densities consistent with the CITY's Comprehensive Plan in the future upon annexation to the CITY as indicated by the CITY Comprehensive Plan.
  - H. The COUNTY will not oppose any orderly, logical annexation of land to the CITY within the CITY's Urban Planning Area.
- V. Amendments to the Urban Planning Area Agreement
- A. The following procedures shall be followed by the CITY and the COUNTY to amend the language of this agreement or the Urban Planning Area Boundary:
    - 1. The CITY or COUNTY, whichever jurisdiction originates the proposal, shall submit a formal request for amendment to the responding agency.
    - 2. The formal request shall contain the following:
      - a. A statement describing the amendment.
      - b. A statement of findings indicating why the proposed amendment is necessary.
      - c. If the request is to amend the planning area boundary, a map that clearly indicates the proposed change and surrounding area.
    - 3. Upon receipt of a request for amendment from the originating agency, the responding agency shall schedule a review of the request before the appropriate reviewing body, with said review to be held within forty-five (45) days of the date the request is received.

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4. The CITY and COUNTY shall make good faith efforts to resolve requests to amend this agreement. Upon completion of the review, the reviewing body may approve the request, deny the request, or make a determination that the proposed amendment warrants additional review. If it is determined that additional review is necessary, the following procedures shall be followed by the CITY and COUNTY:
    - a. If inconsistencies noted by both parties cannot be resolved in the review process as outlined in Section V. A. (3), the CITY and the COUNTY may agree to initiate a joint study. Such a study shall commence within thirty (30) days of the date it is determined that a proposed amendment creates an inconsistency, and shall be completed within ninety (90) days of said date. Methodologies and procedures regulating the conduct of the joint study shall be mutually agreed upon by the CITY and the COUNTY prior to commencing the study.
    - b. Upon completion of the joint study, the study and the recommendations drawn from it shall be included within the record of the review. The agency considering the proposed amendment shall give careful consideration to the study prior to making a final decision.
  - B. The parties will jointly review this Agreement periodically, or as needed, to evaluate the effectiveness of the processes set forth herein and to make any necessary amendments. Both parties shall make a good faith effort to resolve any inconsistencies that may have developed since the previous review. If, after completion of a sixty (60) day review period inconsistencies still remain, either party may terminate this Agreement.
  - C. Any boundary changes due to annexation into the CITY or updates to the UGB are automatic and do not require an amendment to “Exhibit A”.
- VI. This Agreement shall become effective upon full execution by the COUNTY and the CITY and shall then repeal and replace the Washington County-Sherwood Urban Planning Area Agreement effective March 3, 2010. The effective date of this Agreement shall be the last date of signature on the signature page.

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017

IN WITNESS WHEREOF the parties have executed this Urban Planning Area Agreement on the date set opposite their signatures.

CITY OF SHERWOOD

By \_\_\_\_\_ Date \_\_\_\_\_  
Mayor

Approved as to Form:

By \_\_\_\_\_ Date \_\_\_\_\_  
City Attorney

By \_\_\_\_\_ Date \_\_\_\_\_  
City Recorder

WASHINGTON COUNTY

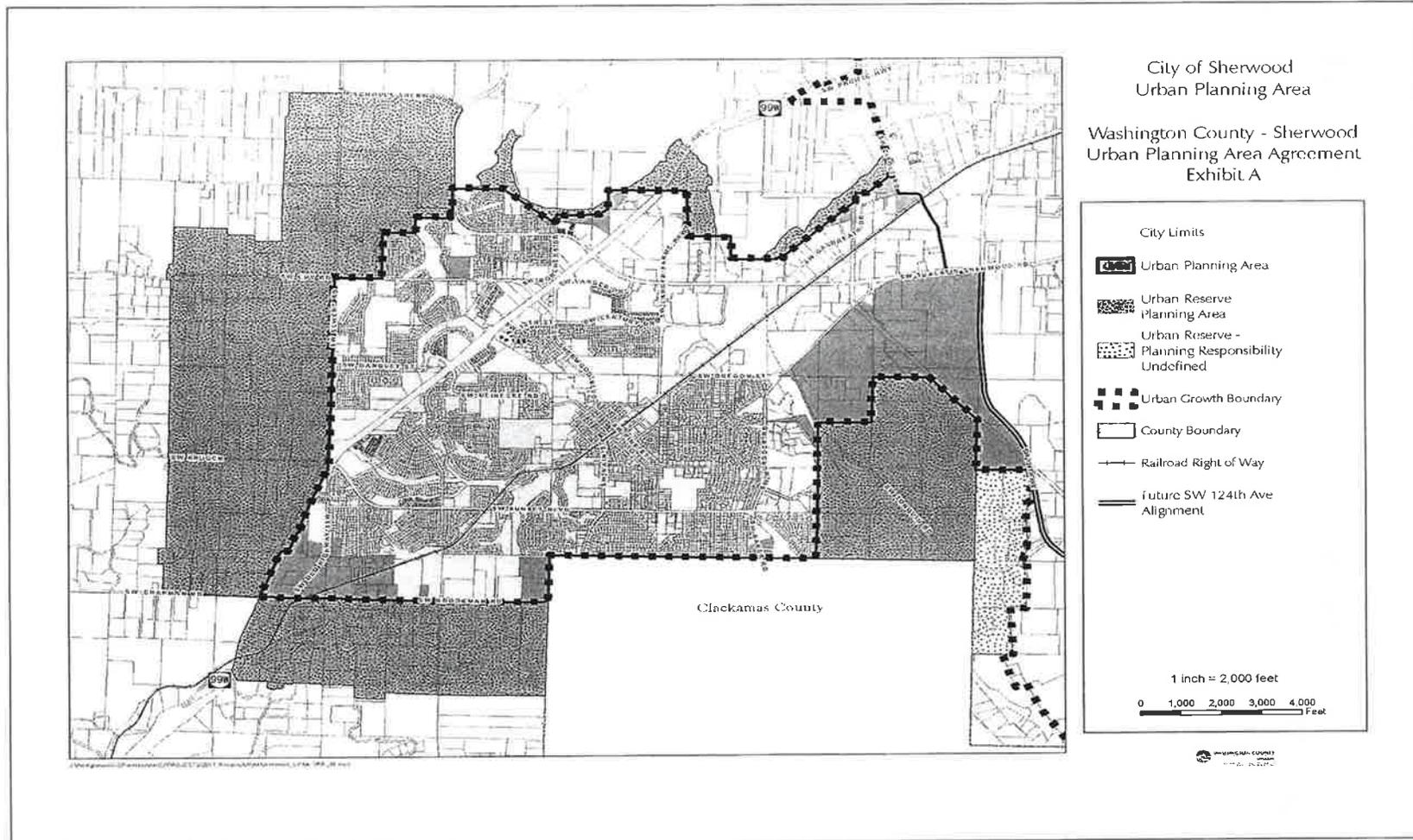
By \_\_\_\_\_ Date \_\_\_\_\_  
Chair, Board of Commissioners

Approved as to Form:

By \_\_\_\_\_ Date \_\_\_\_\_  
County Counsel

By \_\_\_\_\_ Date \_\_\_\_\_  
Recording Secretary

Agreement amended by  
Washington County Land Use A-Engrossed Ordinance No. 821  
Adopted September 26, 2017



# **APPENDIX C – Proposed Comprehensive Plan Text and Map Amendments**

**Proposed Text Amendment language (Chapter 8 Sherwood Comprehensive Plan Part II):  
Drafted 11/2/2017**

D.4 – New Sherwood High School Expansion Area

Background

Sherwood West is a 1,291 acre designated urban reserve area (5B) located east and north of the existing city limits of Sherwood. Beginning in 2014, the City, with the aid of a Metro Community Planning and Development Grant, conducted a 14 month study of the area to better understand how the area would transition from rural to urban as the City expanded. The study included an extensive public engagement process, and explored such topics as: governance, public sentiments about growth from both citizens of Sherwood and landowners within the study area, land use mix, residential carrying capacity within the area, school locations, park and natural resource locations, future infrastructure needs for the area, costs, and phasing for future expansion. The City Council accepted the results of the Preliminary Concept Plan on February 16, 2016 (RES. 2016-009) after receiving a positive recommendation from the Sherwood Planning Commission.

Meanwhile, parallel to the City's planning efforts, the Sherwood School District was considering its need to expand. First, the Sherwood School District commissioned the preparation of a Facilities Planning and Assessment Report by a team of consultants to review a long-term facilities plan that was completed in 2008 and to assess the district's current resources. Second, the representatives from the School District served on the Sherwood West technical advisory committee to begin identifying potential locations to accommodate future facility growth within the district.

Next, the School District hired Davis Demographics & Planning Inc. to complete an updated 10-year demographic study in May of 2016. The study reviewed the following factors that determine student enrollment: (1) the current and planned residential development over the next ten years; (2) student yield factors that apply to new residential development; (3) birth factors for the District area; and (4) mobility factors, which examine the in/out migration of students within existing housing units.

Considering the findings of these studies together, the School District determined that there would be a deficiency in school capacity for all levels, with the high school level having the largest deficiency.

Prior to the culmination of these reports, the District formed a Long Range Planning Committee, Bond Steering Committee, Bond Visioning Committee and Sherwood High School Programming Committee to study facility needs from a School District perspective. Led by the Bond Management Team, these committees met from 2014 to 2016 making recommendations to the Sherwood School District Board. The process included input from a number of participants from the community including City Council and staff representation, School District staff, architects, civil engineers, financial advisors, business leaders, citizens, parents and students. Throughout this process, the Sherwood City Council was provided with updates and community input was sought via various public outreach methods.

In June of 2016, the Sherwood School District's Board of Directors unanimously decided to place a bond on the November ballot to relieve existing overcrowding and meet projected enrollment needs; improve student safety and security district-wide, including seismic upgrades; address district-wide deferred maintenance; upgrade district-wide technology; and add capacity

within the School District by constructing a new high school and reconfiguring existing schools to accommodate other grade levels. In the November 2016, 54% of Sherwood voters approved the bond.

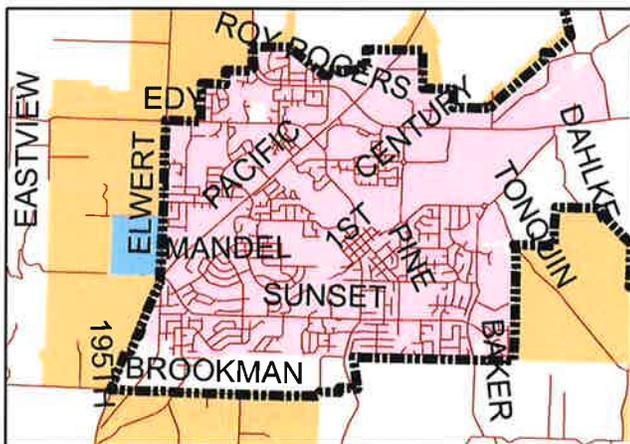
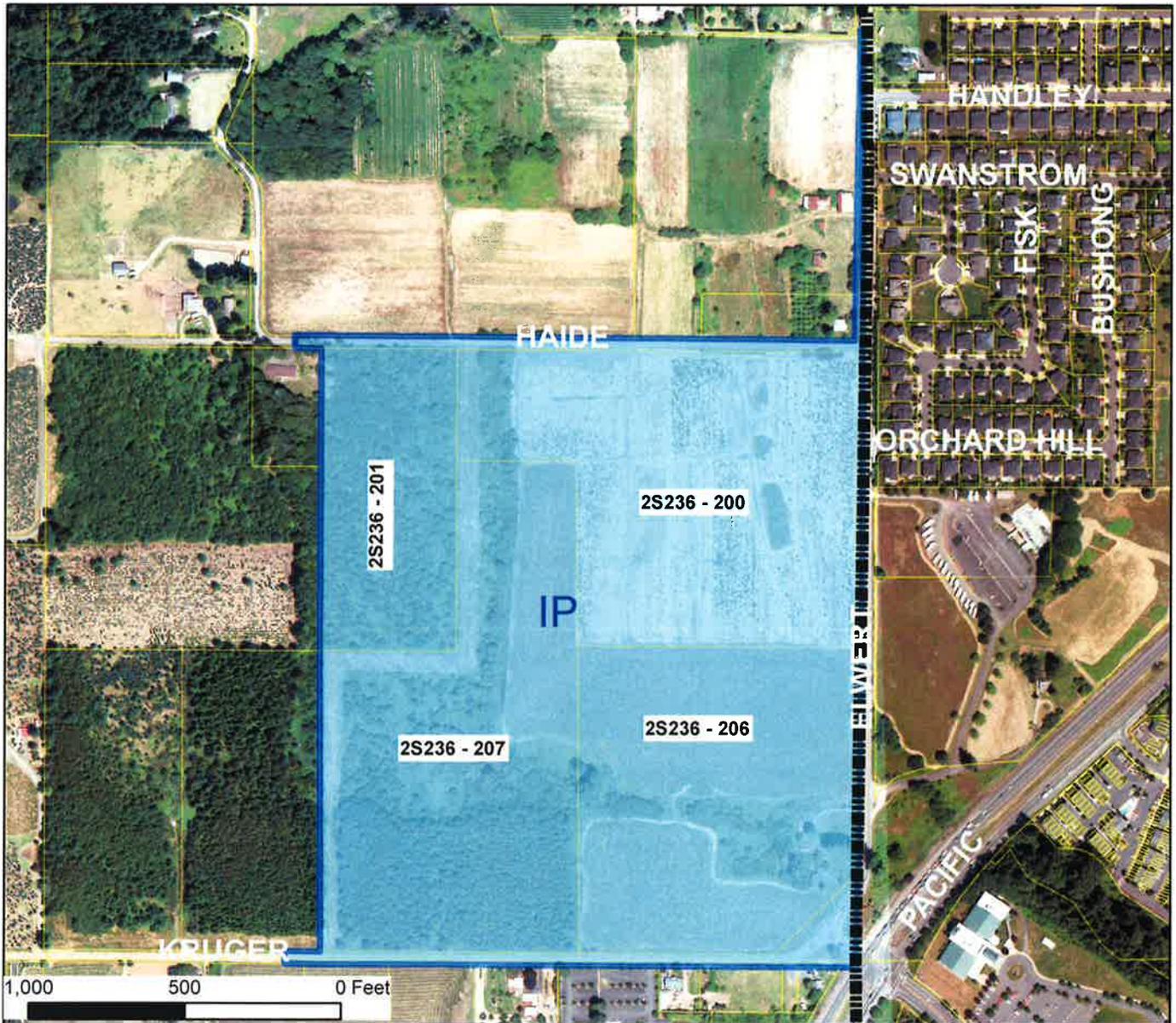
Shortly thereafter, the School District began evaluating properties in and around Sherwood to build a new high school. After careful consideration of possible locations for the School including land within the existing Sherwood Urban Growth Boundary (UGB) and City Limits, the Tualatin UGB, the Wilsonville UGB, and the surrounding urban reserves, it was determined that one of the two potential sites identified within the Sherwood West Preliminary Concept Plan would be the most accessible to current students and suitable given the needs of the School District.

The property that makes up this refinement plan area was brought into the UGB on August 17, 2017 by approval of Metro Ord. No. 11-1255 under the Major Urban Growth Boundary major amendment process in Metro Code Section 3.07.1440. This process allows for out of sequence UGB expansions for specific purposes such as schools.

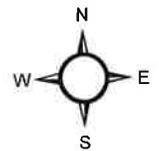
#### Land Use

As conditioned by the Metro Major UGB Amendment decision (Metro Ord. No. 17-1406, the 82.3-acre Urban Growth Boundary expansion area can only be used as a public high school, associated accessory uses and public transportation improvements. The School District proposes to construct a new high school on the site consistent with the concept plan and Major Amendment decision. The new high school is planned to be opened in the fall of 2020 with 1,870 students and a capacity for 2,000. The high school building is design so that the core facilities (gym, cafeteria, etc.) of the high school building are sized for the ultimate buildout of 2,400 student. With core facilities in place, additional classroom space can be added once the need arises.

# New Sherwood High School Proposed Plan and Zone Map Designation



- Urban Growth Boundary
- Institutional & Public (IP)
- Urban Reserve
- Sherwood



Air Photo: July 2012  
Source: Metro RLIS  
Created: 7/13/2017



# APPENDIX D – Infrastructure Cost Estimates



## Memorandum

Page 1 of 2

**DATE:** November 6, 2017

**PROJECT:** 1700180-Sherwood High School      **SUBJECT:** Public Fiscal Impact Summary

**TO:** Karina Ruiz  
BRIC      **FROM:** Adam Roth  
KPFF Consulting Engineers

**PHONE:** 503-595-4900      **PHONE:** 503-542-3819

**EMAIL:** Karina.ruiz@bric-arch.com      **EMAIL:** Adam.roth@kpff.com

Below is a summary of the public utility and transportation improvements and estimated construction costs required for the new Sherwood High School project:

### Storm Drainage Estimated Construction Cost: \$650,000

Stormwater detention and water quality are required by Clean Water Services, as well as by the National Marine Fisheries Service (NMFS), based on the Standard Local Operating Procedures for Endangered Species Program (SLOPES V). The current plan for stormwater management on site is to provide water quality and detention for all impervious areas in two vegetated extended dry basins. Flow control structures will reduce runoff to the predevelopment condition for the required design storms. From the extended dry basins, the runoff is ultimately routed to mimic the existing historic flow paths from the site: one to the north crossing SW Haide Road and one to the east crossing SW Elwert Road. The existing culverts under these roads will be upsized and improved as needed during the resulting off-site public right-of-way improvements project.

The District will be required to operate and maintain the stormwater management facilities to ensure standards are met without impacting downstream infrastructure, water bodies and habitat. Storm drainage improvements will also be required with the offsite public roadway improvements fronting the project along SW Elwert Road, SW Haide Road and SW Krueger Road. This will include stormwater management planters and/or swales, catch basins and piping that will connect to the existing public drainage infrastructure or to future infrastructure that will be installed by Washington County as a part of the roundabout project. All of the costs for storm drainage improvements for the onsite and offsite frontage improvements will be paid for by the Sherwood School District.

### Sanitary Sewer Estimated Construction Cost: \$390,000

Sanitary sewer infrastructure is not currently available to the site. The City's utility master plan for Sherwood West shows the site with sanitary sewer service from a future public sewer main extended up through the Brookman subdivision and SW Elwert Road. The City and Clean Water Services will be constructing this sewer main in the next few years but it will not be complete by the time the School construction is complete. Therefore the City is requiring the School District to install a private temporary lift station with a force main connection to an existing 8-inch sewer main across SW Elwert Road in SW Orchard Hill Lane. The District will be required to construct the portion of the master planned sewer main in SW Elwert Road that is within the frontage improvement limits and within the future roundabout limits.



## Memorandum

Page 2 of 2

November 6, 2017

This includes approximately 2030 lineal feet of new public sanitary sewer main and approximately 7 manholes. This portion of the sewer main will not be active until the remainder of the master planned sewer main through the Brookman subdivision is constructed. At that time the District can decommission the temporary lift station and make a permanent gravity connection to the system. The costs for the public sanitary sewer main in SW Elwert Road would be paid for by the Sherwood School District. The temporary lift station and force main connection to the existing manhole in SW Orchard Hill Lane is not included in these costs.

### Water Distribution

Estimated Construction Cost: \$725,000

An 18-inch public water main exists in SW Krueger Road and a 12-inch public water line exists in SW Elwert Road adjacent to the site. The City of Sherwood is requiring an 8-inch public water main extension in SW Haide Road for the entire frontage of the project site as well as an 8-inch public water main in the private north-south roadway along the western edge of the school site. This line would connect to the new main in SW Haide Road and the existing 18-inch main in SW Krueger Road. The costs for the public water mains would be paid for by the Sherwood School District.

### Street Improvements

The following street improvements will be incorporated into the project in addition to required frontage improvements:

Intersection at SW Haide Rd /SW Elwert Rd Estimated Construction Cost: \$2,400,000

A traffic signal will be installed at this location. In addition a dedicated northbound left turn lane and a dedicated southbound turn lane will be constructed on SW Elwert at this intersection

Intersection at SW Elwert Rd/ OR99W Estimated Construction Cost: \$1,800,000

A second left turn lane from northbound OR99W onto SW Elwert Road as well as signal modifications and new curb ramps will be constructed.

### Additional Lanes at Roundabout

Estimated Construction Cost: \$1,650,000

Additional lanes will be constructed with the County's proposed roundabout to accommodate increased traffic.

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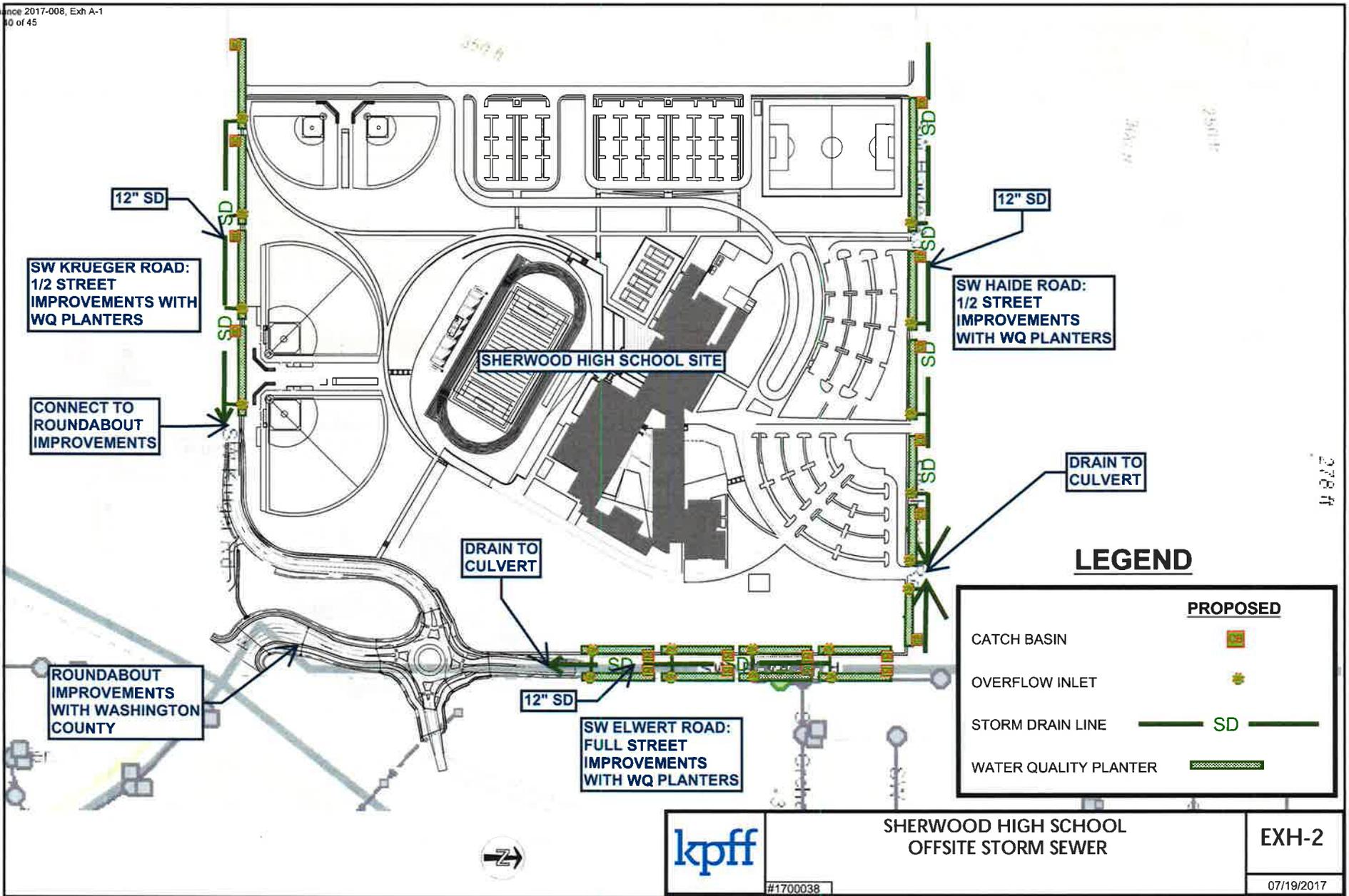
Tonie Esteban – BRIC

Keith Jones - HHPR

Mark Wharry - KPFF

10101700038- bd





**SW KRUEGER ROAD:  
 1/2 STREET  
 IMPROVEMENTS WITH  
 WQ PLANTERS**

**CONNECT TO  
 ROUNDABOUT  
 IMPROVEMENTS**

**ROUNDABOUT  
 IMPROVEMENTS  
 WITH WASHINGTON  
 COUNTY**

**SHERWOOD HIGH SCHOOL SITE**

**SW HAIDE ROAD:  
 1/2 STREET  
 IMPROVEMENTS  
 WITH WQ PLANTERS**

**DRAIN TO  
 CULVERT**

**DRAIN TO  
 CULVERT**

**LEGEND**

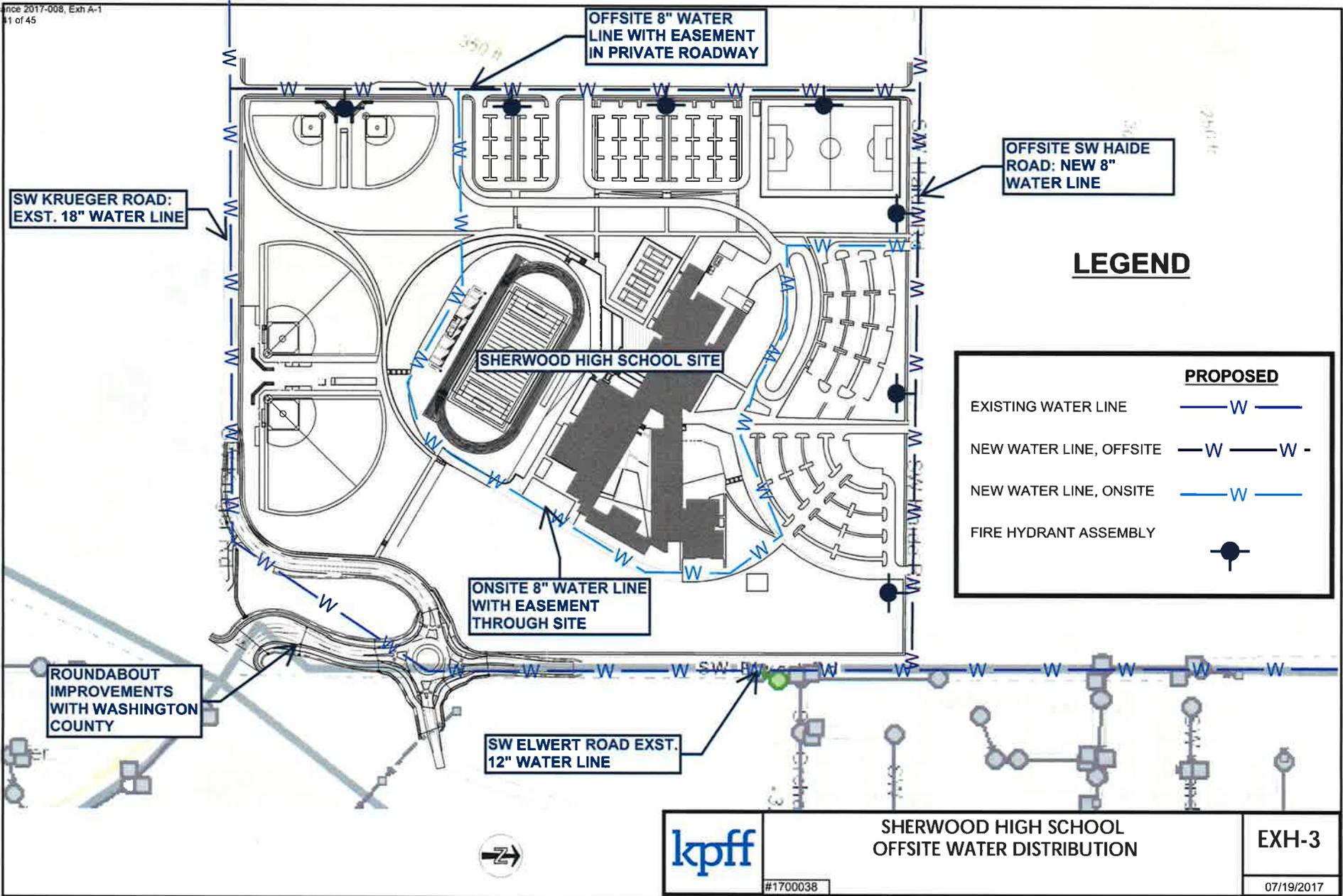
	<b>PROPOSED</b>
CATCH BASIN	
OVERFLOW INLET	
STORM DRAIN LINE	
WATER QUALITY PLANTER	

**SW ELWERT ROAD:  
 FULL STREET  
 IMPROVEMENTS  
 WITH WQ PLANTERS**

	SHERWOOD HIGH SCHOOL OFFSITE STORM SEWER	EXH-2
		07/19/2017

#1700038

278 #

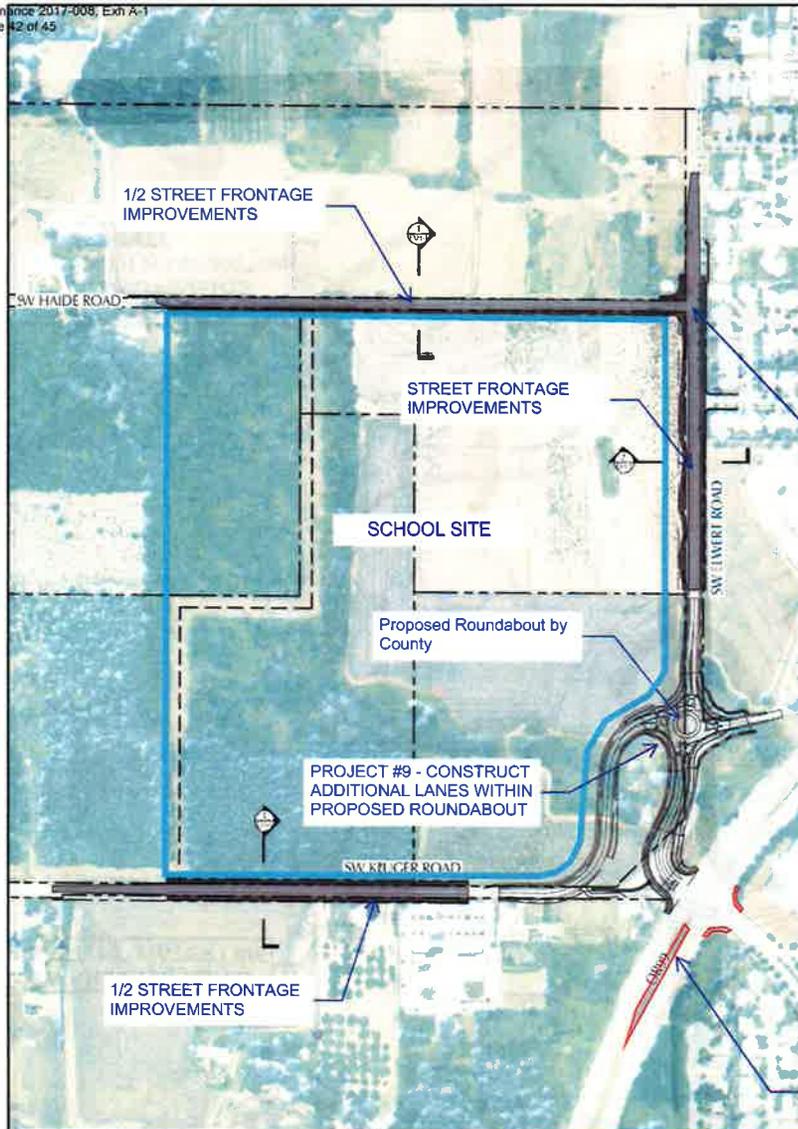


**LEGEND**

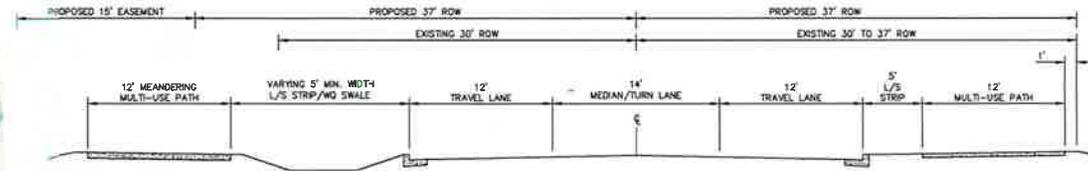
	<b>PROPOSED</b>
EXISTING WATER LINE	— W —
NEW WATER LINE, OFFSITE	— W — W —
NEW WATER LINE, ONSITE	— W —
FIRE HYDRANT ASSEMBLY	●

	SHERWOOD HIGH SCHOOL OFFSITE WATER DISTRIBUTION	EXH-3
		07/19/2017

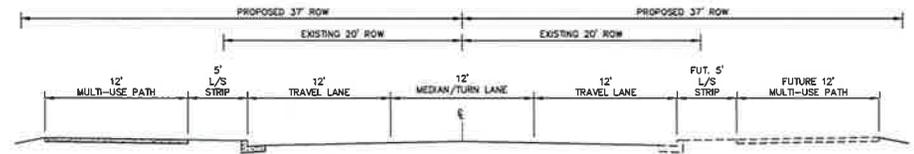
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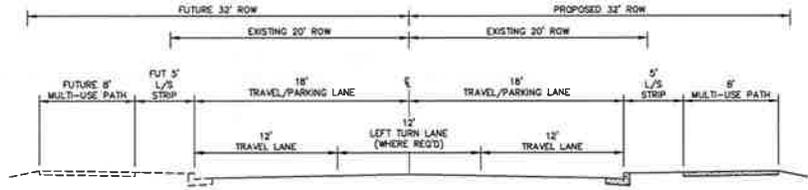
PROJECT #3 -  
CONSTRUCT SIGNAL /  
LEFT TURN LANE AND  
RIGHT TURN LANE



2 SW ELWERT ROAD (LOOKING NORTH)  
SCALE: NTS



3 SW KRUGER ROAD (LOOKING EAST)  
SCALE: NTS



1 SW HAIDE ROAD (LOOKING EAST)  
SCALE: NTS

REVISION	DATE	DESCRIPTION	BY



FOR INFORMATION ONLY

JOB No: 1700038	DESIGNED BY: FM	2016 SW MAIN STREET	SHEET NO
DRAWN BY: JPC	CHECKED BY: CV	SHERWOOD HIGH SCHOOL DUE DILIGENCE & MASTER PLANNING	EXH-1
PLST DATE: 8/17/17	PLOTTED BY: jpcub	SHERWOOD HIGH SCHOOL PUBLIC IMPROVEMENTS	SHEET 1 OF 3
DATE: 08/17/17	DATE: 08/17/17		RECORD NO: XXXXXX
TAG NAME: EXH-1			

PRELIMINARY CONSTRUCTION COSTS  
for  
Sherwood High School Traffic Mitigation

Estimate: 11/6/2017  
Sherwood School District



**PROJECT NO. 3 - ELWERT RD/HAIDE RD - SIGNAL WITH LT AND RT LANES**

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
<b>PART 00200 - TEMPORARY FEATURES AND APPURTENANCES</b>				<b>\$ 376,000.00</b>
0210-010000A	MOBILIZATION	1 LS	\$ 171,000.00	\$ 171,000.00
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 171,000.00	\$ 171,000.00
0280-010000A	EROSION CONTROL	1 LS	\$ 34,000.00	\$ 34,000.00
<b>PART 00300 - ROADWORK</b>				<b>\$ 302,000.00</b>
0305-010000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 51,000.00	\$ 51,000.00
0310-010600A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 51,000.00	\$ 51,000.00
0320-010000R	CLEARING AND GRUBBING	2.0 ACRE	\$ 5,000.00	\$ 10,000.00
0330-010500K	GENERAL EXCAVATION	7,900 CU YD	\$ 20.00	\$ 158,000.00
0330-012300K	EMBANKMENT IN PLACE	0 CU YD	\$ 30.00	\$ -
0331-010600J	12 INCH SUBGRADE STABILIZATION	1,600 SQ YD	\$ 20.00	\$ 32,000.00
<b>PART 00400 - DRAINAGE AND SEWERS</b>				<b>\$ 20,000.00</b>
0445-MISC	ALLOWANCE FOR STORM SEWER SYSTEM	1 LS	\$ 20,000.00	\$ 20,000.00
<b>PART 00500 - BRIDGES</b>				<b>\$ -</b>
0596-0111000A	RETAINING WALL, CAST-IN-PLACE CONC SEMI-GRAVITY CANTILEVER	1 LS	\$ -	\$ -
<b>PART 00600 - BASES</b>				<b>\$ 156,000.00</b>
0641-010200M	AGGREGATE BASE	7,800 TON	\$ 20.00	\$ 156,000.00
<b>PART 00700 - WEARING SURFACES</b>				<b>\$ 273,600.00</b>
0744-030200M	LEVEL 3, 1/2 INCH ACP MIXTURE	2,200 TON	\$ 100.00	\$ 220,000.00
0749-011000E	ASPHALT APPROACHES	3 EACH	\$ 2,000.00	\$ 6,000.00
0759-010000F	CONCRETE CURBS	700 FOOT	\$ 26.00	\$ 18,200.00
0759-012600J	CONCRETE DRIVEWAYS	SQFT	\$ 10.00	\$ -
0759-012800J	CONCRETE WALKS	4,900 SQFT	\$ 6.00	\$ 29,400.00
0759-014400J	10 INCH CONCRETE SURFACING	0 SQFT	\$ 20.00	\$ -
<b>PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</b>				<b>\$ 10,000.00</b>
0811-010200F	CABLE BARRIER, TEST LEVEL 4	0 FOOT	\$ 30.00	\$ -
865-MISC	ALLOWANCE FOR STRIPING	1 LS	\$ 10,000.00	\$ 10,000.00
<b>PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</b>				<b>\$ 365,000.00</b>
0940-MISC	ALLOWANCE FOR SIGNING	1 LS	\$ 5,000.00	\$ 5,000.00
0970-MISC	ALLOWANCE FOR LIGHTING	1 LS	\$ 45,000.00	\$ 45,000.00
0990-0101000A	TRAFFIC SIGNAL INSTALLATION, _____	1 LS	\$ 300,000.00	\$ 300,000.00
0990-0102000A	TRAFFIC SIGNAL MODIFICATION, _____	1 LS	\$ -	\$ -
0990-0105000A	INTERCONNECT SYSTEM	1 LS	\$ 15,000.00	\$ 15,000.00
<b>PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL</b>				<b>\$ 204,000.00</b>
1010-MISC	ALLOWANCE FOR WATER QUALITY FACILITIES	1 LS	\$ 100,000.00	\$ 100,000.00
1030-010800R	PERMANENT SEEDING	1.0 ACRE	\$ 4,000.00	\$ 4,000.00
1040-MISC	ALLOWANCE FOR LANDSCAPING	1 LS	\$ 100,000.00	\$ 100,000.00
<b>PART 00100 - WATER SUPPLY SYSTEMS</b>				<b>\$ -</b>
1160-010000E	HYDRANT ASSEMBLIES	0 EACH	\$ 10,000.00	\$ -
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$ 1,706,600.00</b>
<b>CONTINGENCY (40.0%)</b>				<b>\$ 682,600.00</b>
<b>CONSTRUCTION TOTAL</b>				<b>\$ 2,389,200.00</b>
<b>ENGINEERING (25.0%)</b>				<b>\$ 597,300.00</b>
<b>ADDITIONAL COSTS (Utility Relocations)</b>				<b>\$ -</b>
<b>ADDITIONAL COSTS (Right-of-Way)</b>				<b>\$ -</b>
<b>TOTAL ESTIMATED COST</b>				<b>\$ 2,986,500.00</b>

**Notes:**

1. Estimate based on standard measurement and payment practices as specified in the 2015 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Calendar Year 2016 dated 3/7/2017
3. Estimate does not include costs for Right-of-Way acquisition (It is assumed 10,000 sf on 3 properties may be impacted)
4. Estimate assumes the majority of the SW Elwert Road pavement section (20' wide) can remain; to be confirmed by pavement report
5. Estimate does not include costs for frontage improvements related to the new high school (ie. multi-use path, Kruger Road)
6. Estimate does not include any additional corrective work related to poor intersection or stopping sight distance

PRELIMINARY CONSTRUCTION COSTS  
for  
Sherwood High School Traffic Mitigation

Estimate: 11/6/2017  
Sherwood School District



**PROJECT NO. 5 - 99W/SUNSET BLVD - ADD SECOND NBL AND ADD WBT**

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
<b>PART 00200 - TEMPORARY FEATURES AND APPURTENANCES</b>				<b>\$ 272,000.00</b>
0210-010000A	MOBILIZATION	1 LS	\$ 127,000.00	\$ 127,000.00
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 120,000.00	\$ 120,000.00
0280-010000A	EROSION CONTROL	1 LS	\$ 25,000.00	\$ 25,000.00
<b>PART 00300 - ROADWORK</b>				<b>\$ 115,000.00</b>
0305-010000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 38,000.00	\$ 38,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 38,000.00	\$ 38,000.00
0320-0100000R	CLEARING AND GRUBBING	1.0 ACRE	\$ 5,000.00	\$ 5,000.00
0330-0105000K	GENERAL EXCAVATION	1,400 CUYD	\$ 20.00	\$ 28,000.00
0330-0123000K	EMBANKMENT IN PLACE	0 CUYD	\$ 30.00	\$ -
0331-0106000J	12 INCH SUBGRADE STABILIZATION	300 SQYD	\$ 20.00	\$ 6,000.00
<b>PART 00400 - DRAINAGE AND SEWERS</b>				<b>\$ 20,000.00</b>
0445-MISC	ALLOWANCE FOR STORM SEWER SYSTEM	1 LS	\$ 20,000.00	\$ 20,000.00
<b>PART 00500 - BRIDGES</b>				<b>\$ -</b>
0596-0111000A	RETAINING WALL, CAST-IN-PLACE CONC SEMI-GRAVITY CANTILEVER	1 LS	\$ -	\$ -
<b>PART 00600 - BASES</b>				<b>\$ 16,000.00</b>
0641-0102000M	AGGREGATE BASE	800 TON	\$ 20.00	\$ 16,000.00
<b>PART 00700 - WEARING SURFACES</b>				<b>\$ 72,800.00</b>
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	500 TON	\$ 100.00	\$ 50,000.00
0749-0110000E	ASPHALT APPROACHES	0 EACH	\$ 2,000.00	\$ -
0759-0100000F	CONCRETE CURBS	300 FOOT	\$ 26.00	\$ 7,800.00
0759-0126000J	CONCRETE DRIVEWAYS	0 SQFT	\$ 10.00	\$ -
0759-0128000J	CONCRETE WALKS	2,500 SQFT	\$ 6.00	\$ 15,000.00
0759-0144000J	10 INCH CONCRETE SURFACING	0 SQFT	\$ 20.00	\$ -
<b>PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</b>				<b>\$ 30,000.00</b>
0811-0102000F	CABLE BARRIER, TEST LEVEL 4	0 FOOT	\$ 30.00	\$ -
865-MISC	ALLOWANCE FOR STRIPING	1 LS	\$ 30,000.00	\$ 30,000.00
<b>PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</b>				<b>\$ 675,000.00</b>
0940-MISC	ALLOWANCE FOR SIGNING	1 LS	\$ 75,000.00	\$ 75,000.00
0970-MISC	ALLOWANCE FOR LIGHTING	1 LS	\$ 100,000.00	\$ 100,000.00
0990-0101000A	TRAFFIC SIGNAL INSTALLATION, _____	1 LS	\$ 400,000.00	\$ 400,000.00
0990-0102000A	TRAFFIC SIGNAL MODIFICATION, _____	1 LS	\$ -	\$ -
0990-0105000A	INTERCONNECT SYSTEM	1 LS	\$ 100,000.00	\$ 100,000.00
<b>PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL</b>				<b>\$ 72,000.00</b>
1010-MISC	ALLOWANCE FOR WATER QUALITY FACILITIES	1 LS	\$ 35,000.00	\$ 35,000.00
1030-0108000R	PERMANENT SEEDING	0.5 ACRE	\$ 4,000.00	\$ 2,000.00
1040-MISC	ALLOWANCE FOR LANDSCAPING	1 LS	\$ 35,000.00	\$ 35,000.00
<b>PART 01100 - WATER SUPPLY SYSTEMS</b>				<b>\$ -</b>
1160-0100000E	HYDRANT ASSEMBLIES	0 EACH	\$ 10,000.00	\$ -
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$ 1,272,800.00</b>
<b>CONTINGENCY (40.0%)</b>				<b>\$ 509,100.00</b>
<b>CONSTRUCTION TOTAL</b>				<b>\$ 1,781,900.00</b>
<b>ENGINEERING (25.0%)</b>				<b>\$ 445,500.00</b>
<b>ADDITIONAL COSTS (Utility Relocations)</b>				<b>\$ -</b>
<b>ADDITIONAL COSTS (Right-of-Way)</b>				<b>\$ -</b>
<b>TOTAL ESTIMATED COST</b>				<b>\$ 2,227,400.00</b>

**Notes:**

1. Estimate based on standard measurement and payment practices as specified in the 2015 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Calendar Year 2016 dated 3/7/2017
3. Estimate does not include costs for Right-of-Way acquisition (It is assumed there are no ROW impacts)
4. Estimate assumes no barrier is required in the median

PRELIMINARY CONSTRUCTION COSTS  
for  
Sherwood High School Traffic Mitigation

Estimate: 11/6/2017  
Sherwood School District



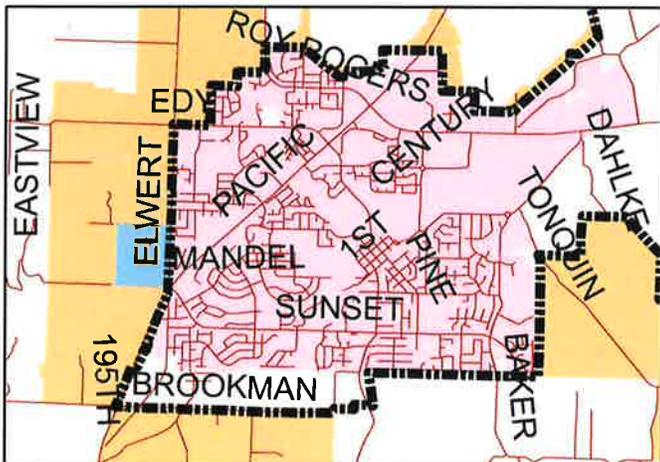
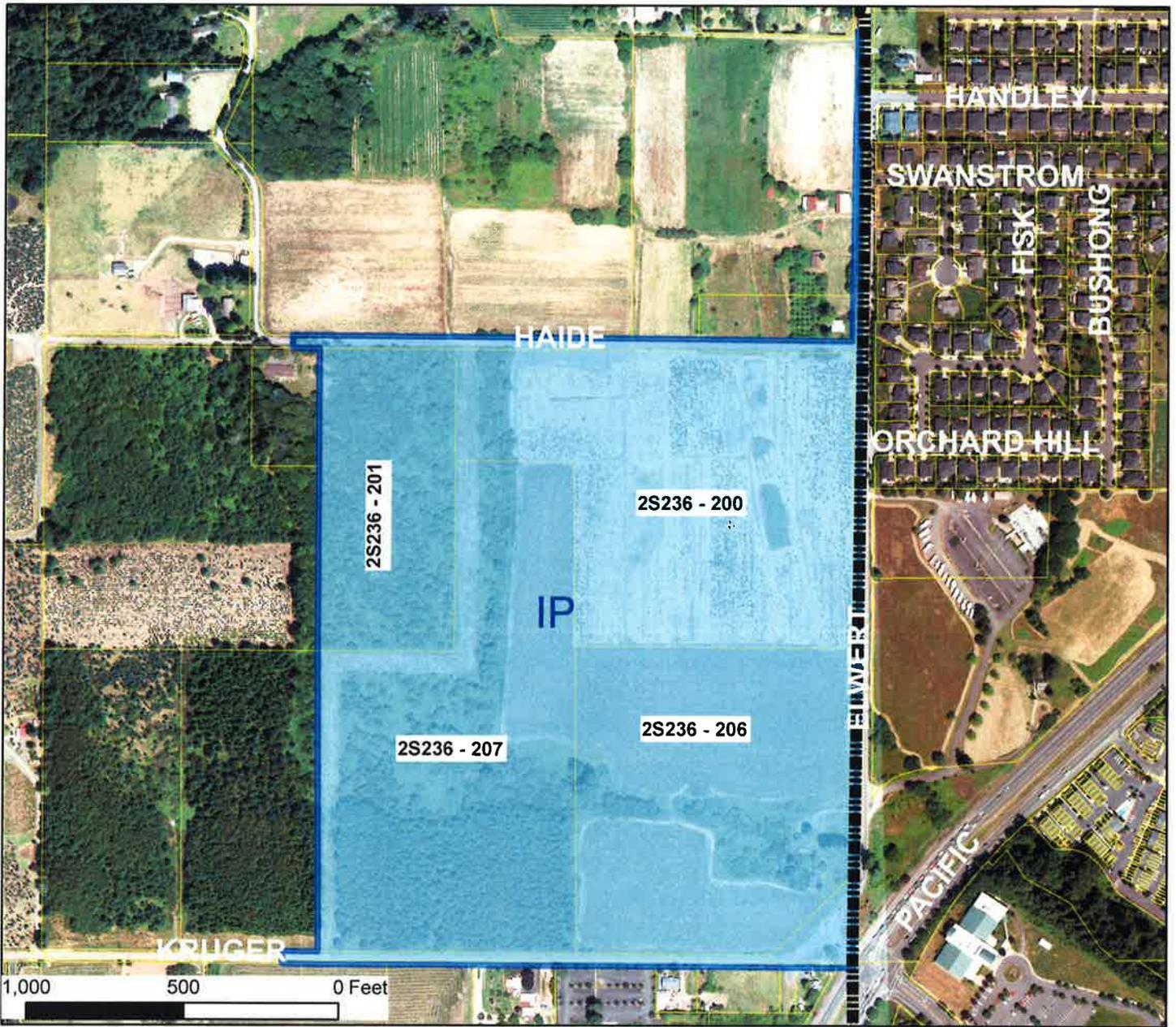
**PROJECT NO. 9 - ELWERT RD/KRUGER RD - CONSTRUCT DUAL LANE ROUNDABOUT AND  
WIDEN ELWERT TO FOUR LANES 500 FT NORTH OF KRUGER**

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
<b>PART 00200 - TEMPORARY FEATURES AND APPURTENANCES</b>				<b>\$ 257,000.00</b>
0210-010000A	MOBILIZATION	1 LS	\$ 117,000.00	\$ 117,000.00
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 117,000.00	\$ 117,000.00
0280-010000A	EROSION CONTROL	1 LS	\$ 23,000.00	\$ 23,000.00
<b>PART 00300 - ROADWORK</b>				<b>\$ 291,000.00</b>
0305-010000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 35,000.00	\$ 35,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 35,000.00	\$ 35,000.00
0320-0100000R	CLEARING AND GRUBBING	1.0 ACRE	\$ 5,000.00	\$ 5,000.00
0330-0105000K	GENERAL EXCAVATION	10,000 CU YD	\$ 20.00	\$ 200,000.00
0330-0123000K	EMBANKMENT IN PLACE	0 CU YD	\$ 30.00	\$ -
0331-0106000J	12 INCH SUBGRADE STABILIZATION	800 SQ YD	\$ 20.00	\$ 16,000.00
<b>PART 00400 - DRAINAGE AND SEWERS</b>				<b>\$ 100,000.00</b>
0445-MISC	ALLOWANCE FOR STORM SEWER SYSTEM	1 LS	\$ 100,000.00	\$ 100,000.00
<b>PART 00500 - BRIDGES</b>				<b>\$ -</b>
0596-0111000A	RETAINING WALL, CAST-IN-PLACE CONC SEMI-GRAVITY CANTILEVER	1 LS	\$ -	\$ -
<b>PART 00600 - BASES</b>				<b>\$ 70,000.00</b>
0641-0102000M	AGGREGATE BASE	3,500 TON	\$ 20.00	\$ 70,000.00
<b>PART 00700 - WEARING SURFACES</b>				<b>\$ 212,200.00</b>
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	1,100 TON	\$ 100.00	\$ 110,000.00
0749-0110000E	ASPHALT APPROACHES	0 EACH	\$ 2,000.00	\$ -
0759-0100000F	CONCRETE CURBS	1,300 FOOT	\$ 26.00	\$ 33,800.00
0759-0126000J	CONCRETE DRIVEWAYS	0 SQ FT	\$ 10.00	\$ -
0759-0128000J	CONCRETE WALKS	11,400 SQ FT	\$ 6.00	\$ 68,400.00
0759-0144000J	10 INCH CONCRETE SURFACING	0 SQ FT	\$ 20.00	\$ -
<b>PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</b>				<b>\$ 20,000.00</b>
0811-0102000F	CABLE BARRIER, TEST LEVEL 4	0 FOOT	\$ 30.00	\$ -
865-MISC	ALLOWANCE FOR STRIPING	1 LS	\$ 20,000.00	\$ 20,000.00
<b>PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</b>				<b>\$ 120,000.00</b>
0940-MISC	ALLOWANCE FOR SIGNING	1 LS	\$ 20,000.00	\$ 20,000.00
0970-MISC	ALLOWANCE FOR LIGHTING	1 LS	\$ 100,000.00	\$ 100,000.00
0990-0101000A	TRAFFIC SIGNAL INSTALLATION, _____	1 LS	\$ -	\$ -
0990-0102000A	TRAFFIC SIGNAL MODIFICATION, _____	1 LS	\$ -	\$ -
0990-0105000A	INTERCONNECT SYSTEM	1 LS	\$ -	\$ -
<b>PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL</b>				<b>\$ 102,000.00</b>
1010-MISC	ALLOWANCE FOR WATER QUALITY FACILITIES	1 LS	\$ 50,000.00	\$ 50,000.00
1030-0108000R	PERMANENT SEEDING	0.5 ACRE	\$ 4,000.00	\$ 2,000.00
1040-MISC	ALLOWANCE FOR LANDSCAPING	1 LS	\$ 50,000.00	\$ 50,000.00
<b>PART 01100 - WATER SUPPLY SYSTEMS</b>				<b>\$ -</b>
1160-0100000E	HYDRANT ASSEMBLIES	0 EACH	\$ 10,000.00	\$ -
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$ 1,172,200.00</b>
<b>CONTINGENCY (40.0%)</b>				<b>\$ 468,900.00</b>
<b>CONSTRUCTION TOTAL</b>				<b>\$ 1,641,100.00</b>
<b>ENGINEERING (25.0%)</b>				<b>\$ 410,300.00</b>
<b>ADDITIONAL COSTS (Utility Relocations)</b>				<b>\$ -</b>
<b>ADDITIONAL COSTS (Right-of-Way)</b>				<b>\$ -</b>
<b>TOTAL ESTIMATED COST</b>				<b>\$ 2,051,400.00</b>

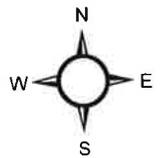
**Notes:**

1. Estimate based on standard measurement and payment practices as specified in the 2015 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Calendar Year 2016 dated 3/7/2017
3. Estimate does not include costs for Right-of-Way acquisition (It is assumed 15,000 sf on 2 properties may be impacted)
4. Estimate based on conceptual layout overlaid on most current County Roundabout design work as of this date

# New Sherwood High School Proposed Plan and Zone Map Designation



- Urban Growth Boundary
- Institutional & Public (IP)
- Urban Reserve
- Sherwood



Air Photo: July 2012  
Source: Metro RLIS  
Created: 7/13/2017



## PA 17-02- Applicant Proposed Chapter 8 Comprehensive Plan Text

### Proposed Text Amendment language:

#### *D.4 – New Sherwood High School Expansion Area*

##### *Background*

*Sherwood West is a 1,291 acre designated urban reserve area (5B) located east and north of the existing city limits of Sherwood. Beginning in 2014, the City, with the aid of a Metro Community Planning and Development Grant, conducted a 14 month study of the area to better understand how the area would transition from rural to urban as the City expanded. The study included an extensive public engagement process, and explored such topics as: governance, public sentiments about growth from both citizens of Sherwood and landowners within the study area, land use mix, residential carrying capacity within the area, school locations, park and natural resource locations, future infrastructure needs for the area, costs, and phasing for future expansion. The City Council accepted the results of the Preliminary Concept Plan on February 16, 2016 (RES. 2016-009) after receiving a positive recommendation from the Sherwood Planning Commission.*

*Meanwhile, parallel to the City's planning efforts, the Sherwood School District was considering its need to expand. First, the Sherwood School District commissioned the preparation of a Facilities Planning and Assessment Report by a team of consultants to review a long-term facilities plan that was completed in 2008 and to assess the district's current resources. Second, the representatives from the School District served on the Sherwood West technical advisory committee to begin identifying potential locations to accommodate future facility growth within the district.*

*Next, the School District hired Davis Demographics & Planning Inc. to complete an updated 10-year demographic study in May of 2016. The study reviewed the following factors that determine student enrollment: (1) the current and planned residential development over the next ten years; (2) student yield factors that apply to new residential development; (3) birth factors for the District area; and (4) mobility factors, which examine the in/out migration of students within existing housing units.*

*Considering the findings of these studies together, the School District determined that there would be a deficiency in school capacity for all levels, with the high school level having the largest deficiency.*

*Prior to the culmination of these reports, the District formed a Long Range Planning Committee, Bond Steering Committee, Bond Visioning Committee and Sherwood High School Programming Committee to study facility needs from a School District perspective. Led by the Bond Management Team, these committees met from 2014 to 2016 making recommendations to the Sherwood School District Board. The process included input from a number of participants from the community including City Council and staff representation, School District staff, architects, civil engineers, financial advisors, business leaders, citizens, parents and students. Throughout this process, the Sherwood City Council was provided with updates and community input was sought via various public outreach methods.*

*In June of 2016, the Sherwood School District's Board of Directors unanimously decided to place a bond on the November ballot to relieve existing overcrowding and meet projected enrollment needs; improve student safety and security district-wide, including seismic upgrades; address district-wide deferred maintenance; upgrade district-wide technology; and add capacity within the School District by constructing a new high school and reconfiguring existing schools to*

## **PA 17-02- Applicant Proposed Chapter 8 Comprehensive Plan Text**

*accommodate other grade levels. In the November 2016, 54% of Sherwood voters approved the bond.*

*Shortly thereafter, the School District began evaluating properties in and around Sherwood to build a new high school. After careful consideration of possible locations for the School including land within the existing Sherwood Urban Growth Boundary (UGB) and City Limits, the Tualatin UGB, the Wilsonville UGB, and the surrounding urban reserves, it was determined that one of the two potential sites identified within the Sherwood West Preliminary Concept Plan would be the most accessible to current students and suitable given the needs of the School District.*

*The property that makes up this refinement plan area was brought into the UGB on August 17, 2017 by approval of Metro Ord. No. 11-1255 under the Major Urban Growth Boundary major amendment process in Metro Code Section 3.07.1440. This process allows for out of sequence UGB expansions for specific purposes such as schools.*

### *Land Use*

*As conditioned by the Metro Major UGB Amendment decision (Metro Ord. No. 17-1406, the 82.3-acre Urban Growth Boundary expansion area can only be used as a public high school, associated accessory uses and public transportation improvements. The School District proposes to construct a new high school on the site consistent with the concept plan and Major Amendment decision. The new high school is planned to be opened in the fall of 2020 with 1,870 students and a capacity for 2,000. The high school building is design so that the core facilities (gym, cafeteria, etc.) of the high school building are sized for the ultimate buildout of 2,400 student. With core facilities in place, additional classroom space can be added once the need arises.*