4.4: Quality of Life and Recreation

Quality of life amenities are critical to community success. Things like parks, recreational programs, trails, and schools form a backbone for a quality of life that attracts and retains residents. This is in large part because proximity to a job is often a secondary concern in deciding where to live. This places Sherwood in a position where it competes against communities throughout the Central Arkansas region for new residents.

Having a high quality of life is critical to attracting and retaining new residents and employers in Sherwood.

The city presently has an excellent system of parks of which it should be proud. These range from small neighborhood parks such as Delmont and Henson park to regional amenities like Sherwood Forest and the Harmon Recreation Center. However, not all parts of the community share in the same level of recreational resources. Much of North Sherwood, having only been annexed within the last 11 years, lacks the types of parks facilities found in the south part of the community. Also, parks like Sherwood Forest still have considerable room to full development.

The creek at Henson Park.

Many creeks and streams flow through Sherwood. The land alongside these creeks and streams is often not developable. As such, the small ribbons of land along creeks provide excellent opportunities to create greenways that create natural landscape connections throughout the community. These greenway often present good locations for trails networks. In some locations, these trail networks already exist in the community, other opportunities are, as of yet, unrealized.

Another critical component to quality of life are schools. Schools are highly determinative of where people choose to live within a metropolitan area. Presently, schools in Sherwood are not locally controlled, but controlled by a larger school district encompassing much of Pulaski County. This means the community is limited in its ability to determine how the local schools are ran, how resources are allocated, and where/if new schools are built. This lack of control can serve as impediment to the community and discourage potential residents from locating in the city.

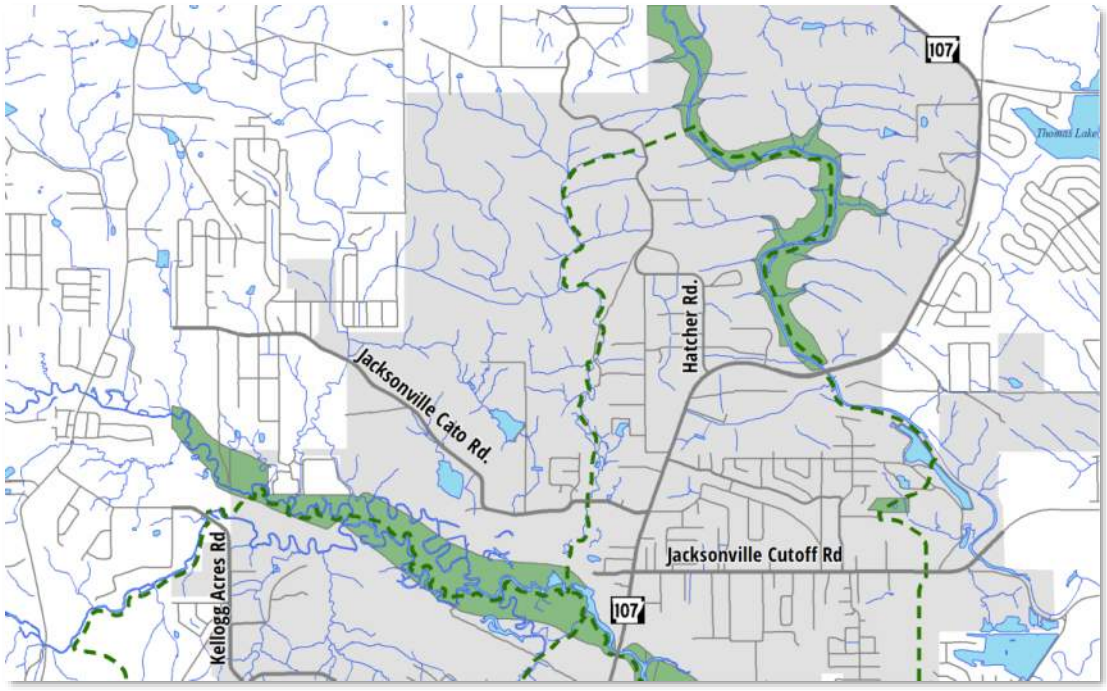
Sherwood Quality of Life in 2040?

What does this mean for Sherwood's quality of life in 2040? Here are action items to address:

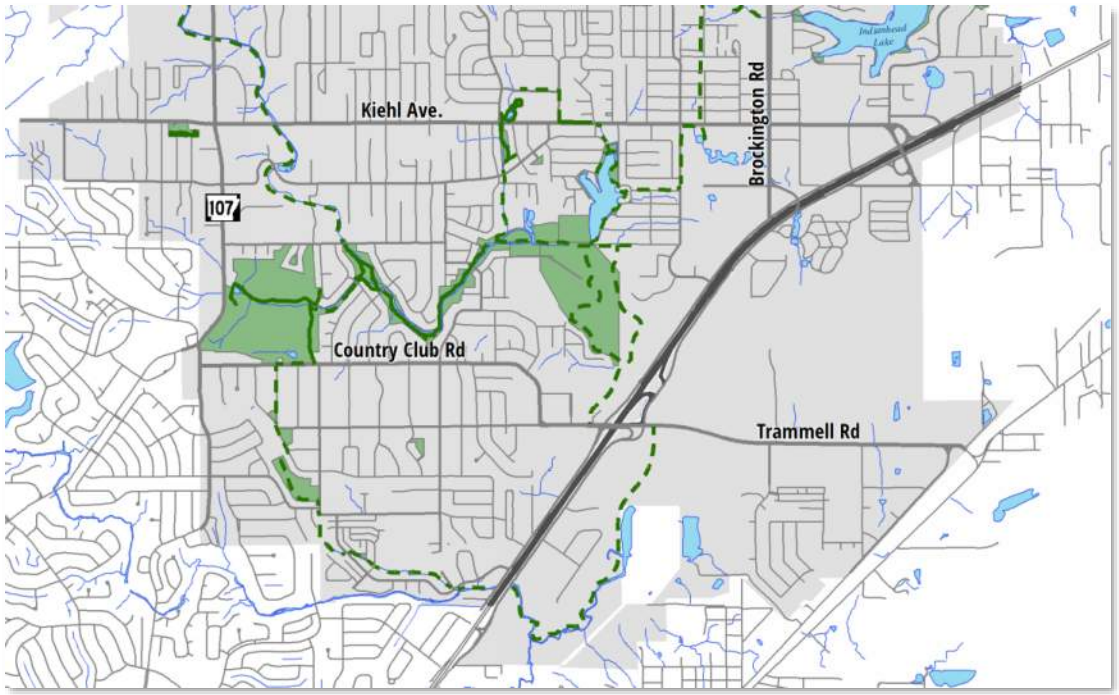
- *Northside Regional Park* – The lack of park amenities in North Sherwood presents an equity for city residents in that part of the community. While much of Sherwood has developed with small community parks, that model of park service delivery is costly and seldom pursued at present. Large regional parks allow for easier upkeep and maintenance as crews and equipment as consolidated in one location. The city should explore the development of large regional park in North Sherwood to develop amenities for that part of the community as well as the city as whole. The scale of a regional park allows for unique amenities not often seen in smaller parks such a disc golf, expansive open spaces, or outdoor water park facilities. A potential location for a park could be along Kellogg Creek.

- *Trail System* – Trails are a community amenity that are increasingly being expected in successful cities. Northwest Arkansas has demonstrated the tangible economic, health, recreation, and tourism benefits of having a robust trails system. Sherwood is ideally laid out in a way to develop an interconnected system of greenway trails. The city should consider committing resources to greater development of its trails system. Below are maps indicating potential routes. These routes are also indicated on the Comprehensive Plan Map.

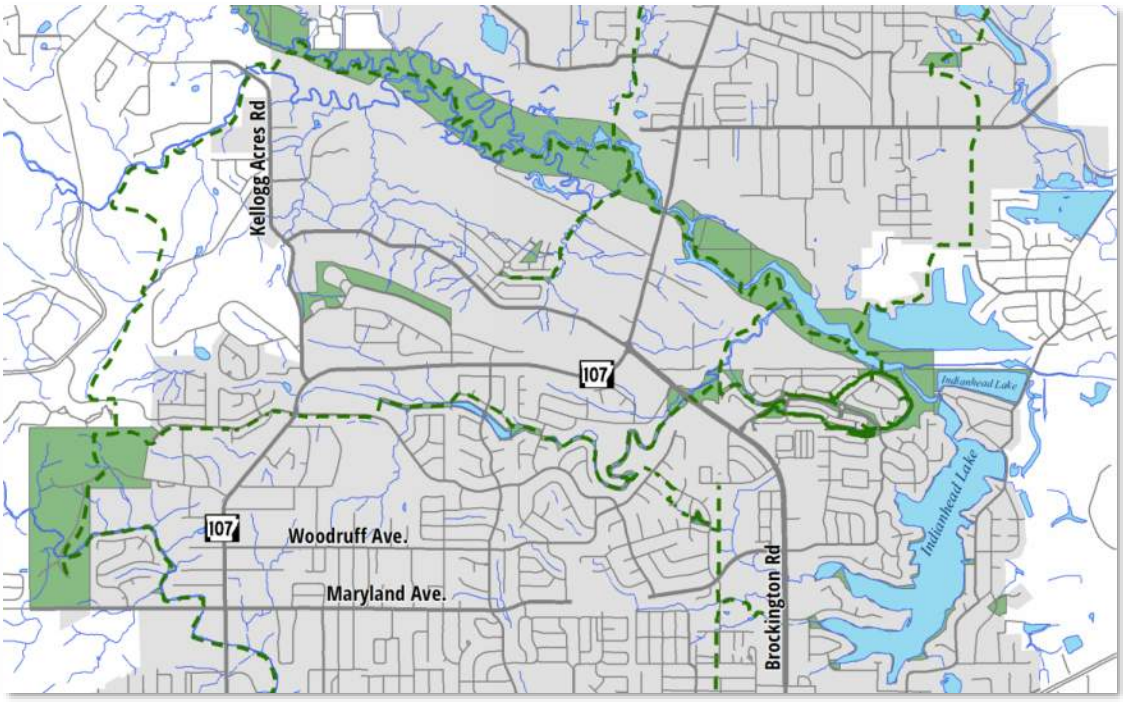
  North Sherwood



  South Sherwood



- *Kellogg Creek Blueway* – Kellogg Creek is a unique amenity. It divides the community, but also presents a diverse and rich aquatic wetland environment not seen in many cities. It also presents an excellent opportunity for a blueway canoe trail in an urban location. Utilization of the area for a blueway canoe trail requires few resources except in the form of making the creek accessible to canoers. The city should explore creation of the blueway with the addition of trails for bike and pedestrian access. Below is a map showing the creek and potential trail.



- *Sherwood School District* – Local control of schools in the city is an important tool for allowing the community to determine its own future success or failure. Without local control the community is limited in its ability to determine how the local schools are ran, how resources are allocated, and where/if new schools are built. The plan supports the creation of an independent Sherwood School District based around the boundaries of the Sylvan Hills High School attendance zone. Creation of this district is also vitally important to helping Sherwood solidify is community identity.

This expansion at Sylvan Hills High School will bring the campus capacity to 2,200 students.

4.5: Transportation and Mobility

Transportation Issues

Transportation and personal mobility have become a growing concern for Sherwood, as the city has nearly doubled in population over the last 30 years and continues to see significant development pressure. The city's growth to the north and its position as a commuter community have exacerbated these issues. As Sherwood continues to grow northward, major transportation investments will be needed to adequately tie together the commuter and ensure easy access across the city and major job destinations south of the city.

Though Sherwood possess three interchanges on U.S. Highway 67/167, much of the city's north-south traffic is filtered through the Brockington Road corridor. This issue will only become worse over time as the Highway 107/Brockington / Oakdale intersection continues to develop. Additional access to U.S. Highway 67/167 will likely be needed.

It's likely Sherwood will see substantial need for major transportation infrastructure investments to ensure roadways in south Sherwood aren't overwhelmed due to growth in North Sherwood.

When Sherwood annexed the Gravel Ridge area, it brought in a community that had little planning to direct its growth. As a result, the area's transportation infrastructure is limited with essentially all traffic in the area funneling onto Highway 107 to the north and south, and Jacksonville Cutoff Road to the east. The area has no good east-west arterial connection, and the area is only connected to the rest of Sherwood by a single bridge over Kellogg Creek. Major investments in North Sherwood will be necessary to ensure continued and well-planned community growth.

Sherwood Transportation in 2040?

What does this mean for Sherwood's utility infrastructure in 2040? Here are action items to address:

- *North Pulaski East-West Connector* – The Northbelt Freeway project died for numerous reasons after fits and starts for years. Some right-of-way for the facility still exists. The city should carefully study and explore the possibilities of reinventing the dead project as an arterial connection for the community. It could provide a much-needed additional access to U.S. Highway 67/167 from North Sherwood, but additionally could encourage more development near the intersection of Brockington and Highway 107. However, this project should be examined carefully and from a regional perspective. For the project to be remotely feasible as an arterial road, it must be approached as a regional project.

- *North Sherwood Street Network* – To ensure North Sherwood develops in a manner that creates a more cohesive, unified Sherwood, major street network investments will be needed in the areas north of Kellogg Creek. The city should explore more thoroughly proper routing for a new crossing of Kellogg Creek. One alternative is a new collector street extending from Oakdale Rd. to a proposed western extension of Arnold Dr. Regardless, a robust street network will be necessary to help ensure that Highway 107 does become more a traffic funnel than it already is.

- *Connectivity/Collector Network* – Connectivity is key to help distribute traffic throughout a street network. In many areas of Sherwood, the city has connectivity issues, making certain routes circuitous or causing traffic to funnel onto arterial roads. The city should continue to focus on ensuring its network of collector streets connect either through development proposals or through city construction projects. Examples include the Hemphill Road extension, the recent Oakbrooke Drive connection, and the Maryland Avenue extension.

Master Street Plan

Arterials

This plan suggests access management of arterial roads throughout the planning area as a means to preserve roadway capacity and forestall future street widening. Many of the arterial roads within the planning area are state highways. Access management of these roads will likely require access management agreements with the Arkansas Department of Transportation and Metroplan.

The primary function of an arterial is to move high-volume traffic. Ideally, this function would be protected. However, historic development patterns and economic factors sometimes lead to problems in maintaining high-volume traffic flow. Many of the city's arterial roads were initially constructed and subdivided in a manner that placed a priority on access, not moving traffic. As the city has grown, traffic along these primary corridors has increased dramatically and their roles have changed. This access-traffic flow conflict reduces their efficiency and capacity. Such issues cannot be easily or readily amended, and addressing them requires steady planning and dedicated, long-term implementation of access management standards and policies.

Economic factors can also play a role in determining the long-term efficiency and capacity of arterial roads. The high traffic volumes on arterial connectors attract commercial development that desires a great degree of property access. These development demands can easily result in arterial roads littered with curb cut after curb cuts and greatly diminished capacity and traffic flow. Because cities in Arkansas depend heavily upon sales tax revenue, the Planning Commission faces a constant need to balance traffic concerns with economic development concerns. Finding that balance will be important to ensuring economic growth and protecting taxpayers. Methods of achieving this balance include access management. The plan does not propose construction of new arterial road facilities.

Collectors

It is typical to design collectors so they will not function as continuous through streets, but serve to collect traffic and empty onto adjacent arterial corridors. In a grid-street pattern, a street several miles long may serve as a collector rather than an arterial if its predominant use is only to reach the next junction with an arterial. This improved connectivity allows the transportation system to be less dependent on large arterial roads to move traffic. Examples of this kind of network can frequently be seen within the older portions of many cities.

The policies and proposals of this plan support a street network that uses collector streets to improve connectivity. The City will strive for a system of collector streets spaced approximately one-quarter to half a mile in both north-south and east-west directions. In most cases there are existing streets or extensions of existing streets. In undeveloped areas, they are indicated on the Plan Map as general locations. As new developments occur, developers will be responsible for construction of the collector street system. This will include improving all, or a portion of, existing streets located within or adjacent to the developments.

Some streets designated as collectors are fully developed in a manner that will preclude their being brought into compliance with the standards adopted. These are maintained as collectors on the plan for two reasons. First their designation as collectors may result in avoiding any further degradation to their functional classification. Second, if major redevelopment does occur in the future, the Planning Commission may, at that point require that such redevelopment adhere to the provisions of this plan.

South Sherwood

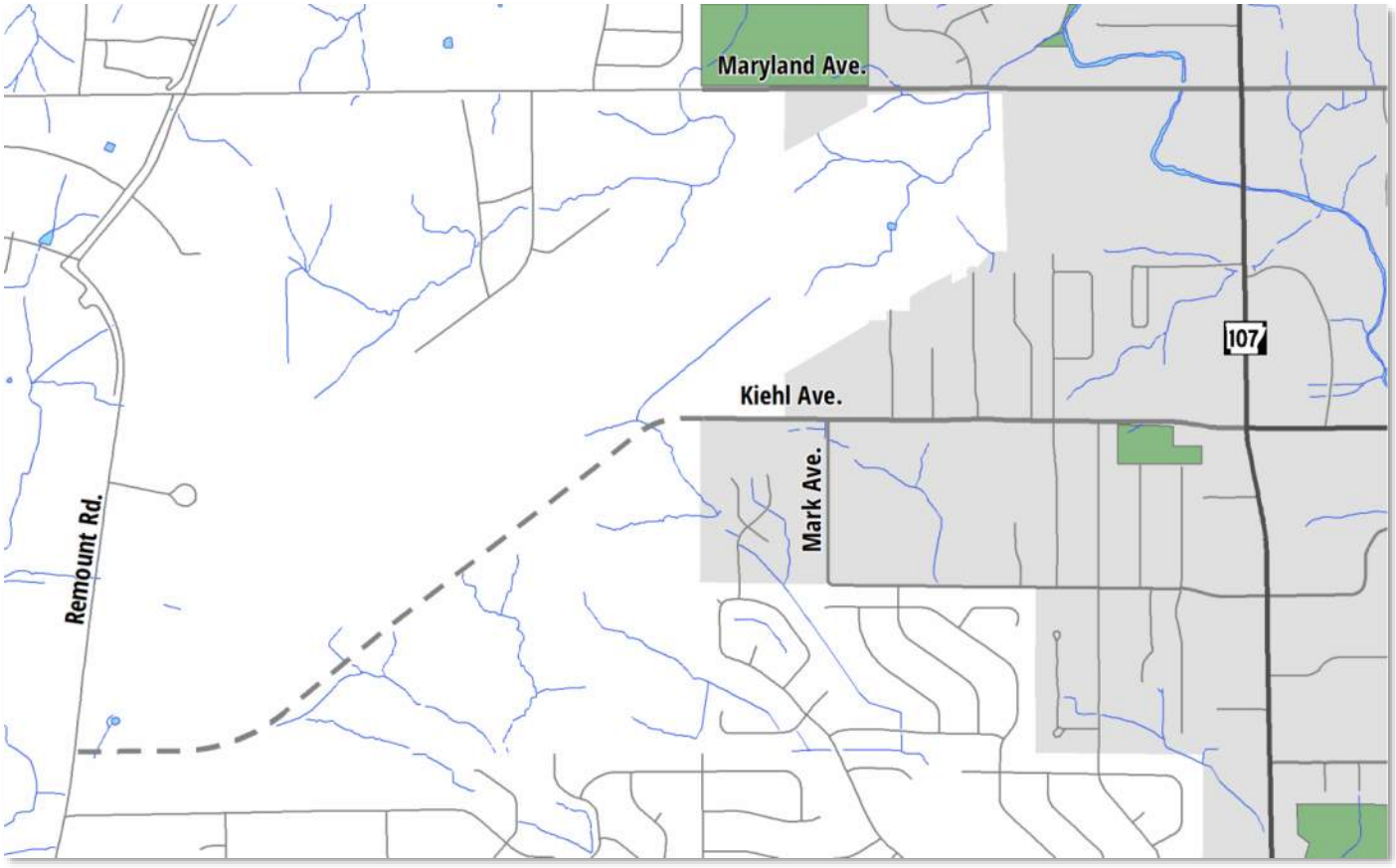
Project: Fairway Connection (1)

Purpose: The failed connection of Fairway Ave. in North Little Rock to Fairway Ave. in Sherwood was unfortunate. However, possibility of an alternate connection still exists without requiring the construction of a new bridge. The connection would extend Abercorn Pl to the southwest to connect to Fairway Cv. In North Little Rock. This project would require cooperation between the two cities but could provide a valuable alternative to North Hills Boulevard for south Sherwood residents.

Project: Claremont Extension (2)

Purpose: Claremont Ave. could be an important north-south connector between Country Club Rd. and U.S. Highway 67/167. What is lacking is a small roadway extension to allow the roadway to provide a continuous connection between Silver Creek Dr. and Koehler Ave. This connection would aid in creating a more direct route to U.S. Highway 67/167 for south Sherwood residents.

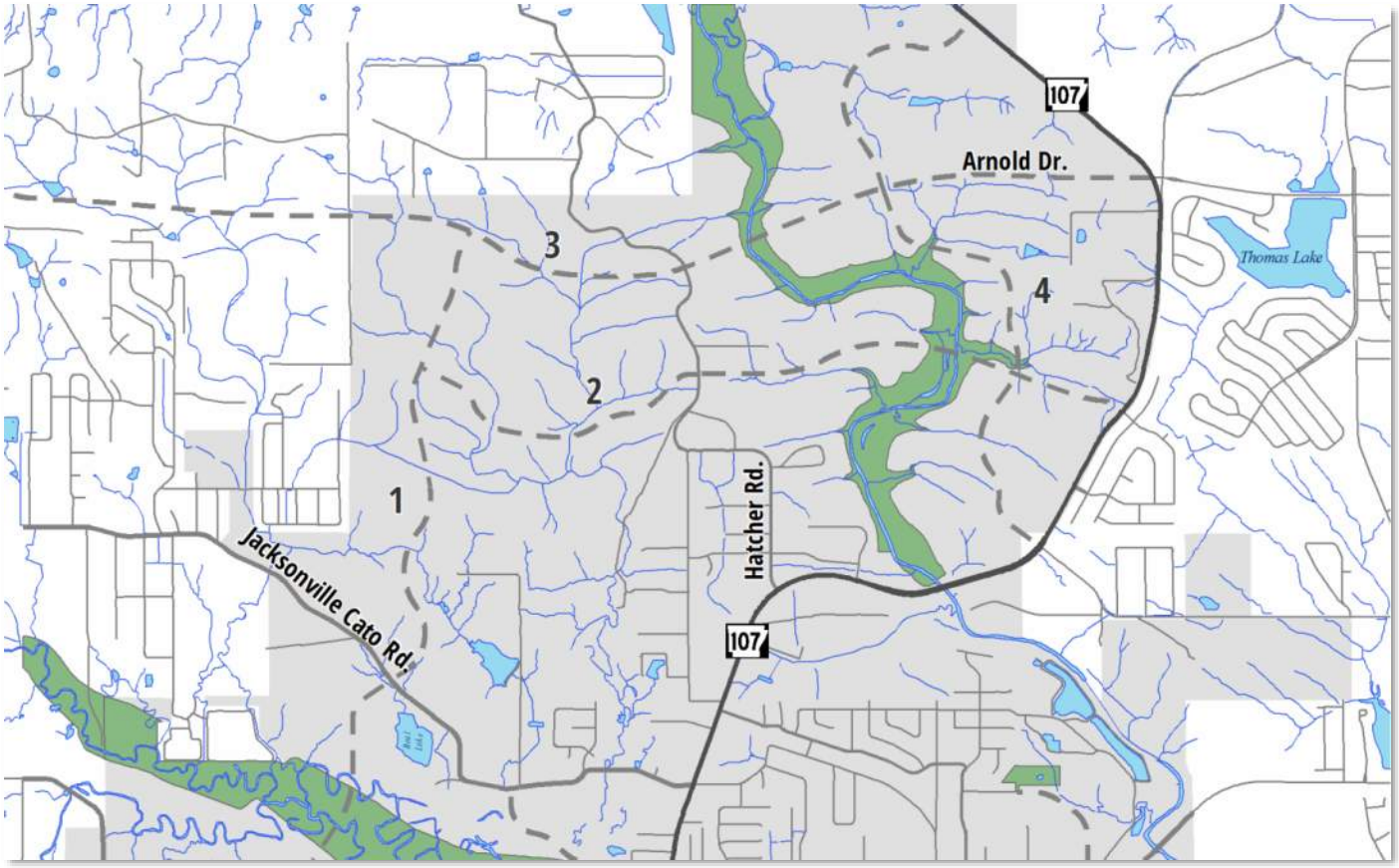
Kiehl Avenue



Project: Kiehl Avenue Extension

Purpose: Kiehl Avenue currently dead ends on its western terminus at the city limits. This helps funnel more traffic onto Highway 107 south of Kiehl Ave. This connection would extend Kiehl Ave. west beside the North Little Rock Airport to connect to Remount Rd., which parallels Highway 107. It would alleviate a current dog-leg in Sherwood's street network that routes trips between Kiehl Ave. and Remount Rd. onto Highway 107 and Maryland Ave.
Note: This connection is represented on the North Little Rock Master Street Plan as an 80' ROW, three-lane street cross section.

Middle Sherwood



Project: Kellogg Creek Collector (1)

Purpose: This roadway would be an entirely new collector street either constructed by developers or the city. It would provide a crossing of Kellogg Creek from Oakdale Road north to a proposed extension of Arnold Drive.

Project: Northside Collector (2)

Purpose: This connection would connect the Kellogg Creek Collector to Highway 107 and provide for more orderly development of the area.

Project: Arnold Drive Extension (3)

Purpose: This road extension would provide a much needed east-west arterial for North Sherwood and potentially connect Highway 107 to Batesville Pike in addition to allow the area to more easily access Little Rock Air Force Base.

Project: General Samuels Extension (4)

Purpose: This connection would be built by developers as the general area is built out. Its primary purpose would be to ensure well-connected and orderly development occurs in the area.

Cross Sections

The following cross sections are provided to govern the construction of street and bicycle/pedestrian facilities by the City of Sherwood and through private resources by developers. These cross sections work in tandem with the City of Sherwood's Street Construction Standards that govern all aspects of roadway design and construction excluding street pavement width, curb and gutter requirements, as well as requirement of bike and pedestrian elements.

Cross Section Naming Convention	
Roadway Class	C1.0-3: Arterials, C2.0-6: Collectors, C3.0-5: Local Streets
Bike/Pedestrian Elements	I: Shared-Use Trails, II: Bike Lanes, III: Bike Lanes

Arterials

Arterials provide network connections within and through the urbanized area. These facilities typically provide a greater amount of access to adjoining land as compared to principal arterials, where the primary function is providing mobility by moving traffic. Principal Arterials are those corridors included within the Regional Arterial Network. Minor Arterials are those arterial corridors which are not included in the Regional Arterial Network. Design criteria is the same for both facility types.

1. Required Elements:

   a) Right-of-Way: All required design elements must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements. The right-of-way must be sufficient to accommodate 4 lanes.

   b) Curb and Gutter: Curb and gutter is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.

   c) Sidewalks: Sidewalks are required on both sides of the roadway. Minimum sidewalk width is 5 ft. and must be compatible with the Americans with Disabilities Act.

   d) Green Space Buffers: A buffer is required between the back of curb and the sidewalk that is a minimum of 5 ft.

   e) Pedestrian Crossings: Safe pedestrian crossing provisions are required to be demonstrated by the proposing jurisdiction or agency where more than 50 ft. of pavement (including the gutter) must be crossed by a pedestrian where pedestrian crossing is anticipated based on land use.

   f) Bike Lanes/Trails: If on a planned bikeway route, the bicycle element must be included and must adhere to the bicycle design standards shown on the appropriate cross section. Where bike lanes are provided a minimum buffer from the main travel lanes is required.

   g) Lane Width: 10 ft. minimum for main travel lanes or 11 ft. maximum lanes where the design speed and traffic mix warrant.

2. Optional Elements:

    a) 8 ft. minimum paved shoulder on first phase of a planned 4-lane minor arterial, with or without curb and gutters.

3. Preferred Elements:

    a) Landscaping of medians and buffers.

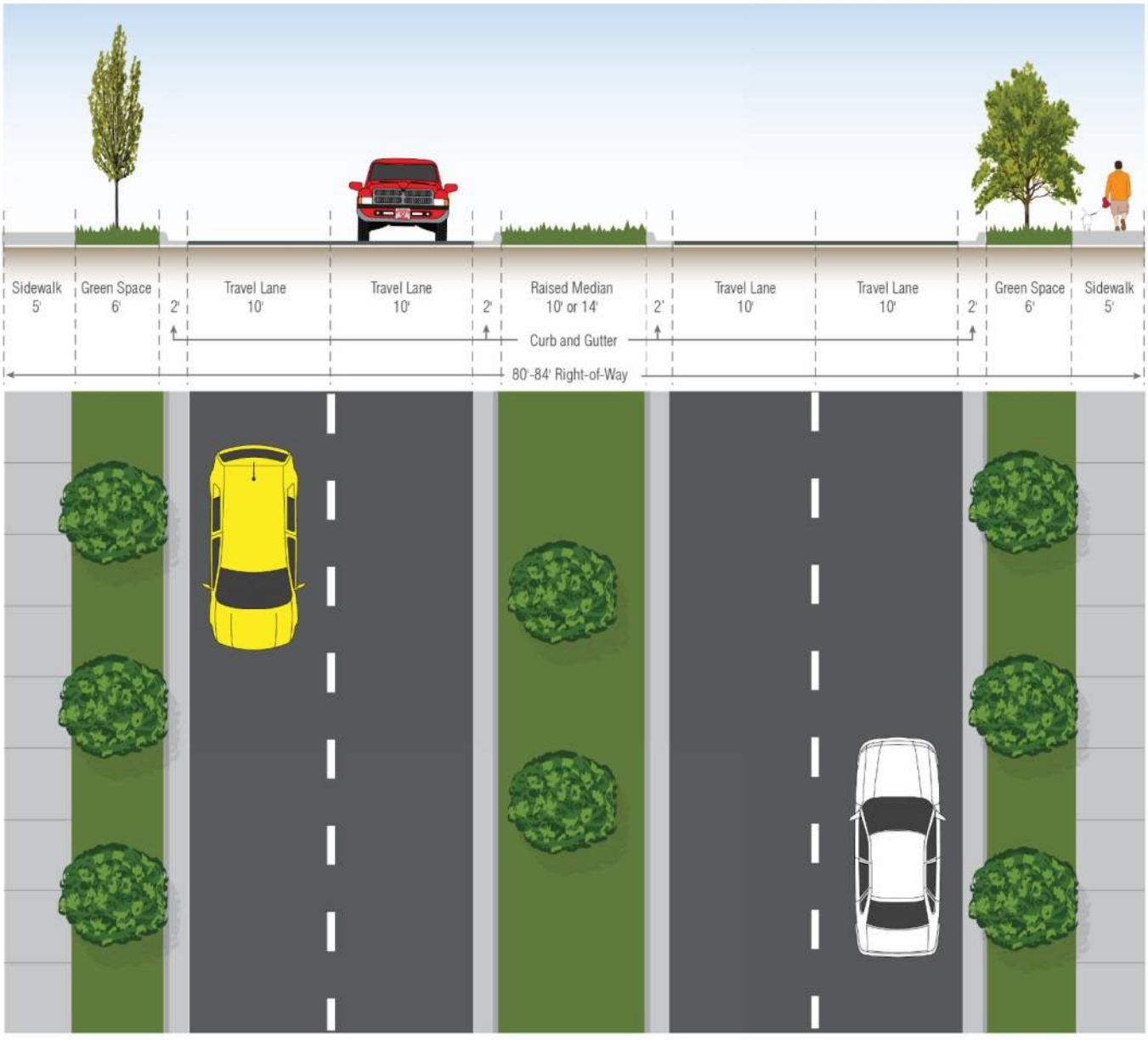
    b) A non-traversable median is preferred for major retrofits and on new locations.

    c) Where applicable, a multi-use trail is preferable over bike lanes.

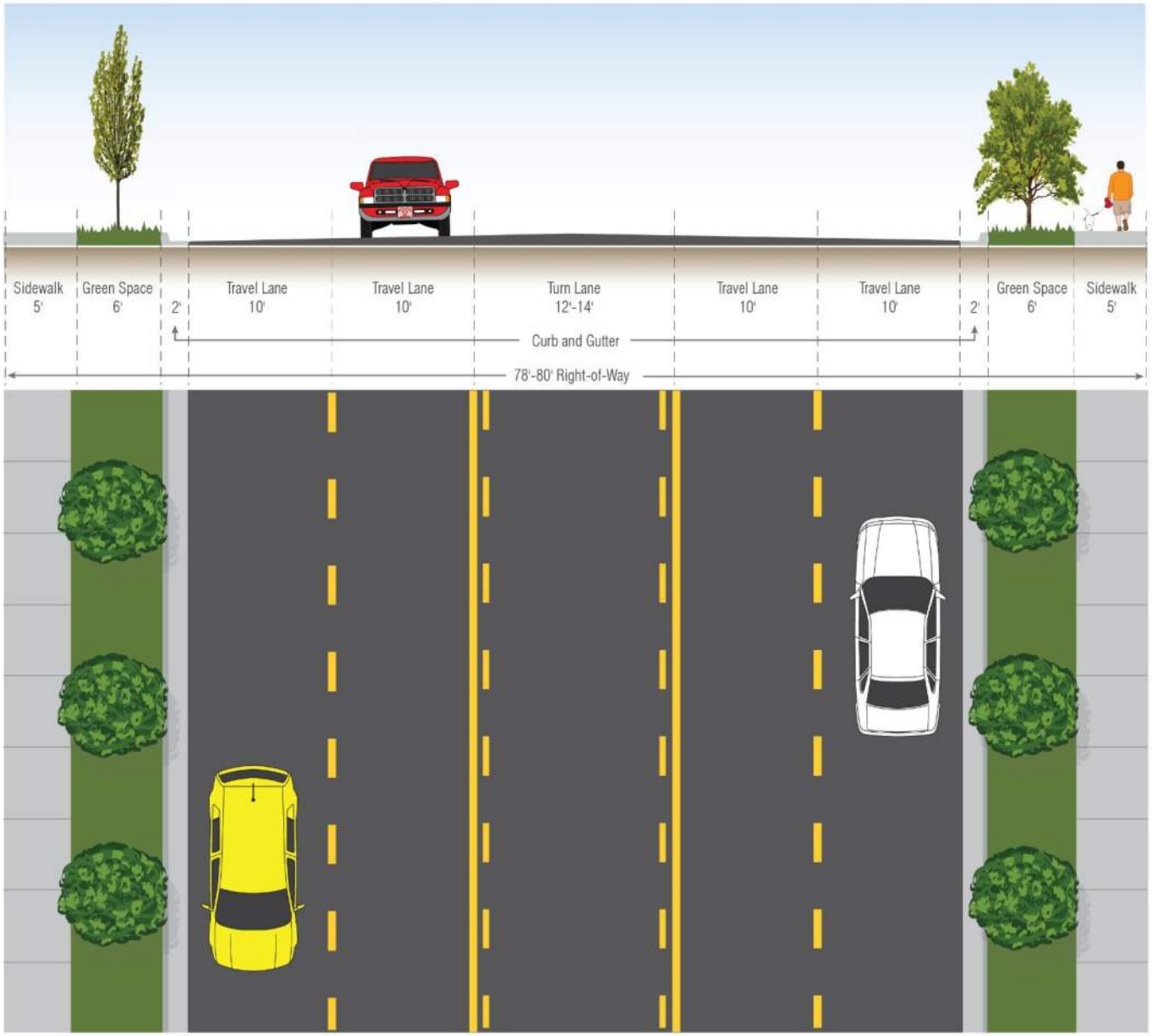
4. Prohibited Elements:

    a) Parking lanes.

C1.0 – Principal/Minor Arterial - Preferred

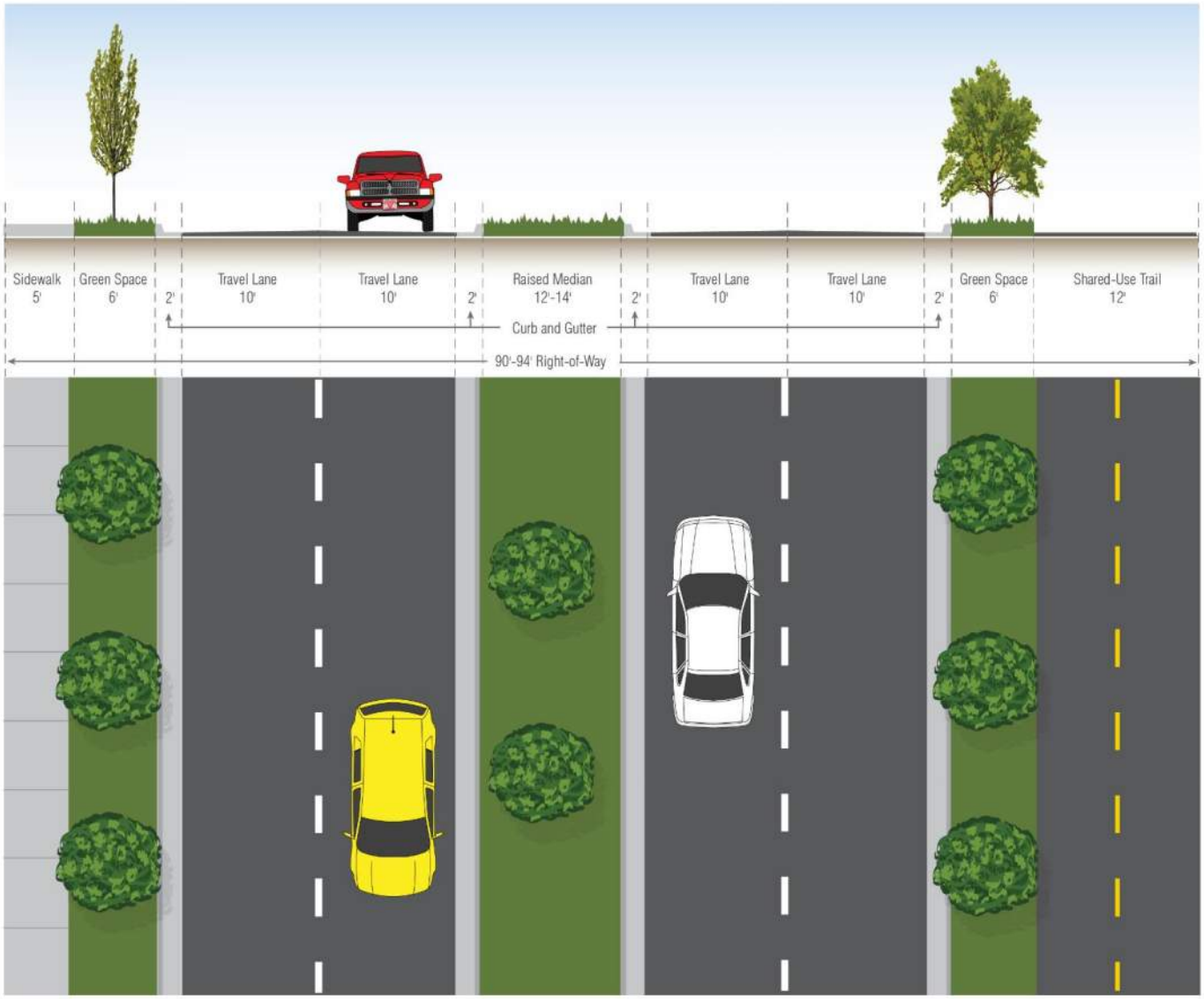


C1.1 – Principal/Minor Arterial - Alternative

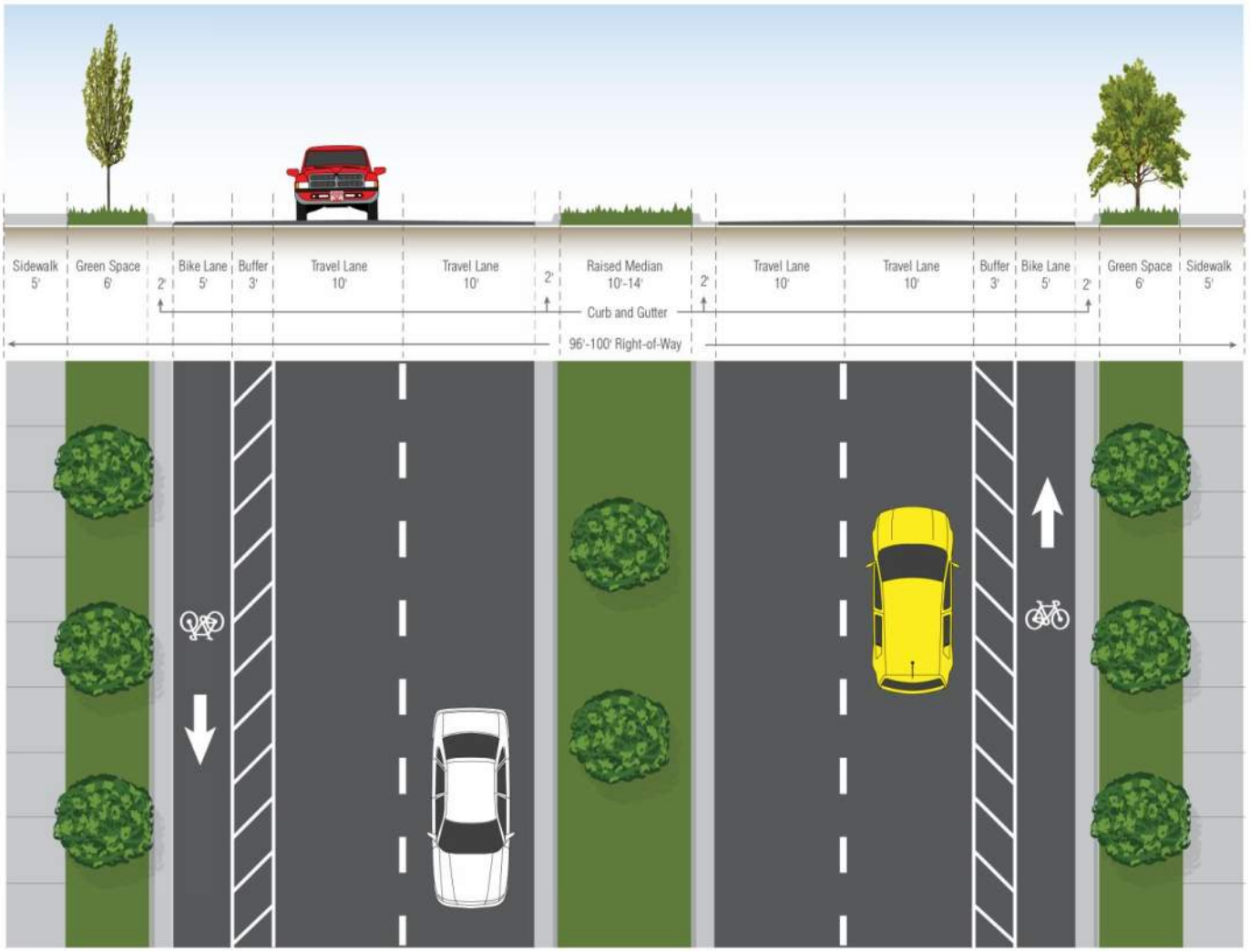


C1.2I – Principal/Minor Arterial with Trail

Median optional



C1.3II – Principal/Minor Arterial with Bike Lanes



Collectors

Collector Roadways connect local traffic with the arterial roadway network and provide easy access to adjoining land.

1. Required Elements:

    a) Right-of-Way: All required design elements must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements.

    b) Curb and Gutter: Curb and gutter is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.

    c) Sidewalks: Sidewalks are required on both sides of the roadway, except within Industrial Developments. Minimum sidewalk width is 5 ft. and must be compatible with the Americans with Disabilities Act.

    d) Green Space Buffers: A buffer is required between the back of curb and the sidewalk that is a minimum of 5 ft. However, no buffers are required where on-street parking is used.

    e) Pedestrian Crossings: Safe pedestrian crossing provisions are required to be demonstrated by the proposing jurisdiction or agency where more than 50 ft. of pavement (including the gutter) must be crossed by a pedestrian where pedestrian crossing is anticipated based on land use.

    f) Bike Lanes/Trails: If on a planned bikeway route, the bicycle element must be included and must adhere to the bicycle design standards shown on the appropriate cross section. Where bike lanes are provided a minimum buffer 1.5 ft. from the main travel lanes is required.

    g) Lane Width: 10 ft. minimum for main travel lanes or 11 ft. maximum lanes where the design speed and traffic mix warrant. There is a maximum of 2 travel lanes allowed.

2. Optional Elements:

    a) Parallel parking may be used where warranted (C2.3, C2.4II).

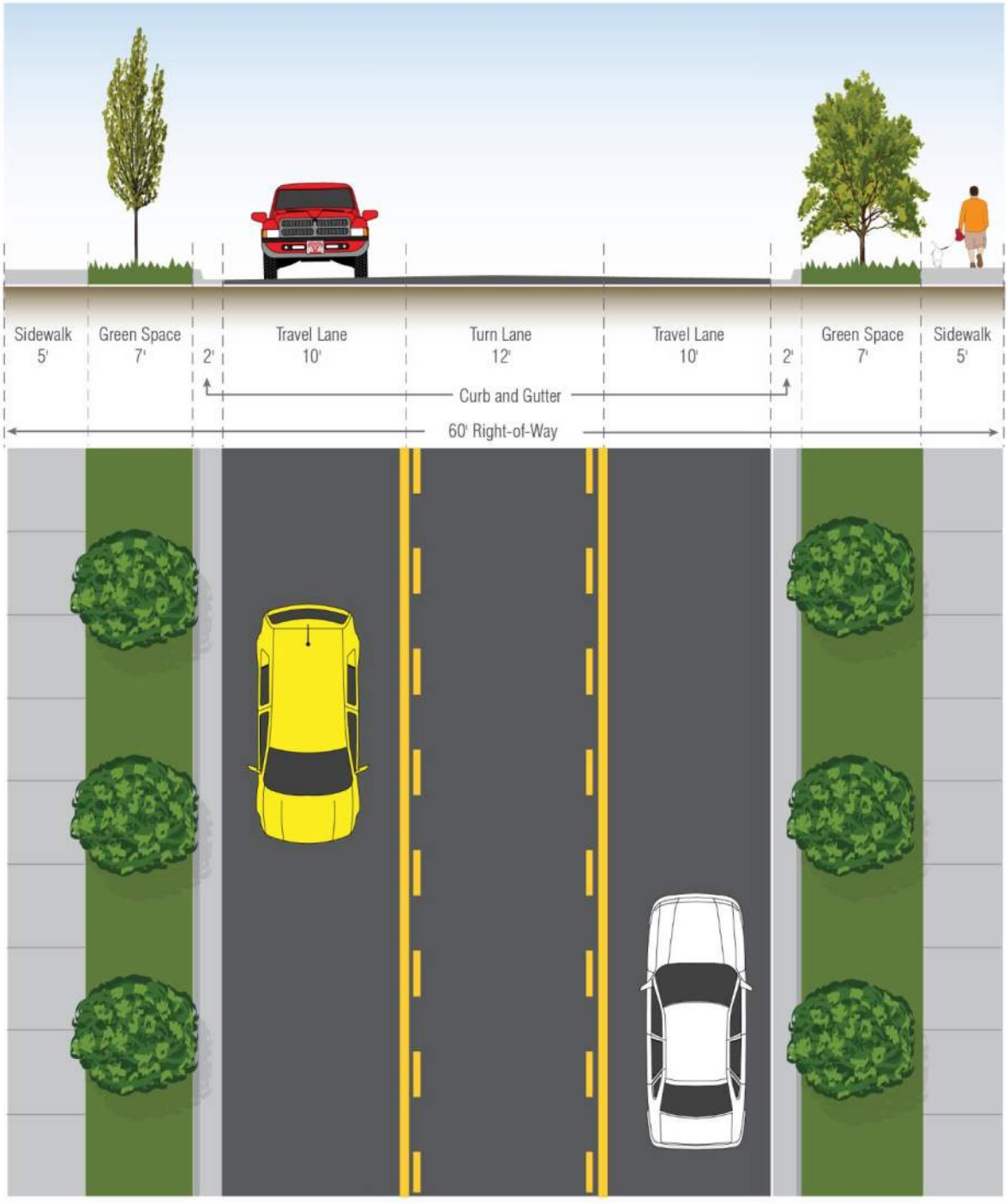
3. Preferred Elements:

    a) Landscaping of medians and buffers.

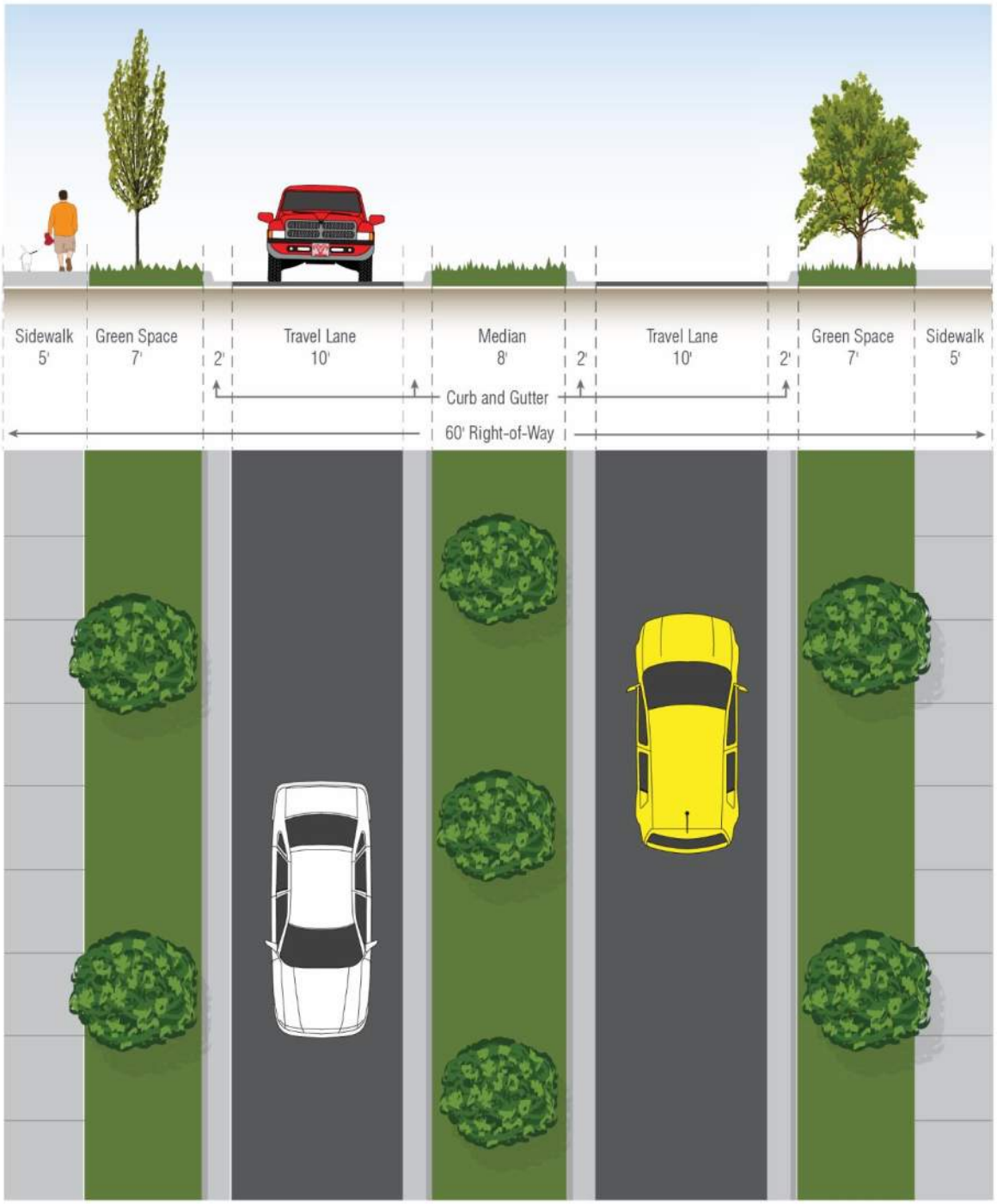
    b) A non-traversable median is preferred for major retrofits and on new locations.

    c) Where applicable, a multi-use trail is preferable over bike lanes.

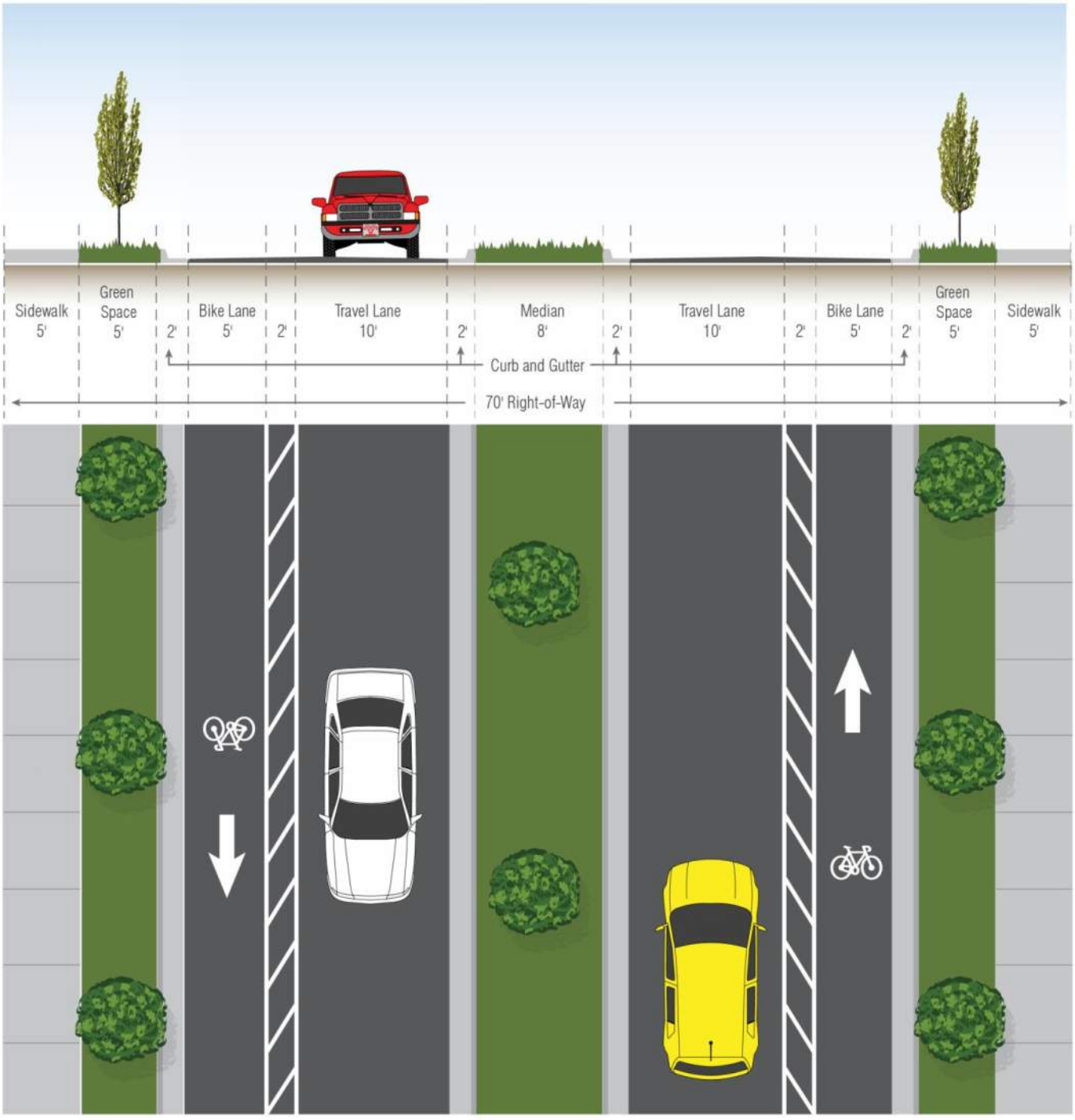
C2.0 – Collector



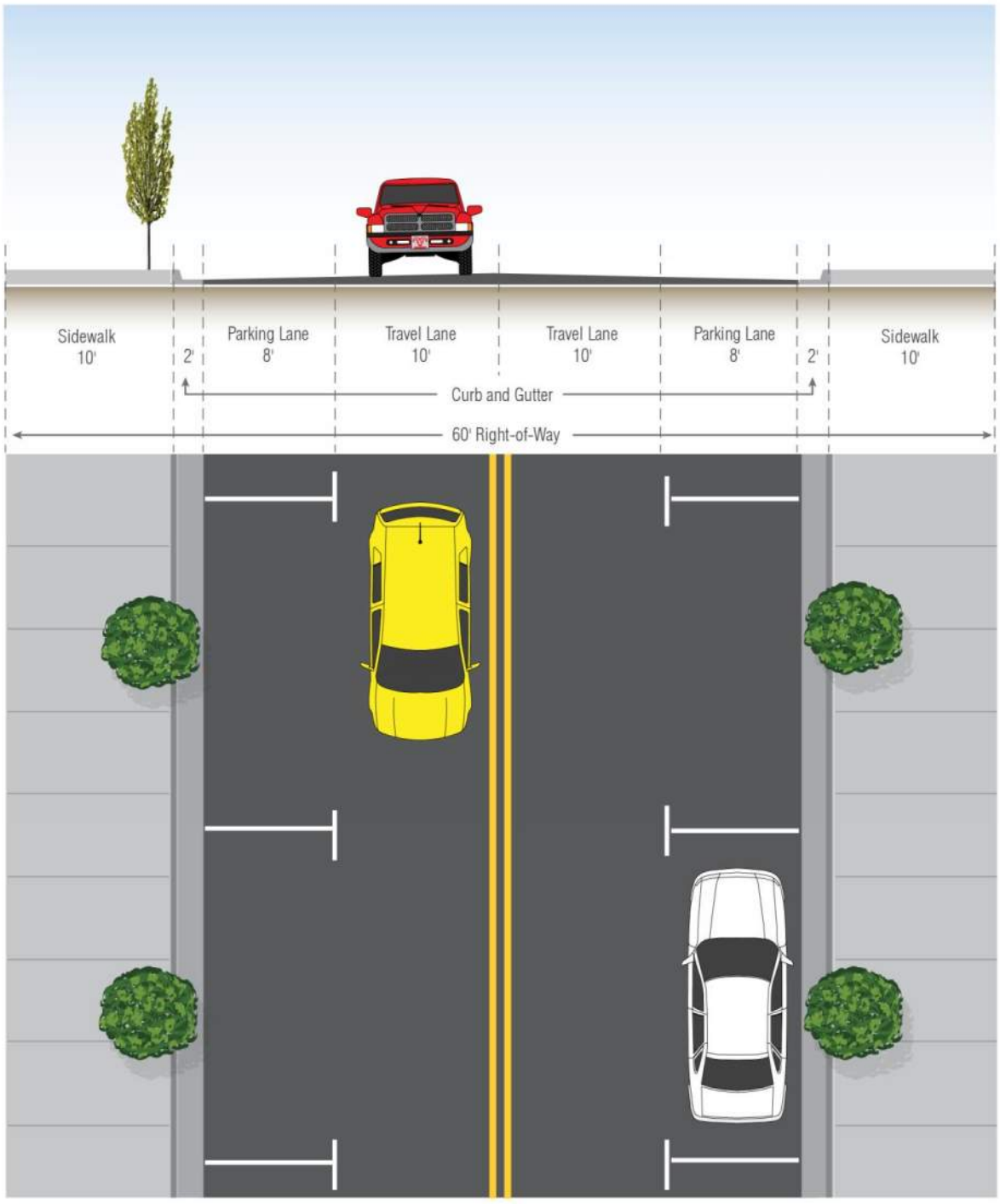
C2.1 – Collector with Median



C2.2II – Collector with Bike Lanes

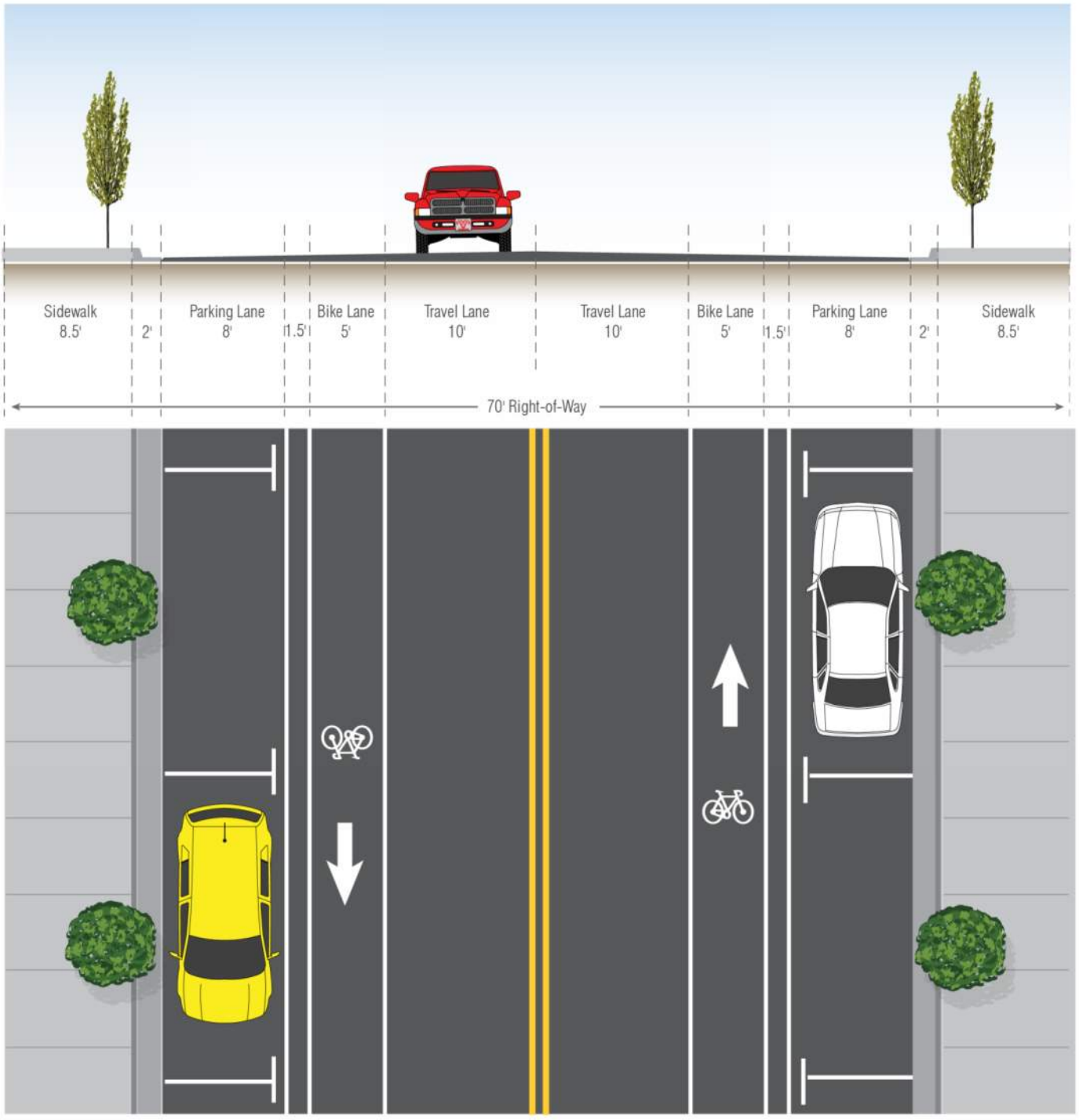


C2.3 – Urban Collector

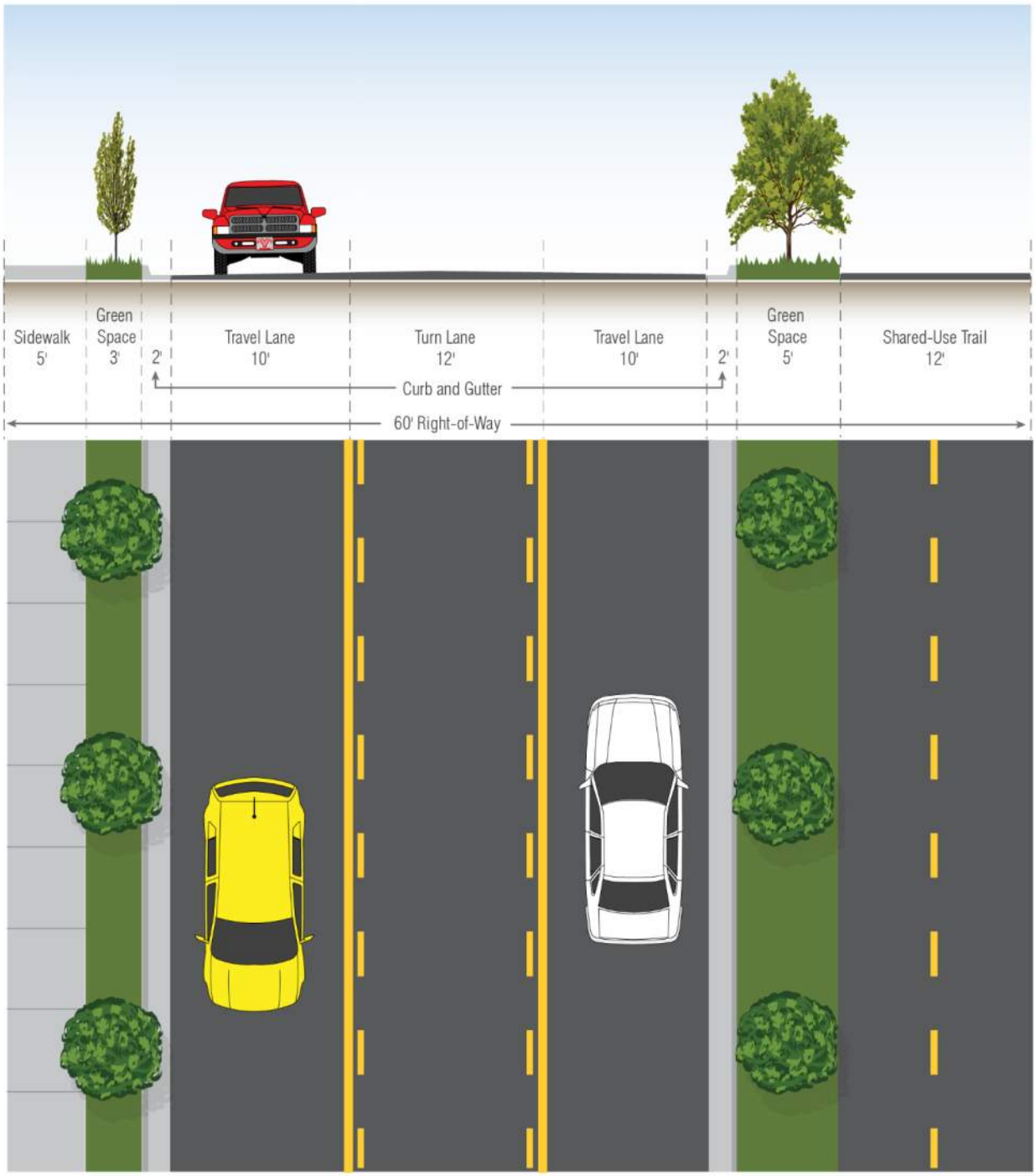


C2.4II – Urban Collector with Bike Lanes

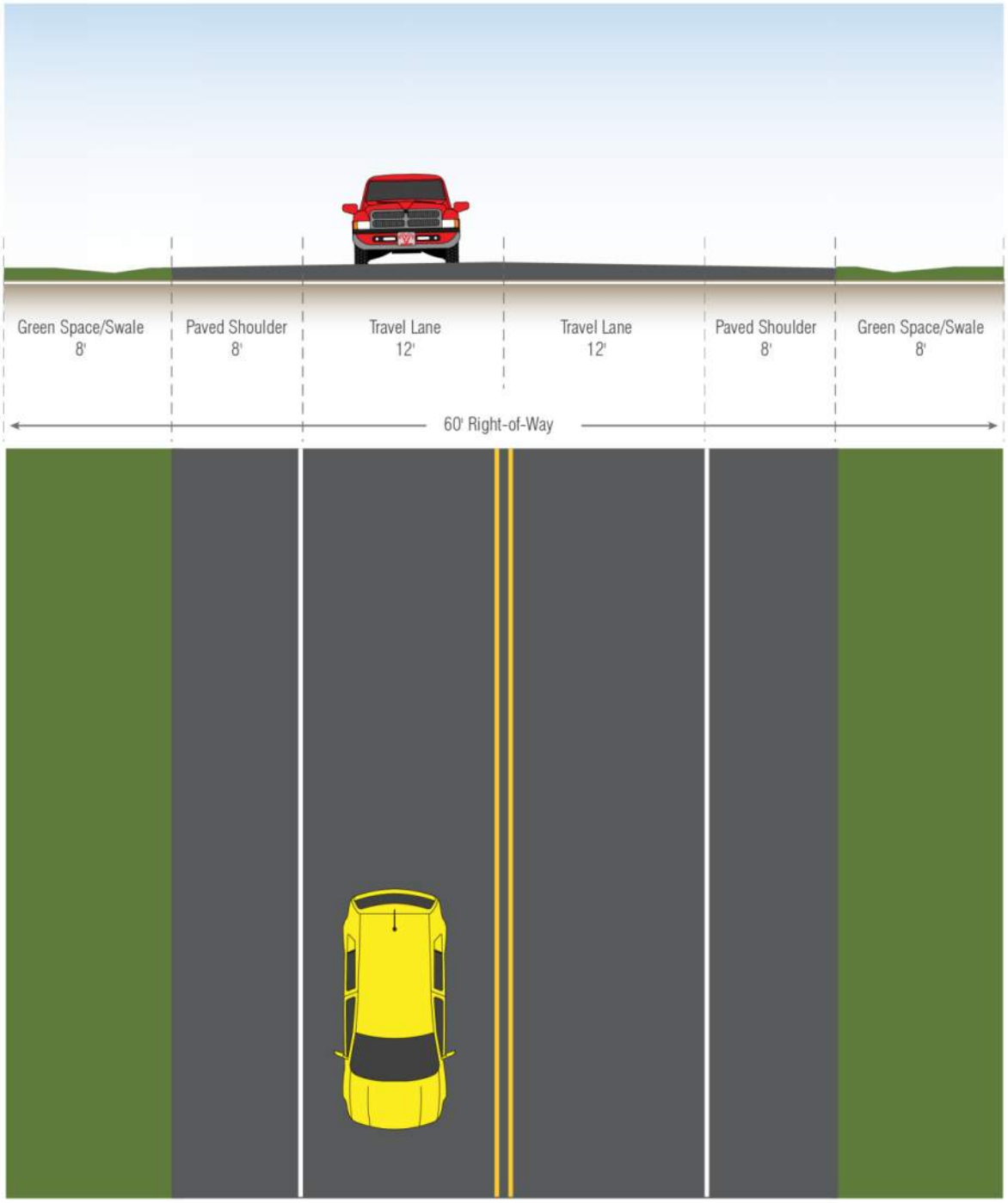
The location of the parking lanes and bike lanes may be switched to create a protected bike lane if adequate buffer space is provided from the parking lane.



C2.5I – Collector with Trail



C2.6 – Rural/Industrial Collector



Local Streets

Local streets are intended to connect traffic with collectors and to the arterial roadway network. They are not intended to carry large traffic loads, and are designed for low speeds, providing access to adjoining land.

1. Required Elements:

    a) Right-of-Way: All required design elements must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements.

    b) Curb and Gutter: Curb and gutter is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.

    c) Sidewalks: Sidewalks are required on both sides of the roadway, except within Industrial Developments (C3.5III). Minimum sidewalk width is 5 ft. and must be compatible with the Americans with Disabilities Act.

    d) Green Space Buffers: A buffer is required between the back of curb and the sidewalk that is a minimum of 3 ft.

    e) Bike Lanes/Trails: If on a planned bikeway route, the bicycle element must be included and must adhere to the bicycle design standards shown on the appropriate cross section.

    f) Lane Width: All lanes shall be used for driving and parking where the combined lanes are greater than 23 ft. in width. Streets on which hydrants are located must have a minimum pavement width of 24 ft. Total street width must be 28' from back of curb to back of curb.

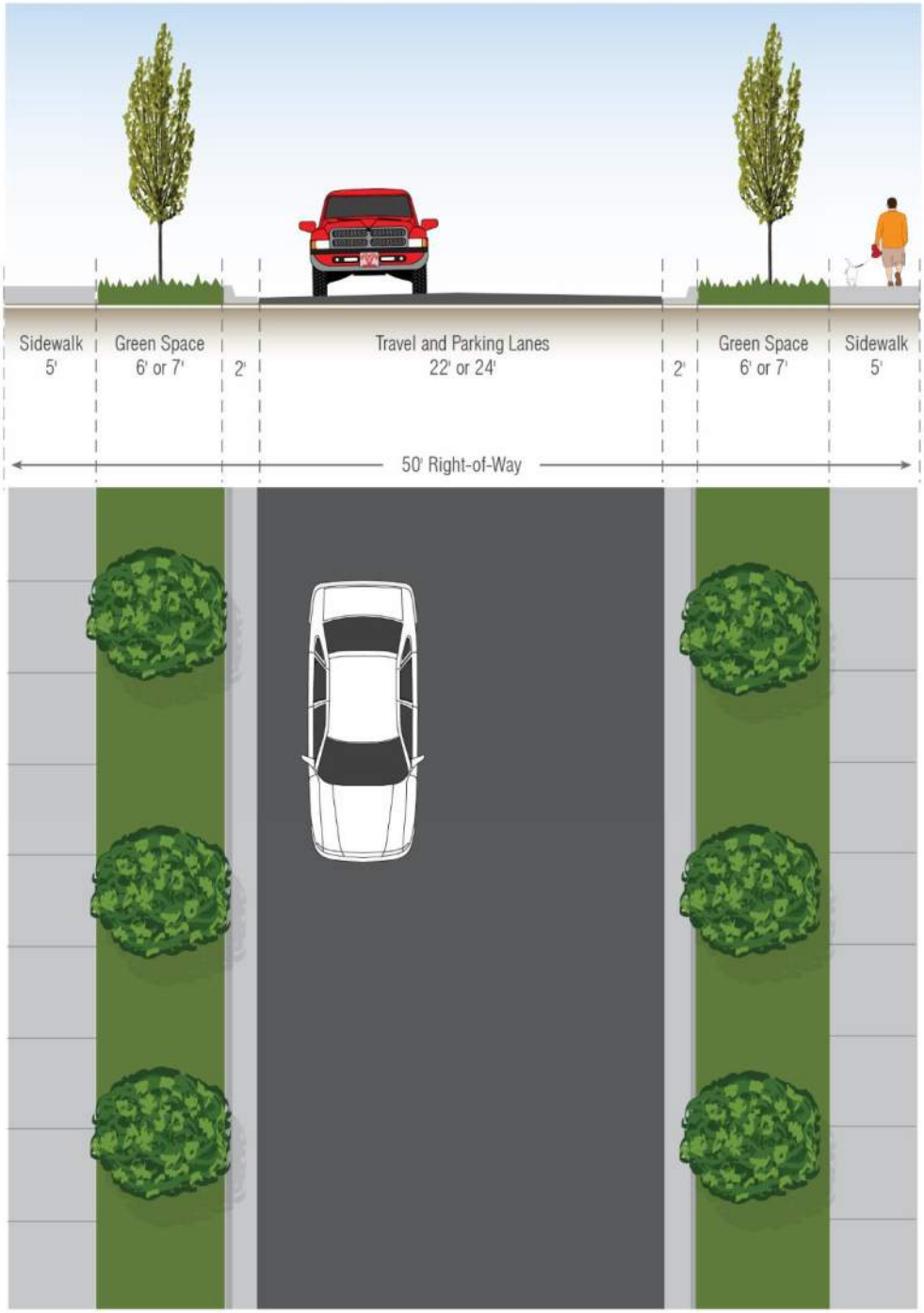
2. Optional Elements:

    a) Parallel parking may be used where warranted.

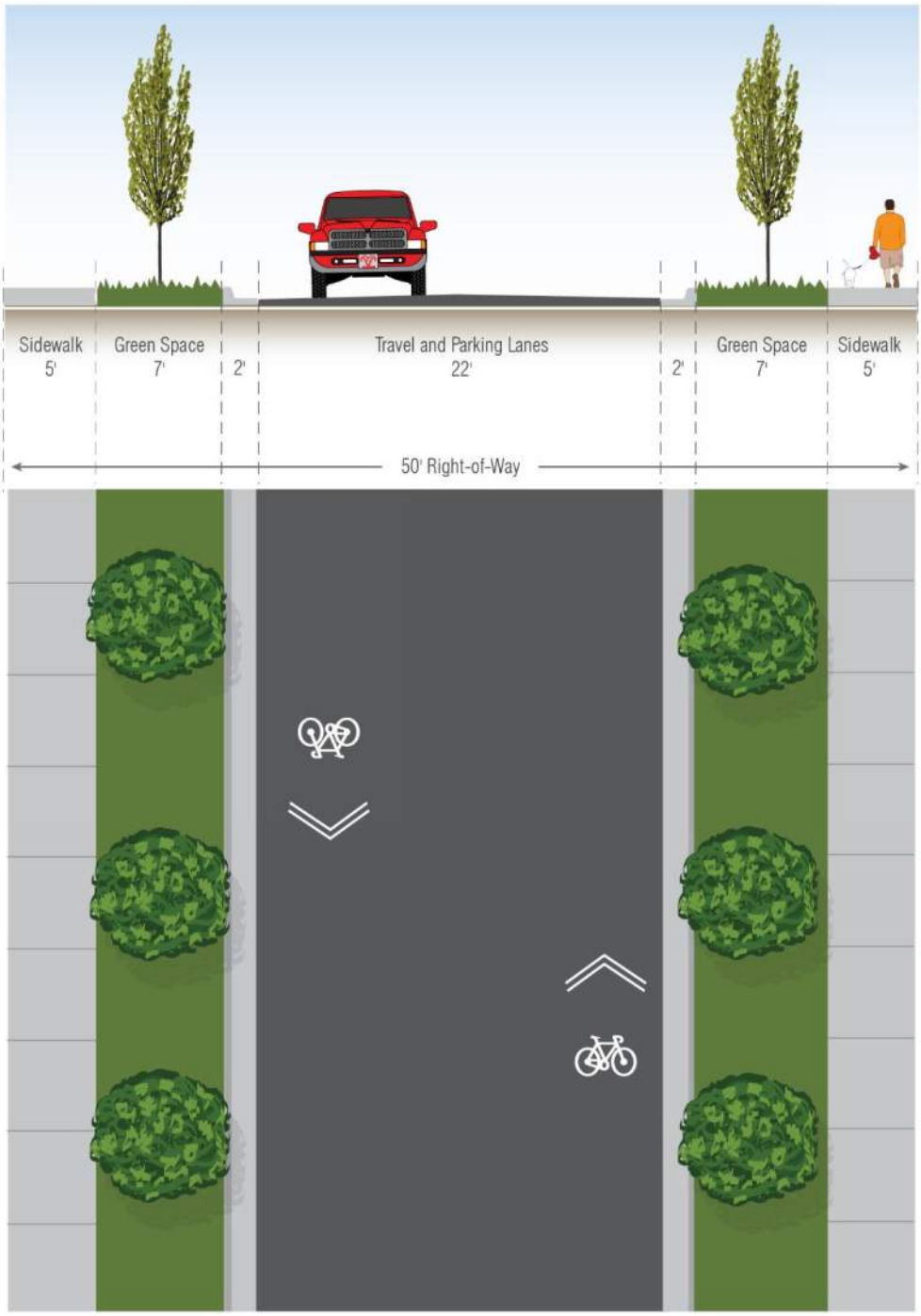
3. Preferred Elements:

    a) Where applicable, a multi-use trail is preferable over bike lanes.

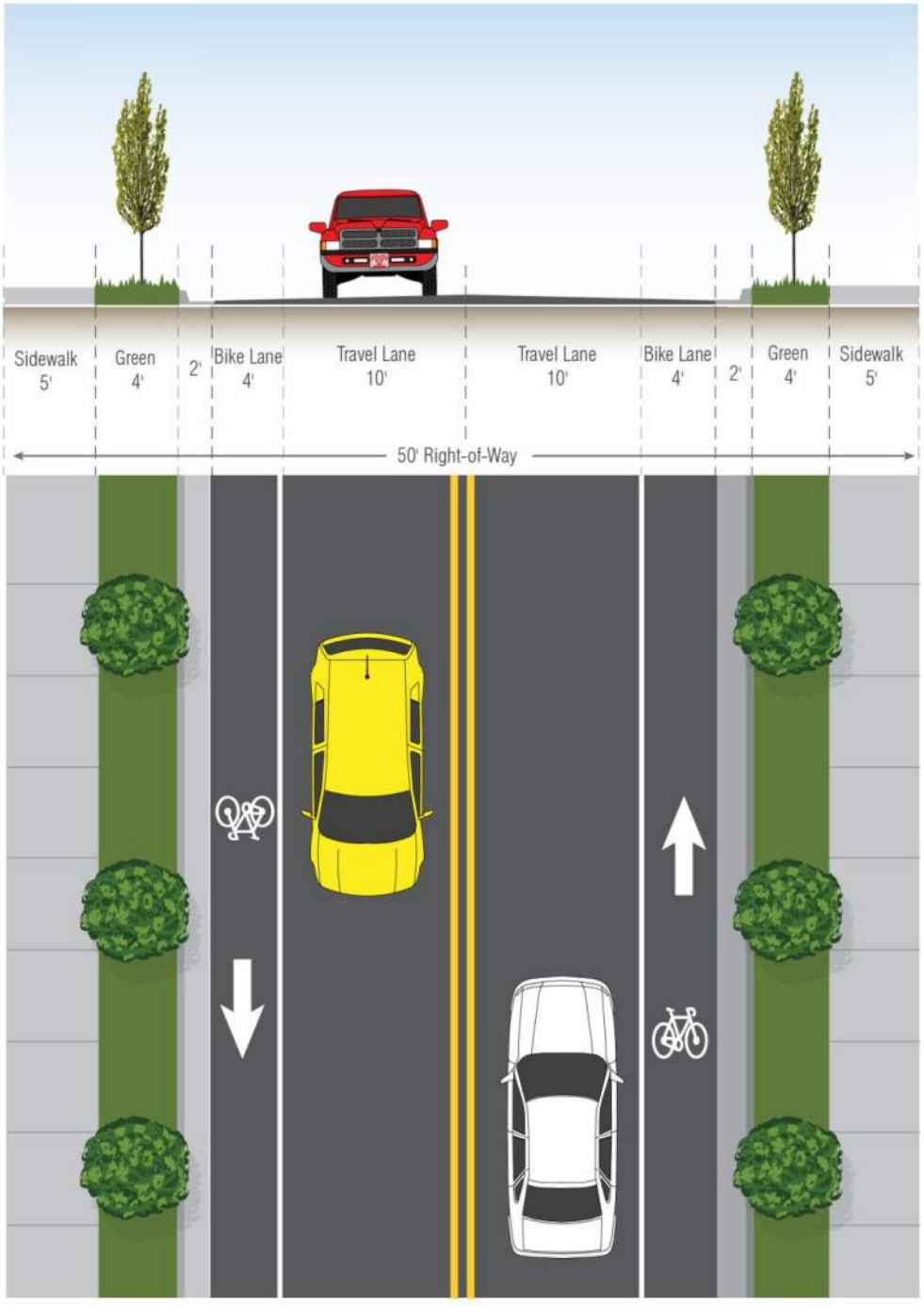
C3.0 – Local Street



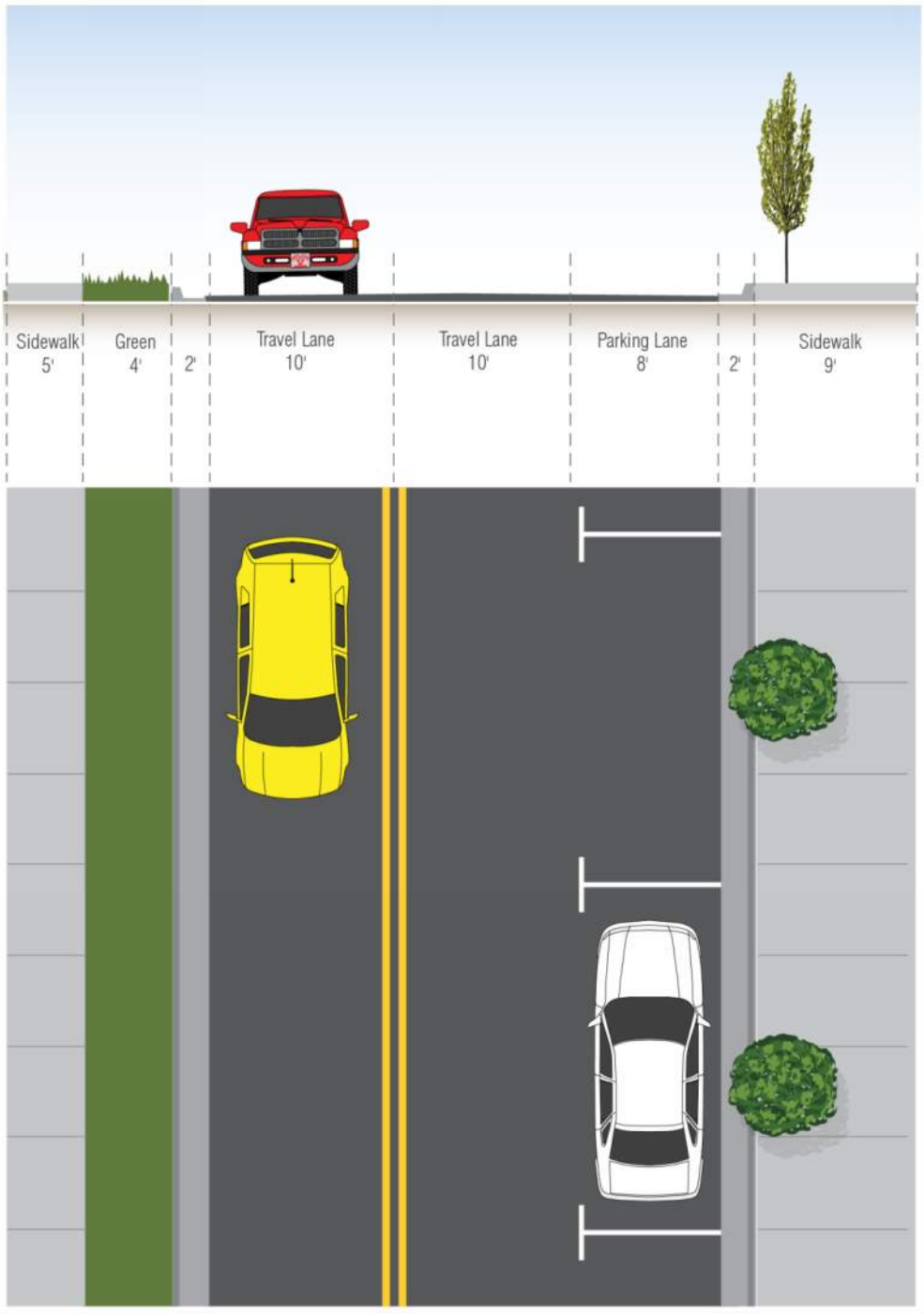
C3.1III – Local Street with Bike Route



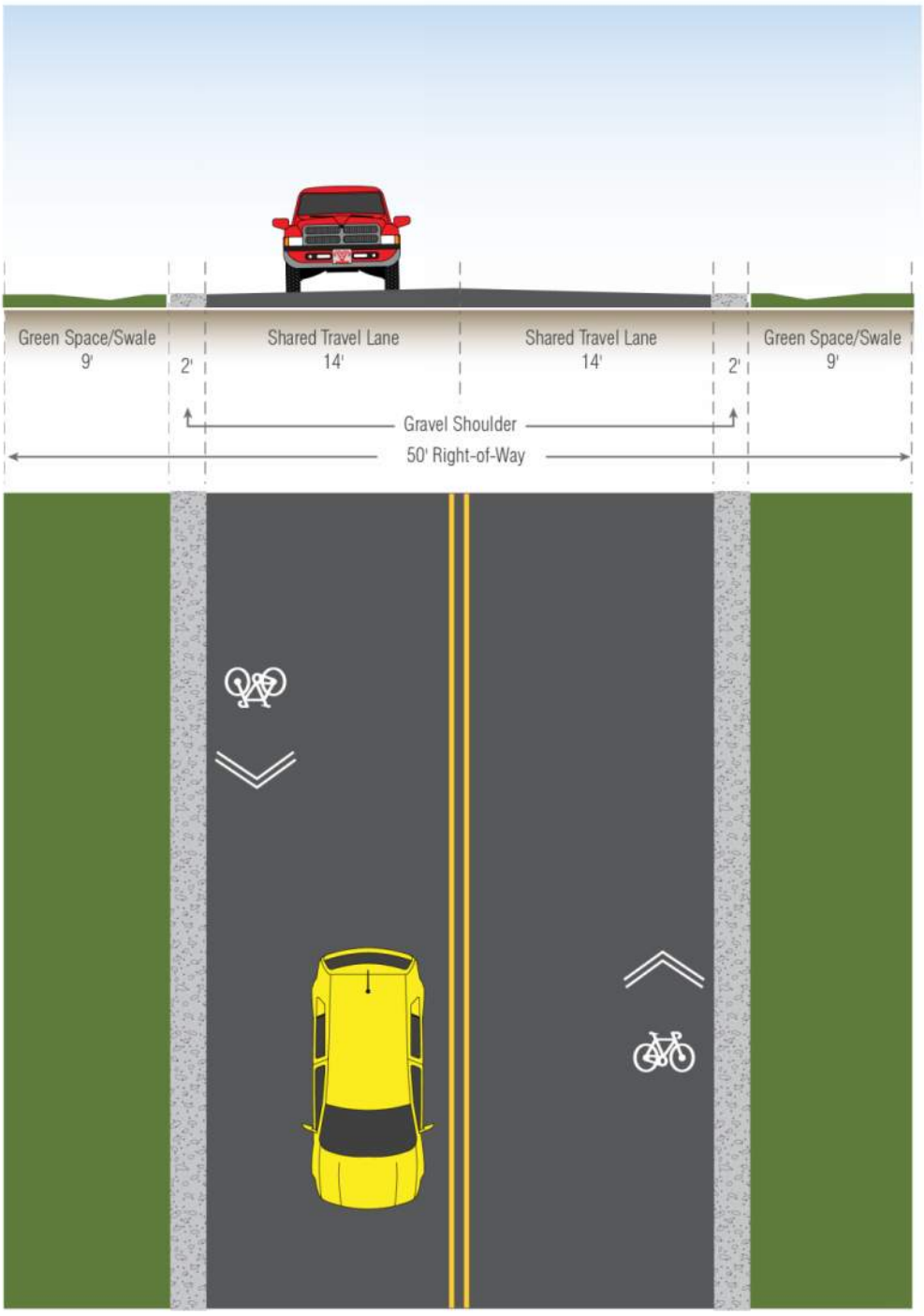
C3.2II – Local Street with Bike Lanes



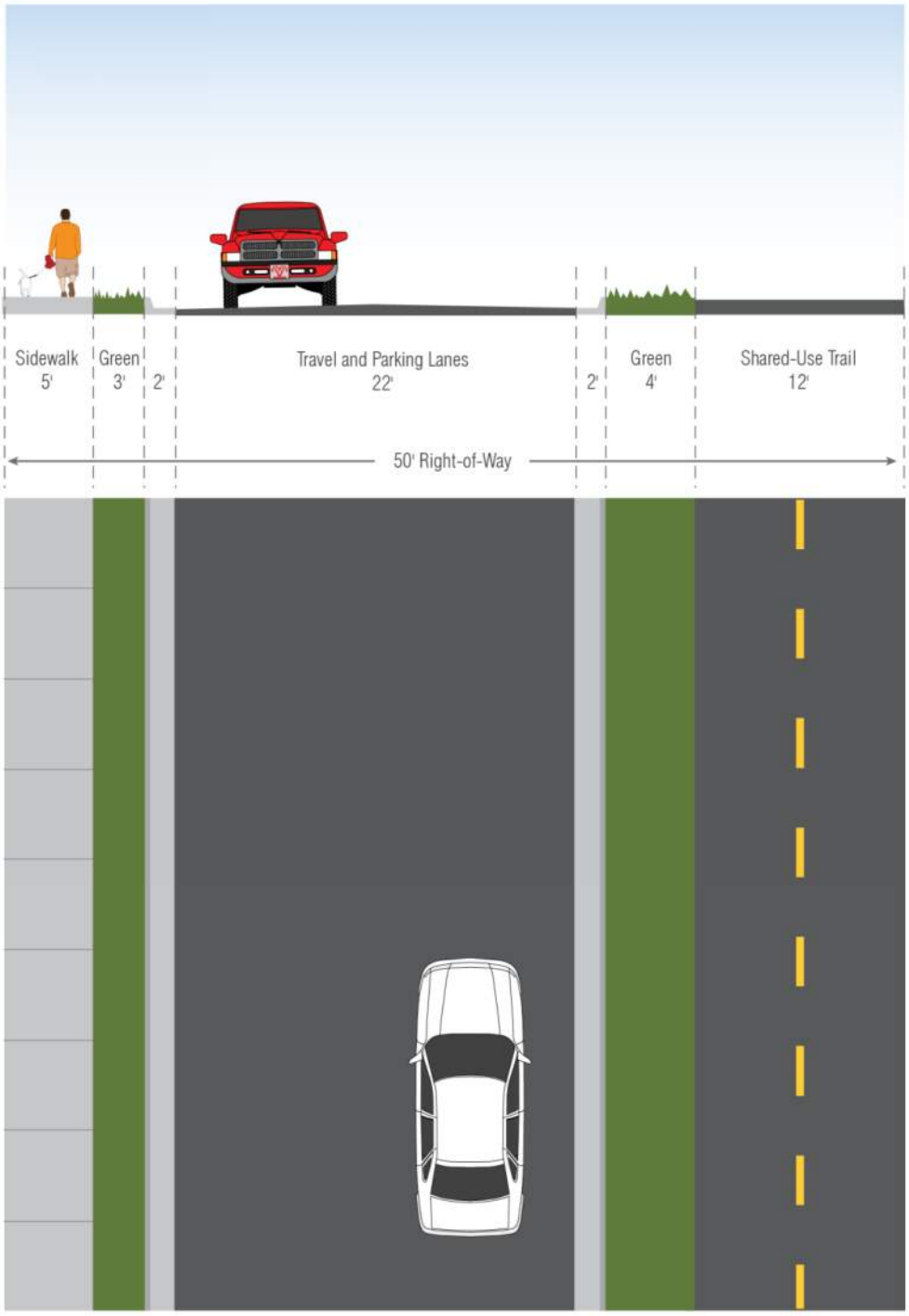
C3.3 – Local Street with Parking Lane



C3.4 – Rural Local Street



C3.5I – Local Street with Trail



Shared-Use Trails

The following cross section data is to be used only for shared-use trails which are constructed separate from a roadway. For shared-use trails constructed with a roadway see the appropriate cross section above.

1. Required Elements:

    a) Right-of-Way/Easement: Share-Use Trails may be placed on a dedicated right-of-way or within a permanent dedicated easement. Easement/right-of-way should be adequate for trail and needed amenities. At least 20' is preferable.

    b) Paving Surface: Concrete, Asphalt, or Fine Compacted Aggregate (Decomposed Granite)

    c) Width: Minimum 10' width up to 16' in areas where heavy use warrants a wider trail. 12' Standard

    d) Curb/Shoulder: A suitable shoulder or curbing is required depending on the paving surface. Concrete – None, Asphalt – gravel or concrete, Fine Compacted Aggregate – Concrete or appropriate of edging containment

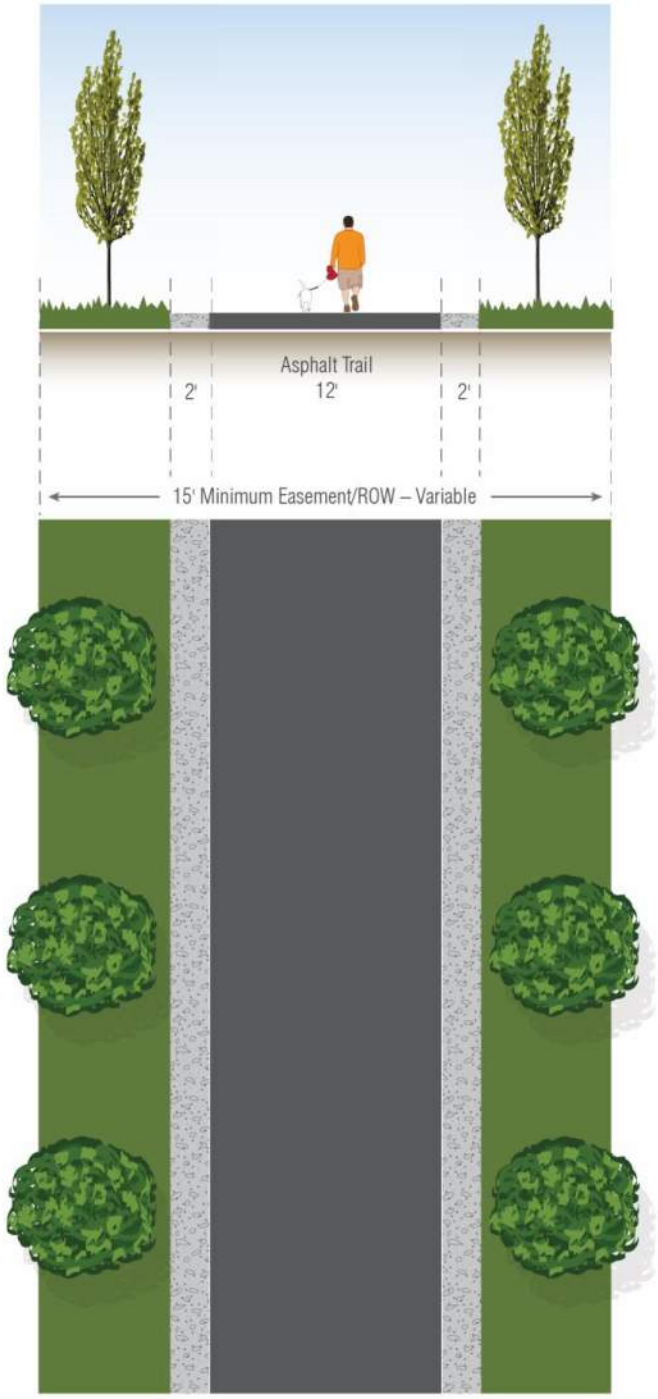
2. Optional/Preferred Amenities:

    a) Park Benches

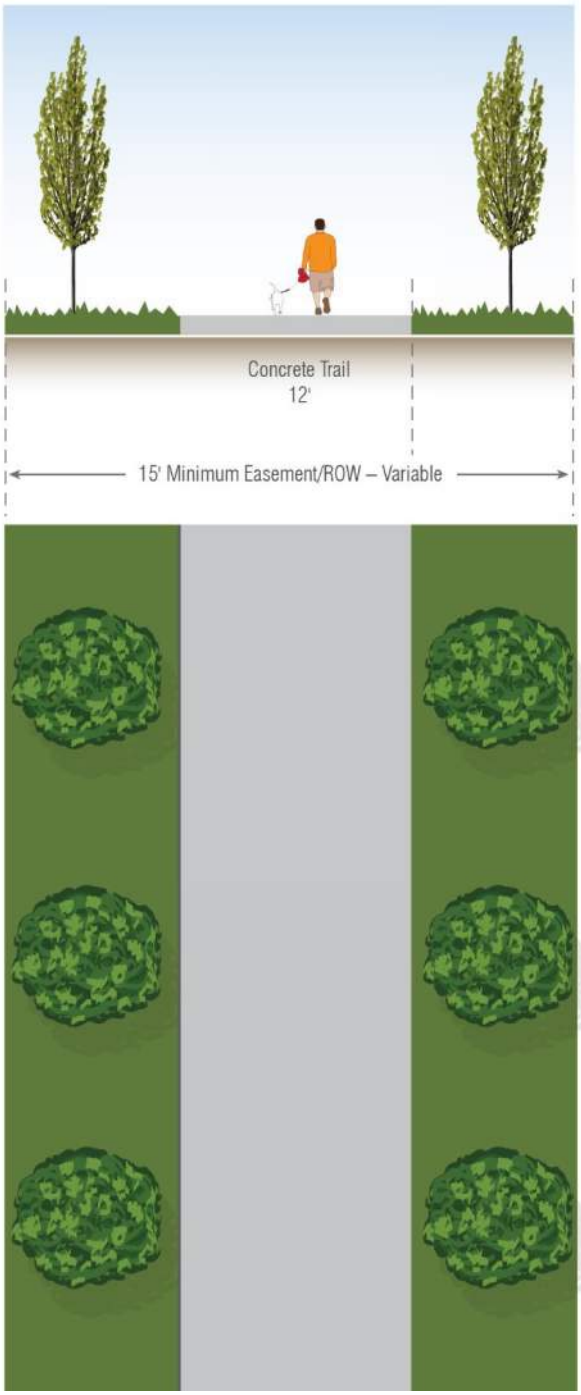
    b) Public Art Installations

    c) Lighting – where night use is encouraged.

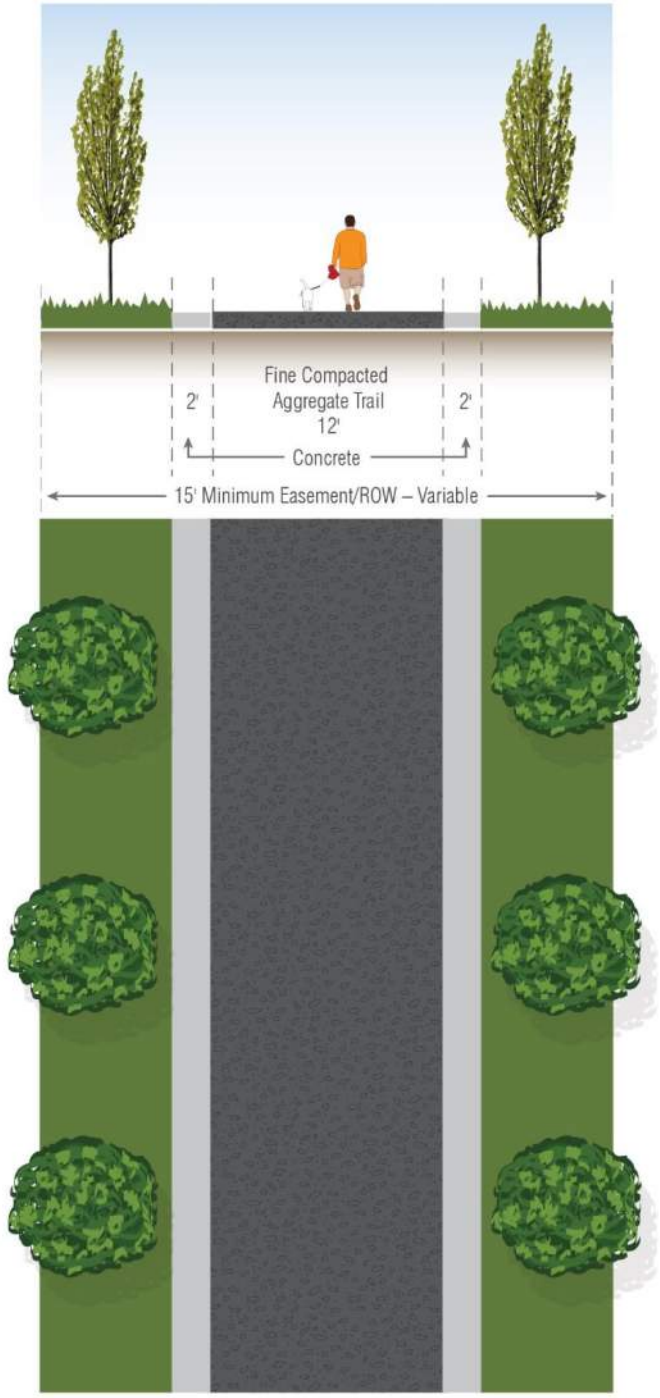
Class I – Shared-Use Trail (Asphalt)



Class I – Shared-Use Trail (Concrete)



Class I – Shared-Use Trail (Aggregate)



Alternative Cross Sections:

The following streets shall be designated as arterials or collectors, but shall be constructed to an alternative cross section based upon traffic studies and intended design plans. The city may designate additional corridors as alternative cross sections without modification of this plan if such alternative cross sections are based upon a publicly funded traffic study or alternative street design.

Note: The table below is intended to be expanded upon as updates are needed to the City Master Street Plan. Accordingly, there is a potential for modifications to the function classification of certain streets listed, but, as an 'alternative cross section', would not compromise the overall continuity of the roadway with respect to the Master Street Plan (i.e. mode share, continuity between other streets, etc.).

Alternative Cross Section List		
Street	*Street Classification*	*Design Extents*
Country Club Rd.	Minor Arterial	North Hills Blvd. to Beaconsfield Rd.
Maryland Ave.	Minor Arterial	Whitewood Dr. to Stonehill Dr.