



## ORDINANCE 2021-005

### **MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO, AND APPROVING, THE SHERWOOD 2021 URBAN RENEWAL PLAN AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED**

**WHEREAS**, the Sherwood Urban Renewal Agency (“Agency”), as the duly authorized and acting urban renewal agency of the City of Sherwood, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

**WHEREAS**, the Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Sherwood 2021 Urban Renewal Plan dated May 18, 2021 and attached hereto as Exhibit A (the “Plan”) and incorporated herein by reference, and the Plan authorizes certain urban renewal activities within the Sherwood 2021 Urban Renewal Area (the “Area”); and

**WHEREAS**, the Agency has caused the preparation of a certain Report Accompanying the Sherwood 2021 Urban Renewal Area dated May 18, 2021 and attached hereto as Exhibit B (the “Report”) to accompany the Plan as required under ORS 457.087; and

**WHEREAS**, the Agency forwarded the Plan and Report to the Sherwood Planning Commission (the “Commission”) for review and recommendation, and the Commission considered the Plan and Report on April 27, 2021 and adopted a finding that the Plan conformed with the Sherwood Comprehensive Plan; and

**WHEREAS**, the Plan and the Report were forwarded on March 3, 2021 to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with each taxing district; and

**WHEREAS**, on March 16, 2021, representatives from the City met with representatives of Washington County to review the Plan, including the proposed maximum indebtedness for the Plan; and

**WHEREAS**, Washington County has approved the Plan by adopting a Resolution & Order on May 18, 2021; and

**WHEREAS**, three of the four taxing districts estimated to forgo the most property tax revenue as computed in the Report have provided concurrence regarding a public building project in the Plan, specifically Washington County on April 6, 2021, the Sherwood School District on May 12, 2021 and the City of Sherwood on May 18, 2021; and

**WHEREAS**, in April 2021, the City caused notice of a hearing to be held before City Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to postal patrons within the City’s

incorporated limits through the Sherwood Archer newsletter, as well as postal patrons within the Area located outside the City's incorporated limits; and

**WHEREAS**, on May 18, 2021 the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Sherwood Planning Commission, and the public testimony received on or before that date; and

**WHEREAS**, the City Council has determined that the Plan conforms with all applicable legal requirements; and

**WHEREAS**, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

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

**Section 1.** The City Council finds that the Plan complies with all applicable requirements of ORS Chapter 457 and the specific criteria of ORS 457.095, in that, based on the information provided in the Report, the Sherwood Planning Commission Recommendation, and the public testimony before the City Council:

1. The process for the adoption of the Plan has been conducted in accordance with the applicable provisions of Chapter 457 of the Oregon Revised Statutes and all other applicable legal requirements; and
2. The area designated in the Plan as the Sherwood 2021 Urban Renewal Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section XI of the Report, including the existence of inadequate streets and other rights of way, open spaces, and utilities, and underdevelopment of property within the Area (ORS 457.010(1)(e) and (h)); and
3. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because, absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan; and
4. The Plan conforms to the Sherwood Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in Section XIII of the Plan and in the Sherwood Planning Commission Recommendation; and
5. The Plan conforms to the City of Sherwood Economic Development Strategy as more fully described in the Plan; and
6. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan and therefore the Plan does not include provisions to house displaced persons; and
7. If acquisition of real property is provided for, it is necessary; and
8. Adoption of and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division

of taxes pursuant to Article IX, section 1c, of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in Sections III and IV of the Report; and

- 9. The City shall assume and complete any activities prescribed it by the Plan; and
- 10. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council; and
- 11. Washington County, the Sherwood School District and the City of Sherwood have approved the public building project in the Plan as required in ORS 457.089; and
- 12. Washington County has approved the Plan due to the inclusion of unincorporated properties in the boundary area as required by ORS 457.105.

**Section 2.** The Sherwood 2021 Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Plan and Report, the Sherwood Planning Commission Recommendations, taxing district recommendations, each of which is hereby accepted, as well as the public testimony in the record.

**Section 3.** The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

**Section 4.** The Agency shall thereafter cause a copy of the Plan to be recorded in the Records of Washington County, Oregon.

**Section 5.** The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of this Ordinance approving the Plan, including the provisions of ORS 457.135, in the Oregonian newspaper no later than four days following adoption of this Ordinance.

**Section 6.** This Ordinance shall become effective 30 days from its adoption.

**Duly passed by the City Council on this 18<sup>st</sup> day of May, 2021.**

  
\_\_\_\_\_  
Keith Mays, Mayor

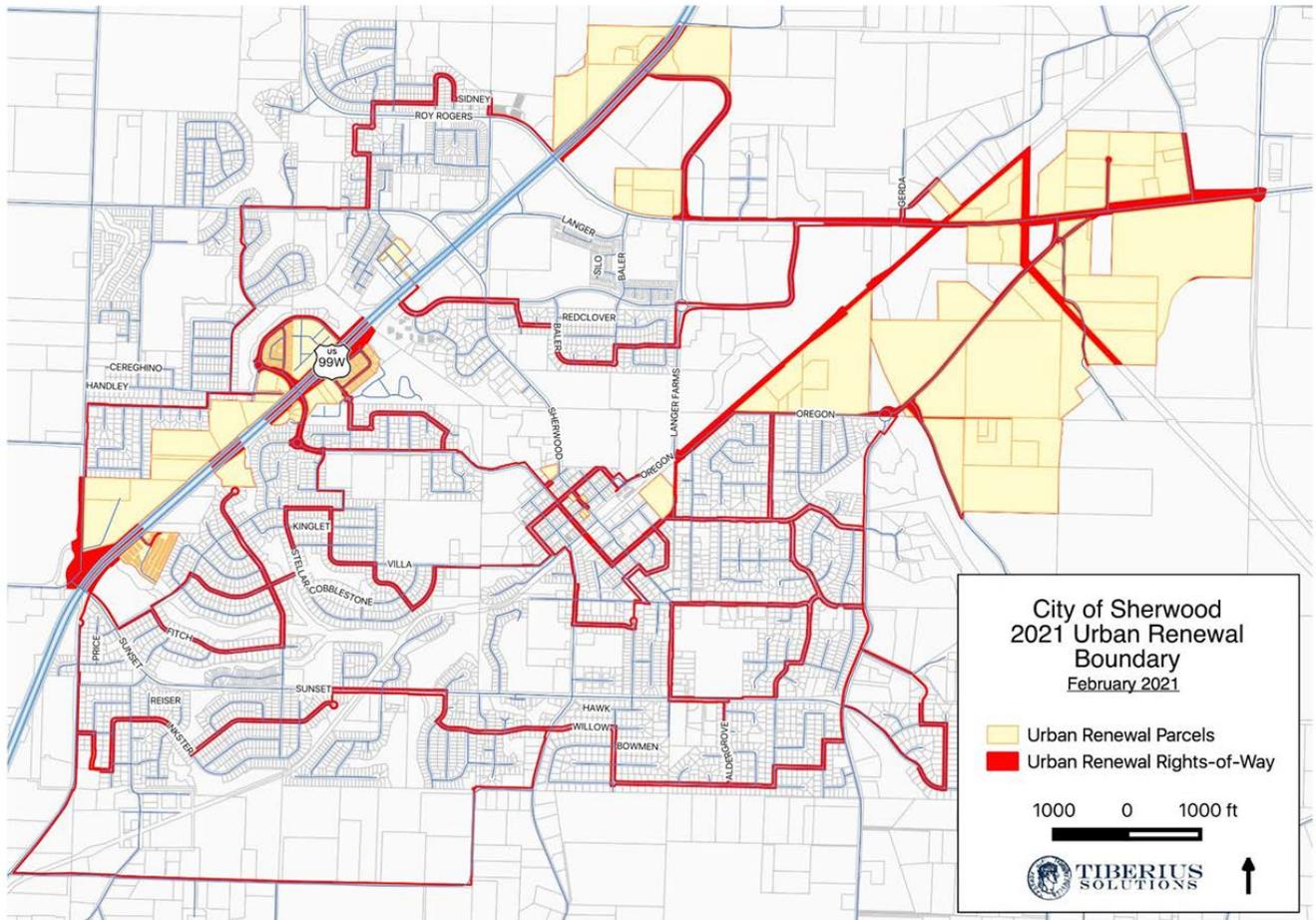
5/18/21  
\_\_\_\_\_  
Date

Attest:

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

	<u>AYE</u>	<u>NAY</u>
Scott	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Griffin	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Brouse	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Young	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Garland	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rosener	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mays	<input checked="" type="checkbox"/>	<input type="checkbox"/>

# Sherwood 2021 Urban Renewal Plan



Sherwood 2021 Urban Renewal Plan

Approved by the City of Sherwood

May 18, 2021

Ordinance No. 2021 –

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

This Plan was also approved by Washington County by Resolution No. \_\_\_\_ on May 18, 2021 as there are unincorporated properties in the Area.

## **LIST OF PARTICIPANTS**

### **Mayor**

Keith Mays

### **City Council**

Tim Rosener, Council President

Rene Brouse

Sean Garland

Russell Griffin

Doug Scott

Kim Young

### **Planning Commission**

Jean Simson, Chair

Justin Kai, Vice Chair

Daniel Bantz

Alexandra Brown

Taylor Giles

Mike Harsch

Rick Woidyla

### **City of Sherwood Staff**

Joseph Gall, City Manager

Julia Hajduk, Community Development  
Director

David Bodway, Finance Director

Bruce Coleman, Economic Development  
Manager

### **Advisory Committee**

Cassandra Ulven, Public Affairs Chief,  
Tualatin Valley Fire and Rescue (TVF&R)

Chris Deffebach, Department of Land Use  
and Transportation, Washington County

John Southgate, Interim Economic  
Development Director, Washington County

Corey Kearsley, Director, Sherwood  
Chamber of Commerce

Rebecca Fairbanks, Business  
owner/Chamber President

Tim Rosener, Sherwood City Council

Justin Kai, Sherwood Planning Commission

Phil Johanson, Sherwood School District,  
Finance Director

### **Elaine Howard Consulting, LLC**

Elaine Howard, Scott Vanden Bos

### **Tiberius Solutions LLC**

Nick Popenuk, Ali Danko, Rob Wyman

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## I. DEFINITIONS

“Agency” means the Sherwood Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Sherwood 2021 Urban Renewal Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Washington County Board of Commissioners.

“City” means the City of Sherwood, Oregon.

“City Council” or “Council” means the Sherwood City Council.

“Comprehensive Plan” means the City of Sherwood comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Sherwood Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

## II. INTRODUCTION

### A. *Plan Overview*

The Sherwood City Council began exploring a new urban renewal area (URA) by completing an Urban Renewal Feasibility Study in 2020. After reviewing those findings, the City Council directed staff to prepare an urban renewal plan for the study areas. The City Council appointed an Advisory Committee to help provide input on the boundary, projects and financing of the potential new URA. The proposed URA includes the Tonquin Employment Area (TEA), rights of way to install public broadband, a few underdeveloped parcels that were previously included in the existing Sherwood URA, underdeveloped properties north of Roy Rogers Road, and properties along Highway 99W including the location of a future grade-separated crossing of Highway 99W from Sherwood High School to the YMCA. See Figure 1.

There are numerous planning efforts that have led to the formation of a new urban renewal area in Sherwood. Much of that planning has been for the TEA. The TEA is located in southern Washington County within the Portland Metro Urban Growth Boundary (UGB), immediately east of Sherwood city limits along SW Oregon Street and SW Tonquin Road. Totalling 300 acres, approximately 170 acres have been annexed into the City and it is anticipated that the remainder of the area will be annexed as development occurs. The area now known as the TEA was previously designated for rural uses by Metro and Washington County. In 2002 and 2004, Metro expanded the urban growth boundary to include the TEA (which at that time was identified as “Area 48”) and the Southwest Tualatin Concept Plan area, both of which were designated for industrial development. Metro regulations required each city to plan for how the study areas would transition from rural uses to urban uses. The City of Sherwood prepared an Existing Conditions Report in 2009 to describe the TEA and then evaluated multiple concept plans for the area. In 2010, the City Council approved a Preferred Concept Plan.

Some of the additional recent planning includes:

Industrial Site Readiness Assessment and Implementation Planning project, Washington County, Oregon

Tonquin Employment Area (TEA) Market Analysis, Business Recruitment and Implementation Strategy

Southwest Tualatin Concept Plan (SWCP)

Sherwood Economic Opportunities Analysis (EOA)

Planning efforts for other areas, outside of the TEA include the City’s Comprehensive Plan and Transportation System Plan which identify infrastructure needs that the URA will help facilitate. In addition, the property located off of Oregon Street referred to as the Tannery site is a brownfield site which has a completed EPA funded site analysis and ABCA (Analysis of Brownfield Cleanup Alternatives).

Opportunity for public input was provided at the Sherwood Urban Renewal Agency meeting on March 2, 2021, an online Open House, the Sherwood Planning Commission meeting on April 27, 2021 and the Sherwood City Council public hearing on May 18, 2021. The City Council public hearing was noticed to all postal patrons through the April

Sherwood Archer and mailed individually to property owners who are inside the urban renewal area boundary but outside of the city limits.

The City also convened an Advisory Committee comprised of representatives of the Sherwood Planning Commission, Sherwood City Council, Washington County, Tualatin Valley Fire and Rescue (TVF&R), Sherwood School District, Sherwood Chamber of Commerce, business owners and community members. The Advisory Committee provided input on the boundary, proposed projects and finances for the urban renewal area.

The Sherwood 2021 Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 584.6 total acres: 452.9 acres of land in tax lots and 131.7 acres of public rights-of-way. It is anticipated that the Sherwood 2021 Urban Renewal Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). Detailed financial analysis is in the Report Accompanying the Sherwood Urban Renewal Plan (Report).

Detailed goals and objectives developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Sherwood Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

**Table 1 - Statutory References**

<b>Statutory Requirement</b>	<b>Plan Section</b>
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

## **B. *Urban Renewal Overview***

Urban renewal allows for the use of tax increment financing, a funding source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the area; and
- A relocation report.

### III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). As discussed below, if the application of ORS 457.190(4)(c) limits the maximum indebtedness to an amount less than \$166,600,000, then the maximum indebtedness will be the amount that would otherwise be permitted in accordance with that statute. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds.

ORS 457.190(4) contains limitations on the initial maximum indebtedness that may be issued or incurred under the Plan. Those limitations are based on the Washington County Assessor's certified statement of the assessed value in the adopted Plan, which the Assessor will issue pursuant to ORS 457.430. The assessed value, once certified, may limit the maximum indebtedness to an amount that is lower than the \$166,600,000. ORS 457.190(4)(c) says "If the total assessed value in the certified statement exceeds \$150 million, the initial maximum indebtedness may not exceed \$100 million, plus 35 percent of the total assessed value in the certified statement that is over \$150 million."

Therefore, if the Assessor's certification results in an assessed value that exceeds \$150 million, the maximum indebtedness will be \$166,600,000 or the sum of \$100 million plus 35% of the certified assessed value that is over \$150 million as adjusted by 3% annual inflation from July 1, 2010, whichever is less. If the amount is less, the decrease in the maximum indebtedness will be formalized through a minor amendment to the Plan and will be stated in dollars and cents.

For example, if the AV is certified at \$195 million as projected in the Report Accompanying the Plan, the Plan's initial MI would be \$115,750,000 which is then inflated to \$160,225,071, reflected in a minor amendment to the Plan and calculated as follows: \$100 million plus 35% of the total assessed value in the certified statement that is over \$150M or 35% of \$45 million (\$15,750,000), inflated by 3% annually is \$160,225,071.

Pursuant to ORS 457.190(4)(d), this amount may be increased annually in accordance with a 3% annual inflationary adjustment to account for the future costs of projects under the Plan.

## **IV. PLAN GOALS**

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

### **Goal 1: PUBLIC INVOLVEMENT**

Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the Area to ensure that it reflects the community's values and priorities.

Objectives:

1. Convene an urban renewal advisory committee comprised of taxing districts and other stakeholders to provide guidance on the preparation of the urban renewal plan.
2. Invite public comment at all Agency meetings.
3. Complete the Urban Renewal Annual Report and send it to all impacted taxing districts as required by ORS 457.460.

### **Goal 2: ECONOMY**

Create conditions that are attractive to the growth of existing business and attract new businesses to Sherwood to create new higher-wage jobs. Expand the tax base so that the Area will contribute its fair share to the costs of public services provided and protect and maintain Sherwood's quality of life.

Objectives:

1. Build water, sewer, stormwater and other infrastructure to accommodate growth in the Area.
2. Assist in the construction and improvement of transportation infrastructure to support existing development and allow for future development.
3. Facilitate re-development of the existing Public Works site and other improvements in Old Town to spur re-development.
4. Facilitate clean-up of the Tannery site for future redevelopment in the Area. Work proactively to contact and attract commercial and industrial developers to the Area to facilitate new job creation and a more diversified tax base.
5. Actively contact and market sites in the Area to encourage and assist existing business to expand and to attract new companies to locate in the Area.
6. Work closely with property owners to facilitate consolidation and development of sites to be ready for new employment development projects.

### **Goal 3: TRANSPORTATION INFRASTRUCTURE**

Construct the transportation network that provides the basis for attracting new employment center development projects which will increase the tax base and help create new jobs and

an improved housing/jobs balance in the Area. Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses. Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.

Objectives:

1. Assist in the construction of new and improvement of existing transportation infrastructure to allow for future development and support existing development.
2. Provide pedestrian and bicycle connectivity improvements, increasing safety and access for pedestrians and bicyclists in the Area.
3. Provide adequate parking for the downtown core including but not limited to Festival Plaza parking.
4. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

**Goal 4: UTILITY INFRASTRUCTURE**

Provide public services and facilities to meet the present and future needs of the Area.

Objectives:

1. Build water, sewer, stormwater and other utility infrastructure to accommodate growth in the Area.
2. Install a city-wide broadband network in the Area.
3. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

**Goal 5: DEVELOPER ASSISTANCE AND INCENTIVES**

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities, additional mixed use and commercial growth and increased tax base in the Area.

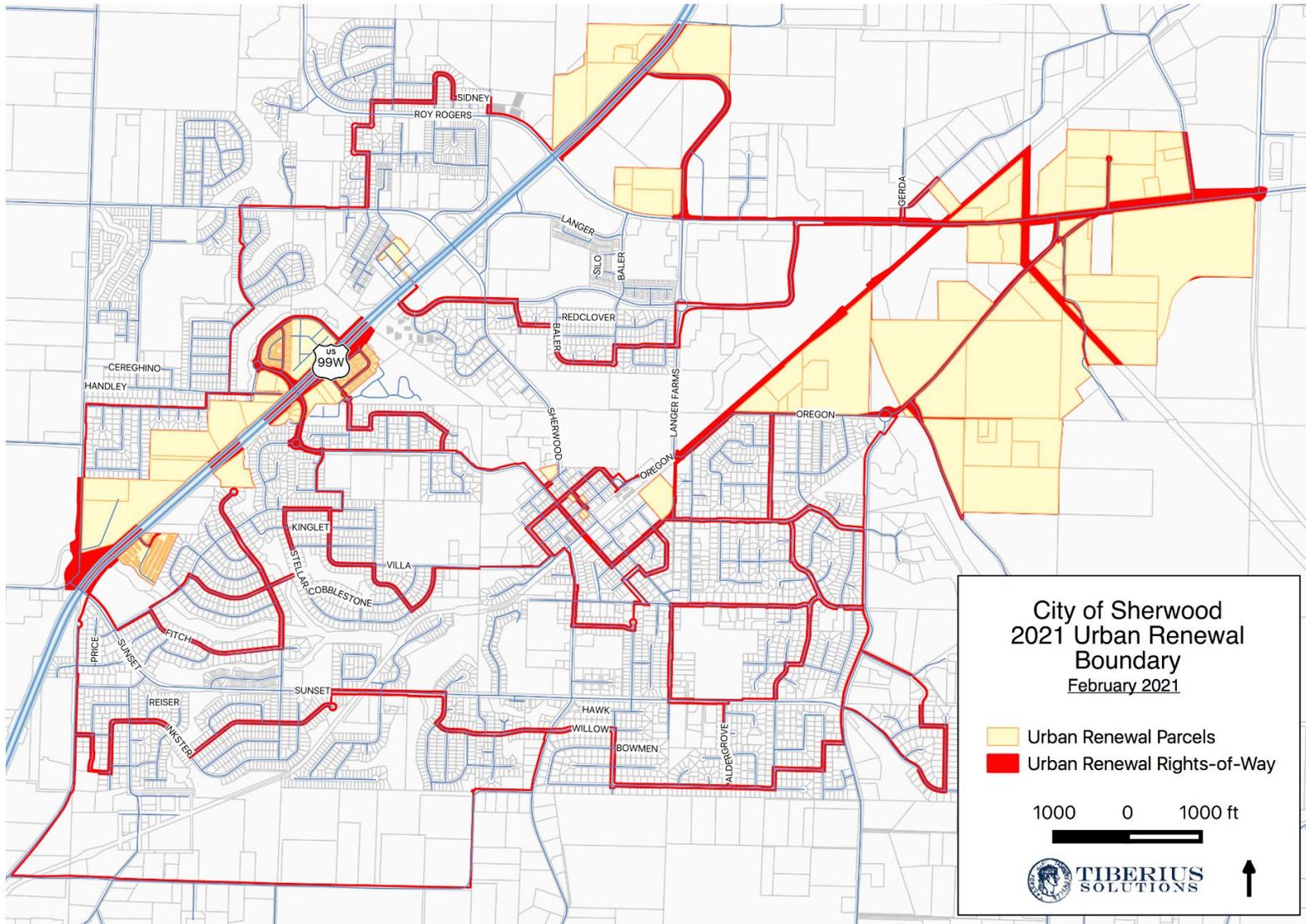
Objectives:

1. Relocate the Public Works facility outside of the downtown core, freeing up valuable land for redevelopment.
2. Facilitate development of the existing Public Works site.
3. Facilitate development of the Tannery Site through clean-up and other assistance.
4. Provide developer assistance and incentives to facilitate development within the Area.

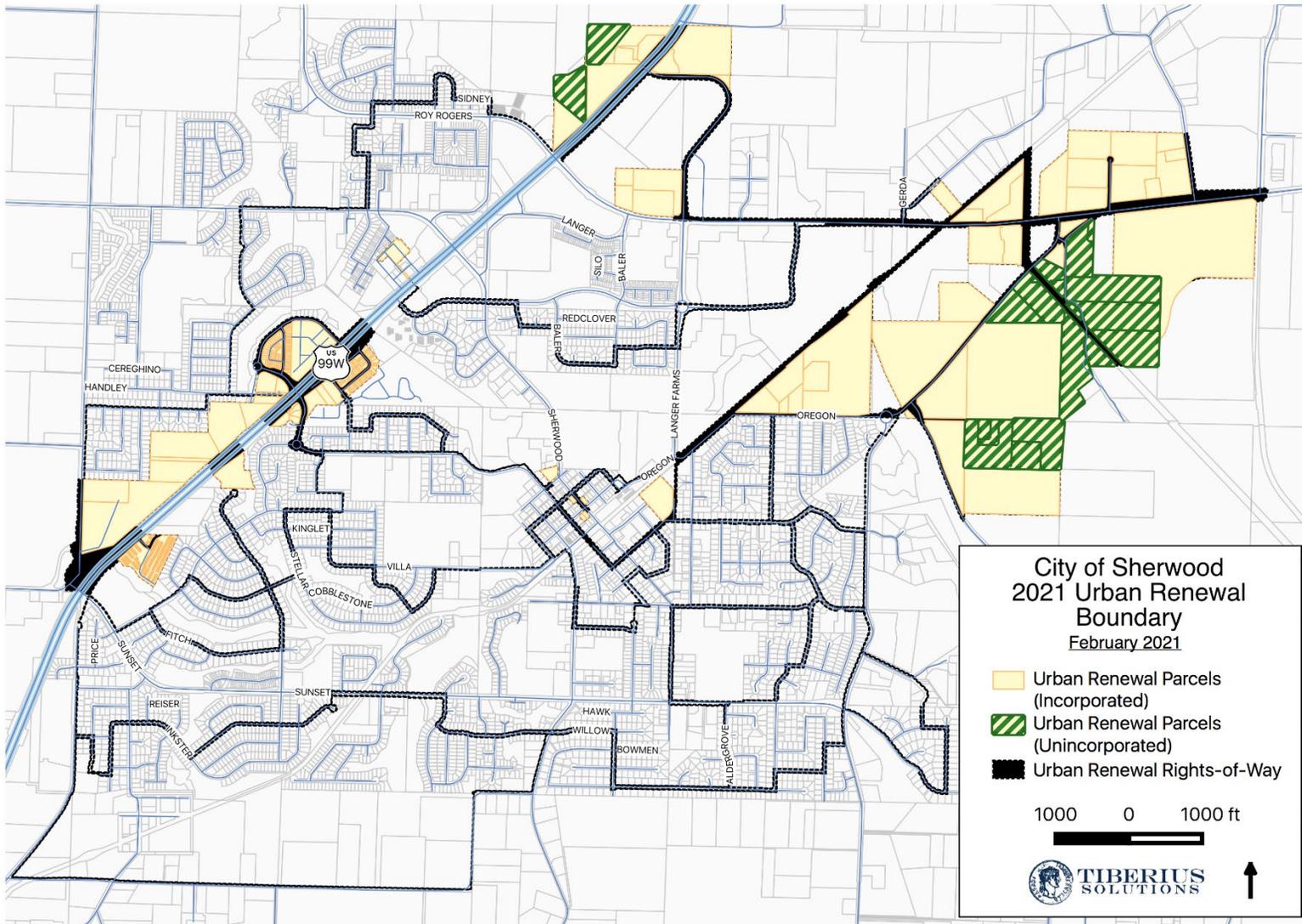
**Table 2 – Relationship of Projects to Sherwood Urban Renewal Plan Goals**

<b>Project Category</b>	<b>Goals</b>
Transportation	2,3
Water	2,4
Sewer	2,4
Stormwater	2,4
Communications and Public Utilities	2,4
Developer Incentives	2,5
Acquisition	2,5
Administration	1

**Figure 1 – Sherwood Urban Renewal Plan Area Boundary**



**Figure 2– Sherwood Urban Renewal Plan Area Boundary Showing Unincorporated Properties**



## **V. URBAN RENEWAL PROJECT CATEGORIES**

The projects within the Area fall into the following categories:

- A. *Transportation***
- B. *Water***
- C. *Sewer***
- D. *Storm Drainage***
- E. *Communications and Public Utilities***
- F. *Developer Assistance and Incentives***
- G. *Acquisition/Disposition***
- H. *Administration***

## **VI. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The Agency will determine the order of the projects and may add projects in the future through the amendment process defined in Section VII of this Plan. The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. Much of the project descriptions and existing conditions come from the following documents:

*Sherwood Transportation Systems Plan 2014*, ODOT, DKS, Angelo Planning Group, 2014. This is identified as TSP. The TSP page numbering is by typical numbers, but all projects have a project number.

*Sherwood Capital Improvement Plan*, City of Sherwood, FY 2020/21 – 2025/26. This is identified as CIP. The CIP page numbering is by project type (transportation, pedestrian etc.)

*Tonquin Employment Area (TEA) Market Analysis, Business recruitment Strategy and Implementation Plan*, Johnson Economics, PHS, Mackenzie, 2015. The TEA page numbering is by typical numbers.

Instead of footnoting every project, it is noted if these projects come from the above plans and the page number where they can be found.

There are specifics listed in project descriptions, i.e. “12” water line, 3 lane street” that come from the above-mentioned plans. However, it is understood in adopting the Plan that these specifics may change over time and that the Agency is not restricted to the specifics outlined in this Plan. Changes to those specifics do not require an amendment to the Plan.

## **A. Transportation**

1. **99W Pedestrian Bridge**  
Construct a 630 foot long, 12 foot wide pedestrian bridge across 99W, Elwert and Kruger. (CIP p P-49)
2. **Festival Plaza Parking**  
Develop a public parking lot at Pine and First that can be used as a festival plaza during events and parking for local businesses the remainder of the time.
3. **Oregon Street/Tonquin Road Intersection (Roundabout)**  
Install a roundabout at the Tonquin Road/Oregon Street intersection with dual westbound through lanes and a single eastbound through/right lane. Create a "Dumbbell Roundabout" with the Oregon/Murdock roundabout by disallowing the west circulating lane at Oregon/Tonquin and disallowing the east circulating lane at Oregon/Murdock. Add a second westbound approach lane to the Murdock Road Oregon Street roundabout for separated westbound left and westbound through lanes. Keep three lanes on the bridge structure. (TSP D3 p 36 and CIP T-4)
4. **Oregon Street Improvements**  
Upgrade Oregon Street (from Murdock Road to the railroad crossing) to a three lane collector with sidewalks on south side and a shared-use path on the north side (part of the Ice Age Tonquin Trail). (TSP D8 p 36 and CIP p T-9)
5. **Cedar Brook Way Extension**  
Construct a collector road from the existing terminus on Meinecke Road to Elwert Road, including bike lanes, sidewalks, and planter strips. (CIP p T-11, TSP project D11)
6. **Cedar Brook Trail Crossing of 99W**  
This project includes constructing a grade separated crossing of Highway 99W for pedestrians and bicyclists, providing a direct connection for the Ice Age Tonquin Trail east and west of the highway. Items will include constructing a combination pedestrian/wildlife habitat undercrossing of Highway 99W. The new undercrossing will be located within the existing stream culvert crossing corridor of Highway 99W. (CIP p P-27)
7. **Langer Farms Parkway Extension**  
Construct a collector road extension of Langer Farm Parkway from the intersection with Highway 99W then running west terminating in a cul-de-sac. Includes bike lanes, sidewalks, and planter strips. (CIP p T-12)

8. TEA Transportation (TEA p 38)

The TEA transportation projects are comprised of a list of projects identified in the TEA implementation plan and consist of a combination of new and improved local, collector and arterial streets to serve new development including:

Frontage improvements along Oregon Street  
3-lane full street improvements along East/West Collector  
3-lane full street improvements along Tonquin Court  
Roundabout at East/West Collector/Oregon St intersection  
5-lane half street improvements along SW Tualatin-Sherwood Road  
5-lane half street improvements along SW 124th Avenue  
3-lane full street improvements along SW Dahlke Lane

**B. Water**

TEA Water (TEA p 39)

Construct 12" water line from Oregon Street to 124<sup>th</sup> along the East/West collector  
Construct 12" water line from East/West collector to southwest corner of plan area  
Construct 12" water line within Tonquin Court  
Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 15 MGD  
Construct 12" water line from Dahlke Lane to 124th Avenue  
Upgrade WRWTP capacity to 15 MGD  
Construct 10" water line from Tonquin Court to the East/West collector  
Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 20 MGD and expand Sherwood share

**C. Sewer (TEA p 41)**

TEA Sewer

Construct 15" sewer line from Oregon Street to end of East/West collector Road  
Construct 10" sewer line within Tonquin Court

**D. Stormwater (TEA p 45)**

1. Oregon Street Regional Water Quality Facility

This project is identified in the City's Stormwater Master Plan. It constructs a regional stormwater treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this stormwater quality facility will increase the redevelopment potential of the Tannery site. (CIP p SD-7 and Storm Master Plan project #7A)

2. TEA Stormwater

Construct 18" storm line near Tonquin Court towards Tonquin Road  
Construct 18" storm line south from Cipole Road  
Construct 1.0-acre regional treatment facility in vicinity of Cipole and Tualatin Sherwood Road  
Construct 18" storm line within East/West collector  
Construct 1.0-acre regional treatment facility  
Construct 0.75-acre treatment facility adjacent to wetlands in vicinity of Oregon and Tonquin road  
Construct 2.25-acre regional treatment facility in vicinity of Oregon and East/West Collector

**E. Communications and Public Utilities**

1. Sherwood Broadband Installation

Sherwood Broadband is a community owned all-fiber network providing broadband service to businesses and residents of Sherwood. The network needs to be expanded to include the ability to provide broadband service in the Area.

2. Public Works Facility

The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street. This location is on developable property in the urban core of Sherwood. The intent is to move the facility to an industrially zoned parcel and redevelop the present property into a use more compatible with the surrounding uses and the uses in Old Town. In addition to the redevelopment potential, the existing property would come back onto the property tax rolls contributing to all of the different taxing districts.

**Serves and Benefits:** The development of the Public Works building will serve and benefit the Area as it provides for a more appropriate location of the Public Works facility, improving the functionality of the Pubic Works facility and allowing the opportunity for the redevelopment of the existing site into uses that will complement the surrounding area. In addition, redevelopment of the current property will return the property to the property tax rolls generating additional property taxes for all taxing districts.

**Concurrence:** Pursuant to ORS 457.089 inclusion of any public building project in an urban renewal plan requires concurrence of three of the four taxing districts that are estimated to forego the most property tax revenue as computed in the Report. The question of concurrence must be completed by the governing body of each of the four taxing districts. Concurrence for this project was received by the Washington County Board of Commissioners on April 6, 2021, the City of Sherwood on May 18, 2021 and the Sherwood School District on May 12, 2021. If concurrence is not received, the funding for this project will be reallocated to other projects in the Plan.

**F. *Developer Assistance and Incentives***

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. This will include the sites listed below and other sites in the Area which may be identified in the future without requiring an amendment to the Plan.

1. Tannery site clean-up

The City of Sherwood is preparing a plan to clean up the contaminated Frontier Leather Tannery site (Site) on SW Oregon Street. The city has developed seven alternatives for cleaning up the Site. Once cleaned up, the city anticipates future redevelopment of the site. The funding for this project would assist in the clean-up of the Site.

2. Former Public Works site development assistance

Provide development assistance for the future re-development of the existing Public Works site at 15527 SW Willamette Drive. This assistance could be development assistance, gap financing, or other types of assistance to make the project feasible.

**G. *Acquisition/Disposition***

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

**H. *Administration***

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

## **VII. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan.

### **A. Substantial Amendments**

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing. If there are unincorporated parcels within the Area at the time a Substantial Amendment is considered, it must also be approved by Washington County through adoption of a resolution by the Board of County Commissioners.

Notice of such hearing shall be provided to individuals or households within the City of Sherwood, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:<sup>1</sup>

1. Add land to the urban renewal area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

### **B. Minor Amendments**

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution. Minor amendments include approving a reduction of the maximum indebtedness of the Plan.

### **C. Amendments to the Sherwood Comprehensive Plan and/or Sherwood Municipal Code.**

Amendments to the Sherwood Comprehensive Plan and/or Sherwood Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated.

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<sup>1</sup> Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law and by concurrence provisions in ORS 457.470.

## VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

### **A. *Property acquisition for public improvements***

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

### **B. *Property acquisition from willing sellers***

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

### **C. *Land disposition***

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

### **D. *Properties to be acquired***

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

## **IX. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

## **X. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the debt are used to finance the urban renewal projects authorized in the Plan. Debt may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within an urban renewal area over the frozen base value (i.e., total assessed value at the time an urban renewal plan is adopted). The property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

### **A. General description of the proposed financing methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan, including costs associated with the preparation of the Plan.

### **B. Tax increment financing**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

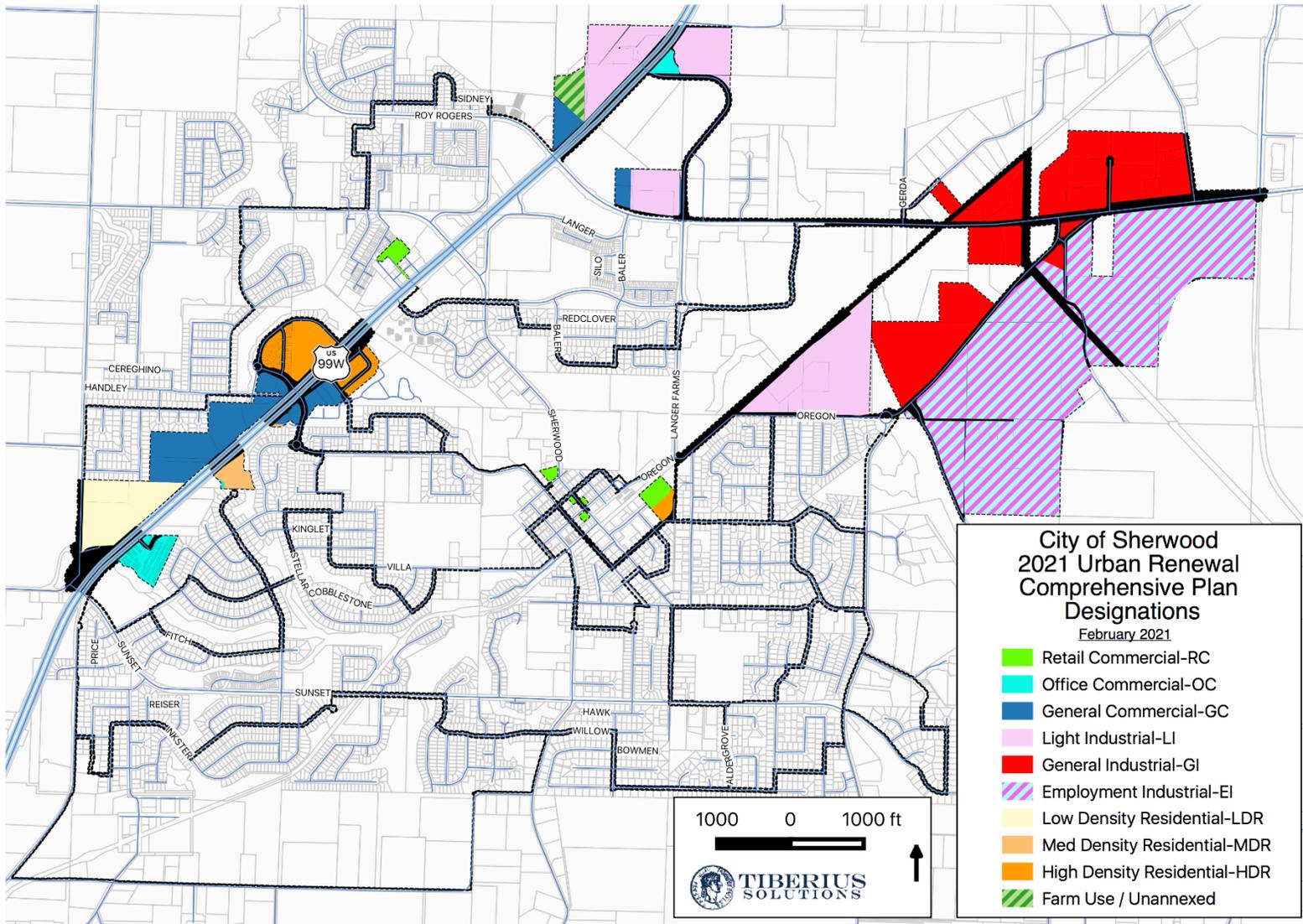
## **XI. VALIDITY**

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

## **XII. ANNUAL REPORT**

The Agency shall file an Annual Report in compliance with ORS 457.460.

Figure 3 – Comprehensive Plan Designations



### **XIII. RELATIONSHIP TO LOCAL OBJECTIVES**

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the *Sherwood Comprehensive Plan* (Comprehensive Plan), *Sherwood Transportation System Plan*, *Sherwood Economic Opportunities Analysis*, *City of Sherwood Economic Development Strategy* and *Sherwood Municipal Code* (Municipal Code). The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

**The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed.**

Comprehensive Plan designations for all land in the Area are shown in Figure 3 All proposed land uses conform to Figure 3 Maximum densities and building requirements for all land in the Area are contained in the Sherwood Municipal Code. Some of the properties are presently outside the city limits but inside the Urban Growth Boundary. It is anticipated that these properties will be annexed prior to development and will comply with the required Comprehensive Plan and Municipal Code designations.

#### **A. *Sherwood Comprehensive Plan***

Sherwood is undertaking a Comprehensive Plan update at this time. However, since that document is not adopted by City Council, this section refers to the existing Comprehensive Plan. As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. This section of the Plan should be updated if there is a substantial amendment completed in the future.

#### **Land Use**

#### **Plan Details**

#### ***Residential Land Use Planning Designations***

##### **GENERAL OBJECTIVES:**

- 1. Encourage the formation of balanced neighborhoods with a mix of residential, commercial, institutional and recreational uses appropriate to local resident needs.*
- 2. Seek to provide housing which meets local needs with regard to style, price, density, quality and energy efficiency.*
- 3. Specify the purpose and density requirements for residential land use classifications used in the Comprehensive Plan.*

##### **POLICIES AND STRATEGIES**

*To meet the above objectives the following policies shall be established.*

*Policy 1. Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.*

*Policy 2. The City will insure that an adequate distribution of housing styles and tenures are available.*

*Policy 3. The City will insure the availability of affordable housing and locational choice for all income groups.*

## **Economic Development Policies and Strategies**

### **Plan Details**

**Vision:** *The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.*

### *Economic Development Policies and Strategies*

*Policy 1. The City will coordinate on-going economic development planning with involved public and private agencies at the state, regional, county and local level.*

*Policy 2. The City will encourage economic growth that is consistent with the management and use of its environmental resources.*

*Policy 3. The City will direct public expenditures toward the realization of community development goals by assuring the adequacy of community services and facilities for existing and future economic development.*

*Policy 4. The City will seek to improve regional access to the urban area as a means to encourage local economic development.*

*Policy 5. The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.*

## **Commercial Planning Designations**

### **GENERAL OBJECTIVES**

- 1) To provide for commercial activities which are suitable to regional, community and neighborhood demand.*
- 2) To locate commercial activities with safe and convenient access by consumers.*
- 3) To encourage the location of commercial uses in well-planned commercial centers.*
- 4) To provide an adequate amount of serviceable commercial land that meets market demand.*

### **POLICIES AND STRATEGIES**

*In order to address the above general objectives the following policies are established.*

*Policy 3. Highway 99W is an appropriate location for commercial development at the highway's intersections with City arterial and major collector roadways.*

## **Industrial Planning Designations**

### **GENERAL OBJECTIVES:**

- a. To encourage the development of non-polluting industries in designated, well planned industrial areas.*

- b. To locate industrial development so as to assure its compatibility with the natural environment and adjoining uses.*
- c. To establish criteria for the location of designated classes of industrial uses.*
- d. To promote diversification of the City's economic base by promoting business retention and expansion, business recruitment and marketing.*
- e. To assure that public facilities are extended in a timely and economic fashion to areas having the greatest economic development potential.*

#### **POLICIES AND STRATEGIES**

*In order to address the above general objectives, the following policies for industrial development are established.*

*Policy 1 Industrial uses will be located in areas where they will be compatible with adjoining uses, and where necessary services and natural amenities are favorable.*

*Policy 2 The City will encourage sound industrial development by all suitable means to provide employment and economic stability to the community.*

### **Community Design**

#### **GENERAL OBJECTIVES**

- a. To establish community design and aesthetics as a planning consideration in evaluating new development.*
- b. To develop and implement policy which will encourage appropriateness and compatibility of new development with the existing natural and man-made environment, existing community activity patterns, and community identity.*
- c. To develop and implement policy which will minimize or eliminate adverse visual effects caused or perpetuated by the design and location of new development including but not limited to effects from.
  - 1) The scale, mass, height, area, and architectural design of buildings and structures.*
  - 2) Vehicular and pedestrian ways and parking areas.*
  - 3) Existing or proposed alteration of natural topographic features, vegetation and waterways.*
  - 4) Other developments or structures including, utility lines, storage, or service areas and advertising features which may result in the interference with sun and light exposure, views, vistas, privacy and general aesthetic value of the neighborhood or area.**

**Finding:** The Plan conforms with the Land Use Chapter of the Sherwood Comprehensive Plan as the projects will support the development of parcels in the Area and those parcels will be developed in accordance with the Land Use goals, policies and strategies through the normal City of Sherwood development review process. The Plan provides resources to assist in the implementation of the Economic Goals of the City through the provision of transportation and other utility infrastructure in the Area and the ability to provide developer incentives to facilitate development in the Area.

## Transportation

### Plan Details (Sherwood TSP)

*Goal 1: Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.*

*Goal 2: Develop a transportation system that is consistent with the City's adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.*

*Goal 3: Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system.*

*Goal 4: Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.*

*Goal 7: Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City economic plans and policies.*

*Goal 8: The Sherwood transportation network will be managed in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.*

*Policy 2 – The City of Sherwood shall pursue a diversified funding strategy to implement the transportation system plan including private, public and regional sources.*

*Policy 3 – The City of Sherwood shall use its adopted capital improvement plan to prioritize and schedule transportation projects based upon need as shown in the Transportation System Plan. Incorporate the transportation system priorities from the TSP into the city's capital improvement planning process.*

**Finding:** The Plan conforms with the Transportation Chapter of the Sherwood Comprehensive Plan as the projects will provide a transportation network in the Tonquin Employment Area, improve pedestrian and bicycle routes across Highway 99 and provide other transportation infrastructure improvements in the Area. These improvements will not only improve access but will catalyze development of sites in the Area providing increased tax base and employment opportunities.

## Natural Resources and Hazards

### Plan Details

*1. Actually and potentially productive agricultural and forest land in the planning area should be preserved until the need for its conversion to urban uses can be demonstrated. The following factors should be considered in establishing the need for such conversion.*

- a. A documented need for additional land for the proposed urban use.*
- b. Generally, lands with poorer soils should be converted first.*
- c. The proposed use is or can be made compatible with adjacent agricultural and forest lands and uses. Low density buffer zones should be used in transition areas.*

*4. Limit land development in areas with known natural hazards, special topographic*

*soil, or drainage characteristics according to the kind and degree of hazard or characteristic present.*

*a. Restrict the nature and intensity of development in:*

- 1) 100-year floodplains*
- 2) Areas with slopes which have slide or erosion potential.*
- 3) Areas with weak foundation soils.*
- 4) Wetlands*

#### **GENERAL OBJECTIVES**

*The planning objectives for the City of Sherwood's natural resources are to:*

*b. Protect the Tonquin Scabland Geologic Area, especially the identified critical natural features in the TSGA.*

**Finding:** The Plan conforms with the Natural Resources and Hazards Chapter of the Sherwood Comprehensive Plan as many of the projects occur in the Tonquin Employment Area, an area that is currently undeveloped, but has been well studied and approved for development through adoption of TEA planning documents. New development will need to conform to the Sherwood Comprehensive Plan. The Comprehensive Plan map is dated and does not identify areas in the current TEA. While the TEA includes portions of the Tonquin Scabland geologic area, it is not identified in the comprehensive plan due to the date the plan and map was created. Further, future development within the TEA will be consistent with the prior planning which was reviewed for compliance with the comprehensive plan

#### **Energy**

##### **Plan Details**

*Policy 4 The City will encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.*

- Housing, shopping and employment will be located to reduce the amount of energy needed for transportation between them. Multi-use planned developments will be encouraged.*
- Reduce urban sprawl by increasing residential densities, eliminating strip commercial development and scattered industrial and commercial uses; and encourage the infill of passed over land.*

**Finding:** The Plan conforms with the Energy Chapter of the Sherwood Comprehensive Plan as the projects planned for the Tonquin Employment Area will provide more jobs in proximity to residential uses, the public works site will be developed into a more appropriate use for its prime location, and existing residents and businesses will be served by a more efficient transportation network.

#### **Community Facilities and Services**

##### **Plan Details**

*To insure the provision of quality community services and facilities of a type, level and location which is adequate to support existing development and which encourages efficient and orderly growth at the least public cost.*

- 3. Coordinate public facility and service plans with established growth management policy as a means to achieve orderly growth.*
- 4. Coordinate public facility and service provision with future land use policy as a means to provide an appropriate mix of residential, industrial and commercial uses.*

*5. Develop and implement a five-year capital improvements and service plan for City services which prioritizes and schedules major new improvements and services and identifies funding sources.*

*8. It shall be the policy of the City to seek the provision of a wide range of public facilities and services concurrent with urban growth. The City will make an effort to seek funding mechanisms to achieve concurrency.*

**Finding:** The Plan conforms with the Community Facilities and Services Chapter of the Sherwood Comprehensive Plan as the projects planned for the Tonquin Employment Area will provide more jobs in proximity to residential uses, the public works site will be developed into a more appropriate use for its prime location, and existing residents and businesses will be served by a more efficient transportation network. In addition, the majority of the projects to be completed in the Area are included in the Sherwood Capital Improvement Plan.

## **B. Sherwood Economic Opportunities Analysis<sup>2</sup>**

### **Plan Details**

*Goal 1: Prioritize and promote economic development to increase the city tax base by providing and managing a supply of land to target growth industries and support Sherwood's desired economic growth.*

*Policy 1: Land Availability and Management: The City will plan for a 20-year supply of suitable commercial and industrial land on sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics) and manage the supply of employment land to make the most efficient use of commercial and industrial land.*

*Goal 2: Plan and provide adequate infrastructure efficiently and timely to support employment growth.*

*Policy 2: Infrastructure Support: Provide adequate infrastructure to support employment growth, with a focus on the Tonquin Employment Area.*

*Goal 3: Support the growth of local businesses and attract new businesses that increase the City's tax base, provide stable, high wage jobs and capitalize on Sherwood's location and high-quality of life to create destinations and experiences for both residents and visitors of Sherwood.*

*Policy 3: Existing Business Retention, New Business Development, and Attraction of New Businesses: The City will support retention and expansion of existing businesses, growth and creation of entrepreneurial business, and attraction of new businesses that align with Sherwood's revised Community Vision. The types of businesses the City wants to attract most are non-polluting businesses with wages at or above the Washington County average, such as the industries identified in the Economic Opportunities Analysis.*

**Finding:** The Plan conforms with the *Sherwood Economic Opportunities Analysis* as it provides a transportation network and utilities to undeveloped industrial properties within the Sherwood UGB, providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

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<sup>2</sup> *Sherwood Economic Opportunities Analysis*, ECONorthwest, December 2018.

### **C. City of Sherwood Economic Development Strategy<sup>3</sup>**

#### **Plan Details**

##### *Vision Statement*

*The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.*

##### *Goals and Objectives*

*Goal: Support existing businesses and recruit additional businesses that provide local family-wage jobs. Replace any employment land rezoned for other uses with other employment land.*

*Goal: Support tourism as an economic engine.*

*Goal: Develop the infrastructure and services necessary to support economic development in Sherwood.*

*Goal: Develop a local workforce of residents whose skills are compatible with the needs of local businesses.*

**Finding:** The Plan conforms with the *Sherwood Economic Development Strategy* as it provides a transportation network and utilities to undeveloped industrial properties within the Sherwood UGB providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

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<sup>3</sup> *City of Sherwood Economic Development Strategy*, Cogan Owens Cogan, otak, 2006

**D. Sherwood Municipal Code Title 16 Zoning and Community Development Code**

The land uses in the Area will conform to the zoning designations in the Municipal Code, including the maximum densities and building requirements, and are incorporated by reference herein. The existing zoning is shown in Figure 3.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Sherwood 2021 Urban Renewal Plan preparation follow. They are in the order that they occur in Title 16 of the Municipal Code.

**Existing Zoning Categories**

**Low Density Residential (LDR)**

*The LDR zoning district provides for single-family housing and other related uses with a density of 3.5 to 5 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.*

**High Density Residential (HDR)**

*The HDR zoning district provides for higher density multi-family housing and other related uses with density of 16.8 to 24 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.*

**Medium Density Residential (MDRL)**

*The MDRL zoning district provides for single-family and two-family housing, manufactured housing and other related uses with a density of 5.6 to 8 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirements.*

**Office Commercial/Old Town (OC) (OT)**

*The OC zoning district provides areas for business and professional offices and related uses in locations where they can be closely associated with residential areas and adequate major streets.*

**Old Town Overlay**

*The Old Town (OT) Overlay District is intended to establish objectives and define a set of development standards to guide physical development in the historic downtown of the City consistent with the Community Development Plan and this Code.*

*The OT zoning district is an overlay district generally applied to property identified on the OldTown Overlay District Map and applied to the Sherwood Plan and Zone Map in the Smockville Subdivision and surrounding residential and commercial properties, generally known as Old Town. The OT overlay zone recognizes the unique and significant characteristics of Old Town, and is intended to provide development flexibility with respect to uses, site size, setbacks, heights, and site design elements, in order to preserve and enhance the area's commercial viability and historic character. The OT overlay zone is designated a historic district as per Chapters 16.166 and 16.168. Furthermore, the OT District is divided into two distinct areas, the "Smockville" and the "Old Cannery Area," which have specific criteria or standards related to architectural design, height, and off-street parking.*

### **Retail Commercial (RC)**

*The RC zoning district provides areas for general retail and service uses that neither require larger parcels of land, nor produce excessive environmental impacts as per Division VIII.*

### **General Commercial (GC)**

*The GC zoning district provides for commercial uses which require larger parcels of land, and/or uses which involve products or activities which require special attention to environmental impacts as per Division VIII.*

### **Employment Industrial (EI)**

*The EI zoning district provides employment areas that are suitable for, and attractive to, key industries and industry clusters that have been identified by the State of Oregon and the City's economic development strategy as important to the state and local economy. The following are preferred industry sectors for areas zoned EI: Clean Technology; Technology and Advanced Manufacturing; and Outdoor Gear and Active Wear.*

*Land zoned EI shall provide for large and medium-sized parcels for industrial campuses and other industrial sites that can accommodate a variety of industrial companies and related businesses. Areas zoned EI are also intended to provide the opportunity for flex building space within small- and medium-sized industrial campuses and business parks to accommodate research and development companies, incubator/emerging technology businesses, related materials and equipment suppliers, and/or spin-off companies and other businesses that derive from, or are extensions of, larger campus users and developments. Retail and commercial uses are allowed only when directly supporting area employers and employees.*

### **Light Industrial (LI)**

*The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well- landscaped sites and attractive architectural design, as determined by the Commission.*

### **General Industrial (GI)**

*The GI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products from previously prepared or raw materials, providing such activities can meet and maintain minimum environmental quality standards and are situated so as not to create significant adverse effects to residential and commercial areas of the City. The minimum contiguous area of any GI zoning district shall be fifty (50) acres.*

### **Tonquin Employment Area (TEA) Commercial Nodes Use Restrictions**

*Within the Tonquin Employment Area (TEA), only commercial uses that directly support industrial uses located within the TEA are permitted as conditional uses. Commercial development, not to exceed a total of five contiguous acres in size, may be permitted. Commercial development may not be located within three hundred (300) feet of SW 124th Avenue or SW Oregon Street, and must be adjacent to the proposed east-west collector street.*

***Institutional and Public (IP)***

*The IP zoning district provides for major institutional and governmental activities such as schools, public parks, churches, government offices, utility structures, hospitals, correctional facilities and other similar public and quasi-public uses.*

***Unannexed/Inside Urban Growth Boundary***

*There are properties within the URA that are in unincorporated Washington County but also within the Urban Growth Boundary of the City of Sherwood. It is anticipated that these properties will be annexed prior to development occurring on them and that they will follow the requirements of the zone they are designated.*

**Finding:** The Plan conforms with the Title 16 of the Sherwood Municipal Code as the projects will support the development of parcels in the Area and those parcels will be developed in accordance with the Municipal Code through the normal City of Sherwood development review process.

## **XIV. LEGAL DESCRIPTION**

2021 Sherwood Urban Renewal Area  
Sherwood, Oregon



## **EXHIBIT A**

City of Sherwood  
Urban Renewal Area

A tract of land and road of rights-of-way, located in the Northeast One-Quarter and the Southeast One-Quarter of Section 36, Township 2 South, Range 2 West, the Northwest One-Quarter, and the Southwest One-Quarter of Section 27, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 28, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 29, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 30, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 31, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 32, the Northeast One-Quarter, the Northwest One-Quarter and the Southwest One-Quarter of Section 33, Township 2 South, Range 1 West, and the Northeast One-Quarter of Section 1, Township 3 South, Range 2 West, the Northeast One-Quarter and the Northwest One-Quarter of Section 6, Township 3 South, Range 1 West, Willamette Meridian, City of Sherwood, Washington County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Lot 8 of the plat of “Dorothy Meadows”, also being on the northerly right-of-way line of SW Edy Road (Assessor’s 2S.1.30AC);

1. Thence along said northerly right-of-way line, Easterly 325 feet, more or less, to the westerly right-of-way line of SW Houston Drive (Assessor’s Map 2S.1.30AC);
2. Thence along said westerly right-of-way line, Northerly 736 feet, more or less, to the southerly right-of-way line of SW Lynnly Way (Assessor’s Map 2S.1.30AC);
3. Thence along said southerly right-of-way line, and continuing along the westerly, northerly and westerly right-of-way lines thereof, Northerly 1,171 feet, more or less, to the northerly right-of-way line of SW Roosevelt Street (Assessor’s Map 2S.1.30AB);
4. Thence along said northerly right-of-way line, Easterly 860 feet, more or less, to the westerly right-of-way line of SW Lavender Terrace (Assessor’s Map 2S.1.30AA);
5. Thence along said westerly right-of-way line, Northerly 362 feet, more or less, to the northerly right-of-way line of SW Lavender Terrace (Assessor’s Map 2S.1.30AA);
6. Thence along said northerly right-of-way line and continuing along the easterly right-of-way line thereof, Southeasterly 536 feet, more or less, to the northerly right-of-way line of SW Sidney Lane (Assessor’s Map 2S.1.30AA);

7. Thence along said northerly right-of-way line and the easterly extension thereof, Easterly 487 feet, more or less, to the easterly right-of-way line of SW Borchers Drive (Assessor's Map 2S.1.29BC);
8. Thence along said easterly right-of-way line, Southerly 220 feet, more or less, to the northerly right-of-way line of SW Roy Rogers Road (Assessor's Map 2S.1.29BC);
9. Thence along said northerly right-of-way line and continuing along the northeasterly right-of-way line thereof, Southeasterly 1,026 feet, more or less, to the southwesterly corner of Exhibit A of Document Number 2009-081764 (Assessor's Map 2S.1.29B);
10. Thence along the westerly line of said Exhibit A, Northerly 1,017 feet, more or less, to the north line of METRO Ordinance 02-986A (Assessor's Map 2S.1.29B);
11. Thence leaving said north line, Northeasterly 484 feet, more or less, to the southerly extension of the westerly line of Parcel 2 of Document Number 2014-043905 (Assessor's Map 2S.1.20);
12. Thence along said southerly extension and said westerly line, Northerly 544 feet, more or less, to the shared Sherwood City Limits line and Urban Growth Boundary Line (Assessor's Map 2S.1.20);
13. Thence along said shared line, Easterly 1,980 feet, more or less, to the Sherwood Urban Growth Boundary Line (Assessor's Map 2S.1.29A);
14. Thence along said Line, Southerly 660 feet, more or less, to the southerly line of Parcel 1 of Partition Plat No. 2002-027 (Assessor's Map 2S.1.29A);
15. Thence along said southerly line, Westerly 296 feet, more or less, to the easterly right-of-way line of SW Langer Farms Parkway (Assessor's Map 2S.1.29A);
16. Thence along said easterly right-of-way line, Southerly 2,306 feet, more or less, to the northerly right-of-way line of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.29A);
17. Thence along said northerly right-of-way line, Easterly 2,900 feet, more or less, to the westerly right-of-way line of SW Gerda Lane (Assessor's Map 2S.1.29A);
18. Thence along said westerly right-of-way line, Northerly 198 feet, more or less, to the northerly right-of-way line thereof (Assessor's Map 2S.1.29A);
19. Thence along said northerly right-of-way line, Easterly 57 feet, more or less, to the easterly right-of-way line thereof (Assessor's Map 2S.1.28BC);
20. Thence along said easterly right-of-way line, Southerly 32 feet, more or less, to the northwesterly right-of-way line of SW Galbreath Drive (Assessor's Map 2S.1.28BC);
21. Thence along said northwesterly right-of-way line, Northeasterly 592 feet, more or less, to the northwesterly extension of the southwesterly line of Parcel 1 of Partition Plat 1998-047 (Assessor's Map 2S.1.28BC);
22. Thence along said northwesterly extension and said southwesterly line, Southeasterly 501 feet, more or less, to the northwesterly right-of-way line of the Southern Pacific Railroad (Assessor's Map 2S.1.28BC);
23. Thence along said northwesterly right-of-way line, Northeasterly 1,249 feet, more or less, to the easterly right-of-way line of the Bonneville Power Administration (Assessor's Map 2S.1.28BD);

24. Thence along said easterly right-of-way line, Southerly 968 feet, more or less, to the northerly right-of-way line of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.28BD);
25. Thence along said northerly right-of-way line, Easterly 124 feet, more or less, to the southerly extension of the westerly line of Document Number 2006-008359 (Assessor's Map 2S.1.28BD);
26. Thence along said southerly extension and said westerly line, Northerly 583 feet, more or less, to the northwesterly corner of said Deed (Assessor's Map 2S.1.28BD);
27. Thence along the northwesterly line thereof, Northeasterly 496 feet, more or less, to the westerly line of Lot 3 of the plat of "Edy Road Industrial Park" (Assessor's Map 2S.1.28A);
28. Thence along said westerly line, Northerly 258 feet, more or less, to the northwesterly corner of said plat (Assessor's Map 2S.1.28A);
29. Thence along the northerly line thereof, and the easterly extension thereof, Easterly 1,631 feet, more or less, to the easterly right-of-way line of SW Cipole Road (Assessor's Map 2S.1.28A);
30. Thence along said easterly right-of-way line, Southerly 787 feet, more or less, to the northerly right-of-way line of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.28A);
31. Thence along said northerly right-of-way line, Easterly 994 feet, more or less, to the easterly right-of-way line of SW 124th Avenue (Assessor's Map 2S.1.27BC);
32. Thence along said easterly right-of-way line, Southerly 183 feet, more or less, to the southerly right-of-way line of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.27C);
33. Thence along said southerly right-of-way line, Westerly 106 feet, more or less, to the westerly right-of-way line of SW 124th Avenue per Document Number 2021-012966 (Assessor's Map 2S.1.28D);
34. Thence along said westerly right-of-way line, Southerly 1,042 feet, more or less, to the northerly line of Parcel 2 of Partition Plat No. 2019-029 (Assessor's Map 2S.1.28D);
35. Thence along said northerly line and continuing along the northwesterly line thereof, Southwesterly 1,791 feet, more or less, to the westerly line of said Parcel 2 (Assessor's Map 2S.1.28D);
36. Thence along said westerly line, Southerly 337 feet, more or less, to the southeasterly corner of Document Number 2018-034050 (Assessor's Map 2S.1.28D);
37. Thence along the southerly line of said Deed and the westerly extension thereof, Westerly 910 feet, more or less, to the northeasterly right-of-way line of SW Dahlke Lane (Assessor's Map 2S.1.28D);
38. Thence leaving said northeasterly right-of-way line at right angles, Southwesterly 40 feet, more or less, to the southwesterly right-of-way line of SW Dahlke Lane (Assessor's Map 2S.1.28D);
39. Thence along said southwesterly right-of-way line, Southeasterly 162 feet, more or less, to the northerly corner of Document Number 96-087076 (Assessor's Map 2S.1.28D);

40. Thence along the northwesterly line of said Deed, Southwesterly 273 feet, more or less, to the westerly corner thereof (Assessor's Map 2S.1.28D);
41. Thence along the southwesterly line of said Deed, Southeasterly 200 feet, more or less, to the southerly corner thereof (Assessor's Map 2S.1.28D);
42. Thence along the southwesterly extension of the southeasterly line of said Deed, Southwesterly 403 feet, more or less, to the north One-Quarter corner of Section 33, Township 2 South, Range 1 West (Assessor's Map 2S.1.33);
43. Thence along the north-south centerline of said Section 33, Southerly 1,306 feet, more or less, to the southeasterly corner of Document Number 2017-083748 (Assessor's Map 2S.1.33);
44. Thence along the southerly line of said Deed, also being the southerly line of the North One-Half of the Northwest One-Quarter of Section 33, and the westerly extension thereof, Westerly 1,376 feet, more or less, to the southwesterly right-of-way line of SW Tonquin Road (Assessor's Map 2S.1.33);
45. Thence along said southwesterly right-of-way line, Northwesterly 1,565 feet, more or less, to the easterly extension of the southerly line of a 5.30 acre tract of Document Number 2010-023745 (Assessor's Map 2S.1.28C);
46. Thence along said easterly extension, Westerly 126 feet, more or less, to the southeasterly corner of said tract (Assessor's Map 2S.1.28C);
47. Thence along the northeasterly line of said tract, Northwesterly 84 feet, more or less, to the southeasterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.28C);
48. Thence along said southeasterly right-of-way line, Southwesterly 194 feet, more or less, to the southerly line of said Southwest One-Quarter of Section 28 (Assessor's Map 2S.1.32AA);
49. Thence along said southerly line, Easterly 73 feet, more or less, to the southeasterly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.33AA);
50. Thence along said southeasterly right-of-way line of SW Murdock Road, Southwesterly 310 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the southeasterly extension of the northeasterly line of Lot 11 of the plat of "Chesapeake Park" (Assessor's Map 2S.1.33AA);
51. Thence along said parallel line, Northwesterly 70 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the northwesterly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32AA);
52. Thence along said parallel line, Southerly 2,418 feet, more or less, to a point that bears easterly 5.00 feet from to the easterly southeasterly corner of Lot 39 of the plat of "Kathy Park No. 2" (Assessor's Map 2S.1.32AD);
53. Thence leaving said parallel line, at right angles, Easterly 5 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32AD);
54. Thence along said parallel line, Southerly 660 feet, more or less, to the northwesterly extension of the northeasterly right-of-way line of SW Ironwood Lane (Assessor's Map 2S.1.33CB);
55. Thence along said northwesterly extension and the northeasterly right-of-way line of SW Ironwood Lane, and continuing along the easterly right-of-way line of SW

- Denali Lane, Southeasterly 1,560 feet, more or less, to the northerly right-of-way line of SW Whitney Lane (Assessor's Map 2S.1.33CC);
56. Thence along said northerly right-of-way line and the easterly extension thereof, Easterly 316 feet, more or less, to the easterly right-of-way line of SW Robson Terrace (Assessor's Map 2S.1.33CC);
57. Thence along said easterly right-of-way line, Southerly 930 feet, more or less, to the southwesterly right-of-way line of SW McKinley Drive (Assessor's Map 2S.1.33CC);
58. Thence along said southwesterly right-of-way line, Northwesterly 536 feet, more or less, to the northerly corner of Lot 43 of the plat of "Sherwood View Estates" (Assessor's Map 2S.1.33CC);
59. Thence leaving said southwesterly right-of-way line, Northeasterly 44 feet, more or less, to a line that is parallel with and 10.00 feet southwesterly of the northeasterly right-of-way line of SW McKinley Drive, that bears South 25°47'09" West 11.01 feet from the northwesterly corner of Lot 73 of said plat of "Sherwood View Estates" (Assessor's Map 2S.1.33CC);
60. Thence along said parallel line and the northwesterly extension thereof, Northwesterly 1,362 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32DD);
61. Thence along said parallel line, Southerly 516 feet, more or less, to the easterly extension of the southerly right-of-way line of SW Cornerstone Lane (Assessor's Map 2S.1.32DD);
62. Thence along said easterly extension and the southerly right-of-way line, Westerly 270 feet, more or less, to the easterly right-of-way line of SW Stonehaven Street (Assessor's Map 2S.1.32DD);
63. Thence along said easterly right-of-way line, Southerly 358 feet, more or less, to the easterly extension of the southerly right-of-way line of SW Lowell Lane (Assessor's Map 2S.1.32DD);
64. Thence along said easterly extension of said southerly right-of-way line, Westerly 684 feet, more or less, to the easterly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DD);
65. Thence along said easterly right-of-way line and the southerly extension thereof, Southerly 246 feet, more or less, to the southerly right-of-way line of SW Highpointe Drive (Assessor's Map 2S.1.32DD);
66. Thence along said southerly right-of-way line, Westerly 2,220 feet, more or less, to the easterly right-of-way line of SW Cascara Terrace (Assessor's Map 2S.1.32CD);
67. Thence leaving said easterly right-of-way line, at right angles, Westerly 60 feet, more or less, to the westerly right-of-way line of SW Cascara Terrace (Assessor's Map 2S.1.32CD);
68. Thence along said westerly right-of-way line, Northerly 785 feet, more or less, to the southerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.32CD);

69. Thence along said southerly right-of-way line, Westerly 876 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Ladd Hill Road (Assessor's Map 2S.1.32CC);
70. Thence along said parallel line, Southerly 838 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Brookman Road (Assessor's Map 2S.1.32CC);
71. Thence along said parallel line, and a line that is parallel with the westerly right-of-way line and the northerly right-of-way line of said SW Brookman Road, Westerly 8,538 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Old Highway 99W (Assessor's Map 3S.2.01A);
72. Thence along said parallel line, Northerly 2,195 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Crooked River Lane (Assessor's Map 2S.1.31CC);
73. Thence along said westerly extension, Westerly 5 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Old Highway 99W (Assessor's Map 2S.1.31CC);
74. Thence along said parallel line and the northerly extension thereof, Northerly 2,047 feet, more or less, to the intersection of said parallel line and the northwesterly extension of the northeasterly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32CB);
75. Thence leaving said parallel line, at right angles, Northwesterly 122 feet, more or less, to the intersection of the centerline of Highway 99W and the easterly extension of the centerline of SW Kruger Road (Assessor's Map 2S.1.31CB);
76. Thence along said easterly extension and the centerline of SW Kruger Road, Westerly 203 feet, more or less, to a point that lies southerly of the southeasterly corner of Parcel 2 of Document Number 2019-032820 (Assessor's Map 2S.2.36);
77. Thence leaving said centerline, Northerly 104 feet, more or less, to said southeasterly corner, also being on the westerly right-of-way line of SW Elwert Road (Assessor's Map 2S.2.36);
78. Thence along said westerly right-of-way line, Northerly 1,503 feet, more or less, to the westerly extension of the southerly line of the plat of "Renaissance Crest" (Assessor's Map 2S.1.31BB);
79. Thence along said westerly extension, Easterly 79 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Elwert Road (Assessor's Map 2S.1.31BB);
80. Thence along said parallel line, Northerly 1,036 feet, more or less, to the westerly extension of the northerly right-of-way line of SW Sandstrom Drive (Assessor's Map 2S.1.31BB);
81. Thence along said westerly extension there, and the northerly right-of-way line of SW Sandstrom Drive, Easterly 1,642 feet, more or less, to the westerly right-of-way line of SW Stein Terrace (Assessor's Map 2S.1.31BA);
82. Thence along said westerly right-of-way line and the northerly extension thereof, Northerly 190 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Handley Street (Assessor's Map 2S.1.30CD);

83. Thence along said parallel line, Easterly 311 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the southerly extension of the easterly right-of-way line of SW Roellich Avenue (Assessor's Map 2S.1.30CD);
84. Thence along said parallel line, Northerly 1,294 feet, more or less, to the southeasterly extension of the westerly right-of-way line of SW Ladyfern Drive (Assessor's Map 2S.1.30CD);
85. Thence along said southeasterly extension and the westerly right-of-way line of SW Ladyfern Drive, Northerly 910 feet, more or less, to the westerly right-of-way line of SW Bedstraw Drive (Assessor's Map 2S.1.30CA);
86. Thence along said westerly right-of-way line and the northerly extension thereof, Northerly 590 feet, more or less, to the northerly right-of-way line of SW Edy Road (Assessor's Map 2S.1.30BD);
87. Thence along said northerly right-of-way line, Easterly 1,389 feet, more or less, to the Point of Beginning.

**Excepting the following parcels:**

**Excepting Parcel 1:** (See Map Sheet 22)

Beginning at the Southwest corner of Lot 45 of the plat of "Renaissance Crest", also being on the easterly right-of-way line of SW Elwert Road (Assessor's Map 2S.1.31BB);

100. Thence along said easterly right-of-way line, Northerly 1,027 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Sandstrom Drive (Assessor's Map 2S.1.31BB);
101. Thence along said parallel line, Easterly 1,653 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Stein Terrace (Assessor's Map 2S.1.31BA);
102. Thence along said parallel line, Northerly 180 feet, more or less, to the southerly right-of-way line of SW Handley Street (Assessor's Map 2S.1.30CD);
103. Thence along said southerly right-of-way line, Easterly 655 feet, more or less, to the easterly right-of-way line of SW Cedar Brook Way (Assessor's Map 2S.1.30CD);
104. Thence along said easterly right-of-way line, Southerly 100 feet, more or less, to the southerly line of the plat of "Wyndham Ridge" (Assessor's Map 2S.1.30CD);
105. Thence along said easterly extension and the southerly line of said plat, Westerly 591 feet, more or less, to the easterly right-of-way line of SW Stein Terrace (Assessor's Map 2S.1.30CD);
106. Thence along said easterly right-of-way line, Southerly 164 feet, more or less, to the northeasterly corner of Lot 141 of the plat of "Wyndham Ridge No. 3" (Assessor's Map 2S.1.31BA);
107. Thence along the easterly line of said plat, Southerly 272 feet, more or less, to the southeasterly corner of said Lot 144 of said plat (Assessor's Map 2S.1.31BA);
108. Thence along the southerly line of said plat, Westerly 787 feet, more or less, to the northeasterly corner of Lot 169 of said plat (Assessor's Map 2S.1.31BB);
109. Thence along the southerly easterly line of the plat of "Renaissance Crest", Southerly 681 feet, more or less, to the southeasterly corner thereof (Assessor's Map 2S.1.31BB);

110. Thence along the southerly line of said plat, Westerly 892 feet, more or less, to the Point of Beginning.

**Excepting Parcel 2:** (See Map Sheet 23)

Beginning at the easterly corner of Lot 2 of the plat of “Cedar Creek Plaza” (Assessor’s Map 2S.1.30DA);

200. Thence along the northeasterly line of said Lot 2, Northwesterly 267 feet, more or less, to the northerly corner thereof (Assessor’s Map 2S.1.30DA);
201. Thence along the northwesterly line of said Lot 2, Southwesterly 393 feet, more or less, to the most westerly corner thereof (Assessor’s Map 2S.1.30DA);
202. Thence along the southwesterly line of said Lot 2, and the southeasterly extension thereof, Southeasterly 823 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of Highway 99W (Assessor’s Map 2S.1.30DA);
203. Thence along said parallel line, Southwesterly 350 feet, more or less, to the westerly extension of the southerly right-of-way line of SW 12th Street (Assessor’s Map 2S.1.30DD);
204. Thence along said westerly extension and the southerly right-of-way line of SW 12th Street, and the southerly right-of-way line of SW Century Boulevard, Easterly 1,717 feet, more or less, to the westerly right-of-way line of SW Trumpeter Drive (Assessor’s Map 2S.1.29CC);
205. Thence along said westerly right-of-way line, Southerly 301 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Stetson Street (Assessor’s Map 2S.1.29CC);
206. Thence along said westerly extension and the southerly right-of-way line of SW Stetson Street, Easterly 503 feet, more or less, to the westerly right-of-way line of SW Baler Way (Assessor’s Map 2S.1.29CC);
207. Thence along said westerly right-of-way line and the southerly and easterly right-of-way lines thereof, Easterly 1,496 feet, more or less, to the southerly right-of-way line of SW Whetstone Way (Assessor’s Map 2S.1.29CD);
208. Thence along said southerly right-of-way line and the easterly extension thereof, Easterly 847 feet, more or less, to the easterly right-of-way line of SW Langer Farms Parkway (Assessor’s Map 2S.1.29DC);
209. Thence along said easterly right-of-way line, Northerly 560 feet, more or less, to the southerly right-of-way line of SW Century Drive (Assessor’s Map 2S.1.29DC);
210. Thence along said southerly right-of-way line and the easterly right-of-way line thereof, Northeasterly 2,487 feet, more or less, to the southerly right-of-way line of SW Tualatin-Sherwood Road (Assessor’s Map 2S.1.29D);
211. Thence along said southerly right-of-way line, Easterly 1,888 feet, more or less, to the northwesterly right-of-way line of the Southern Pacific Railroad (Assessor’s Map 2S.1.28C);
212. Thence along said northwesterly right-of-way line, Southwesterly 4,798 feet, more or less, to the easterly right-of-way line of SW Langer Farms Parkway (Assessor’s Map 2S.1.32AB);

213. Thence leaving said easterly right-of-way line along a line that runs to the intersection of the southeasterly right-of-way line of the Southern Pacific Railroad and the westerly right-of-way line of SW Foundry Avenue, Southerly 133 feet, more or less, to a point that bears North 04°42'50" West 196.16 feet from the northwesterly corner of Lot 2 of the plat of "Darla Kay Court" (Assessor's Map 2S.1.32AB);
214. Thence long a line that is perpendicular to the southeasterly right-of-way line of the Southern Pacific Railroad, Northwesterly 104 feet, more or less, to the intersection of the westerly right-of-way line of SW Langer Farms Parkway and the northwesterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.032BA);
215. Thence along said northwesterly right-of-way line, Southwesterly 731 feet, more or less, to the northeasterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
216. Thence along said northeasterly right-of-way line, Northwesterly 155 feet, more or less, to the northwesterly right-of-way line of SW First Street (Assessor's Map 2S.1.32BA);
217. Thence along said northwesterly right-of-way line, Southwesterly 100 feet, more or less, to the northeasterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
218. Thence along said northeasterly right-of-way line and the northwesterly extension thereof, Northwesterly 185 feet, more or less, to a line that is parallel with and 10.00 feet, northerly of the northerly line of the plat of "Smock Addition to Sherwood" (Assessor's Map 2S.1.32BA);
219. Thence along said parallel line, Westerly 125 feet, more or less, to the northeasterly extension of the northwesterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BA);
220. Thence along said northeasterly extension and the northwesterly right-of-way line of SW Second Street, Southwesterly 687 feet, more or less, to the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BB);
221. Thence along said northeasterly right-of-way line, Northwesterly 214 feet, more or less, to the southeasterly right-of-way line of SW Third Street (Assessor's Map 2S.1.32BB);
222. Thence along said southeasterly right-of-way line, Northeasterly 105 feet, more or less, to a line that is parallel with and 5.00 feet northeasterly of the northeasterly line of Lot 3, Block 7 of the plat of "Smock Ville" (Assessor's Map 2S.1.32BB);
223. Thence along said parallel line, Northwesterly 60 feet, more or less, to the northwesterly right-of-way line of SW Third Street (Assessor's Map 2S.1.32BB);
224. Thence along said northwesterly right-of-way line, Northeasterly 128 feet, more or less, to the westerly right-of-way line of SW Sherwood Boulevard (Assessor's Map 2S.1.32BB);
225. Thence along said westerly right-of-way line, Northerly 129 feet, more or less, to the northeasterly corner of Document Number 2009-079577 (Assessor's Map 2S.1.32BB);
226. Thence along the northwesterly line of said Deed, Southwesterly 241 feet, more or less, to the northwesterly corner of said Deed (Assessor's Map 2S.1.32BB);

227. Thence along the southwesterly line of said Deed, Southeasterly 206 feet, more or less, to the northwesterly right-of-way line of SW Third Street (Assessor's Map 2S.1.32BB);
228. Thence along said northwesterly right-of-way line, Southwesterly 100 feet, more or less, to the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BB);
229. Thence along said northeasterly right-of-way line, the northerly right-of-way line thereof, and the northerly right-of-way line of SW Meinecke Road, Northwesterly 1,628 feet, more or less, to the easterly right-of-way line of SW Little John Terrace (Assessor's Map 2S.1.31AA);
230. Thence along said easterly right-of-way line, and the northerly extension thereof, Northerly 287 feet, more or less, to the northerly right-of-way line of SW King Richard Court (Assessor's Map 2S.1.31AA);
231. Thence along said northerly right-of-way line, Westerly 1,577 feet, more or less, to the easterly right-of-way line of SW Smith Avenue (Assessor's Map 2S.1.31AB);
232. Thence along said easterly right-of-way line, Northerly 494 feet, more or less, to the southeasterly corner of Lot 9 of the plat of "Vintage Creek Townhomes" (Assessor's Map 2S.1.30DC);
233. Thence along the southeasterly line of said plat, Northeasterly 585 feet, more or less, to the southwesterly corner of Tract 'B' of said plat (Assessor's Map 2S.1.30DC);
234. Thence along the westerly line of said Tract 'B', Northerly 118 feet, more or less, to the southwesterly line of Parcel 3 of Partition Plat No. 1998-170 (Assessor's Map 2S.1.30DC);
235. Thence along said southwesterly line, Northwesterly 5 feet, more or less, to the southeasterly corner of Tract "A" of said plat of "Vintage Creek Townhomes" (Assessor's Map 2S.1.30DC);
236. Thence along the southwesterly line of said Tract, Northwesterly 261 feet, more or less, to the southeasterly right-of-way line of Highway 99W (Assessor's Map 2S.1.30DC);
237. Thence along said southeasterly right-of-way line, Northeasterly 221 feet, more or less, to the northerly corner of Parcel 3 of Partition Plat No. 1998-170 (Assessor's Map 2S.1.30DC);
238. Thence leaving said southeasterly right-of-way line, Northwesterly 254 feet, more or less, to the easterly corner of Tract "A" of the plat of "McFall Estates", also being on the northwesterly right-of-way line of Highway 99W (Assessor's Map 2S.1.30DC);
239. Thence along said northwesterly right-of-way line, Southwesterly 430 feet, more or less, to the northerly right-of-way line of SW Cedar Brook Way (Assessor's Map 2S.1.30DC);
240. Thence along said northerly right-of-way line and the westerly right-of-way line thereof, Southwesterly 1,616 feet, more or less, to the southeasterly corner of Tract 'K' of the plat of "Cedar Brook" (Assessor's Map 2S.1.30CD);
241. Thence leaving said westerly right-of-way line, Southeasterly 191 feet, more or less, to the westerly northwesterly corner of Parcel 2 of Partition Plat No. 2007-

- 029, also being on the easterly right-of-way line of SW Cedar Brook Way (Assessor's Map 2S.1.30CD);
242. Thence along said easterly right-of-way line, Southerly 240 feet, more or less, to the northerly right-of-way line of SW Handley Street (Assessor's Map 2S.1.30CD);
243. Thence along said northerly right-of-way line, Easterly 427 feet, more or less, to the easterly right-of-way line thereof (Assessor's Map 2S.1.30CD);
244. Thence along said easterly right-of-way line, Southerly 23 feet, more or less, to the southerly right-of-way line thereof (Assessor's Map 2S.1.30CD);
245. Thence along said southerly right-of-way line, Westerly 720 feet, more or less, to the southerly extension of the easterly right-of-way line of SW Roellich Avenue (Assessor's Map 2S.1.30CD);
246. Thence along said southerly extension and the easterly right-of-way line of SW Roellich Avenue, Northerly 1,295 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Ladyfern Drive (Assessor's Map 2S.1.30CD);
247. Thence along said parallel line, Northerly 900 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Bedstraw Drive (Assessor's Map 2S.1.30CA);
248. Thence along said parallel line and the northerly extension thereof, Northerly 591 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Edy Road (Assessor's Map 2S.1.30BD);
249. Thence along said parallel line, Easterly 1,777 feet, more or less, to the easterly right-of-way line of SW Houston Drive (Assessor's Map 2S.1.30AC);
250. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 768 feet, more or less, to the northerly right-of-way line of SW Lynnly Way (Assessor's Map 2S.1.30AC);
251. Thence along said northerly right-of-way line, and the easterly, southerly and easterly right-of-way lines thereof, Northerly 1,095 feet, more or less, to the southerly right-of-way line of SW Roosevelt Street (Assessor's Map 2S.1.30AB);
252. Thence along said southerly right-of-way line and the easterly extension thereof, Easterly 832 feet, more or less, to the easterly right-of-way line of SW Lavender Terrace (Assessor's Map 2S.1.30AA);
253. Thence along said easterly right-of-way line, and the easterly, southerly and westerly right-of-way lines of SW Lavender Place, Easterly 835 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Sidney Lane (Assessor's Map 2S.1.30AA);
254. Thence along said westerly extension and said southerly right-of-way line, Easterly 507 feet, more or less, to the westerly right-of-way line of SW Borchers Drive (Assessor's Map 2S.1.30AA);
255. Thence along said westerly right-of-way line, Southerly 166 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Roy Rogers Road (Assessor's Map 2S.1.30AA);
256. Thence along said parallel line, Southeasterly 517 feet, more or less, to the southerly extension of the westerly line of Tract "B" of the plat of "Hunters Ridge Condominiums" (Assessor's Map 2S.1.29BC);

257. Thence along said southerly extension, Northerly 5 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Roy Rogers Road (Assessor's Map 2S.1.29BC);
258. Thence along said parallel line, Southeasterly 568 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of Highway 99W (Assessor's Map 2S.1.29BC);
259. Thence along said parallel line, Northeasterly 2 feet, more or less, to the northwesterly extension of the northeasterly right-of-way line of SW Tualatin Sherwood Road (Assessor's Map 2S.1.29B);
260. Thence along said northwesterly extension, Southeasterly 198 feet, more or less, to the southeasterly right-of-way line of Highway 99W (Assessor's Map 2S.1.29B);
261. Thence along said southeasterly right-of-way line, Northeasterly 1,660 feet, more or less, to the southerly right-of-way line of SW Langer Farms Parkway (Assessor's Map 2S.1.29B);
262. Thence along said southerly right-of-way line and the westerly right-of-way line thereof, Southeasterly 2,402 feet, more or less, to the southerly line of Parcel 1 of Partition Plat No. 2003-025 (Assessor's Map 2S.1.29B);
263. Thence along said southerly line and the westerly extension thereof, Westerly 901 feet, more or less, to the northwesterly corner of Parcel 2 of Partition Plat No. 2001-002 (Assessor's Map 2S.1.29B);
264. Thence along the westerly line of said Partition Plat, Southerly 499 feet, more or less, to the northerly right-of-way line of SW Tualatin Sherwood Road (Assessor's Map 2S.1.29B);
265. Thence along said northerly right-of-way line, Easterly 826 feet, more or less, to the easterly line of Document Number 2017-086045 (Assessor's Map 2S.1.29B);
266. Thence along the southerly extension of the easterly line of said Deed, Southerly 44 feet, more or less, to the centerline of SW Tualatin Sherwood Road (Assessor's Map 2S.1.29B);
267. Thence along said centerline, Easterly 1,656 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Century Drive (Assessor's Map 2S.1.29D);
268. Thence along said westerly right-of-way line and the northerly right-of-way line thereof, Southwesterly 2,648 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Langer Farms Parkway (Assessor's Map 2S.1.29CA);
269. Thence along said northerly extension and said westerly right-of-way line, Southerly 583 feet, more or less, to the northerly right-of-way line of SW Whetstone Way (Assessor's Map 2S.1.29CD);
270. Thence along said northerly right-of-way line and the westerly extension thereof, Westerly 822 feet, more or less, to the westerly right-of-way line of SW Baler Way (Assessor's Map 2S.1.29CD);
271. Thence along said westerly right-of-way line and the northerly and easterly right-of-way lines thereof, Westerly 1,409 feet, more or less, to the easterly extension of the northerly right-of-way line of SW Stetson Street (Assessor's Map 2S.1.29CC);

272. Thence along said easterly extension and said northerly right-of-way line, Westerly 510 feet, more or less, to the easterly right-of-way line of SW Trumpeter Drive (Assessor's Map 2S.1.29CC);
273. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 325 feet, more or less, to the northerly right-of-way line of SW Century Drive (Assessor's Map 2S.1.29CC);
274. Thence along said northerly right-of-way line, and the northerly right-of-way of SW12th Street, Westerly 1,691 feet, more or less, to the southeasterly right-of-way line of SW Pacific Highway 99W (Assessor's Map 2S.1.30DA);
275. Thence along said southeasterly right-of-way line, Northeasterly 294 feet, more or less, to the southeasterly extension of a line that is parallel with and 10.00 feet northeasterly of the southwesterly line of Lot 2 of the plat of "Cedar Creek Plaza" (Assessor's Map 2S.1.30DA);
276. Thence along said southeasterly extension and said parallel line, Northwesterly 449 feet, more or less, to the southeasterly line of said Lot 2 (Assessor's Map 2S.1.30DA);
277. Thence along said southeasterly line, Northeasterly 258 feet, more or less, to the Point of Beginning.

**Excepting Parcel 3:** (See Map Sheet 03)

Beginning at the southwest corner of the plat of "Hunter's Ridge Annexation of Stage 2", also being at the intersection of the northerly right-of-way line of SW Roy Rogers Road and the easterly right-of-way line of SW Borchers Drive (Assessor's Map 2S.1.30AA);

300. Thence along said northerly right-of-way line, Westerly 10 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Borchers Drive, also being the True Point of Beginning (Assessor's Map 2S.1.30AA);
301. Thence continuing along said northerly right-of-way line, Westerly 37 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Borchers Drive (Assessor's Map 2S.1.30AA);
302. Thence along said parallel line, Northerly 156 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Sidney Lane (Assessor's Map 2S.1.30AA);
303. Thence along said parallel line and the westerly extension thereof, Westerly 512 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Lavender Place (Assessor's Map 2S.1.30AA);
304. Thence along said parallel line, said line also being parallel with and 10.00 feet northerly and westerly of the northerly and westerly right-of-way lines of SW Lavender Place, and the easterly right-of-way line of SW Lavender Terrace, Westerly 846 feet, more or less, to the easterly extension of the line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Roosevelt Street (Assessor's Map 2S.1.30AA);
305. Thence along said easterly extension and said parallel line, Westerly 852 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Lynnly Way (Assessor's Map 2S.1.30AB);

- 306. Thence along said parallel line, Southerly 1,085 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Houston Drive (Assessor's Map 2S.1.30AC);
- 307. Thence along said parallel line, Southerly 758 feet, more or less, to the northerly right-of-way line of SW Edy Road (Assessor's Map 2S.1.30AC);
- 308. Thence along said northerly right-of-way line, Westerly 40 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Houston Drive (Assessor's Map 2S.1.30AC);
- 309. Thence along said parallel line, Northerly 731 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Lynnly Way (Assessor's Map 2S.1.30AC);
- 310. Thence along said parallel line, Northerly 1,154 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Roosevelt Street (Assessor's Map 2S.1.30AB);
- 311. Thence along said parallel line, Easterly 870 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Lavender Terrace (Assessor's Map 2S.1.30AA);
- 312. Thence along said parallel line, said line also being parallel with and 10.00 feet southerly and westerly of the westerly, northerly and easterly right-of-way lines of SW Lavender Place, Easterly 893 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly SW Sidney Lane (Assessor's Map 2S.1.30AA);
- 313. Thence along said parallel line and the easterly extension thereof, Easterly 478 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Borchers Drive (Assessor's Map 2S.1.30AA);
- 314. Thence along said parallel line, Southerly 210 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 4:** (See Map Sheet 05)

Beginning at the westerly corner of Parcel 1 of Partition Plat 1998-047 (Assessor's Map 2S.1.28BC);

- 350. Thence along the southwesterly line of said Parcel 1, Southeasterly 7 feet, more or less, to the northeasterly extension of a line that is parallel with and 5.00 feet northwesterly of the southeasterly right-of-way line of SW Galbreath Drive (Assessor's Map 2S.1.28BC);
- 351. Thence along said northeasterly extension, Southwesterly 5 feet, more or less, to the intersection of said parallel line and a line that is parallel with and 5.00 feet southwesterly of the southwesterly line of said Parcel 1, also being the True Point of Beginning (Assessor's Map 2S.1.28BC);
- 352. Thence along said parallel line of the southeasterly right-of-way line of SW Galbreath Drive, Southwesterly 635 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Gerda Lane (Assessor's Map 2S.1.28BC);

353. Thence along said parallel line, Southerly 141 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the northerly right-of-way line of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.28BC);
354. Thence along said parallel line, Westerly 52 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Gerda Lane (Assessor's Map 2S.1.28BC);
355. Thence along said parallel line, Northerly 202 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line thereof (Assessor's Map 2S.1.28BC);
356. Thence along said parallel line, Easterly 47 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Gerda Lane (Assessor's Map 2S.1.28BC);
357. Thence along said parallel line, Southerly 32 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Galbreath Drive (Assessor's Map 2S.1.28BC);
358. Thence along said parallel line, Northeasterly 600 feet, more or less, to the northwesterly extension of a line that is parallel with and 5.00 feet southwestwesterly of the southeasterly line of said Parcel 1 of Partition Plat No. 1998-047 (Assessor's Map 2S.1.28BC);
359. Thence along said northwesterly extension and said parallel line, Southeasterly 54 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 5:** (See Map Sheet 11)

Beginning at the northeasterly corner of Lot 96 of the plat of "Sherwood Village No. 2", being on the westerly right-of-way line of SW Baler Way (Assessor's Map 2S.1.29CD);

400. Thence along said westerly right-of-way line, Northerly 19 feet, more or less, to the westerly extension of a line that is parallel with and 5.00 feet southerly of there northerly right-of-way line of SW Whetstone Way (Assessor's Map 2S.1.29CD);
401. Thence along said westerly extension, Easterly 5 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Baler Way, also being the True Point of Beginning (Assessor's Map 2S.1.29CD);
402. Thence along said line parallel to the northerly right-of-way line of SW Whetstone Way, Easterly 834 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Langer Farm Parkway (Assessor's Map 2S.1.29CD);
403. Thence along said parallel line, Northerly 572 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the westerly extension of the northerly right-of-way line of SW Century Drive (Assessor's Map 2S.1.29CA);
404. Thence along said westerly extension and said parallel line and the northerly extension thereof, Northeasterly 2,654 feet, more or less, to the centerline of SW Tualatin-Sherwood Road (Assessor's Map 2S.1.29D);
405. Thence along said centerline, Easterly 415 feet, more or less, to the southerly extension of the westerly line of Parcel 2 of Partition Plat No. 2013-020 (Assessor's Map 2S.1.29D);

406. Thence along said southerly extension, Southerly 54 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of said SW Tualatin-Sherwood Road (Assessor's Map 2S.1.29D);
407. Thence along said parallel line, Westerly 347 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Century Drive (Assessor's Map 2S.1.29D);
408. Thence along said parallel line, also being parallel to the southerly right-of-way line thereof, Southwesterly 2,480 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Langer Farms Parkway (Assessor's Map 2S.1.29DC);
409. Thence along said parallel line, Southerly 567 feet, more or less, to the easterly extension of a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Whetstone Way (Assessor's Map 2S.1.29DC);
410. Thence along said easterly extension and said parallel line, Westerly 873 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Baler Way (Assessor's Map 2S.1.29CD);
411. Thence along said parallel line, Westerly 1,486 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Stetson Street (Assessor's Map 2S.1.29CC);
412. Thence along said parallel line and the westerly extension thereof, Westerly 469 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Trumpeter Drive (Assessor's Map 2S.1.29CC);
413. Thence along said parallel line, Northerly 311 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Century Drive (Assessor's Map 2S.1.29CC);
414. Thence along said parallel line, also being parallel to the southerly right-of-way line of SW 12th Street, Westerly 1,696 feet, more or less, to the southeasterly right-of-way line of SW Pacific Highway 99W (Assessor's Map 2S.1.30DD);
415. Thence along said southeasterly right-of-way line, Northeasterly 46 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW 12th Street (Assessor's Map 2S.1.30DA);
416. Thence along said parallel line, also being parallel to the northerly right-of-way line of SW Century Drive, Easterly 1,694 feet, more or less, to the northerly extension of a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Trumpeter Drive (Assessor's Map 2S.1.29CC);
417. Thence along said parallel line, Southerly 347 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Stetson Street (Assessor's Map 2S.1.29CC);
418. Thence along said parallel line and the easterly extension thereof, Easterly 476 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Baler Way (Assessor's Map 2S.1.29CC);
419. Thence along said parallel line, also being parallel to the northerly and westerly right-of-way lines of SW Baler Way, Easterly 1,415 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 6:** (See Map Sheet 05)

Lots 14 and 15 and the southwesterly 67.00 feet of Lot 13 of the plat of “Industrial Park of Sherwood” (Assessor’s Map 2S.1.28BC);

**Excepting Parcel 7:** (See Map Sheet 06)

The Tract of land described in Parcel II, Exhibit B of Document Number 2020-082698, being bounded by the southerly right-of-way line of SW Tualatin-Sherwood Road, the easterly right-of-way line of the Bonneville Power Administration and the northwesterly right-of-way line of SW Oregon Street (Assessor’s Map 2S.1.28C);

**Excepting Parcel 8:** (See Map Sheet 07)

That Tract of land as described in Document Number 98-075817 (Assessor’s Map 2S.1.28D);

**Excepting Parcel 9:** (See Map Sheet 06)

Beginning at the southwest corner of Parcel 1 of Partition Plat No. 2014-002 (Assessor’s Map 2S.1.28C);

500. Thence along the southerly line of said Partition Plat, Easterly 741 feet, more or less, to the southwesterly right-of-way line of the Bonneville Power Administration (Assessor’s Map 2S.1.28C);
501. Thence along said southwesterly right-of-way line, Southeasterly 101 feet, more or less, to the northwesterly right-of-way line of SW Oregon Street (Assessor’s Map 2S.1.28C);
502. Thence along said northwesterly right-of-way line, Southwesterly 643 feet, more or less, to the southeasterly extension of the northeasterly line of Parcel 1 of Document Number 2013-087387 (Assessor’s Map 2S.1.28C);
503. Thence along said southeasterly extension and the northeasterly line of said Parcel 1, Northwesterly 463 feet, more or less, to the northeasterly corner of said Parcel 1 (Assessor’s Map 2S.1.28C);
504. Thence along the northerly line of said Parcel 1, Westerly 398 feet, more or less, to the northwesterly corner thereof (Assessor’s Map 2S.1.28C);
505. Thence along the westerly line of said Parcel 1, Southerly 532 feet, more or less, to the northerly line of Document Number 94-047965 (Assessor’s Map 2S.1.28C);
506. Thence along said northerly line, Westerly 923 feet, more or less, to the southwesterly corner of Document Number 92-066602 (Assessor’s Map 2S.1.28C);
507. Thence along the westerly line of said Deed, Northerly 421 feet, more or less, to the southeasterly right-of-way line of the Southern Pacific Railroad (Assessor’s Map 2S.1.28C);
508. Thence along said southeasterly right-of-way line, Northeasterly 1,301 feet, more or less, to the southerly right-of-way line of SW Tualatin-Sherwood Road (Assessor’s Map 2S.1.28C);
509. Thence along said southerly right-of-way line, Easterly 360 feet, more or less, to the northwesterly corner of said Partition Plat No. 2014-002 (Assessor’s Map 2S.1.28C);

510. Thence along the westerly line thereof, Southerly 497 feet, more or less, to the Point of Beginning.

**Excepting Parcel 10:** (See Map Sheet 10)

The portion of a 5.30 acre tract of Document Number 2010-023745 that lies north of the northerly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.28C);

**Excepting Parcel 11:** (See Map Sheet 28)

Beginning at the southwest corner of Lot 1, Block 2 of the plat of "Sherwood Acres", also being on the easterly right-of-way line of SW Foundry Avenue (Assessor's Map 2S.1.32AB);

600. Thence along said easterly right-of-way line, Northerly 748 feet, more or less, to the southeasterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.32AB);
601. Thence along said southeasterly right-of-way line, and the northeasterly extension thereof, Northeasterly 1,074 feet, more or less, to the centerline of SW Oregon Street (Assessor's Map 2S.1.32AB);
602. Thence along said centerline, Easterly 486 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Hall Street (Assessor's Map 2S.1.32AB);
603. Thence along said northerly extension and the westerly right-of-way line of SW Hall Street, Southerly 1,458 feet, more or less, to the northerly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32AB);
604. Thence along said northerly right-of-way line, Westerly 1,273 feet, more or less, to the Point of Beginning.

**Excepting Parcel 12:** (See Map Sheet 12)

Beginning at the Northeast corner of Lot 12 of the plat of "Chesapeake Park", also being on the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32AA);

700. Thence along said westerly right-of-way line, Southerly 1,380 feet, more or less, to the northerly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32AD);
701. Thence along the northerly right-of-way line of SW Willamette Street, Westerly 1,393 feet, more or less, to the easterly right-of-way line of SW Hall Street (Assessor's Map 2S.1.32AA);
702. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 1,453 feet, more or less, to the centerline of SW Oregon Street (Assessor's Map 2S.1.32AA);
703. Thence along said centerline, Easterly 1,616 feet, more or less, to a point that lies 5.00 feet westerly of the southwesterly corner of that portion of a 5.30 acre tract of Document Number 2010-023745 that lies southerly of the southerly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.28C);
704. Thence leaving said centerline, at right angles, Southerly 5 feet, more or less, to a line that is parallel with and 5.00 feet southerly of said centerline (Assessor's Map 2S.1.28C);

- 705. Thence along said parallel line, Easterly 69 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.33AA);
- 706. Thence along said parallel line, Southwesterly 295 feet, more or less, to the southeasterly extension of the northeasterly line of Lot 11 of the plat of "Chesapeake Park" (Assessor's Map 2S.1.33AA);
- 707. Thence along said southeasterly extension, Northwesterly 70 feet, more or less, to the Point of Beginning.

**Excepting Parcel 13:** (See Map Sheet 11)

Beginning at the northwest corner of Lot 6 of the plat of "Hacker's Addition", also being on the easterly right-of-way line of SW Hall Street (Assessor's Map 2S.1.32AA);

- 800. Thence along the northerly extension of the said easterly right-of-way line, Northerly 26 feet, more or less, to the centerline of SW Oregon Street (Assessor's Map 2S.1.32AA);
- 801. Thence along said centerline, Westerly 10 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Hall Street, and being the True Point of Beginning (Assessor's Map 2S.1.32AA);
- 802. Thence along said parallel line, Southerly 1,444 feet, more or less, to the northerly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32AA);
- 803. Thence along said northerly right-of-way line, Westerly 40 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Hall Street (Assessor's Map 2S.1.32AB);
- 804. Thence along said parallel line, Northerly 1,450 feet, more or less, to the centerline of SW Oregon Street and the northerly extension thereof (Assessor's Map 2S.1.32AB);
- 805. Thence along said centerline, Easterly 30 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 14:** (See Map Sheet 28)

Beginning at the southwest corner of Lot 1, Block 2 of the plat of "Sherwood Acres", also being on the easterly right-of-way line of SW Foundry Avenue (Assessor's Map 2S.1.32AB);

- 900. Thence along the southerly extension of said easterly right-of-way line, Southerly 5 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Willamette Street, also being the True Point of Beginning (Assessor's Map 2S.1.32AB);
- 901. Thence along said parallel line, Easterly 2,754 feet, more or less, to the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32AD);
- 902. Thence along said westerly right-of-way line, Southerly 50 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32AD);
- 903. Thence along said parallel line, Westerly 2,815 feet, more or less, to the southerly extension of the easterly right-of-way line of SW Foundry Avenue (Assessor's Map 2S.1.32BA);

904. Thence along said southerly extension, Northerly 30 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 15:** (See Map Sheet 30 – Detail 4)

Beginning at the Northeast corner of Lot 12 of the plat of “Archer’s Ridge” (Assessor’s Map 2S.1.32AD);

1000. Thence leaving said northeast corner along the westerly line of the plat of “April Meadows No. III”, Northerly 7 feet, more or less (Assessor’s Map 2S.1.32AD);
1001. Thence leaving said westerly line, at right angles, Easterly 5 feet, more or less, to a point on a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Upper Roy Street also being the True Point of Beginning (Assessor’s Map 2S.1.32AD);
1002. Thence along said parallel line, Northerly 538 feet, more or less, to the southerly right-of-way line of SW Willamette Street (Assessor’s Map 2S.1.32AD);
1003. Thence along said southerly right-of-way line, Easterly 48 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Upper Roy Street (Assessor’s Map 2S.1.32AD);
1004. Thence along said parallel line, Southeasterly 1,773 feet, more or less, to the westerly right-of-way line of SW Murdock Road (Assessor’s Map 2S.1.32AD);
1005. Thence along said westerly right-of-way line, Southerly 49 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Upper Roy Street (Assessor’s Map 2S.1.32DA);
1006. Thence along said parallel line, Westerly 745 feet, more or less, to a line that is parallel with and 5.00 northwesterly of the southeasterly right-of-way line of SW Mansfield Street (Assessor’s Map 2S.1.32DA);
1007. Thence along said parallel line and the southerly extension thereof, Southerly 971 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Smock Street (Assessor’s Map 2S.1.32DA);
1008. Thence along said parallel line, Westerly 221 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Brittany Lane (Assessor’s Map 2S.1.32DA);
1009. Thence along said parallel line, Southerly 473 feet, more or less, to the northerly right-of-way line of SW Sunset Boulevard (Assessor’s Map 2S.1.32DA);
1010. Thence along said northerly right-of-way line, Westerly 40 feet, more or less, to a line that is 5.00 feet easterly of the westerly right-of-way line of SW Brittany Lane (Assessor’s Map 2S.1.32DA);
1011. Thence along said parallel line and the northerly extension thereof, Northerly 544 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Smock Street (Assessor’s Map 2S.1.32DA);
1012. Thence along said parallel line, Easterly 230 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Mansfield Street (Assessor’s Map 2S.1.32DA);
1013. Thence along said parallel line, Northerly 776 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way of SW Division Street (Assessor’s Map 2S.1.32DA);

- 1014. Thence along said parallel line, Westerly 1,886 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32DB);
- 1015. Thence along said parallel line, Southerly 1,300 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32DB);
- 1016. Thence along said parallel line, Easterly 801 feet, more or less, to a line that is parallel with and 49.00 feet westerly of the northerly extension of the easterly line of Lot 26 of the plat of "Highpointe" (Assessor's Map 2S.1.32DB);
- 1017. Thence along said parallel line, Southerly 36 feet, more or less, to a line that is parallel with and 10.00 northerly of the southerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32DC);
- 1018. Thence along said parallel line, Westerly 829 feet, more or less, to the southerly extension of a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32CD);
- 1019. Thence along said southerly extension and said parallel line, Northerly 1,393 feet, more or less, to the westerly extension of a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Division Street (Assessor's Map 2S.1.32BD);
- 1020. Thence along said westerly extension and said parallel line, Easterly 1,904 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Mansfield Street (Assessor's Map 2S.1.32AD);
- 1021. Thence along said parallel line, Northeasterly 193 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Upper Roy Street (Assessor's Map 2S.1.32AD);
- 1022. Thence along said parallel line, Northwesterly 598 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 16:** (See Map Sheet 13)

Beginning at the southerly southeast corner of Lot 39 of the plat of "Kathy Park No. 2", also being on the northerly right-of-way line of SW Upper Roy Street (Assessor's Map 2S.1.32AD);

- 1100. Thence along said northerly right-of-way line and continuing along the northeasterly and easterly right-of-way lines thereof, Northwesterly 1,784 feet, more or less, to the southerly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32AD);
- 1101. Thence along said southerly right-of-way line, Easterly 1,102 feet, more or less, to the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32AD);
- 1102. Thence along said westerly right-of-way line, Southerly 963 feet, more or less, to the Point of Beginning.

**Excepting Parcel 17:** (See Map Sheet 12)

Beginning at the northeast corner of Lot 12 of the plat of "Archer's Ridge", also being on the southerly right-of-way line of SW Forest Avenue (Assessor's Map 2S.1.32AD);

1200. Thence along said southerly right-of-way line, and continuing along the southwesterly right-of-way line of SW Upper Roy Street, Southeasterly 600 feet, more or less, to the northwesterly line of SW Mansfield Street (Assessor's Map 2S.1.32AD);
1201. Thence along said northwesterly right-of-way line, Southwesterly 163 feet, more or less, to the northerly right-of-way line of SW Division Street (Assessor's Map 2S.1.32AD);
1202. Thence along said northerly right-of-way line, Westerly 1,936 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BD);
1203. Thence along said northerly extension and said westerly right-of-way line and the southerly extension thereof, Southerly 1,408 feet, more or less, to the southerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32CD);
1204. Thence along said southerly right-of-way line, Easterly 755 feet, more or less, to the westerly right-of-way line of SW Aldergrove Avenue (Assessor's Map 2S.1.32DC);
1205. Thence along said westerly right-of-way line, Southerly 1,148 feet, more or less, to the northerly right-of-way line of SW Highpointe Drive (Assessor's Map 2S.1.32DC);
1206. Thence along said northerly right-of-way line, Westerly 1,532 feet, more or less, to the easterly right-of-way line of SW Cascara Terrace (Assessor's Map 2S.1.32CD);
1207. Thence along said easterly right-of-way line, Northerly 738 feet, more or less, to the easterly extension of the northerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.32CD);
1208. Thence along said easterly extension and said northerly right-of-way line, Westerly 2,461 feet, more or less, to the easterly right-of-way line of SW Red Fern Drive (Assessor's Map 2S.1.31DD);
1209. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 444 feet, more or less, to the northerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.31DA);
1210. Thence along said northerly right-of-way line, Westerly 1,576 feet, more or less, to the northerly extension of the east line of Lot 1057 of the plat of "Woodhaven No. 19" (Assessor's Map 2S.1.31DB);
1211. Thence along said northerly extension and the east line of said Lot 1057, Southerly 190 feet, more or less, to the northerly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31DC);
1212. Thence along said northerly right-of-way line, Southwesterly 2,156 feet, more or less, to the northeasterly right-of-way line of SW Inkster Drive (Assessor's Map 2S.1.31CD);
1213. Thence along said northeasterly right-of-way line, and the northerly right-of-way line thereof and the westerly extension thereof, Northwesterly 1,078 feet, more or less, to the northerly right-of-way line of SW Aspen Lakes Drive (Assessor's Map 2S.1.31CC);

1214. Thence along said northerly right-of-way line, and the westerly right-of-way line thereof, Southerly 913 feet, more or less, to the northerly right-of-way line of SW Swordfern Lane (Assessor's Map 2S.1.31CC);
1215. Thence along said northerly right-of-way line, Westerly 194 feet, more or less, to the easterly right-of-way line of SW Heron Lakes Drive (Assessor's Map 2S.1.31CC);
1216. Thence along said easterly right-of-way line, Northerly 514 feet, more or less, to the northerly right-of-way line of SW Crooked River Lane (Assessor's Map 2S.1.31CC);
1217. Thence along said northerly right-of-way line, Westerly 254 feet, more or less, to the easterly right-of-way line of SW Old Highway 99W (Assessor's Map 2S.1.31CC);
1218. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 1,963 feet, more or less, to a line that is parallel with and 10.00 feet southwest of the northeasterly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.31CB);
1219. Thence along said parallel line, Southeasterly 637 feet, more or less, to the Southeasterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31CB);
1220. Thence along said southeasterly right-of-way line, Northeasterly 490 feet, more or less, to the southwest right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CB);
1221. Thence along said southwest right-of-way line, and the southerly right-of-way line thereof, Easterly 2,058 feet, more or less, to the easterly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31DB);
1222. Thence along said easterly right-of-way line, Northerly 902 feet, more or less, to the southeasterly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31DB);
1223. Thence along said southeasterly right-of-way line and the easterly extension thereof, Northeasterly 436 feet, more or less, to the easterly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AC);
1224. Thence along said easterly right-of-way line, Northerly 894 feet, more or less, to the southerly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31AC);
1225. Thence along said southerly right-of-way line, Easterly 541 feet, more or less, to the westerly right-of-way line of SW Verdant Terrace (Assessor's Map 2S.1.31AC);
1226. Thence along said westerly right-of-way line and continuing along the southerly right-of-way line of SW West Villa Road, Southeasterly 1,321 feet, more or less, to the westerly right-of-way line of SW Saunders Drive (Assessor's Map 2S.1.31AC);
1227. Thence along said westerly right-of-way line, and the southerly and southeasterly right-of-way lines thereof and the southerly extension thereof, Southeasterly 901 feet, more or less, to the Southeasterly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AD);

1228. Thence along said southeasterly right-of-way line, Northeasterly 740 feet, more or less, to the southerly right-of-way line of SW West Villa Road (Assessor's Map 2S.1.31AD);
1229. Thence along said southerly right-of-way line, Easterly 590 feet, more or less, to the northeasterly corner of Parcel 1 of Partition Plat No. 1993-061 (Assessor's Map 2S.1.31AD);
1230. Thence along the northerly extension of the east line of said Parcel 1, Northerly 27 feet, more or less, to the northerly right-of-way line of SW Villa Road (Assessor's Map 2S.1.32BC);
1231. Thence along said northerly right-of-way line, and the northwesterly right-of-way line thereof and the northeasterly extension thereof, Easterly 1,044 feet, more or less, to a line parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Park Street (Assessor's Map 2S.1.32BC);
1232. Thence along said parallel line, Southeasterly 36 feet, more or less, to a line parallel to and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Railroad Street (Assessor's Map 2S.1.32BC);
1233. Thence along said parallel line, Northeasterly 170 feet, more or less, to a line drawn at a right angle from the northerly corner of Lot 1 of the plat of "Strang's Addition to Sherwood, to the northwesterly right-of-way line of Railroad Street (Assessor's Map 2S.1.32BC);
1234. Thence along said line, Southeasterly 105 feet, more or less, to the northerly corner of said Lot 1, also being on the westerly right-of-way line of SW Main Street (Assessor's Map 2S.1.32BD);
1235. Thence along said westerly right-of-way line, Southerly 1,017 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Madrona Lane (Assessor's Map 2S.1.32CA);
1236. Thence along said westerly extension and said southerly right-of-way line and the easterly extension thereof, Easterly 884 feet, more or less, to the easterly right-of-way line of SW Cinnamon Hills Place (Assessor's Map 2S.1.32CA);
1237. Thence along said easterly right-of-way line, and the northerly right-of-way line thereof, Northerly 190 feet, more or less, to the southwesterly corner of Lot 52 of the plat of "Cinnamon Hills Number 2" (Assessor's Map 2S.1.32CA);
1238. Thence along the west line of said Lot 52, and the northerly extension thereof, Northerly 191 feet, more or less, to the southerly line right-of-way line of SW Division Street (Assessor's Map 2S.1.32CA);
1239. Thence along said southerly right-of-way line, Easterly 237 feet, more or less, to the southeasterly extension of the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32CA);
1240. Thence along said southeasterly extension and said northeasterly right-of-way line, Northwesterly 465 feet, more or less, to the southeasterly right-of-way line of SW Tualatin Street (Assessor's Map 2S.1.32BD);
1241. Thence along said southeasterly right-of-way line, Northeasterly 206 feet, more or less, to the Southwesterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BD);

- 1242. Thence along said southwesterly right-of-way line, Southeasterly 143 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Highland Drive (Assessor's Map 2S.1.32BD);
- 1243. Thence along said westerly extension and said southerly right-of-way line, and the easterly and northeasterly right-of-way lines thereof, Northerly 926 feet, more or less, to the southeasterly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32BD);
- 1244. Thence along said southeasterly right-of-way line, and the southerly right-of-way line thereof, Easterly 1,945 feet, more or less, to the westerly right-of-way line of SW Upper Roy Street (Assessor's Map 2S.1.32AD);
- 1245. Thence along said westerly right-of-way line, Southerly 552 feet, more or less, to the Point of Beginning.

**Excepting Parcel 18:** (See Map Sheet 28)

Beginning at the Northwest corner of Parcel 1 of Partition Plat No. 1992-016, also being on the easterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32DB);

- 1300. Thence along said easterly right-of-way line, Northerly 640 feet, more or less, to the southerly right-of-way line of SW Division Street (Assessor's Map 2S.1.32DB);
- 1301. Thence along said southerly right-of-way line, Easterly 1,900 feet, more or less, to the westerly right-of-way line of SW Mansfield Street (Assessor's Map 2S.1.32DA);
- 1302. Thence along said westerly right-of-way line, Southerly 776 feet, more or less, to the northerly right-of-way line of SW Smock Street (Assessor's Map 2S.1.32DA);
- 1303. Thence along said northerly right-of-way line, Westerly 195 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DA);
- 1304. Thence along said northerly extension and the westerly right-of-way line of SW Brittany Lane, Southerly 564 feet, more or less, to the northerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32DA);
- 1305. Thence along said northerly right-of-way line, Westerly 1,409 feet, more or less, to the easterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32DB);
- 1306. Thence along said easterly right-of-way, Northerly 636 feet, more or less, to the Point of Beginning.

**Excepting Parcel 19:** (See Map Sheet 14)

Beginning at the Northeast corner of Lot 40 of the plat of "Charles Burck Heights No. 2", also being on the westerly right-of-way line of SW Stonehaven Street (Assessor's Map 2S.1.32DD);

- 1400. Thence along said westerly right-of-way line, Southerly 52 feet, more or less, to the intersection of said westerly right-of-way line and the westerly extension of the northerly right-of-way line of SW Cornerstone Lane also being the True Point of Beginning (Assessor's Map 2S.1.32DD);

1401. Thence continuing along said westerly right-of-way line, Southerly 383 feet, more or less, to the northerly right-of-way line of SW Lowell Lane (Assessor's Map 2S.1.32DD);
1402. Thence along said northerly right-of-way line and the westerly extension thereof, Westerly 653 feet, more or less, to the westerly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DD);
1403. Thence along said westerly right-of-way line, Southerly 286 feet, more or less, to the northerly right-of-way line of SW Highpointe Drive (Assessor's Map 2S.1.32DD);
1404. Thence along said northerly right-of-way line, Westerly 581 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Aldergrove Avenue (Assessor's Map 2S.1.32DC);
1405. Thence along said parallel line, Northerly 1,125 feet, more or less, to the southerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32DC);
1406. Thence along said southerly right-of-way line, Easterly 70 feet, more or less, to a line that is parallel with and 44.00 feet westerly of the east line of Lot 26 of the plat of "Highpointe" (Assessor's Map 2S.1.32DC);
1407. Thence along said parallel line, Northerly 51 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.32DB);
1408. Thence along said parallel line, Easterly 681 feet, more or less, to the easterly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DA);
1409. Thence along said easterly right-of-way line, Northerly 521 feet, more or less, to the southerly right-of-way line of SW Smock Street (Assessor's Map 2S.1.32DA);
1410. Thence along said southerly right-of-way line, Easterly 173 feet, more or less, to the southerly extension of the easterly right-of-way line of SW Mansfield Street (Assessor's Map 2S.1.31DA);
1411. Thence along said southerly extension and the easterly right-of-way line, Northerly 993 feet, more or less, to the southerly right-of-way line of SW Upper Roy Street (Assessor's Map 2S.1.32DA);
1412. Thence along said southerly right-of-way line, Easterly 706 feet, more or less, to the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32DA);
1413. Thence along said westerly right-of-way line, Southerly 1,830 feet, more or less, to the northerly right-of-way line of SW Cornerstone Lane (Assessor's Map 2S.1.32DD);
1414. Thence along said northerly right-of-way line, Westerly 271 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 20:** (See Map Sheet 14)

Beginning at the Northeast corner of Lot 16 of the plat of "Sherwood View Estates", also being on the westerly right-of-way line of SW Denali Lane (Assessor's Map 2S.1.33CC);

1500. Thence along said westerly right-of-way line and the southerly extension thereof, Southerly 311 feet, more or less, to the southerly right-of-way line of SW Whitney Lane (Assessor's Map 2S.1.33CC);
1501. Thence along said southerly right-of-way line, Easterly 337 feet, more or less, to the westerly right-of-way line of SW Robson Terrace (Assessor's Map 2S.1.33CC);
1502. Thence along said westerly right-of-way line, Southerly 822 feet, more or less, to the northeasterly right-of-way line of SW McKinley Drive (Assessor's Map 2S.1.33CC);
1503. Thence along said northeasterly right-of-way line and the westerly extension thereof, Northwesterly 1,816 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly line of SW Murdock Road (Assessor's Map 2S.1.32DD);
1504. Thence along said parallel line, Northerly 812 feet, more or less, to a line that is parallel with and 10.00 feet southwesterly of the northwesterly extension of the northeasterly right-of-way line of SW Ironwood Lane (Assessor's Map 2S.1.32DA);
1505. Thence along said parallel line, said line also being parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Denali Lane, Southeasterly 1,282 feet, more or less, to the northerly line of the said plat of "Sherwood View Estates" (Assessor's Map 2S.1.33CB);
1506. Thence along said northerly line, Westerly 40 feet, more or less, to the Point of Beginning.

**Excepting Parcel 21:** (See Map Sheet 14)

Beginning at the Northeast corner of Lot 16 of the plat of "Sherwood View Estates" (Assessor's Map 2S.1.33CC);

1600. Thence along the northerly line of said plat, Easterly 10 feet, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Denali Street (Assessor's Map 2S.1.33CC);
1601. Thence along said parallel line, Southerly 10.00 feet, more or less, to a line that is parallel with said northerly line, also being the True Point of Beginning (Assessor's Map 2S.1.33CC);
1602. Thence along said parallel line of said northerly line, Easterly 30 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Denali Lane (Assessor's Map 2S.1.33CC);
1603. Thence along said parallel line, Southerly 271 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Whitney Lane (Assessor's Map 2S.1.33CC);
1604. Thence along said parallel line and the easterly extension thereof, Easterly 306 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Robson Terrace (Assessor's Map 2S.1.33CC);
1605. Thence along said parallel line and the southerly extension thereof, Southerly 910 feet, more or less, to a line that is parallel with and 10.00 feet northeasterly of the

- southwesterly right-of-way line of SW McKinley Drive (Assessor's Map 2S.1.33CC);
1606. Thence along said parallel line, Northwesterly 511 feet, more or less, to a point that bears North  $86^{\circ}23'52''$  East 11.48 feet from the northerly corner of Lot 43 of the said plat of "Sherwood View Estates" (Assessor's Map 2S.1.33CC);
1607. Thence leaving said parallel line, Northerly 34 feet, more or less, to a point that bears South  $06^{\circ}36'40''$  East 18.66 feet from the northwesterly corner of Lot 73 of said plat, also being on a line that is parallel with and 10.00 feet southwesterly of the northeasterly right-of-way line of SW McKinley Drive (Assessor's Map 2S.1.33CC);
1608. Thence along said parallel line, Southeasterly 443 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Robson Terrace (Assessor's Map 2S.1.33CC);
1609. Thence along said parallel line, Northerly 854 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Whitney Lane (Assessor's Map 2S.1.33CC);
1610. Thence along said parallel line, Westerly 343 feet, more or less, to the southerly extension of a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Denali Lane (Assessor's Map 2S.1.33CC);
1611. Thence along said southerly extension and said parallel line, Northerly 290 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 22:** (See Map Sheet 29)

Beginning at the Southwest corner of Lot 5 of the plat of "Renaissance At Richen Park" (Assessor's Map 2S.1.31DB);

1700. Thence leaving said southwesterly corner, South  $18^{\circ}55'34''$  West 10.50 feet to the intersection of the northerly extension of a line parallel with and 5.00 feet easterly of the easterly line of Lot 1057 of the plat of "Woodhaven No. 19" and a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Sunset Boulevard also being the True Point of Beginning (Assessor's Map 2S.1.31DB);
1701. Thence along said parallel line to said southerly right-of-way line, Easterly 1,560 feet, more or less, to the northerly extension of a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Red Fern Drive (Assessor's Map 2S.1.31DA);
1702. Thence along said northerly extension and said parallel line, Southerly 463 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.31DD);
1703. Thence along said parallel line, Easterly 407 feet, more or less, to the southerly extension of the east line of Lot 19 of the plat of "Arbor Lane" (Assessor's Map 2S.1.31DD);
1704. Thence along said southerly extension, Northerly 5 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.31DD);

1705. Thence along said parallel line and the easterly extension thereof, Easterly 2,036 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Cascara Terrace (Assessor's Map 2S.1.32CD);
1706. Thence along said parallel line, Southerly 773 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Highpointe Drive (Assessor's Map 2S.1.32CD);
1707. Thence along said parallel line, Easterly 2,113 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DD);
1708. Thence along said parallel line, Northerly 288 feet, more or less, to the westerly extension of a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Lowell Lane (Assessor's Map 2S.1.32DD);
1709. Thence along said westerly extension and said parallel line, Easterly 663 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Stonehaven Street (Assessor's Map 2S.1.32DD);
1710. Thence along said parallel line, Northerly 372 feet, more or less, to the westerly extension of a line that is parallel with and 10.00 feet southerly of the northerly right-of-way of SW Cornerstone Lane (Assessor's Map 2S.1.32DD);
1711. Thence along said westerly extension and said parallel line, Easterly 282 feet, more or less, to the westerly right-of-way line of SW Murdock Road (Assessor's Map 2S.1.32DD);
1712. Thence along said westerly right-of-way line, Southerly 31 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Cornerstone Lane (Assessor's Map 2S.1.32DD);
1713. Thence along said parallel line, Westerly 273 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way of SW Stonehaven Street (Assessor's Map 2S.1.32DD);
1714. Thence along said parallel line, Southerly 353 feet, more or less, to the easterly extension of a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Lowell Lane (Assessor's Map 2S.1.32DD);
1715. Thence along said easterly extension and said parallel line, Westerly 681 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Brittany Lane (Assessor's Map 2S.1.32DD);
1716. Thence along said parallel line and the southerly extension thereof, Southerly 241 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Highpointe Drive (Assessor's Map 2S.1.32DD);
1717. Thence along said parallel line, Westerly 2,268 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Cascara Terrace (Assessor's Map 2S.1.32CD);
1718. Thence along said parallel line, Northerly 788 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.32CD);
1719. Thence along said parallel line, Westerly 1,999 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.31DD);

- 1720. Thence along said parallel line and the westerly extension thereof, Westerly 449 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Red Fern Drive (Assessor's Map 2S.1.31DD);
- 1721. Thence along said parallel line, Northerly 419 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.31DD);
- 1722. Thence along said parallel line, Westerly 1,514 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the northerly extension of the east line of said Lot 1057 (Assessor's Map 2S.1.31DC);
- 1723. Thence along said parallel line, Northerly 50 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 23:** (See Map Sheet 28)

Beginning at the southeast corner of Lot 9 of the plat of "Strang's 1st Addition to Sherwood", also being on the westerly right-of-way line of SW Main Street (Assessor's Map 2S.1.32BD);

- 1800. Thence along the southerly line of said plat, Easterly 10 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the said westerly right-of-way line (Assessor's map 2S.1.32BD);
- 1801. Thence along said parallel line, Southerly 10 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the said southerly line, also being the True Point of Beginning (Assessor's Map 2S.1.32BD);
- 1802. Thence along said southerly parallel line, Easterly 40 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Main Street (Assessor's Map 2S.1.32BD);
- 1803. Thence along said parallel line, Southerly 532 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Madrona Lane (Assessor's Map 2S.1.32CA);
- 1804. Thence along said parallel line, Easterly 758 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Cinnamon Hills Place (Assessor's Map 2S.1.32CA);
- 1805. Thence along said parallel line, said line also being parallel to the northerly and easterly right-of-way lines thereof, Southeasterly 334 feet, more or less, to the easterly extension of a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Madrona Lane (Assessor's Map 2S.1.32CA);
- 1806. Thence along said westerly extension and said parallel line and the westerly extension thereof, Westerly 785 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Main Street (Assessor's Map 2S.1.32CA);
- 1807. Thence along said parallel line, Northerly 37 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the easterly extension of the southerly line of Document Number 2013-056046 (Assessor's Map 2S.1.32CA);
- 1808. Thence along said parallel line, Easterly 12 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Main Street (Assessor's Map 2S.1.32CA);

1809. Thence along said parallel line, Northerly 524 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 24:** (See Map Sheet 30 – Detail 2)

Beginning at the northerly corner of Lot 1, Block 5 of the plat of “Smock Ville”, also being on the southwesterly right-of-way line of SW Washington Street (Assessor’s Map 2S.1.32BC);

1900. Thence along said southwesterly right-of-way, Southeasterly 1,135 feet, more or less, to the southeasterly right-of-way line of SW Willamette Street (Assessor’s Map 2S.1.32BD);

1901. Thence along said southeasterly right-of-way line, Northeasterly 775 feet, more or less, to the southwesterly right-of-way line of SW Highland Avenue (Assessor’s Map 2S.1.32BD);

1902. Thence along said southwesterly right-of-way line, and the westerly and northwesterly right-of-way lines thereof, Southerly 797 feet, more or less, to the Northeasterly right-of-way line of SW Pine Street (Assessor’s Map 2S.1.32BD);

1903. Thence along said northeasterly right-of-way line, Northwesterly 155 feet, more or less, to the northeasterly extension of the northwesterly right-of-way line of SW Tualatin Street (Assessor’s Map 2S.1.32BD);

1904. Thence along said northeasterly extension and said northwesterly right-of-way line, Southwesterly 316 feet, more or less, to the southwesterly right-of-way line of SW Washington Street (Assessor’s Map 2S.1.32BD);

1905. Thence along said southwesterly right-of-way line, Southeasterly 396 feet, more or less, to the northerly right-of-way line of SW Division Street (Assessor’s Map 2S.1.32BD);

1906. Thence along said northerly right-of-way line, Westerly 93 feet, more or less, to the northerly extension of the westerly line of Lot 52 of the plat of Cinnamon Hills Number 2” (Assessor’s Map 2S.1.32BD);

1907. Thence along said northerly extension and the westerly line of said lot 52, Southerly 240 feet, more or less, to the northerly right-of-way line of SW Cinnamon Hills Place (Assessor’s Map 2S.1.32CA);

1908. Thence along said northerly right-of-way line, and the westerly right-of-way line thereof, Southerly 154 feet, more or less, to the northerly right-of-way line of SW Madrona Lane (Assessor’s Map 2S.1.32CA);

1909. Thence along said northerly right-of-way line, Westerly 746 feet, more or less, to the easterly right-of-way line of SW Main Street (Assessor’s Map 2S.1.32CA);

1910. Thence along said easterly right-of-way line, Northerly 537 feet, more or less, to the easterly extension of the south line of Lot 9 of the plat of “Strang’s 1st Addition to Sherwood” (Assessor’s Map 2S.1.32BD);

1911. Thence along said easterly extension, Westerly 50 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Main Street (Assessor’s Map 2S.1.32BD);

1912. Thence along said parallel line, Northerly 438 feet, more or less, to the southeasterly right-of-way line of the Southern Pacific Railroad (Assessor’s Map 2S.1.32BD);

- 1913. Thence leaving said southeasterly right-of-way line, at right angles, Northwesterly 113 feet, more or less, to the northwesterly right-of-way line of SW Railroad Street (Assessor's Map 2S.1.32BC);
- 1914. Thence along said northwesterly right-of-way line, southwesterly 176 feet, more or less, to the northeasterly right-of-way line of SW Park Street (Assessor's Map 2S.1.32BC);
- 1915. Thence along said northeasterly right-of-way line, Northwesterly 488 feet, more or less, to the southeasterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
- 1916. Thence along said southeasterly right-of-way line, Northeasterly 460 feet, more or less, to the Point of Beginning.

**Excepting Parcel 25:** (See Map Sheet 26)

Beginning at the southeast corner of Lot 5, Block 13 of the plat of "Smock Addition to Sherwood" (Assessor's Map 2S.1.32BA);

- 2000. Thence along the easterly line of said Lot 5, Northwesterly 100 feet, more or less, to the northeast corner of said Lot 5 (Assessor's Map 2S.1.32BA);
- 2001. Thence along the northerly line said Lot 5, Southwesterly 50 feet, more or less, to the northeasterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BA);
- 2002. Thence along said northeasterly right-of-way line, Northwesterly 115 feet, more or less, to the southeasterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BA);
- 2003. Thence along said southeasterly right-of-way line, Northeasterly 437 feet, more or less, to the southwesterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
- 2004. Thence along said southwesterly right-of-way line, Southeasterly 378 feet, more or less, to the northwesterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.32BA);
- 2005. Thence along said northwesterly right-of-way line, Southwesterly 46 feet, more or less, to a line that is parallel with and 4.00 feet easterly of the westerly line of Lot 1, Block 11 of the plat of "Smock Addition to Sherwood" (Assessor's Map 2S.1.32BA);
- 2006. Thence along said parallel line, Southeasterly 10 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.32BA);
- 2007. Thence along said parallel line, Northeasterly 927 feet, more or less, to a point that lies North 39°55'09" East 364.19 feet from the northeasterly corner of Tract 'B' of the plat of "Oregon Street Townhomes Condominiums" (Assessor's Map 2S.1.32BA);
- 2008. Thence leaving said parallel line, at right angles, Southeasterly 102 feet, more or less, to a line that runs from the intersection of the northwesterly right-of-way line of the Southern Pacific Railroad and the easterly right-of-way line of SW Langer Farms Parkway to the intersection of the southeasterly right-of-way line of the

- Southern Pacific Railroad and the westerly right-of-way line of SW Foundry Avenue (Assessor's Map 2S.1.32BA);
2009. Thence along said line, Southerly 20 feet, more or less, to the intersection of the southeasterly right-of-way line of the Southern Pacific Railroad and the westerly right-of-way line of SW Foundry Avenue (Assessor's Map 2S.1.32AB);
2010. Thence along said westerly right-of-way line, Southerly 378 feet, more or less, to the southeasterly corner of the remainder of Document Number 2004-088153 (Assessor's Map 2S.1.32AB);
2011. Thence along the southwesterly line of said Deed, Northwesterly 281 feet, more or less, to the southeasterly right-of-way line of the Southern Pacific Railroad (Assessor's Map 2S.1.32AB);
2012. Thence along said southeasterly right-of-way line, Southwesterly 385 feet, more or less, to the westerly corner of Document Number 2002-102275 (Assessor's Map 2S.1.32BA);
2013. Thence along the southwesterly line of said Deed, Southeasterly 468 feet, to the northwesterly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32BD);
2014. Thence along said northwesterly right-of-way line, Southwesterly 907 feet, more or less, to the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BD);
2015. Thence along said northeasterly right-of-way line, Northwesterly 1,071 feet, more or less, to the southeasterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
2016. Thence along said southeasterly right-of-way line, Northeasterly 150 feet, more or less, to the westerly corner of Lot 1, Block 6 of the plat of "Smock Ville" (Assessor's Map 2S.1.32BC);
2017. Thence along the westerly line of said Lot 1, Southeasterly 100 feet, more or less, to the southerly corner thereof (Assessor's Map 2S.1.32BC);
2018. Thence along the southerly line of said Lot 1, Northeasterly 50 feet, more or less, to the southwesterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BC);
2019. Thence along said southwesterly right-of-way line, Southeasterly 175 feet, more or less, to the northerly corner of Lot 1, Block 1 of the plat of "Smock Ville", also being on the southeasterly right-of-way line of SW First Street (Assessor's Map 2S.1.32BC);
2020. Thence along the said southeasterly right-of-way line, Southwesterly 100 feet, more or less, to the westerly corner of Lot 2, of said Block 1 (Assessor's Map 2S.1.32BC);
2021. Thence along the westerly line of said Lot 2, Southeasterly 100 feet, more or less, to the southerly corner thereof (Assessor's Map 2S.1.32BC);
2022. Thence along the southerly line of said Lot 2 and the northeasterly extension thereof, Northeasterly 100 feet, more or less, to the southwesterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BC);
2023. Thence along said southwesterly right-of-way line, Northwesterly 67 feet, more or less, to a line parallel with and 33.00 feet southeasterly of the southeasterly right-of-way line of SW First Street (Assessor's Map 2S.1.32BC);

- 2024. Thence along said parallel line, Northeasterly 60 feet, more or less, to the northeasterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BA);
- 2025. Thence along said northeasterly right-of-way line, Northwesterly 92 feet, more or less, to the northwesterly right-of-way line of SW First Street (Assessor's Map 2S.1.32BA);
- 2026. Thence along said northwesterly right-of-way line, Northeasterly 50 feet, more or less, to the Point of Beginning.

**Excepting Parcel 26:** (See Map Sheet 30 – Detail 2)

Beginning at the westerly corner of Lot 4, Block 6 of the plat of “Smock Ville”, also being on the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BC);

- 2100. Thence along said northeasterly right-of-way line, Northwesterly 10 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of SW Second Street, also being the True Point of Beginning (Assessor's Map 2S.1.32BC);
- 2101. Thence continuing along said northeasterly right-of-way line, Northwesterly 40 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BB);
- 2102. Thence along said parallel line, Northeasterly 683 feet, more or less, to a line that is parallel with and 10.00 feet southwesterly of the northeasterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
- 2103. Thence along said parallel line, Southeasterly 303 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW First Street (Assessor's Map 2S.1.32BA);
- 2104. Thence along said parallel line, Northeasterly 105 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
- 2105. Thence along said parallel line, Southeasterly 150 feet, more or less, to the northwesterly right-of-way line of SW Oregon Street (Assessor's Map 2S.1.32BA);
- 2106. Thence along said northwesterly right-of-way line, Southwesterly 145 feet, more or less, to a line that is parallel with and 10.00 feet northeasterly of the southwesterly right-of-way line of SW Ash Street (Assessor's Map 2S.1.32BA);
- 2107. Thence along said parallel line, Northwesterly 391 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BA);
- 2108. Thence along said parallel line, Southwesterly 702 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 27:** (See Map Sheet 30 – Detail 2)

Beginning at the northerly corner of Lot 1, Block 5 of the plat of “Smock Ville”, also being on the southwesterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BC);

- 2200. Thence along the northerly extension of said southwesterly right-of-way line, Northwesterly 10 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of SW Second Street, also being the True Point of Beginning (Assessor's Map 2S.1.32BC);
- 2201. Thence along said parallel line, Southwesterly 260 feet, more or less, to the southwesterly right-of-way line of SW Main Street (Assessor's Map 2S.1.32BC);
- 2202. Thence along said southwesterly right-of-way line, Southeasterly 5 feet, more or less, to a line that is parallel with and 5.00 feet northwesterly of the southeasterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
- 2203. Thence along said parallel line, Southwesterly 205 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Park Street (Assessor's Map 2S.1.32BC);
- 2204. Thence along said parallel line, Southeasterly 457 feet, more or less, to a line that is parallel with and 5.00 feet northwesterly of the northwesterly right-of-way line of SW Villa Road (Assessor's Map 2S.1.32BC);
- 2205. Thence along said parallel line, Southwesterly 50 feet, more or less, to a line that is parallel with and 5.00 feet northeasterly of the southwesterly right-of-way line of SW Park Street (Assessor's Map 2S.1.32BC);
- 2206. Thence along said parallel line, Northwesterly 507 feet, more or less, to the southwesterly extension of a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
- 2207. Thence along said southwesterly extension and said parallel line, Northeasterly 255 feet, more or less, to the southwesterly right-of-way line of SW Main Street (Assessor's Map 2S.1.32BC);
- 2208. Thence along said southwesterly right-of-way line, Southeasterly 5 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
- 2209. Thence along said parallel line, Northeasterly 260 feet, more or less, to the southwesterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BC);
- 2210. Thence along said southwesterly right-of-way line, Southeasterly 40 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 28:** (See Map Sheet 30)

Beginning at the southeasterly corner of Lot 8, Block 8 of the plat of "Smock Ville", also being on the northwesterly right-of-way of SW Second Street (Assessor's Map 2S.1.32BC);

- 2300. Thence along said northwesterly right-of-way line and the southwesterly extension thereof, Southwesterly 520 feet, more or less, to the southwesterly right-of-way line of SW Park Street (Assessor's Map 2S.1.32BC);
- 2301. Thence along said southwesterly right-of-way line, Southeasterly 512 feet, more or less, to the northwesterly right-of-way line of SW Villa Road (Assessor's Map 2S.1.32BC);
- 2302. Thence along said northwesterly right-of-way line, and the westerly extension thereof, Westerly 1,020 feet, more or less, to the northerly extension of a line that

- is parallel with and 5.00 feet westerly of the east line of Parcel 1 of Partition Plat No. 1993-061 (Assessor's Map 2S.1.31AD);
2303. Thence along said northerly extension and said parallel line, Southerly 27 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW West Villa Road (Assessor's Map 2S.1.31AD);
2304. Thence along said parallel line, Westerly 646 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AD);
2305. Thence along said northerly extension and the westerly right-of-way line of SW Stellar Drive, and the northwesterly right-of-way line thereof, Southwesterly 634 feet, more or less, to the northeasterly right-of-way line of SW Saunders Drive (Assessor's Map 2S.1.31AD);
2306. Thence along said northeasterly right-of-way line, and the northerly and easterly right-of-way lines thereof, Westerly 892 feet, more or less, to northerly right-of-way line of SW West Villa Road (Assessor's Map 2S.1.31AC);
2307. Thence along said northerly right-of-way line and continuing along the easterly right-of-way of SW Verdant Terrace, Westerly 1,263 feet, more or less, to the southerly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31AC);
2308. Thence along said southerly right-of-way line, Easterly 157 feet, more or less, to the southerly extension of the easterly right-of-way line of SW Dow Drive (Assessor's Map 2S.1.31AC);
2309. Thence along said southerly extension and said easterly right-of-way line, Northerly 272 feet, more or less, to the easterly extension of a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Timber Crossing Lane (Assessor's Map 2S.1.31AB);
2310. Thence along said easterly extension and said parallel line, Westerly 358 feet, more or less, to the southerly extension of the easterly right-of-way line of SW Sequoia Terrace (Assessor's Map 2S.1.31AB);
2311. Thence along said southerly extension and said easterly right-of-way line, Northerly 586 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Meinecke Road (Assessor's Map 2S.1.31AB);
2312. Thence along said parallel line, also being parallel to the northerly and northeasterly right-of-way lines of SW Washington Street, Southeasterly 3,568 feet, more or less, to the northwesterly right-of-way line of SW Second Street (Assessor's Map 2S.1.32BC);
2313. Thence along said northwesterly right-of-way line, Southwesterly 55 feet to the Point of Beginning.

**Excepting Parcel 29:** (See Map Sheet 25)

Beginning at the northeast corner of Lot 4 of the plat of "Noble Fir", also being on the westerly right-of-way line of SW Smith Avenue (Assessor's Map 2S.1.31AB);

- 2400. Thence along said westerly right-of-way line, Southerly 57 feet, more or less, to the westerly extension of the southerly right-of-way line of SW King Richard Court (Assessor's Map 2S.1.31AB);
- 2401. Thence along said westerly extension and said southerly right-of-way line and the easterly and southerly right-of-way lines thereof, Easterly 1,600 feet, more or less, to the westerly right-of-way line of SW Little John Terrace (Assessor's Map 2S.1.31AA);
- 2402. Thence along said westerly right-of-way line, Southerly 250 feet, more or less, to the northerly right-of-way line of SW Meinecke Road (Assessor's Map 2S.1.31AA);
- 2403. Thence along said northerly right-of-way line and the northeasterly and easterly right-of-way lines of SW Meinecke Parkway, Westerly 2,251 feet, more or less, to the northerly corner of Tract A of the plat of "Timber Crossing At Woodhaven" (Assessor's Map 2S.1.31AB);
- 2404. Thence along the westerly line of Parcel 3 of Partition Plat No. 1992-013, Northeasterly 263 feet, more or less, to the northwesterly corner of said Parcel 3 (Assessor's Map 2S.1.31AB);
- 2405. Thence along the northerly line of said Parcel 3, Easterly 283 feet, more or less, to the southerly corner of Parcel 1 of Partition Plat 1998-170 (Assessor's Map 2S.1.30DC);
- 2406. Thence along the southeasterly line of said Parcel 1, Northeasterly 129 feet, more or less, to the westerly right-of-way line of SW Smith Avenue (Assessor's Map 2S.1.30DC);
- 2407. Thence along said westerly right-of-way line, Southerly 441 feet, more or less, to the Point of Beginning.

**Excepting Parcel 30:** (See Map Sheet 25)

Beginning at the northeast corner of Lot 4 of the plat of "Noble Fir", also being on the westerly right-of-way line of SW Smith Avenue (Assessor's Map 2S.1.31AB);

- 2500. Thence along said westerly right-of-way line, Southerly 52 feet, more or less, to the westerly extension of a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW King Richard Court (Assessor's map 2S.1.31AB);
- 2501. Thence along said parallel line, Easterly 5 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the said westerly right-of-way line, also being the True Point of Beginning (Assessor's Map 2S.1.31AB);
- 2502. Thence along said parallel line of said westerly right-of-way line, Northerly 494 feet, more or less, to the southwest extension of the southeasterly line of the plat of "Vintage Creek Townhomes" (Assessor's Map 2S.1.30DC);
- 2503. Thence along said southwest extension, Northeasterly 49 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Smith Avenue (Assessor's Map 2S.1.30DC);
- 2504. Thence along said parallel line, Southerly 503 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW King Richard Court (Assessor's Map 2S.1.31AB);

- 2505. Thence along said parallel line, Easterly 1,569 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Little John Terrace (Assessor's Map 2S.1.31AA);
- 2506. Thence along said parallel line, Southerly 270 feet, more or less, to the northerly right-of-way line of SW Meinecke Road (Assessor's Map 2S.1.31AA);
- 2507. Thence along said northerly right-of-way line, Westerly 40 feet, more or less, to the southerly extension of a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Little John Terrace (Assessor's Map 2S.1.31AA);
- 2508. Thence along said southerly extension and said parallel line, Northerly 254 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW King Richard Court (Assessor's Map 2S.1.31AA);
- 2509. Thence along said parallel line, Westerly 1,595 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 31:** (See Map Sheet 22)

Beginning at the southwest corner of Lot 41 of the plat of "Nottingham" (Assessor's Map 2S.1.31BA);

- 2600. Thence along the westerly line of said plat, Northerly 262 feet, more or less, to the southeast corner of Tract "A" of said plat (Assessor's Map 2S.1.31BA);
- 2601. Thence along the southerly line of said Tract "A", Westerly 73 feet, more or less, to the southwest corner of said Tract (Assessor's Map 2S.1.31BA);
- 2602. Thence along the westerly line of said Tract, Northerly 265 feet, more or less, to the southeasterly right-of-way line of Highway 99W (Assessor's Map 2S.1.31BA);
- 2603. Thence leaving said southeasterly right-of-way line, Northwesterly 208 feet, more or less, to a point on the northwesterly right-of-way line of Highway 99W that bears South 78°59'42" East 384.00 feet from the southeasterly corner of Lot 144 of the plat of "Wyndham Ridge No. 3" (Assessor's Map 2S.1.31BA);
- 2604. Thence along said northwesterly right-of-way line, Northeasterly 459 feet, more or less, to a point that bears South 44°51'31" East 275.91 feet, more or less, from the southeasterly corner of Tract "B" of the plat of "Wyndham Ridge" (Assessor's Map 2S.1.31BA);
- 2605. Thence leaving said northwesterly right-of-way line, Southeasterly 195 feet, more or less, to the southwest corner of Lot 7 of the plat of "Parkway Plaza" (Assessor's Map 2S.1.31BA);
- 2606. Thence along the southerly line of said Lot 7, Easterly 211 feet, more or less, to the westerly right-of-way line of SW Parkway Court (Assessor's Map 2S.1.31BA);
- 2607. Thence along said westerly right-of-way line, and the northerly right-of-way line thereof, Easterly 215 feet, more or less, to the westerly right-of-way line of SW Meinecke Parkway (Assessor's Map 2S.1.31AB);
- 2608. Thence along said westerly right-of-way line, Southerly 304 feet, more or less, to the southwest corner of Parcel 3 of Partition Plat No. 2015-022 (Assessor's Map 2S.1.31AB);

- 2609. Thence leaving said westerly right-of-way line, Southerly 68 feet, more or less, to the northeast corner of Tract ‘B’ of the plat of “Timber Crossing At Woodhaven No. 2”, also being on the southwesterly right-of-way line of SW Meinecke Road (Assessor’s Map 2S.1.31AB);
- 2610. Thence along said southwesterly right-of-way line of SW Meinecke Road, Easterly 506 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Sequoia Terrace (Assessor’s Map 2S.1.31AB);
- 2611. Thence along said parallel line and the southerly extension thereof, Southerly 528 feet, more or less, to the southerly right-of-way line of SW Timber Crossing Lane (Assessor’s Map 2S.1.31AB);
- 2612. Thence along said southerly right-of-way line and the southerly extension thereof, Easterly 359 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Dow Drive (Assessor’s Map 2S.1.31AB);
- 2613. Thence along said parallel line and the southerly extension thereof, Southerly 252 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Woodhaven Drive (Assessor’s Map 2S.1.31AC);
- 2614. Thence along said parallel line, Westerly 138 feet, more or less, to the northerly extension of the easterly right-of-way line of SW Verdant Terrace (Assessor’s Map 2S.1.31AC);
- 2615. Thence along said northerly extension, Northerly 40 feet, more or less, to the northerly right-of-way line of SW Woodhaven Drive (Assessor’s Map 2S.1.31AC);
- 2616. Thence along said northerly right-of-way line, Westerly 667 feet, more or less, to the northerly extension of the westerly right-of-way line of SW Stellar Drive (Assessor’s Map 2S.1.31BD);
- 2617. Thence along said northerly extension and said westerly right-of-way line, Southerly 924 feet, more or less, to the northwesterly right-of-way line of SW Mandel Lane (Assessor’s Map 2S.1.31AC);
- 2618. Thence along said northwesterly right-of-way line, Southwesterly 406 feet, more or less, to the easterly right-of-way line of SW Pinehurst Drive (Assessor’s Map 2S.1.31BD);
- 2619. Thence along said easterly right-of-way line, and the northerly right-of-way line thereof, Northwesterly 1,597 feet, more or less, to the southwest corner of Lot 446 of the plat of “Woodhaven No. 9” (Assessor’s Map 2S.1.31BD);
- 2620. Thence along the west line of said Lot 446, Northerly 21 feet, more or less, to the northwest corner of said Lot 446 (Assessor’s Map 2S.1.31BD);
- 2621. Thence along the northerly line of said plat, Easterly 278 feet, more or less, to the Point of Beginning.

**Excepting Parcel 32:** (See Map Sheet 30 – Detail 1)

Beginning at the southerly southeast corner of Lot 268 of the plat of “Woodhaven No. 5”, also being on the northerly right-of-way line of SW Mandel Lane (Assessor’s Map 2S.1.31BD);

- 2700. Thence along said northerly right-of-way line, Northeasterly 30 feet, more or less, to the intersection of said northerly right-of-way line and a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Pinehurst Drive, also being the True Point of Beginning (Assessor's Map 2S.1.31BD);
- 2701. Thence along said easterly parallel line, and lines that are parallel with and 10.00 feet southeasterly of the northwesterly and northeasterly right-of-way lines thereof, Northwesterly, Northeasterly, Southwesterly, and Southeasterly 3,203 feet, to the northerly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31BD);
- 2702. Thence along said northerly right-of-way line, Southwesterly 40 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 33:** (See Map Sheet 30 – Detail 1)

Beginning at the northerly southwest corner of Lot 269 of the plat of "Woodhaven No. 5", also being on the easterly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31BD);

- 2800. Thence along said easterly right-of-way line, Southeasterly 25 feet, more or less, more or less, to the intersection of said easterly right-of-way line and a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Mandel Lane, also being the True Point of Beginning (Assessor's Map 2S.1.31BD);
- 2801. Thence along said southerly parallel line, Northeasterly 410 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AC);
- 2802. Thence along said parallel line and the northerly extension thereof, Northerly 910 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.32BD);
- 2803. Thence along said parallel line, Easterly 647 feet, more or less, to the northerly extension of a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Verdant Terrace (Assessor's Map 2S.1.31AC);
- 2804. Thence along said northerly extension and said parallel line, said line also being parallel to the northerly right-of-way line of SW West Villa Road, Southeasterly 1,323 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Saunders Drive (Assessor's Map 2S.1.31AC);
- 2805. Thence along said parallel line, Southeasterly 905 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AD);
- 2806. Thence along said parallel line, Northeasterly 683 feet, more or less, to the southerly right-of-way line of SW West Villa Road (Assessor's Map 2S.1.31AD);
- 2807. Thence along said southerly right-of-way line, Easterly 26 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AD);
- 2808. Thence along said parallel line, Southwesterly 712 feet, more or less, to the southeasterly extension of a line that is parallel with and 10.00 feet northeasterly

- of the southwesterly right-of-way line of SW Saunders Drive (Assessor's Map 2S.1.31AD);
2809. Thence along said southeasterly extension and said parallel line, Northwesterly 923 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW West Villa Road (Assessor's Map 2S.1.31AC);
2810. Thence along said parallel line, said line is also parallel to the easterly right-of-way line of SW Verdant Terrace, Northwesterly 1,298 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31AC);
2811. Thence along said parallel line, Westerly 580 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Stellar Drive (Assessor's Map 2S.1.31AC);
2812. Thence along said parallel line, Southerly 870 feet, more or less, to the easterly extension of a line that is parallel with and 5.00 feet northwesterly of the southeasterly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31AC);
2813. Thence along said easterly extension and said parallel line, Southwesterly 446 feet, more or less, to the easterly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31BD);
2814. Thence along said easterly right-of-way line, Northwesterly 32 feet to the True Point of Beginning.

**Excepting Parcel 34:** (See Map Sheet 21)

Beginning at the northeast corner of the plat of "Woodhaven Crossing Condominiums Supplemental Plat No 4: Annexation of Stage 5" (Assessor's Map 2S.1.31BC);

2900. Thence along the northerly line of said plat and the westerly extension thereof, Westerly 435 feet, more or less, to the southeasterly right-of-way line of Highway 99W (Assessor's Map 2S.1.31BC);
2901. Thence leaving said southeasterly right-of-way line, North 45°36'06" West 179.10 feet, more or less, to the northwesterly right-of-way line of Highway 99W (Assessor's Map 2S.1.31B);
2902. Thence along said northwesterly right-of-way line, Northeasterly 1,337 feet, more or less, to the southeasterly corner of Tract "L" of "Wyndham Ridge No. 3" (Assessor's Map 2S.1.31BA);
2903. Thence leaving said northwesterly right-of-way line, Southeasterly 191 feet, more or less, to the northerly corner of Document Number 2019-019894 (Assessor's Map 2S.1.31B);
2904. Thence along the northeasterly line of said Deed, Southeasterly 140 feet, more or less, to the northeasterly corner thereof (Assessor's Map 2S.1.31B);
2905. Thence along the easterly line of said Deed, Southerly 79 feet, more or less, to the northerly line of the plat of "Woodhaven No. 9" (Assessor's Map 2S.1.31BD);
2906. Thence along said northerly line, Easterly 181 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the west line of Lot 446 of said plat (Assessor's Map 2S.1.31BD);
2907. Thence along said parallel line, Southerly 19 feet, more or less, to the northerly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31BD);

- 2908. Thence along said northerly right-of-way line, and the northwesterly and southwesterly right-of-way lines thereof, Southeasterly 1,617 feet, more or less, to the northwesterly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31BD);
- 2909. Thence along said northwesterly right-of-way line, and the northerly right-of-way line thereof and the westerly extension thereof, Westerly 1,162 feet, more or less, to the northwesterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31BD);
- 2910. Thence along said northwesterly right-of-way line, Southwesterly 728 feet, more or less, to the northwesterly extension of a line that is parallel with and 10.00 feet southwesterly of the northeasterly right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CB);
- 2911. Thence along said northwesterly extension and said parallel line, Southeasterly 50 feet, more or less, to a line that is parallel with and 10.00 feet northwesterly of the southeasterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31CB);
- 2912. Thence along said parallel line, Southwesterly 532 feet, more or less, to the northeasterly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.CB);
- 2913. Thence along said northeasterly right-of-way line, Northwesterly 629 feet, more or less, to the southeasterly right-of-way line of Highway 99W (Assessor's Map 2S.1.31CB);
- 2914. Thence along said southeasterly right-of-way line, Northeasterly 658 feet, more or less, to the northerly line of Partition Plat No. 2005-024 (Assessor's Map 2S.1.31BC);
- 2915. Thence along the northerly line of said Partition Plat, Southeasterly 636 feet, more or less, to the southerly corner of the plat of "Woodhaven Crossing Condominiums" (Assessor's Map 2S.1.131BC);
- 2916. Thence along the southeasterly line of said plat and the northeasterly extension thereof, Northeasterly 768 feet, more or less, to the Point of Beginning.

**Excepting Parcel 35:** (See Map Sheet 30 – Detail 1)

Beginning at the northerly southeast corner of Lot 268 of the plat of "Woodhaven No. 5", also being on the westerly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31BD);

- 3000. Thence along said westerly right-of-way line, Southeasterly 25 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Mandel Lane, also being the True Point of Beginning (Assessor's Map 2S.1.31BD);
- 3001. Thence continuing along said westerly right-of-way line, Southeasterly 32 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31CA);
- 3002. Thence along said parallel line and the westerly extension thereof, Westerly 1,203 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31CA);

- 3003. Thence along said parallel line, Northeasterly 34 feet, more or less, to the westerly extension of a line that is parallel with and 5.00 feet southerly of the northerly right-of-way of SW Mandel Lane (Assessor's Map 2S.1.31BD);
- 3004. Thence along said westerly extension and said parallel line, Easterly 1,177 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 36:** (See Map Sheet 27)

Beginning at the southerly corner of Lot 277 of the pat of "Woodhaven No. 5", also being on the westerly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31CA);

- 3100. Thence along said westerly right-of-way line, Southerly 434 feet, more or less, to the northerly right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CA);
- 3101. Thence along said northerly right-of-way line, and the northeasterly right-of-way line thereof and the northwesterly extension thereof, Northwesterly 1,973 feet, more or less, to a line that is parallel with and 10.00 feet southeasterly of the northwesterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31CB);
- 3102. Thence along said parallel line, Northeasterly 679 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Mandel Lane (Assessor's Map 2S.1.31CA);
- 3103. Thence along said westerly extension and said southerly right-of-way line, Easterly 1,219 feet, more or less, to the westerly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31CA);
- 3104. Thence along said westerly right-of-way line, Southerly 382 feet, more or less, to the Point of Beginning.

**Excepting Parcel 37:** (See Map Sheet 30 – Detail 1)

Beginning at the northerly northeast corner of Lot 315 of the plat of "Woodhaven No. 5", also being on the southerly right-of-way line of SW Mandel Way (Assessor's Map 2S.1.31BD);

- 3200. Thence along said southerly right-of-way line, Northeasterly 30 feet, more or less, to the intersection of said southerly right-of-way line and a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Pinehurst Drive, also being the True Point of Beginning (Assessor's Map 2S.1.31CA);
- 3201. Thence along said southerly right-of-way line, Northeasterly 40 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31CA);
- 3202. Thence along said parallel line, Southerly 881 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CA);
- 3203. Thence along said parallel line, Westerly 2,029 feet, more or less, to the southeasterly right-of-way line of SW Woodhaven Drive (Assessor's Map 2S.1.31CB);
- 3204. Thence along said southeasterly right-of-way line, Northeasterly 32 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CB);

- 3205. Thence along said parallel line, Easterly 1,946 feet, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Pinehurst Drive (Assessor's Map 2S.1.31CA);
- 3206. Thence along said parallel line, Northerly 835 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 38:** (See Map Sheet 20)

Beginning at the southeast corner of Tract "B" of the plat of "Middleton Estates", also being on the southerly right-of-way line of SW Swordfern Lane (Assessor's Map 2S.1.31CC);

- 3300. Thence along said southerly right-of-way line, Easterly 10 feet, more or less, to a line that is parallel with and 10.00 feet easterly of said westerly right-of-way line (Assessor's Map 2S.1.31CC);
- 3301. Thence along said parallel line, Northerly 10 feet, more or less, to the intersection of said parallel line and a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Swordfern Lane, also being the True Point of Beginning (Assessor's Map 2S.1.31CC);
- 3302. Thence along said parallel line of said westerly right-of-way line, Northerly 499 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Crooked River Lane (Assessor's Map 2S.1.31CC);
- 3303. Thence along said parallel line, Westerly 182 feet, more or less, to the easterly right-of-way line of SW Old Highway 99W (Assessor's Map 2S.1.31CC);
- 3304. Thence along said easterly right-of-way line, Northerly 30 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Crooked River Lane (Assessor's Map 2S.1.31CC);
- 3305. Thence along said parallel line, Easterly 238 feet, more or less, to a line that is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Heron Lakes Drive (Assessor's Map 2S.1.31CC);
- 3306. Thence along said parallel line, Southerly 519 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Swordfern Lane (Assessor's Map 2S.1.31CC);
- 3307. Thence along said parallel line, Easterly 193 feet, more or less, to a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Aspen Lakes Drive (Assessor's Map 2S.1.31CC);
- 3308. Thence along said parallel line, said line also being parallel with the northerly right-of-way line of SW Aspen Lakes Drive and the easterly extension thereof, Northerly 915 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Inkster Drive (Assessor's Map 2S.1.31CC);
- 3309. Thence along said parallel line, said line also being parallel to the northeasterly right-of-way line thereof, Southeasterly 1,098 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31CD);
- 3310. Thence along said parallel line, Northeasterly 804 feet, more or less, to the westerly line of the plat of "Woodhaven No. 17" (Assessor's Map 2S.1.31CD);

- 3311. Thence along said westerly line, Southerly 5 feet, more or less, to a line that is parallel with and 10.00 feet southerly of the northerly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31CD);
- 3312. Thence along said parallel line, said line also being parallel with the easterly and southerly right-of-way lines thereof, Easterly, Southerly and Westerly 2,875 feet, more or less, to the westerly line of said plat (Assessor's Map 2S.1.31CD);
- 3313. Thence along said westerly line, Southerly 1 foot, more or less, to a line that is parallel with and 5.00 feet northwesterly of the southeasterly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31CD);
- 3314. Thence along said parallel line and the southwesterly extension thereof, Southwesterly 836 feet, more or less, to a line that is parallel with and 10.00 feet northeasterly of the southwesterly right-of-way line of SW Inkster Drive (Assessor's Map 2S.1.31CD);
- 3315. Thence along said parallel line and the westerly extension thereof, said line also being parallel with the southerly right-of-way line thereof, Northwesterly 1,089 feet, more or less, to a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Aspen Lakes Drive (Assessor's Map 2S.1.31CC);
- 3316. Thence along said parallel line, said line also being parallel with the easterly right-of-way line thereof, Southerly 869 feet, more or less, to the easterly extension of a line that is parallel with and 10.00 feet northerly of the southerly right-of-way line of SW Swordfern Lane (Assessor's Map 2S.1.31CC);
- 3317. Thence along said parallel line, Westerly 335 feet, more or less, to the True Point of Beginning.

**Excepting Parcel 39:** (See Map Sheet 20)

Beginning at the southeast corner of Tract "B" of the plat of "Middleton Estates", also being on the southerly right-of-way line of SW Swordfern Lane (Assessor's Map 2S.1.31CC);

- 3400. Thence along said southerly right-of-way line and the easterly extension thereof, Easterly 357 feet, more or less, to the easterly right-of-way line of SW Aspen Lake Drive (Assessor's Map 2S.1.31CC);
- 3401. Thence along said easterly right-of-way line, the southerly right-of-way line and the easterly extension thereof, Northerly 866 feet, more or less, to the southerly right-of-way line of SW Inkster Drive (Assessor's Map 2S.1.31CC);
- 3402. Thence along said southerly right-of-way line, and the southwesterly right-of-way line thereof, Southeasterly 1,085 feet, more or less, to the southwesterly extension of the southeasterly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31CD);
- 3403. Thence along said southwesterly extension and said southeasterly right-of-way line, and the southerly, southeasterly, easterly and northerly right-of-way lines thereof, Northeasterly 2,412 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the east line of Lot 1057 of the plat of "Woodhaven No. 19" (Assessor's Map 2S.1.31DC);
- 3404. Thence along said parallel line, Northerly 120 feet, more or less, to the southerly right-of-way line of SW Sunset Boulevard (Assessor's Map 2S.1.31DC);

- 3405. Thence along said southerly right-of-way line, Easterly 1,543 feet, more or less, to the westerly right-of-way line of SW Red Fern Drive (Assessor's Map 2S.1.31DD);
- 3406. Thence along said westerly right-of-way line, Southerly 377 feet, more or less, to the westerly extension of the southerly right-of-way line of SW Willow Drive (Assessor's Map 2S.1.31DD);
- 3407. Thence along said westerly extension and said southerly right-of-way line, Easterly 1,592 feet, more or less, to the westerly right-of-way line of SW Ladd Hill Road (Assessor's Map 2S.1.32CC);
- 3408. Thence along said westerly right-of-way line, Southerly 807 feet, more or less, to the northerly right-of-way line of SW Brookman Road (Assessor's Map 2S.1.32CC);
- 3409. Thence along said northerly right-of-way line, and the westerly and northerly right-of-way lines thereof, Westerly 8,458 feet, more or less, to the southeasterly right-of-way line of SW Old Highway 99W (Assessor's Map 3S.2.01A);
- 3410. Thence along said southeasterly right-of-way line, and the easterly right-of-way line thereof, Northeasterly 2,182 feet, more or less, to the southerly right-of-way line of SW Crooked River Lane (Assessor's Map 2S.1.31CC);
- 3411. Thence along said southerly right-of-way line, Easterly 188 feet, more or less, to the westerly right-of-way line of SW Heron Lakes Drive (Assessor's Map 2S.1.31CC);
- 3412. Thence along said westerly right-of-way line, Southerly 489 feet, more or less, to the Point of Beginning.

**Excepting Parcel 40:** (See Map Sheet 30 – Detail 1)

That portion of the right-of-way of SW Pinehurst Drive and SW Mandel Lane that is bounded by a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Mandel Lane, a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Mandel Lane, and lies northerly, a line the is parallel with and 10.00 feet westerly of the easterly right-of-way line of SW Pinehurst Drive, and a line that is parallel with and 10.00 feet easterly of the westerly right-of-way line of SW Pinehurst Drive.

**Excepting Parcel 41:** (See Map Sheet 28)

Beginning at the north corner of Lot 16 of the plat of "Sherwood Highlands No. 1", also being on the southeasterly right-of-way line of SW Willamette Street (Assessor's Map 2S.1.32BD);

- 3500. Thence along said southeasterly right-of-way line, Northeasterly 5 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Highland Drive, also being the True Point of Beginning (Assessor's Map 2S.1.32BD);
- 3501. Thence continuing along said southeasterly right-of-way line, Northeasterly 40 feet, more or less, to a line that is parallel with and 5.00 feet westerly of the easterly right-of-way line of SW Highland Drive (Assessor's Map 2S.1.32BD);
- 3502. Thence along said parallel line and the westerly extension thereof, Southerly 913 feet, more or less, to a line that is parallel with and 5.00 feet northeasterly of the southwesterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BD);

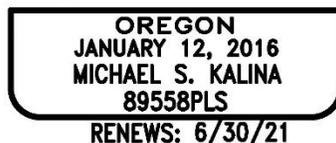
- 3503. Thence along said parallel line, Northwesterly 134 feet, more or less, to a line that is parallel with and 5.00 feet northwesterly of the southeasterly right-of-way line of SW Tualatin Street (Assessor's Map 2S.1.32BD);
- 3504. Thence along said parallel line, Southwesterly 216 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BD);
- 3505. Thence along said parallel line and the southeasterly extension thereof, Southeasterly 459 feet, more or less, to a line that is parallel with and 5.00 feet northerly of the southerly right-of-way line of SW Division Street (Assessor's Map 2S.1.32BD);
- 3506. Thence along said parallel line, Westerly 226 feet, more or less, to northerly extension of the west line of Lot 52 of the plat of "Cinnamon Hills Number 2" (Assessor's Map 2S.1.32BD);
- 3507. Thence along said northerly extension, Northerly 40 feet, more or less, to a line that is parallel with and 5.00 feet southerly of the northerly right-of-way line of SW Division Street (Assessor's Map 2S.1.32BD);
- 3508. Thence along said parallel line, Easterly 100 feet, more or less, to a line that is parallel with and 5.00 feet northeasterly of the southwesterly right-of-way line of SW Washington Street (Assessor's Map 2S.1.32BD);
- 3509. Thence along said parallel line, Northwesterly 403 feet, more or less, to a line that is parallel with and 5.00 feet southeasterly of the northwesterly right-of-way line of SW Tualatin Street (Assessor's Map 2S.1.32BD);
- 3510. Thence along said parallel line and the northeasterly extension thereof, Northeasterly 306 feet, more or less, to a line that is parallel with and 5.00 feet southwesterly of the northeasterly right-of-way line of SW Pine Street (Assessor's Map 2S.1.32BD);
- 3511. Thence along said parallel line, Southeasterly 102 feet, more or less, to a line that is parallel with and 5.00 feet easterly of the westerly right-of-way line of SW Highland Drive (Assessor's Map 2S.1.32BD);
- 3512. Thence along said parallel line, Northerly 810 feet, more or less, to the True Point of Beginning.

The above described tract of land contains 582 acres, more or less.

5/10/2021

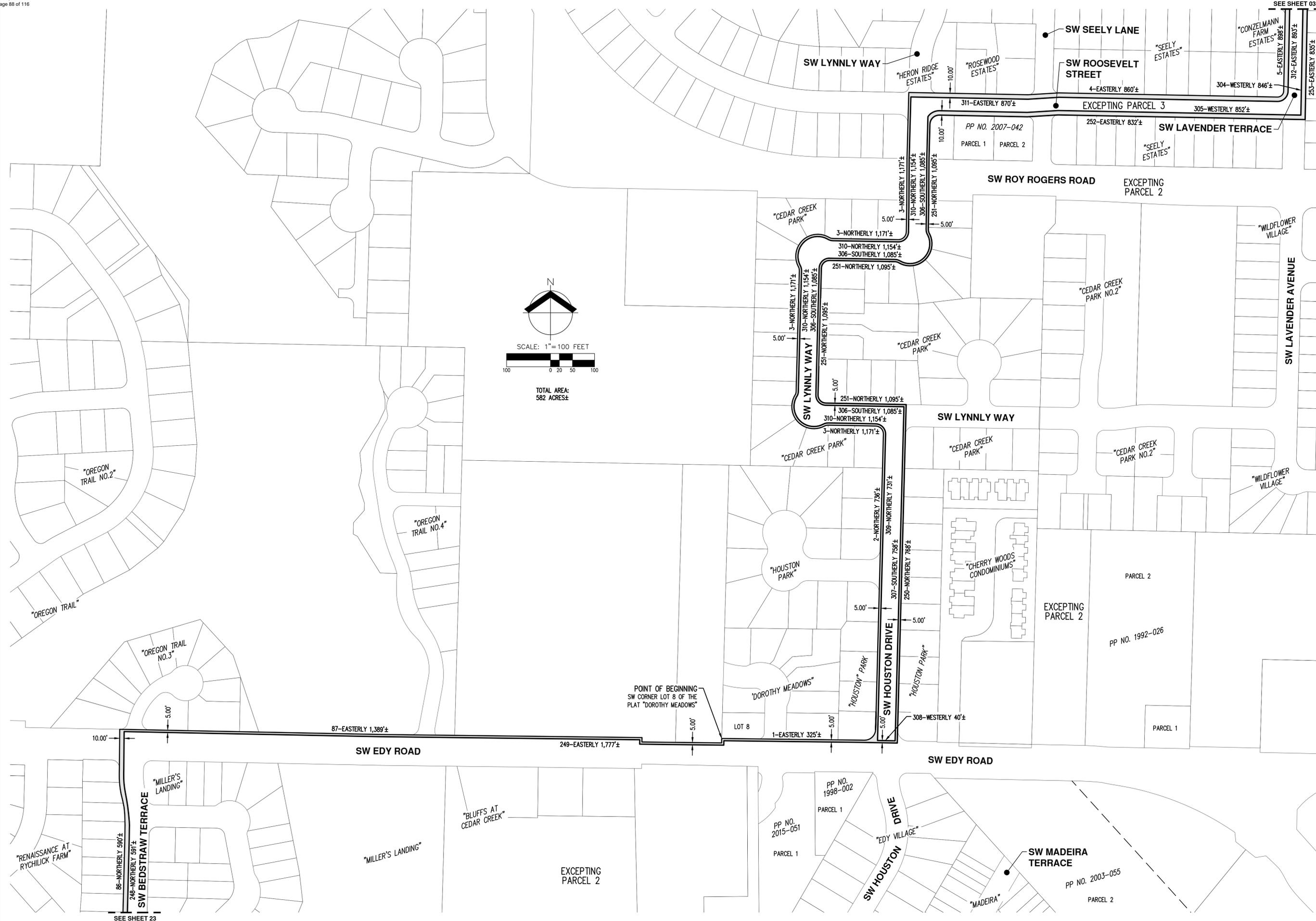


*Michael S. Kalina*





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**AKS**  
 AKS ENGINEERING & FORESTRY, LLC  
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ENGINEERING · SURVEYING · NATURAL RESOURCES  
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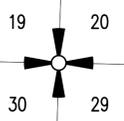
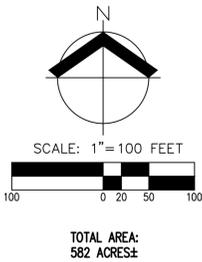
**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 OREGON  
WASHINGTON COUNTY

**MAP OF URBAN RENEWAL MAP**

DESIGNED BY:	
DRAWN BY:	CC
MANAGED BY:	MSK
CHECKED BY:	WCB/MSK
DATE:	5/10/2021

REGISTERED PROFESSIONAL LAND SURVEYOR  
  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

JOB NUMBER	7175-07
SHEET	02



PARCEL 1 OF DOC. NO. 2014-043905

EXHIBIT B, PARCEL 2  
 DOC. NO. 2009-081764

13-EASTERLY 1,980'±

PARCEL 2  
 DOC. NO. 2014-043905

**AKS**  
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 12065 SW HERMAN RD., STE 100  
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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD OREGON**  
WASHINGTON COUNTY

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: CC  
 MANAGED BY: MSK  
 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

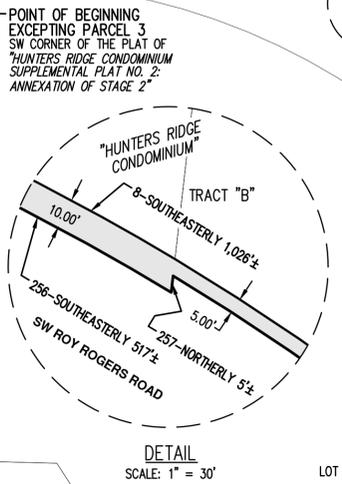
REVISIONS  
 JOB NUMBER  
**7175-07**  
 SHEET  
**03**



SEE SHEET 02

SEE SHEET 04

AKS DRAWING FILE: 7175-07\_URR2-03.DWG | LAYOUT: 03



LOT 1

EXCEPTING PARCEL 2

PARCEL 2

PP NO. 1994-013

PP NO. 2003-025

PARCEL 1

EXCEPTING PARCEL 2

PARCEL 2

SW PACIFIC HIGHWAY 99W

SW TUALATIN-SHERWOOD ROAD

TRACT "B"

"SHERWOOD CROSSING"

"HUNTERS RIDGE CONDOMINIUM"

"HUNTERS RIDGE CONDOMINIUM"

"HUNTERS RIDGE CONDOMINIUM SUPPLEMENTAL PLAT NO. 2: ANNEXATION OF STAGE 2"

"CONZELMANN FARM ESTATES"

"CONZELMANN FARM ESTATES"

"CONZELMANN FARM ESTATES"

"CONZELMANN FARM ESTATES"

"WILDFLOWER VILLAGE"

"WILDFLOWER VILLAGE No. 3"

SW DAYLILY STREET

"WILDFLOWER VILLAGE No. 3"

"WILDFLOWER VILLAGE No. 3"

"WILDFLOWER VILLAGE No. 2"

"WILDFLOWER VILLAGE"

SW LAVENDER AVENUE

SW WINDFLOWER AVENUE

SW BORCHERS DRIVE

SW ROY ROGERS ROAD

SW LAVENDER PLACE

SW LAVENDER TERRACE

SW ROOSEVELT STREET

SW BORCHERS DRIVE

SW SIDNEY LANE

312-EASTERLY 893'± EXCEPTING PARCEL 3

304-WESTERLY 846'±

253-EASTERLY 835'±

303-WESTERLY 512'±

313-EASTERLY 478'±

254-EASTERLY 507'±

311-EASTERLY 870'±

305-WESTERLY 852'±

252-EASTERLY 832'±

312-EASTERLY 893'± EXCEPTING PARCEL 3

253-EASTERLY 835'±

304-WESTERLY 846'±

303-WESTERLY 512'±

313-EASTERLY 478'±

254-EASTERLY 507'±

311-EASTERLY 870'±

305-WESTERLY 852'±

252-EASTERLY 832'±

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253-EASTERLY 835'±

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312-EASTERLY 893'± EXCEPTING PARCEL 3

253-EASTERLY 835'±

304-WESTERLY 846'±

303-WESTERLY 512'±

313-EASTERLY 478'±

254-EASTERLY 507'±

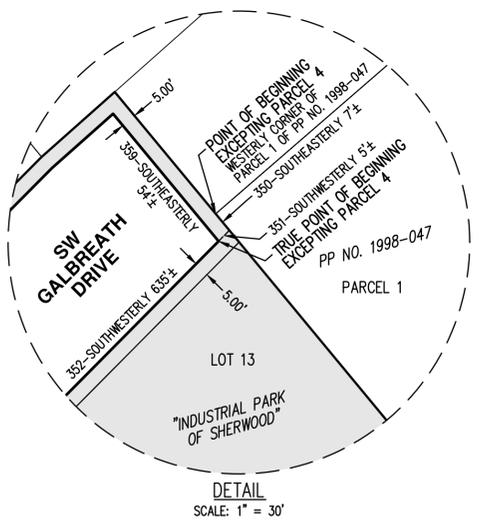
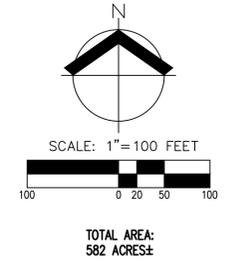
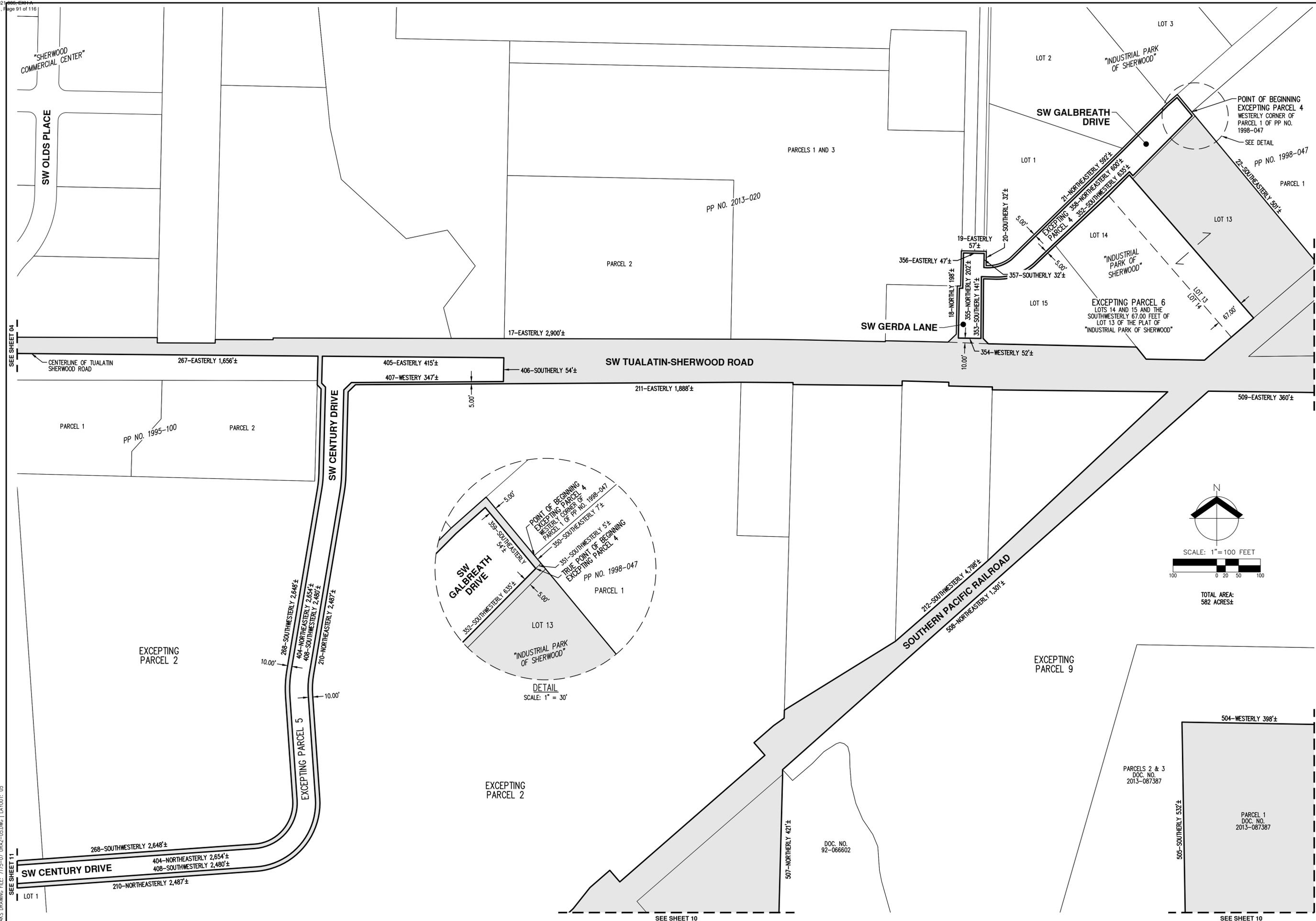
311-EASTERLY 870'±

305-WESTERLY 852'±

252-EASTERLY 832'±

312-EASTERLY 893'± EX





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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 OREGON  
WASHINGTON COUNTY

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY:	
DRAWN BY:	CC
MANAGED BY:	MSK
CHECKED BY:	WCB/MSK
DATE:	5/10/2021
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS:	
JOB NUMBER	7175-07
SHEET	05

SEE SHEET 04

SEE SHEET 11

SEE SHEET 06

SEE SHEET 10

SEE SHEET 10

SEE SHEET 10



29-EASTERLY 1,631'±

LOT 3

PARCEL 1

"EDY ROAD INDUSTRIAL PARK"

LOT 2

PP NO. 2002-070

PARCEL 2

PARCEL 3

LOT 1

SW WILDROSE PLACE

SW CIPOLE ROAD  
 30-SOUTHERLY 787'±

31-EASTERLY 994'±

SW TUALATIN-SHERWOOD ROAD

SW 124TH AVENUE

"ITEL CORPORATE CENTER CONDOMINIUMS"

SW TUALATIN-SHERWOOD ROAD

32-SOUTHERLY 183'±

33-WESTERLY 106'±

DOC. NO. 2019-004693

SW TUALATIN-SHERWOOD ROAD

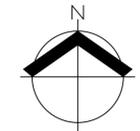
SOUTHERN PACIFIC RAILROAD

EXCEPTING PARCEL 8  
 DOCUMENT NUMBER 98-075817

PARCEL 1

34-SOUTHERLY 1,042'±  
 SW 124TH AVENUE

PP NO. 2019-029



SCALE: 1" = 100 FEET

100 0 20 50 100

TOTAL AREA:  
 582 ACRES±

PARCEL 2 35-SOUTHWESTERLY 1,791'±

SEE SHEET 08

SEE SHEET 06

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY  
**OREGON**

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY:  
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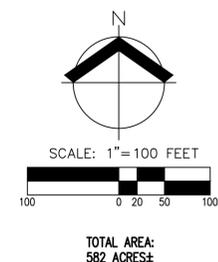
REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS

JOB NUMBER  
 7175-07

SHEET  
**07**



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 WASHINGTON COUNTY

**OREGON**

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REGISTERED PROFESSIONAL LAND SURVEYOR

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 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS

JOB NUMBER  
**7175-07**

SHEET  
**08**

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SEE SHEET 09



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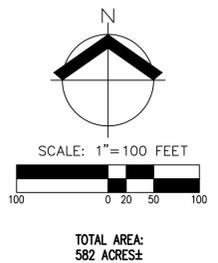
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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY

**OREGON**

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REGISTERED PROFESSIONAL LAND SURVEYOR  OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS	
JOB NUMBER	7175-07
SHEET	09



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SEE SHEET 05

SEE SHEET 06

SEE SHEET 11

SEE SHEET 12

SEE SHEET 09

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
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 WASHINGTON COUNTY

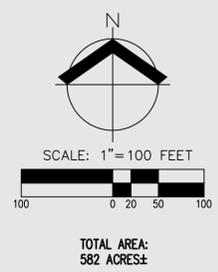
**OREGON**

**MAP OF URBAN RENEWAL AREA**

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 DATE: 5/10/2021

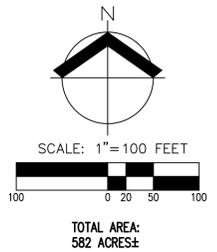
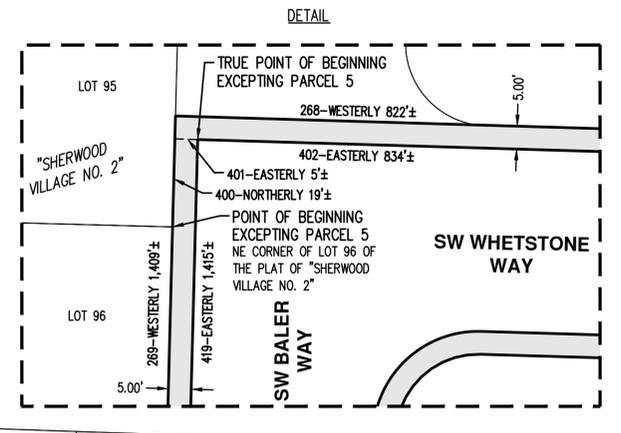
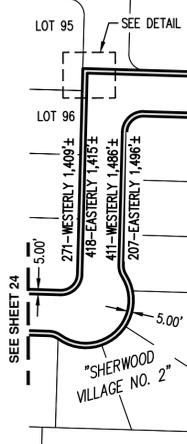
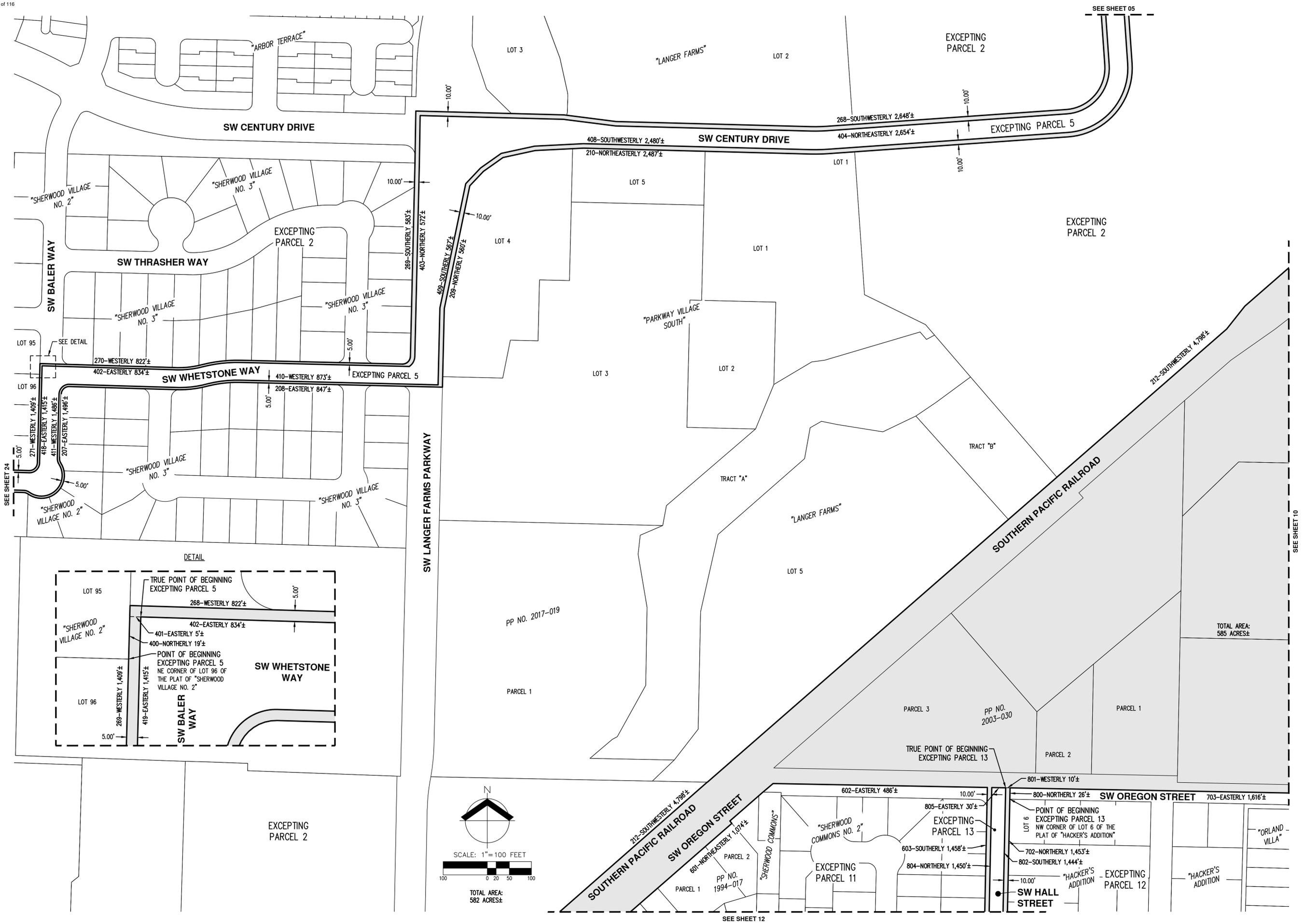
REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21



JOB NUMBER	7175-07
SHEET	10

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY

**MAP OF URBAN**  
**RENEWAL AREA**

DESIGNED BY: CC  
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 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021

REGISTERED PROFESSIONAL LAND SURVEYOR  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS

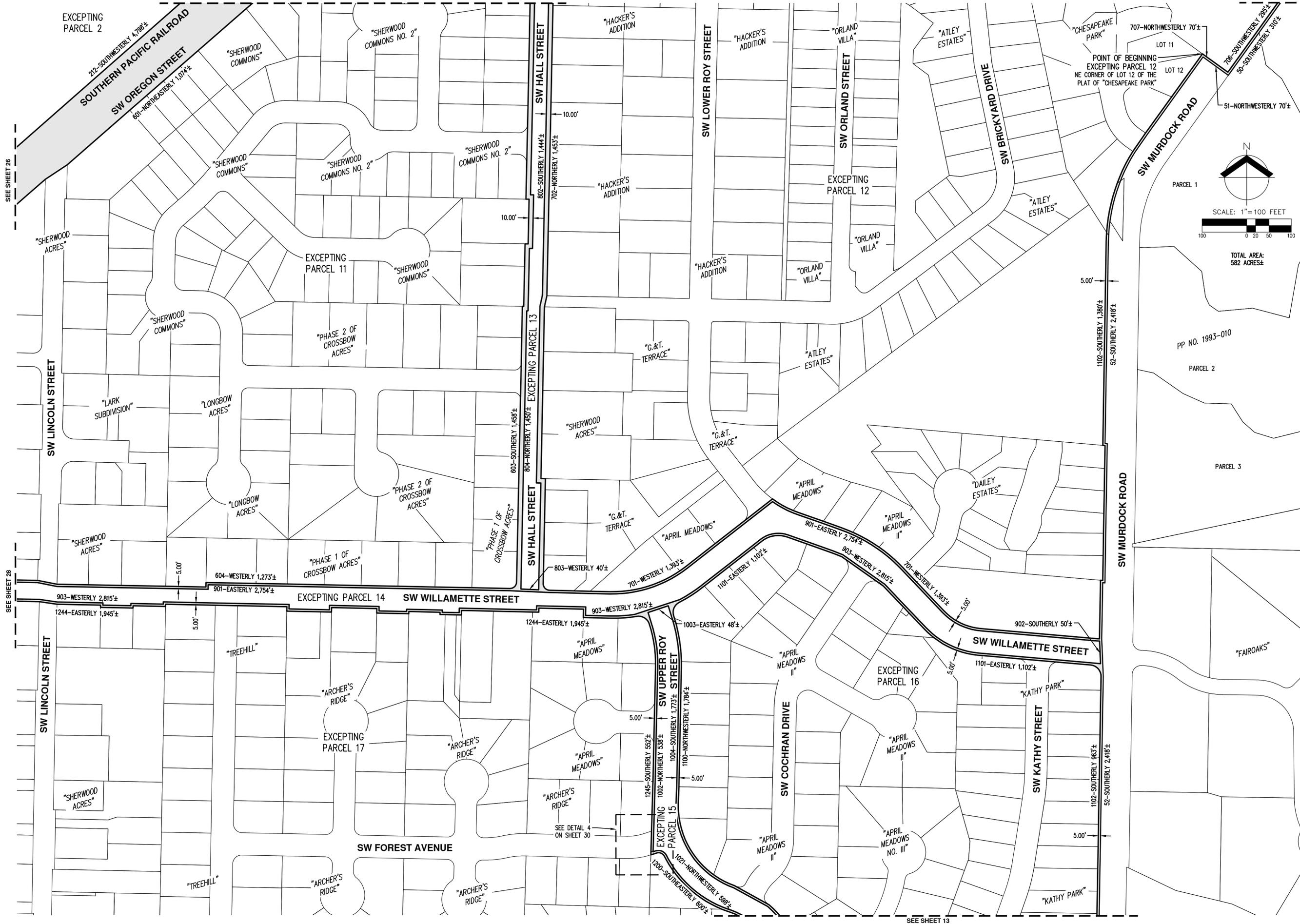
JOB NUMBER  
**7175-07**

SHEET  
**11**

AKS DRAWING FILE: 7175-07\_URR2-11.DWG | LAYOUT: 11

SEE SHEET 11

SEE SHEET 10



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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY:  
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 MANAGED BY: MSK  
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 DATE: 5/10/2021

REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

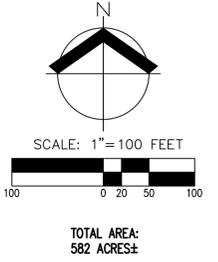
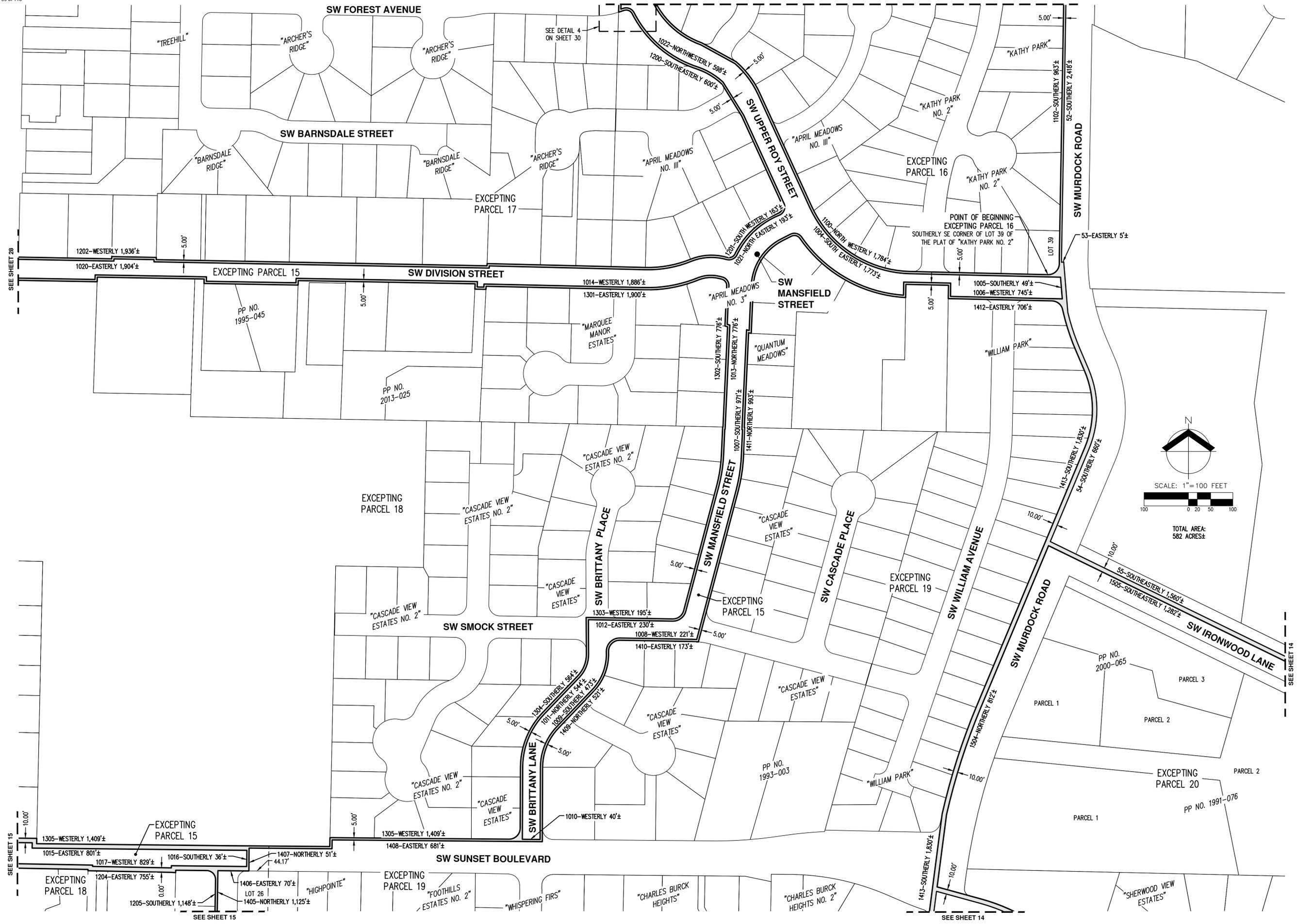
REVISIONS

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**7175-07**

SHEET  
**12**

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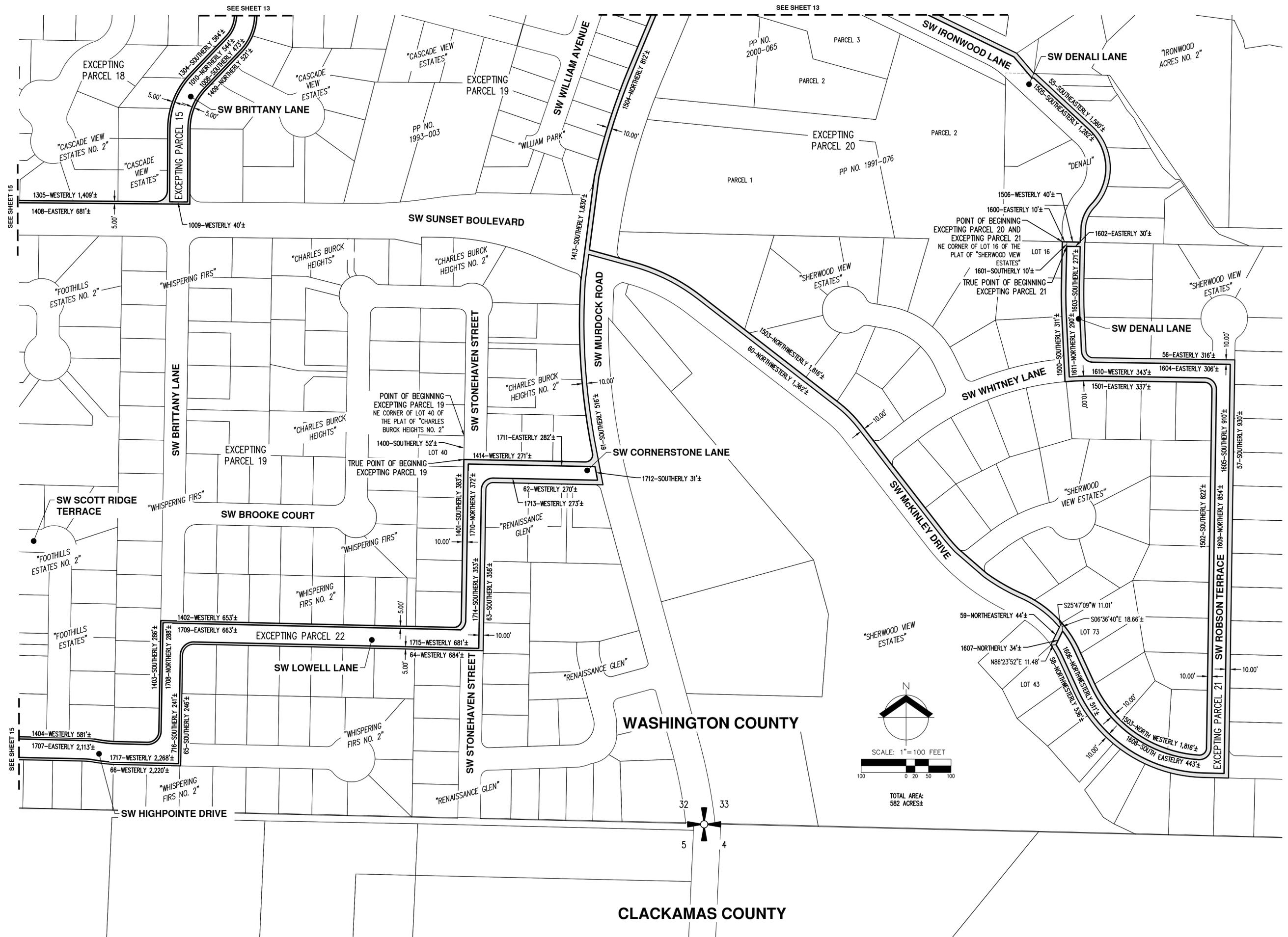
SEE SHEET 13

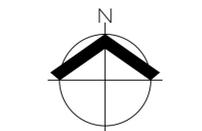
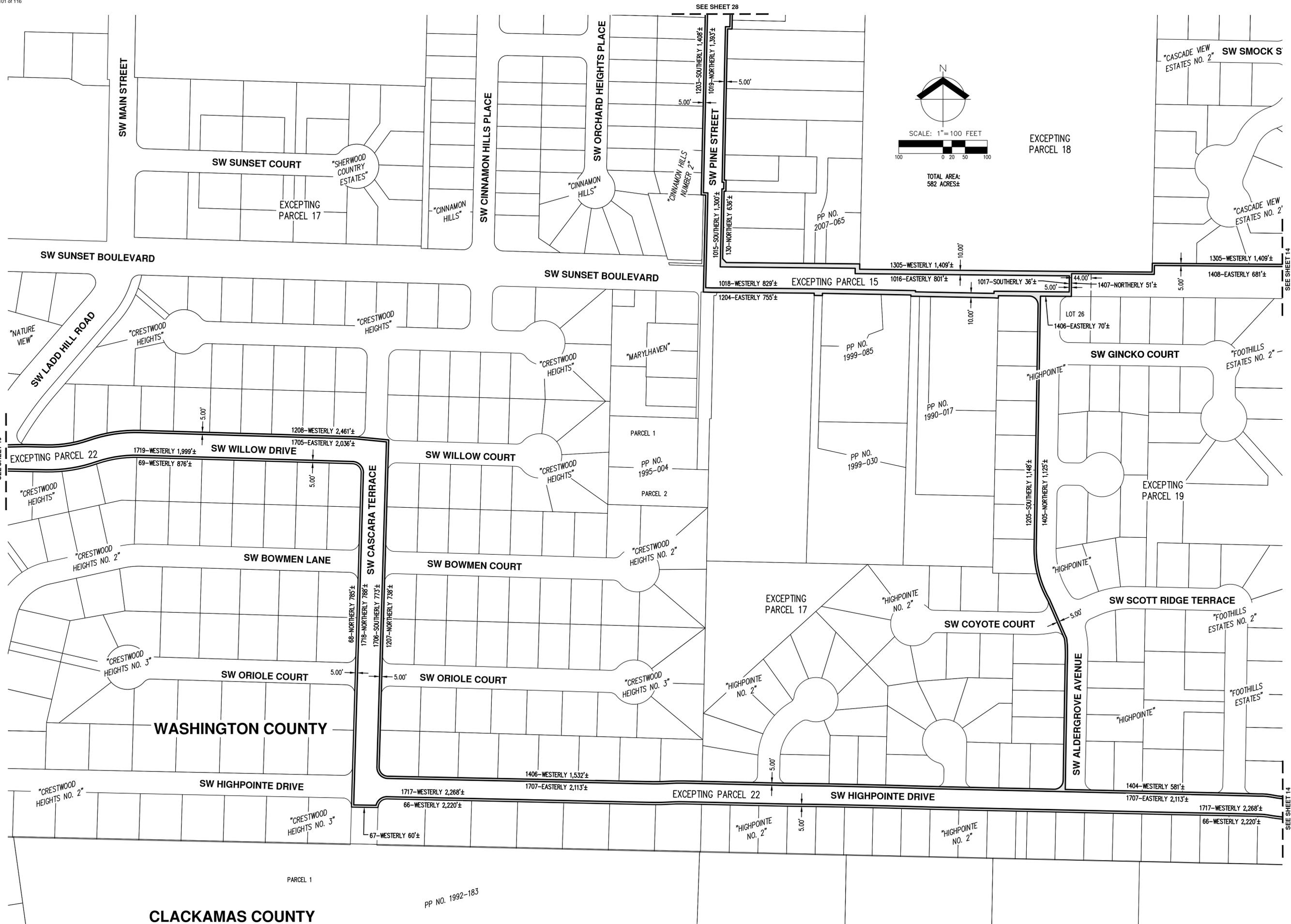


TOTAL AREA:  
582 ACRES±

DESIGNED BY:  
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 DATE: 5/10/2021  
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 PROFESSIONAL  
 LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21  
 REVISIONS





SCALE: 1" = 100 FEET  
 TOTAL AREA:  
 582 ACRES±

EXCEPTING  
 PARCEL 18

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY  
**OREGON**

**MAP OF URBAN**  
**RENEWAL AREA**

DESIGNED BY:  
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 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021  
 REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR  
*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21  
 REVISIONS:

JOB NUMBER  
**7175-07**  
 SHEET  
**15**

SEE SHEET 16

SEE SHEET 28

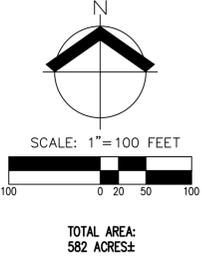
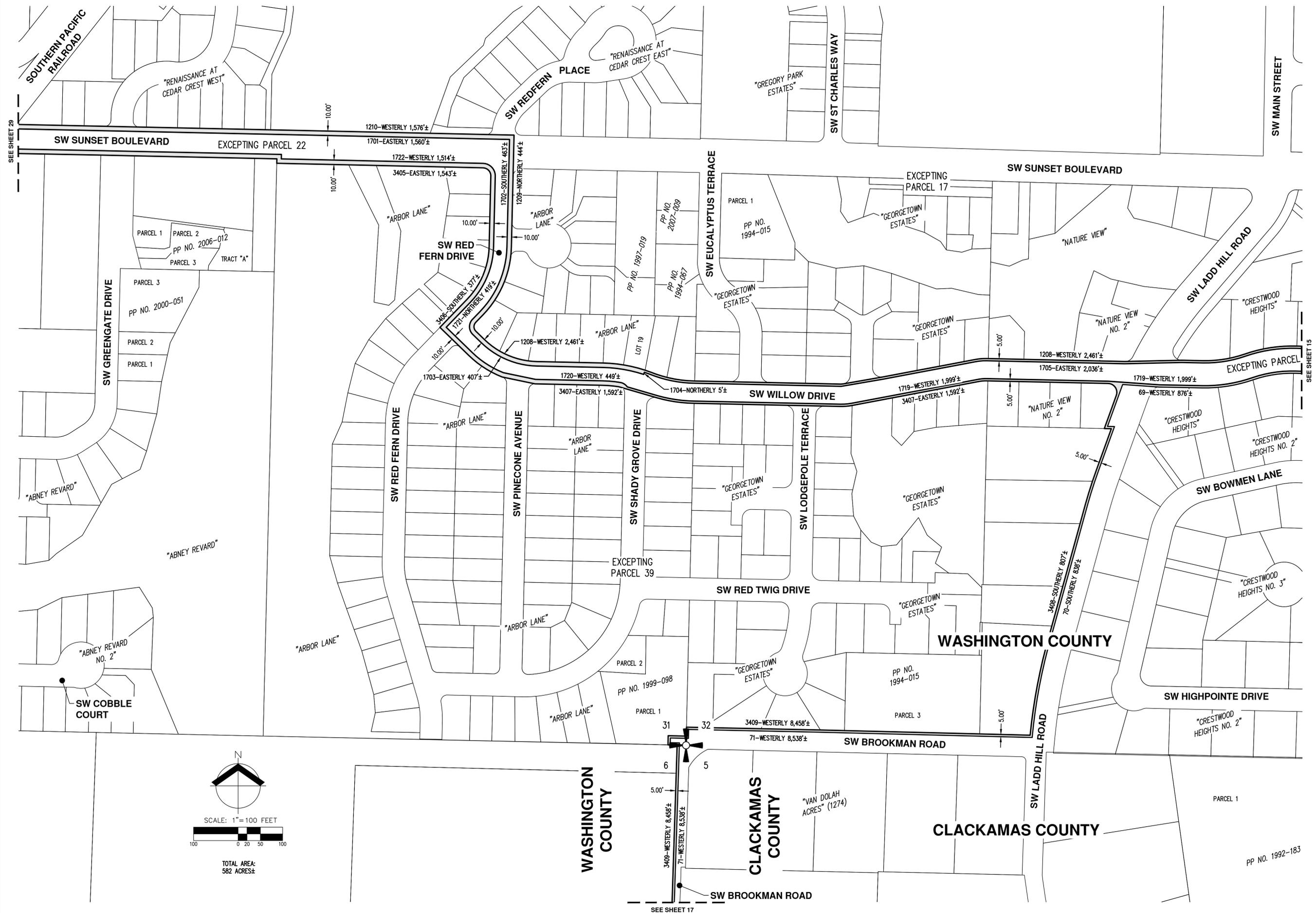
SEE SHEET 14

SEE SHEET 14

**CLACKAMAS COUNTY**

**WASHINGTON COUNTY**

AKS DRAWING FILE: 7175-07\_URR2-15.DWG | LAYOUT: 15



AKS DRAWING FILE: 7175-07\_URR2-16.DWG | LAYOUT: 16

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY OREGON

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY: CC  
 DRAWN BY: CC  
 MANAGED BY: MSK  
 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21  
 REVISIONS:

JOB NUMBER  
**7175-07**  
 SHEET  
**16**



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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
WASHINGTON COUNTY

**OREGON**

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY:  
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 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021

REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS

JOB NUMBER  
**7175-07**

SHEET  
**17**

AKS DRAWING FILE: 7175-07\_URR2-17.DWG | LAYOUT: 17

SEE SHEET 18

SEE SHEET 16



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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
WASHINGTON COUNTY  
**OREGON**

**MAP OF URBAN RENEWAL AREA**

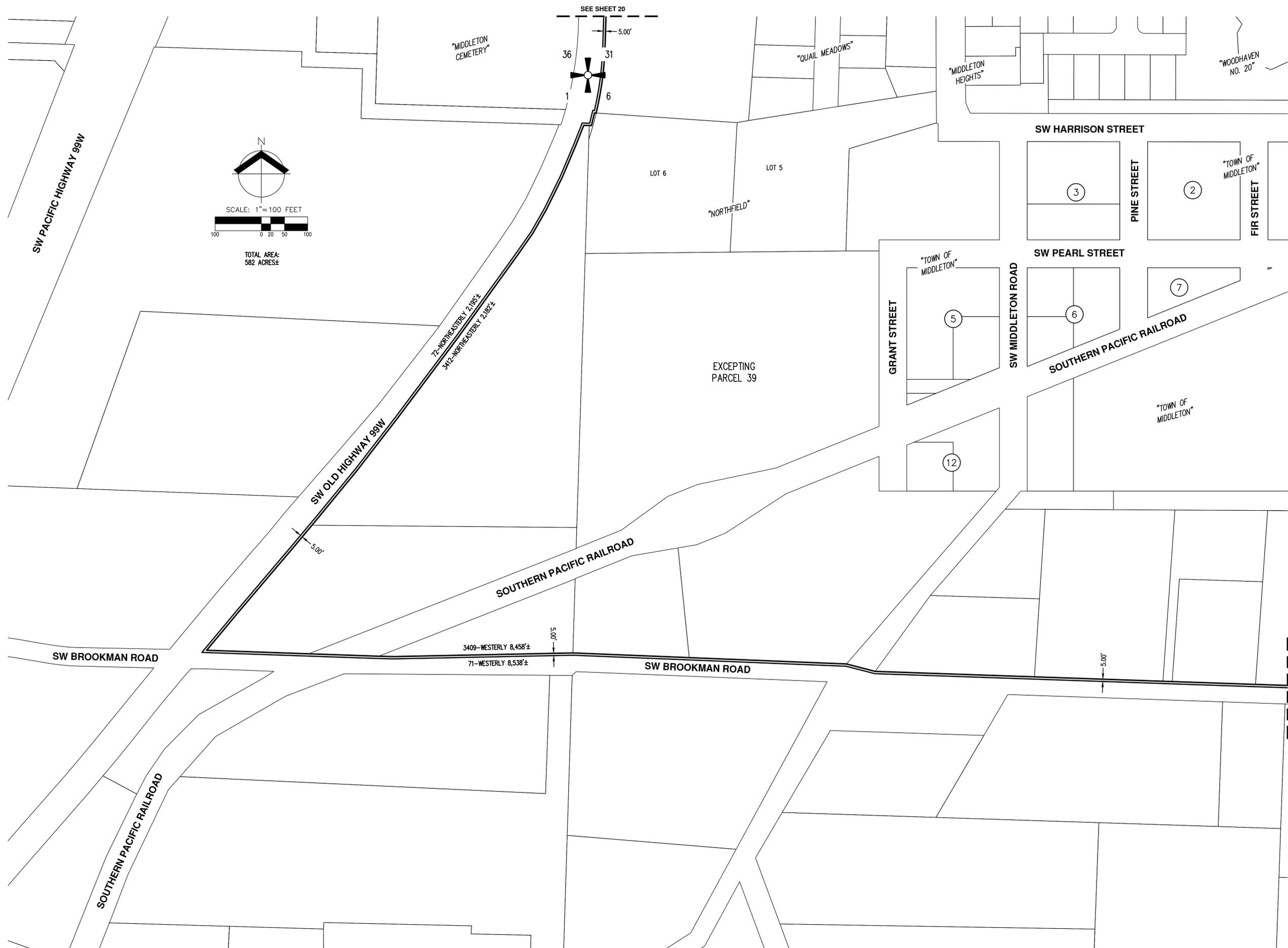
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*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS

JOB NUMBER  
**7175-07**  
 SHEET  
**18**

AKS DRAWING FILE: 7175-07\_URR2-18.DWG | LAYOUT: 18

PP NO. 1993-020



SCALE: 1"=100 FEET  
 TOTAL AREA:  
 582 ACRES±

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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 WASHINGTON COUNTY OREGON

**MAP OF URBAN RENEWAL AREA**

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 DATE: 5/10/2021  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS  
 JOB NUMBER  
 7175-07  
 SHEET  
**19**

SEE SHEET 21

SEE SHEET 21

SEE SHEET 29

SEE SHEET 29

SW PACIFIC HIGHWAY 99W

SW OLD HIGHWAY 99W

SW PRICE TERRACE

SW SUNSET BOULEVARD

SW LASALLE LANE

SW FITCH AVENUE

SW COLFELT LANE

SW TIMBREL LANE

SW HERON LAKES ROAD

SW ASPEN LAKES DRIVE

SW MIDDLETON ROAD

SW INKSTER DRIVE

SW ELDERVIEW DRIVE

SW GALEWOOD DRIVE

SW DODSON DRIVE

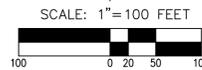
SW HERON LAKES DRIVE

SW MAIDENFERN LANE

SW SWORDFERN LANE

SW SANDERS TERRACE

SW INKSTER DRIVE



TOTAL AREA:  
582 ACRES±

"MIDDLETON CEMETERY"

POINT OF BEGINNING  
EXCEPTING PARCEL 38 AND  
EXCEPTING PARCEL 39  
SE CORNER OF TRACT "B" OF THE  
PLAT OF "MIDDLETON ESTATES"

SEE SHEET 19

AKS DRAWING FILE: 7175-07\_UR2-20.DWG | LAYOUT: 20

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**MAP OF URBAN**  
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 LAND SURVEYOR

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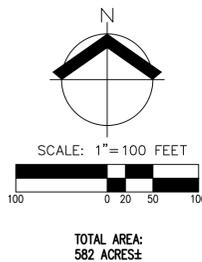
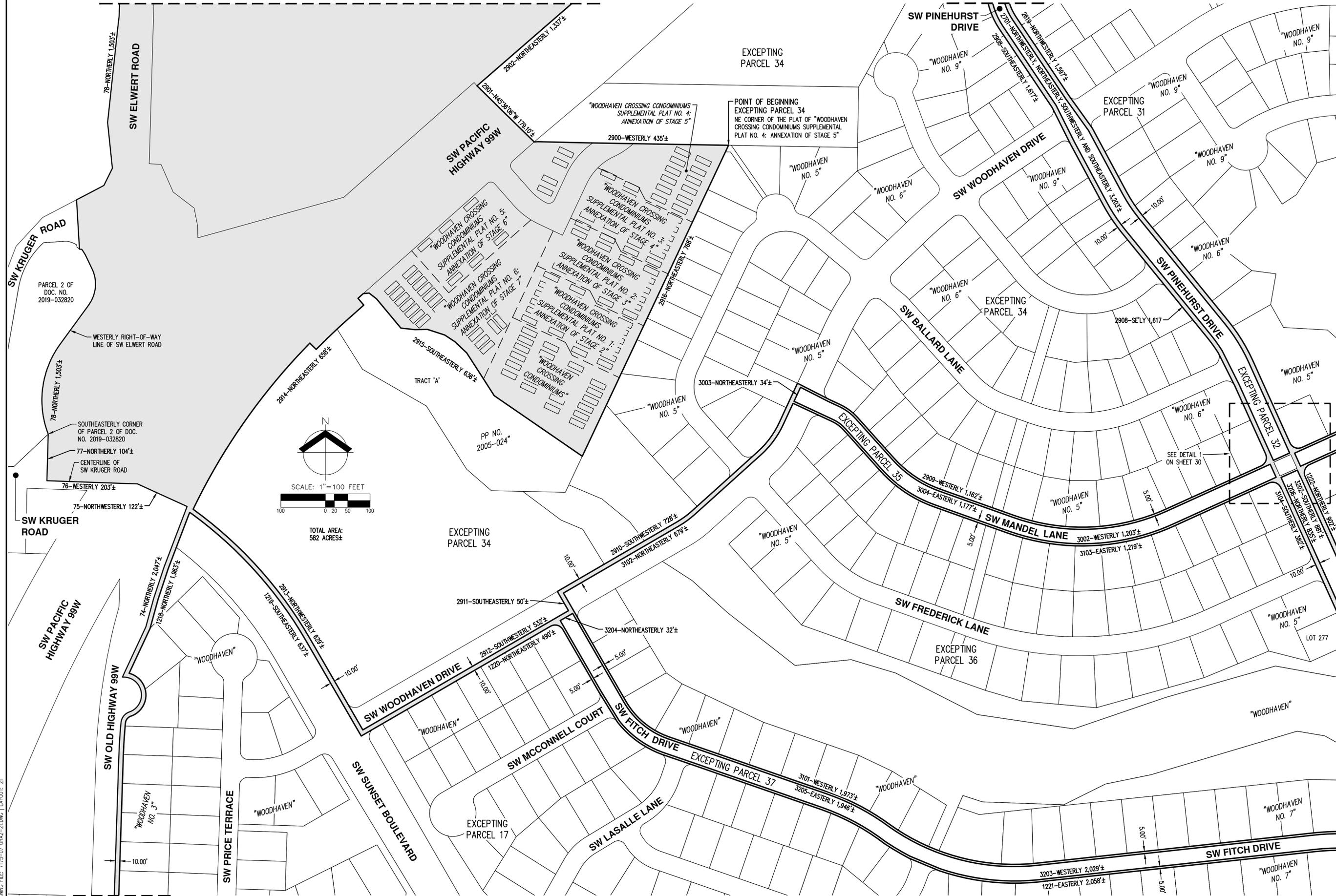
REVISIONS

JOB NUMBER  
7175-07

SHEET  
**20**

SEE SHEET 22

SEE SHEET 22



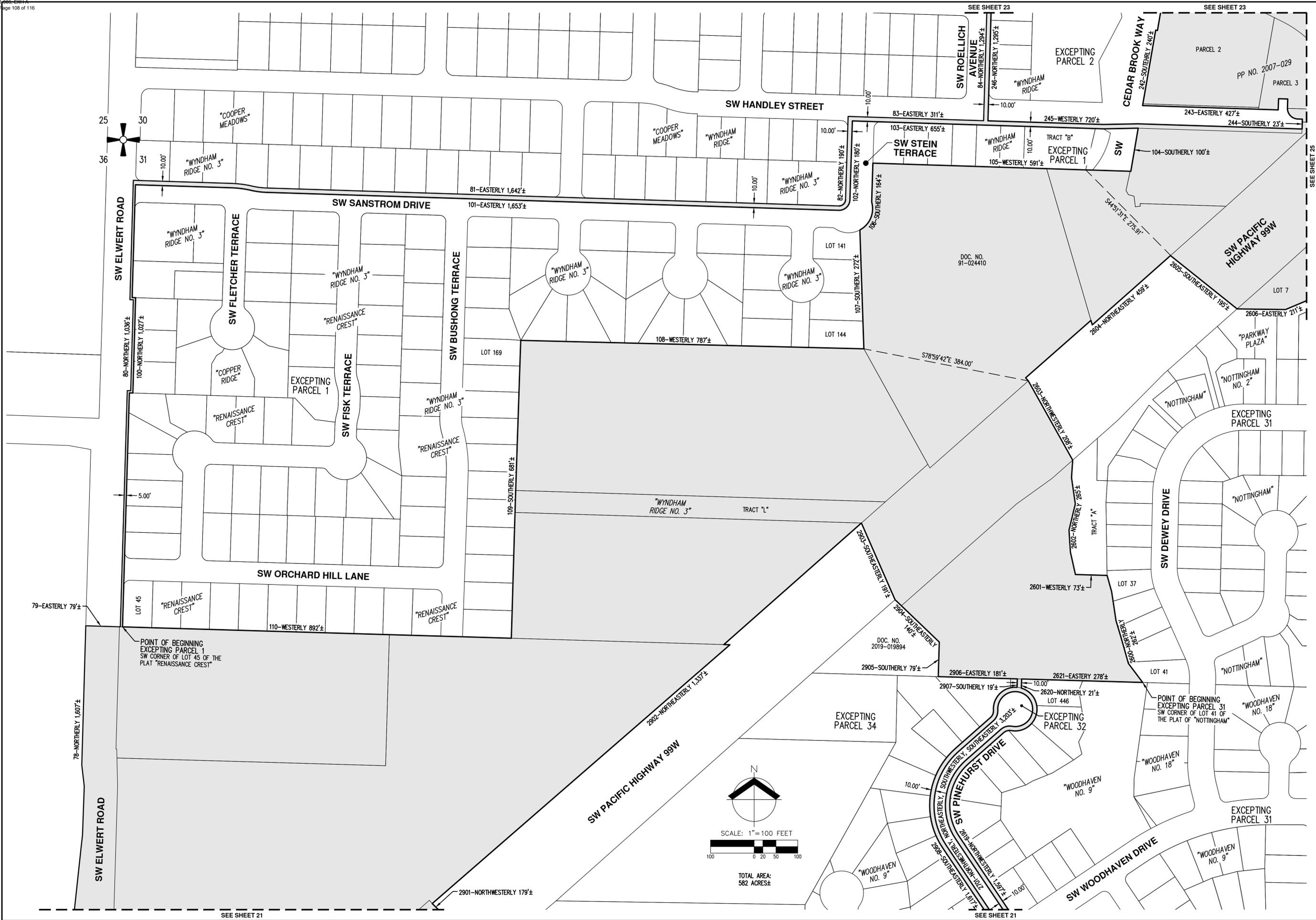
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REVISIONS
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SHEET  
**21**



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<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS	

JOB NUMBER	7175-07
SHEET	22



SEE SHEET 02

10.00'

10.00'

10.00'

10.00'

10.00'

10.00'

10.00'

10.00'

10.00'

SW BED STRAW DRIVE

SW LADYFERN DRIVE

SW ROELLICH AVENUE

SW GILLETTE LANE

SW REISNER LANE

SW ELDRED LANE

SW CEREGHINO LANE

"MILLER'S LANDING"

"MILLER'S LANDING"

"MILLER'S LANDING"

"MILLER'S LANDING"

"WYNDHAM RIDGE"

"WYNDHAM RIDGE"

"WYNDHAM RIDGE"

SW WAPATO STREET

SW REDTOP TERRACE

SW CEDAR BROOK WAY

SW MEINECKE PARKWAY

SW ROELLICH AVENUE

"MILLER'S LANDING NO. 2"

"BLUFFS AT CEDAR CREEK"

"BLUFFS AT CEDAR CREEK"

"MCFALL ESTATES"

"MCFALL ESTATES"

SW PACIFIC HIGHWAY 99W

VINTAGE CREEK TOWNHOMES

SW VINTNER LANE

SW HOUSTON DRIVE

SW MADEIRA TERRACE

SW PACIFIC HIGHWAY 99W

SW 12TH STREET

PARCEL 2

LOT 2

LOT 3

LOT 4

LOT 5

LOT 6

LOT 7

PARCEL 1

PARCEL 2

PARCEL 3

EXCEPTING PARCEL 2

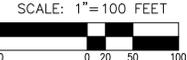
EXCEPTING PARCEL 2

POINT OF BEGINNING EXCEPTING PARCEL 2 EASTERLY CORNER OF LOT 2 OF THE PLAT OF CEDAR CREEK PLAZA

"CEDAR CREEK PLAZA"

"GLENEAGLE VILLAGE CONDOMINIUMS"

"GLENEAGLE PLAT NO. 2"



SCALE: 1" = 100 FEET

TOTAL AREA: 582 ACRES±

**AKS**  
 AKS ENGINEERING & FORESTRY, LLC  
 12065 SW HERMAN RD., STE 100  
 TUALATIN, OR 97062  
 503.563.6151  
 WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES  
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**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 OREGON  
WASHINGTON COUNTY

**MAP OF URBAN RENEWAL AREA**

DESIGNED BY: CC  
 DRAWN BY: MSK  
 MANAGED BY: WCB/MSK  
 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021

REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

REVISIONS:

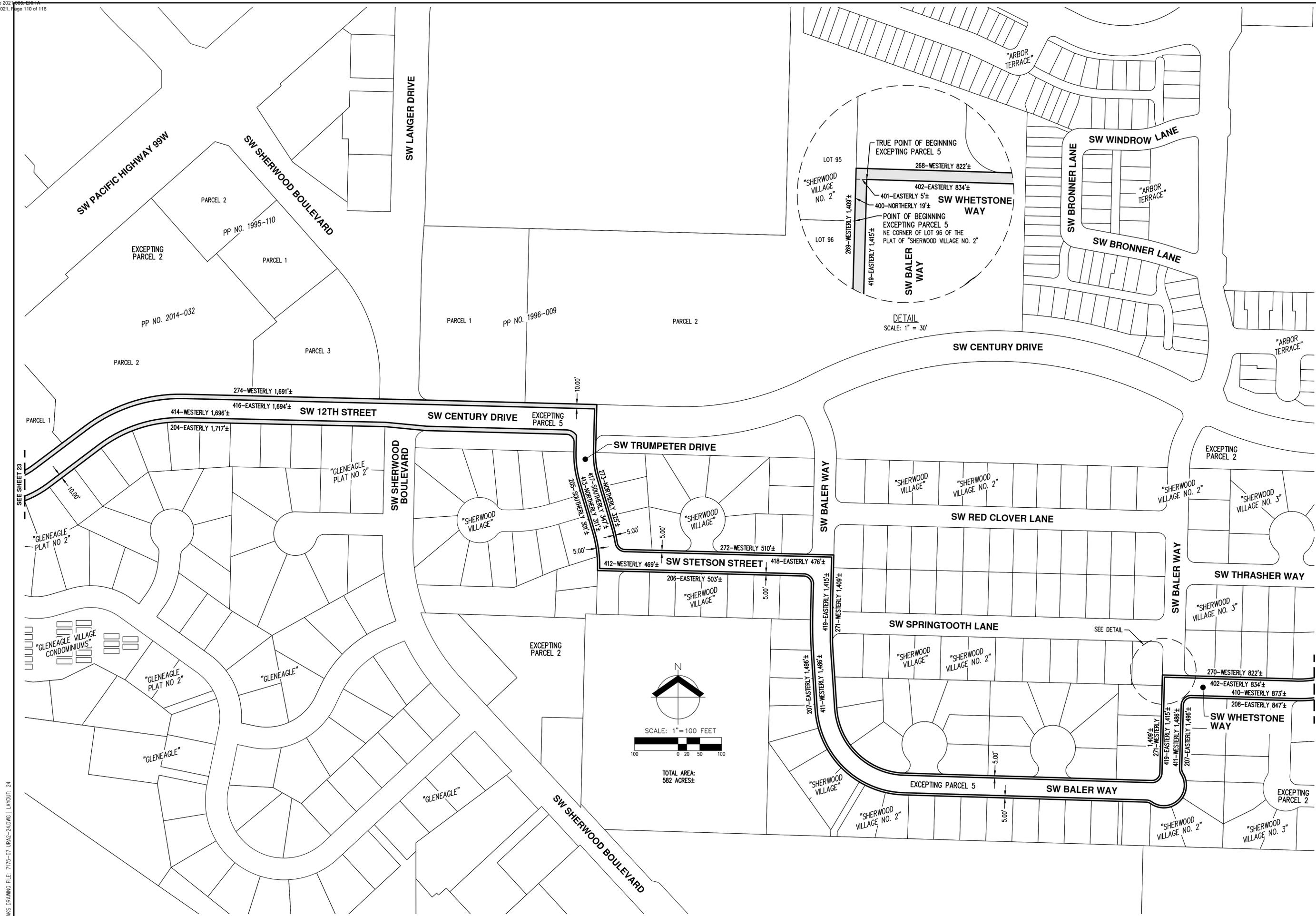
JOB NUMBER  
**7175-07**

SHEET  
**23**

SEE SHEET 22

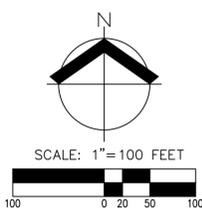
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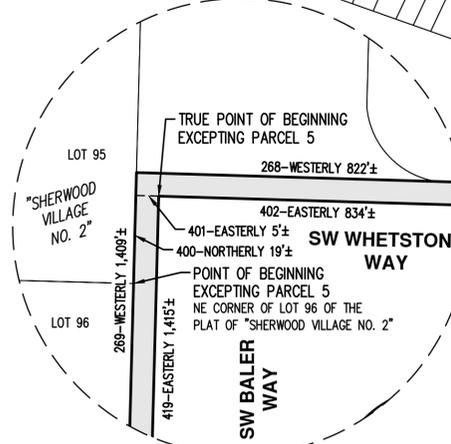


SEE SHEET 23

SEE SHEET 11



TOTAL AREA:  
582 ACRES±



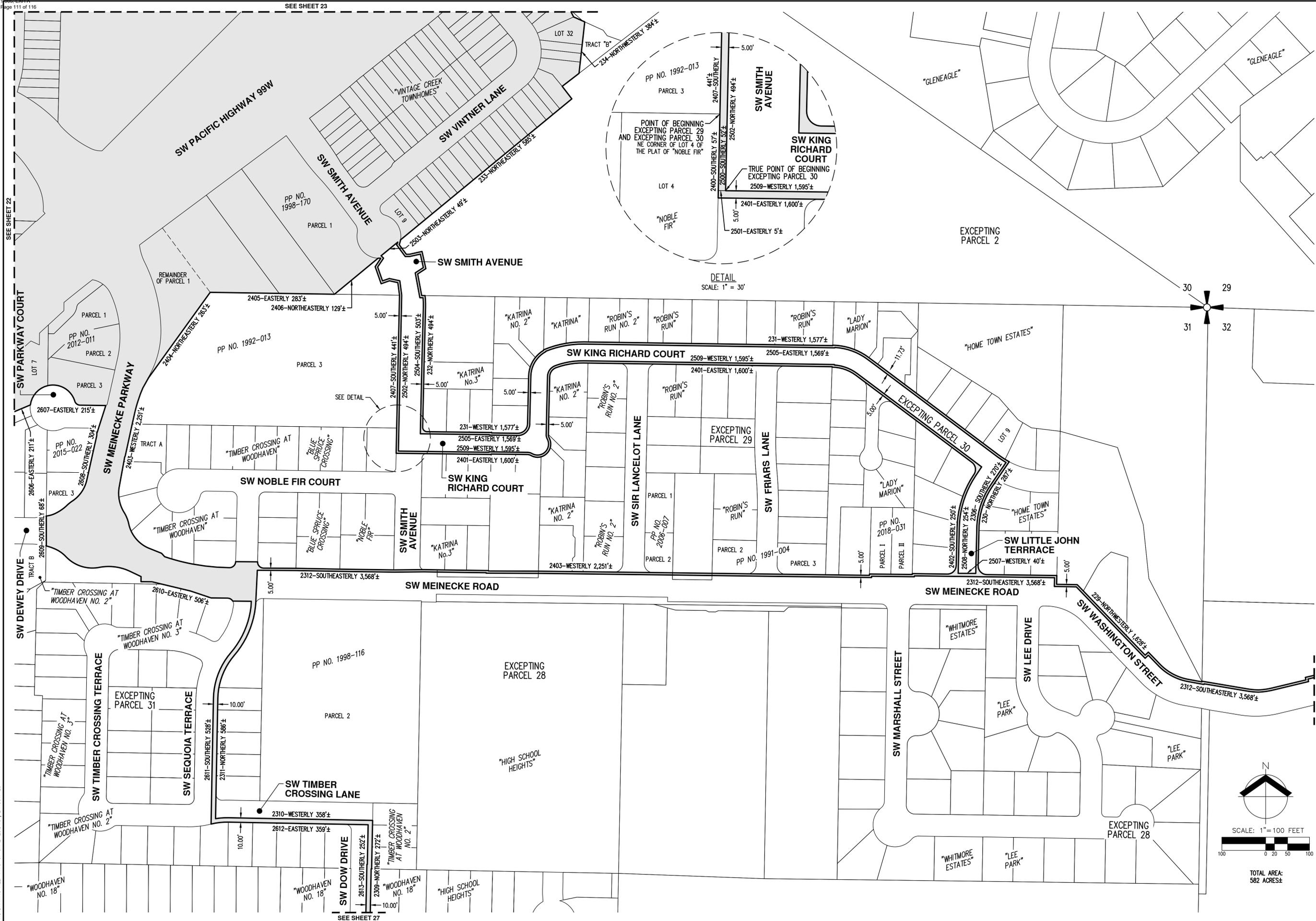
DETAIL  
SCALE: 1" = 30'

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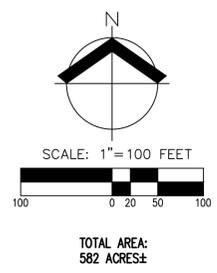
**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 OREGON  
WASHINGTON COUNTY

**MAP OF URBAN**  
**RENEWAL AREA**

DESIGNED BY:	CC
DRAWN BY:	MSK
MANAGED BY:	WCB/MSK
CHECKED BY:	WCB/MSK
DATE:	5/10/2021
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS:	



DESIGNED BY:	CC
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<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS:	
JOB NUMBER	7175-07
SHEET	25





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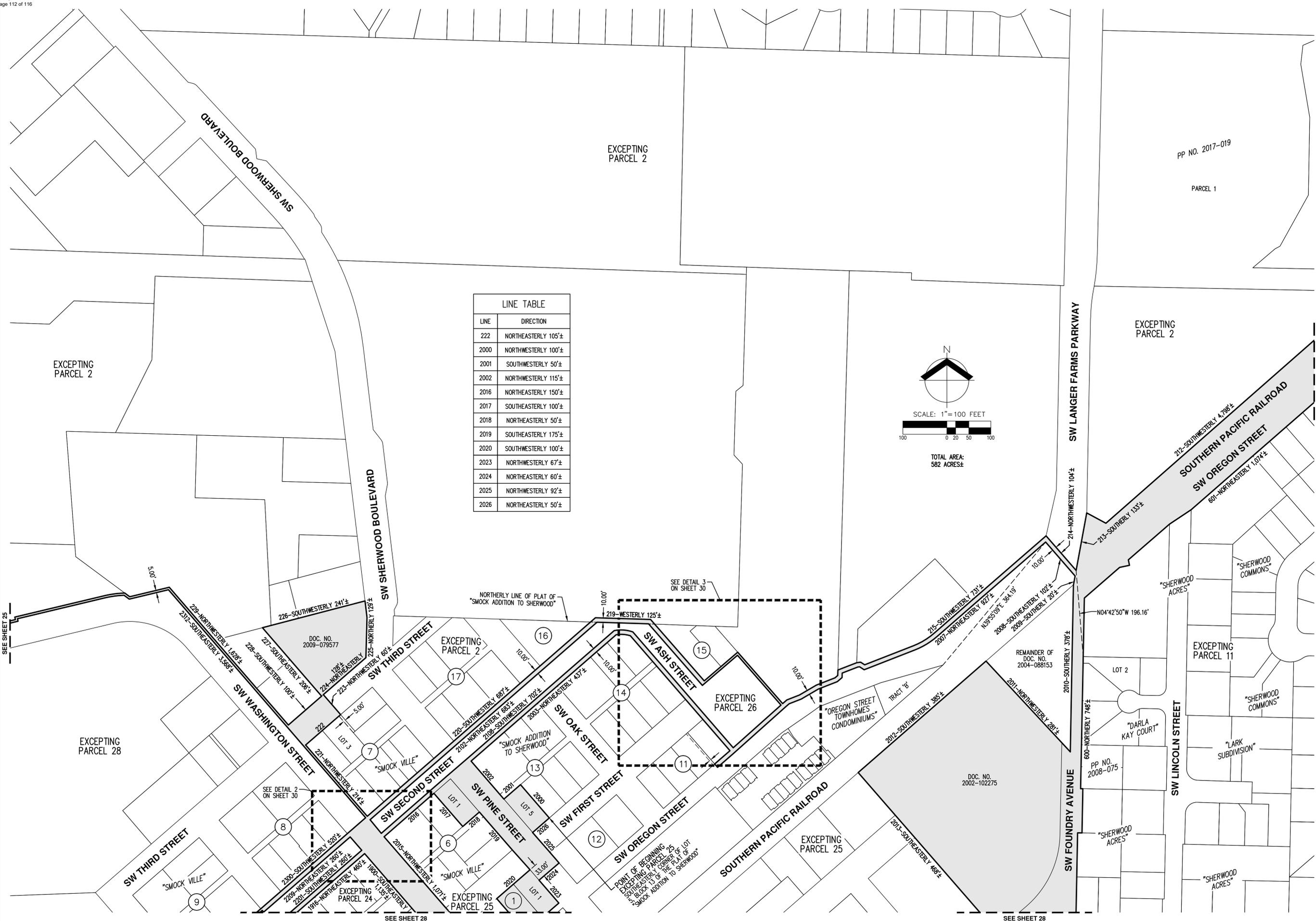
ENGINEERING - SURVEYING - NATURAL RESOURCES  
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD OREGON**  
WASHINGTON COUNTY

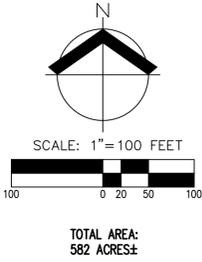
**MAP OF URBAN RENEWAL AREA**

DESIGNED BY:  
 DRAWN BY: CC  
 MANAGED BY: MSK  
 CHECKED BY: WCB/MSK  
 DATE: 5/10/2021  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/21

JOB NUMBER  
**7175-07**  
 SHEET  
**26**



LINE TABLE	
LINE	DIRECTION
222	NORTHEASTERLY 105'±
2000	NORTHWESTERLY 100'±
2001	SOUTHWESTERLY 50'±
2002	NORTHWESTERLY 115'±
2016	NORTHEASTERLY 150'±
2017	SOUTHEASTERLY 100'±
2018	NORTHEASTERLY 50'±
2019	SOUTHEASTERLY 175'±
2020	SOUTHWESTERLY 100'±
2023	NORTHWESTERLY 67'±
2024	NORTHEASTERLY 60'±
2025	NORTHWESTERLY 92'±
2026	NORTHEASTERLY 50'±



AKS DRAWING FILE: 7175-07\_URR2-26.DWG | LAYOUT: 26

SEE SHEET 25

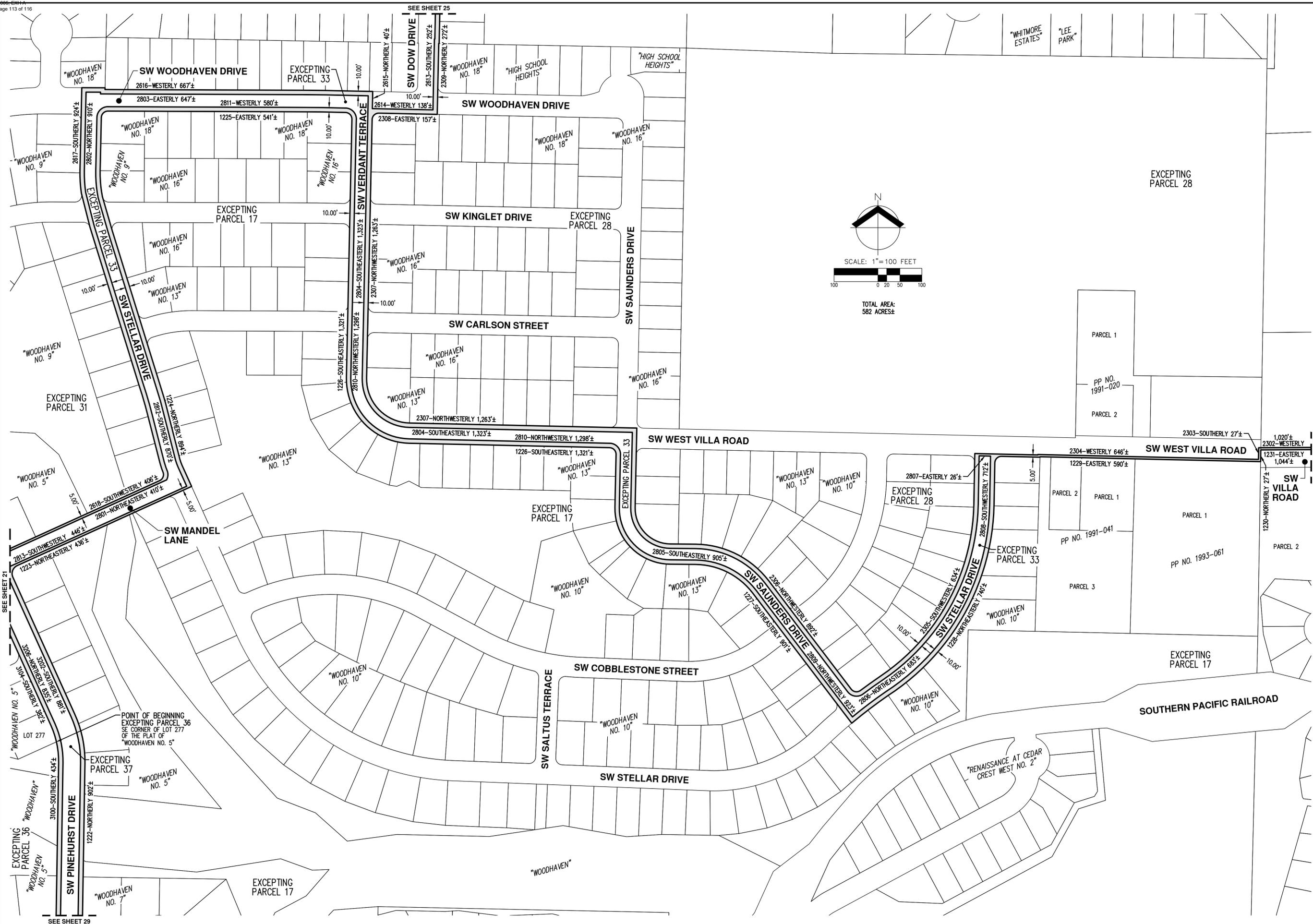
SEE DETAIL 2 ON SHEET 30

SEE DETAIL 3 ON SHEET 30

SEE SHEET 11

SEE SHEET 28

SEE SHEET 28



**CITY OF SHERWOOD**  
**URBAN RENEWAL AREA**  
**SHERWOOD**  
 OREGON  
WASHINGTON COUNTY

**MAP OF URBAN**  
**RENEWAL AREA**

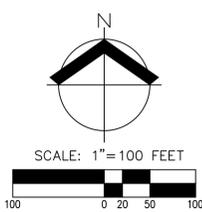
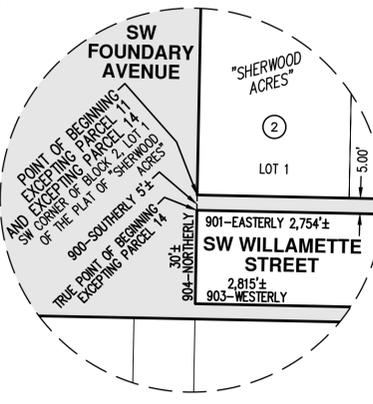
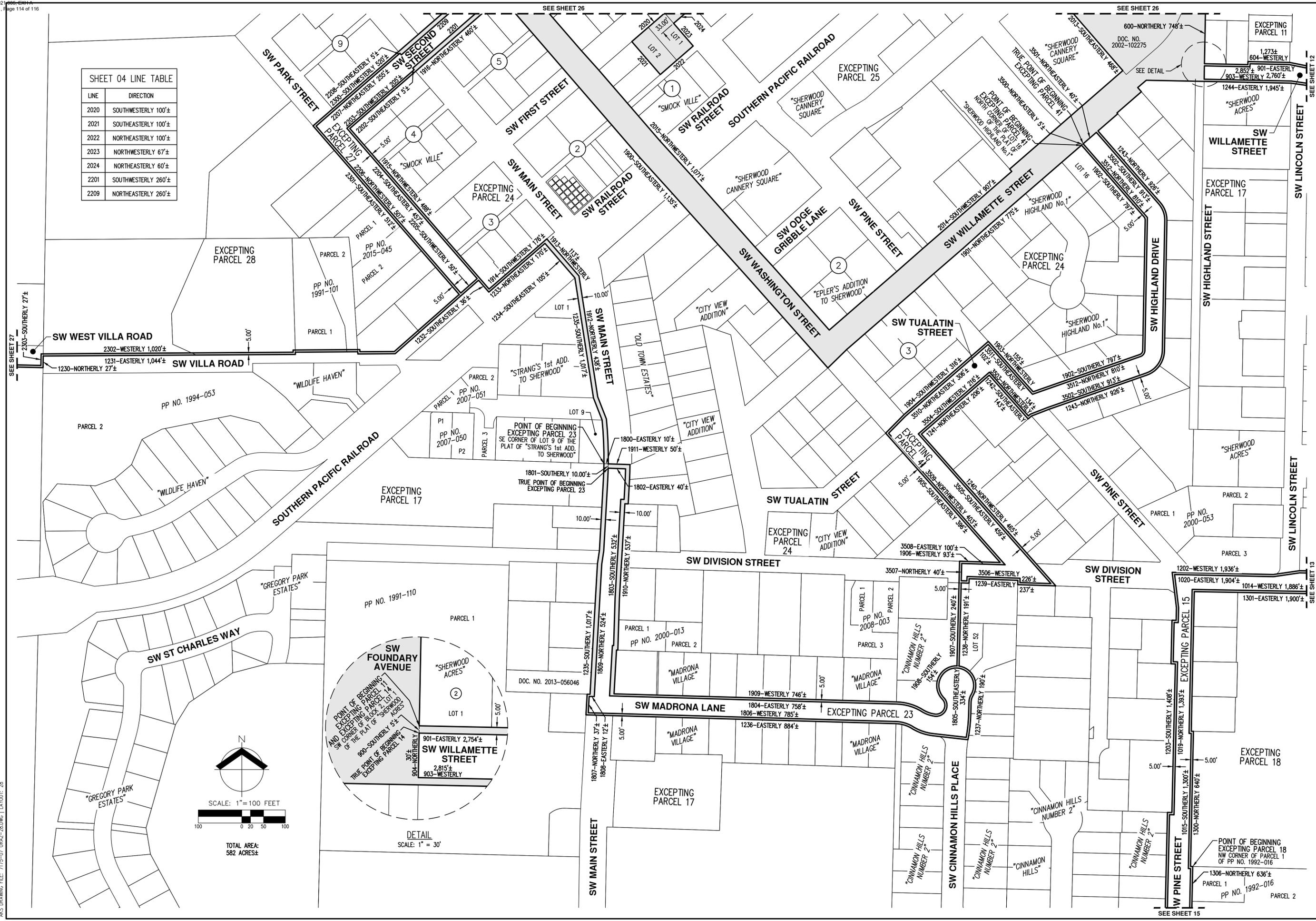
DESIGNED BY: CC  
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 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
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 RENEWS: 6/30/21  
 REVISIONS:

JOB NUMBER  
**7175-07**  
 SHEET  
**27**

AKS DRAWING FILE: 7175-07\_URR2-27.DWG | LAYOUT: 27

SHEET 04 LINE TABLE

LINE	DIRECTION
2020	SOUTHWESTERLY 100'±
2021	SOUTHEASTERLY 100'±
2022	NORTHEASTERLY 100'±
2023	NORTHWESTERLY 67'±
2024	NORTHEASTERLY 60'±
2201	SOUTHWESTERLY 260'±
2209	NORTHEASTERLY 260'±



SW WEST VILLA ROAD  
 2302-WESTERLY 1,020'±  
 1231-EASTERLY 1,044'±  
 SW VILLA ROAD  
 1230-NORTHERLY 27'±

SEE SHEET 27  
 2303-SOUTHERLY 27'±

SEE SHEET 26  
 600-NORTHERLY 748'±  
 DOC. NO. 2002-102275  
 SEE DETAIL  
 1,273±  
 604-WESTERLY  
 2,852± 901-EASTERLY  
 903-WESTERLY 2,760'±  
 1244-EASTERLY 1,945'±  
 "SHERWOOD ACRES"

SW LINCOLN STREET  
 SEE SHEET 12

SW HIGHLAND STREET  
 EXCEPTING PARCEL 17

SW TUALATIN STREET  
 EXCEPTING PARCEL 4

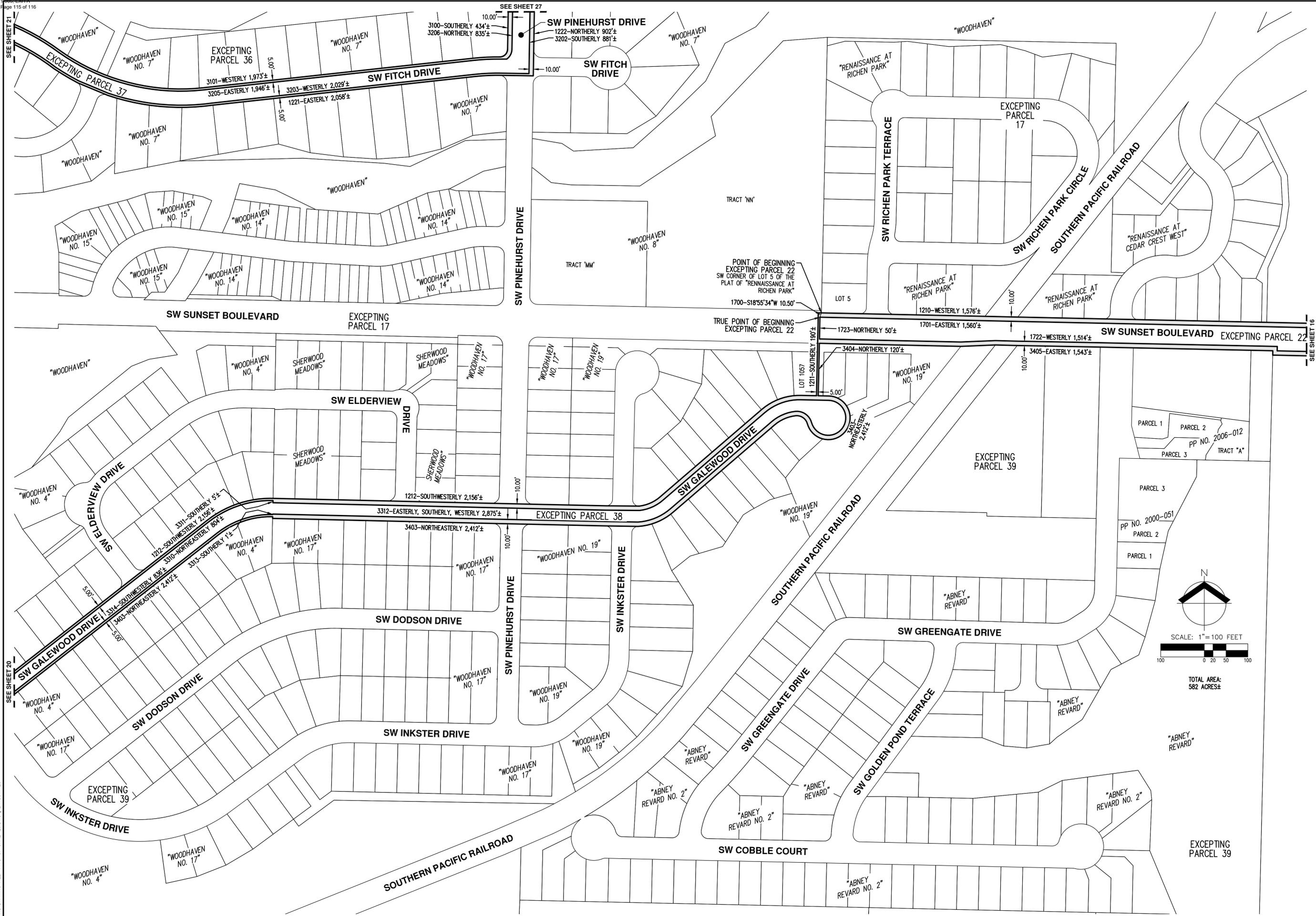
SW PINE STREET  
 EXCEPTING PARCEL 18

SW DIVISION STREET  
 EXCEPTING PARCEL 15

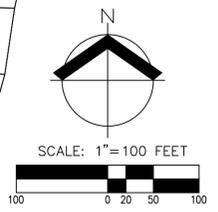
SW MADRONA LANE  
 EXCEPTING PARCEL 23

SW MAIN STREET  
 EXCEPTING PARCEL 17

SEE SHEET 15  
 POINT OF BEGINNING  
 EXCEPTING PARCEL 18  
 NW CORNER OF PARCEL 1  
 OF PP NO. 1992-016  
 1306-NORTHERLY 636'±  
 PARCEL 1  
 PP NO. 1992-016  
 PARCEL 2



AKS DRAWING FILE: 7175-07\_URR2-29.DWG | LAYOUT: 29



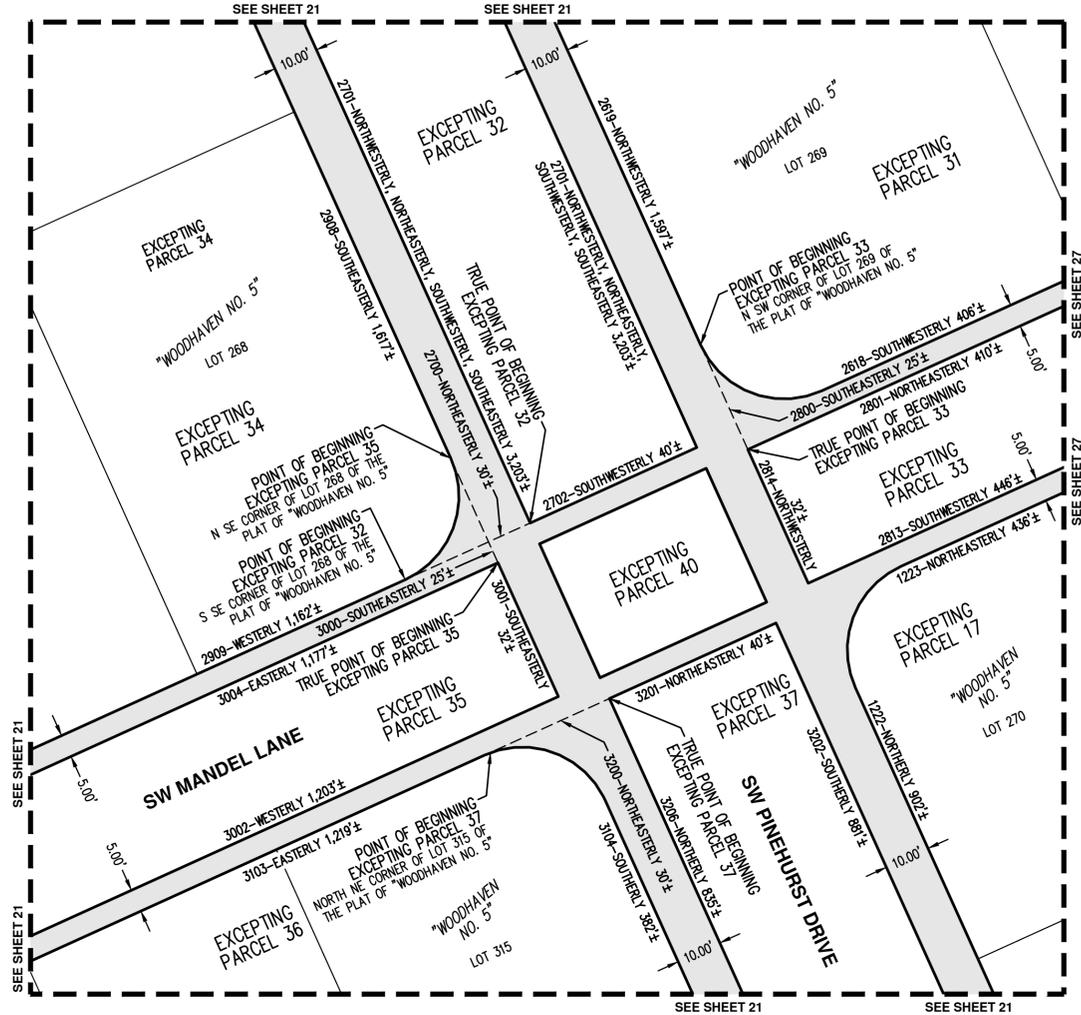
TOTAL AREA:  
582 ACRES±

DESIGNED BY:	
DRAWN BY:	CC
MANAGED BY:	MSK
CHECKED BY:	WCB/MSK
DATE:	5/10/2021
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/21	
REVISIONS	

JOB NUMBER	7175-07
SHEET	29

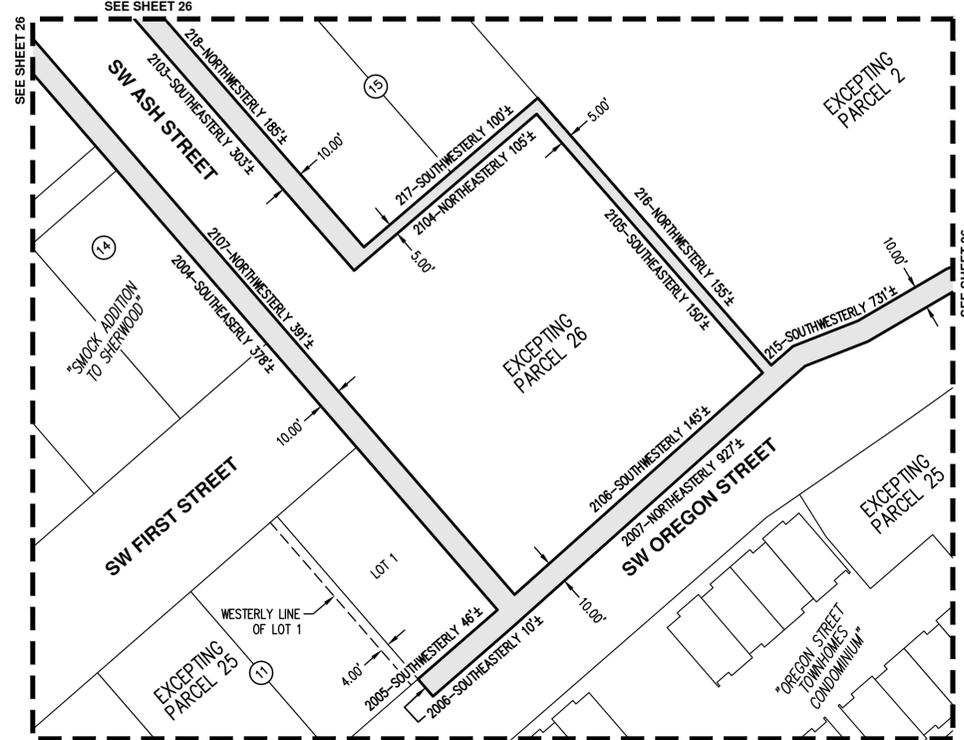
DETAIL 1:

1" = 20'



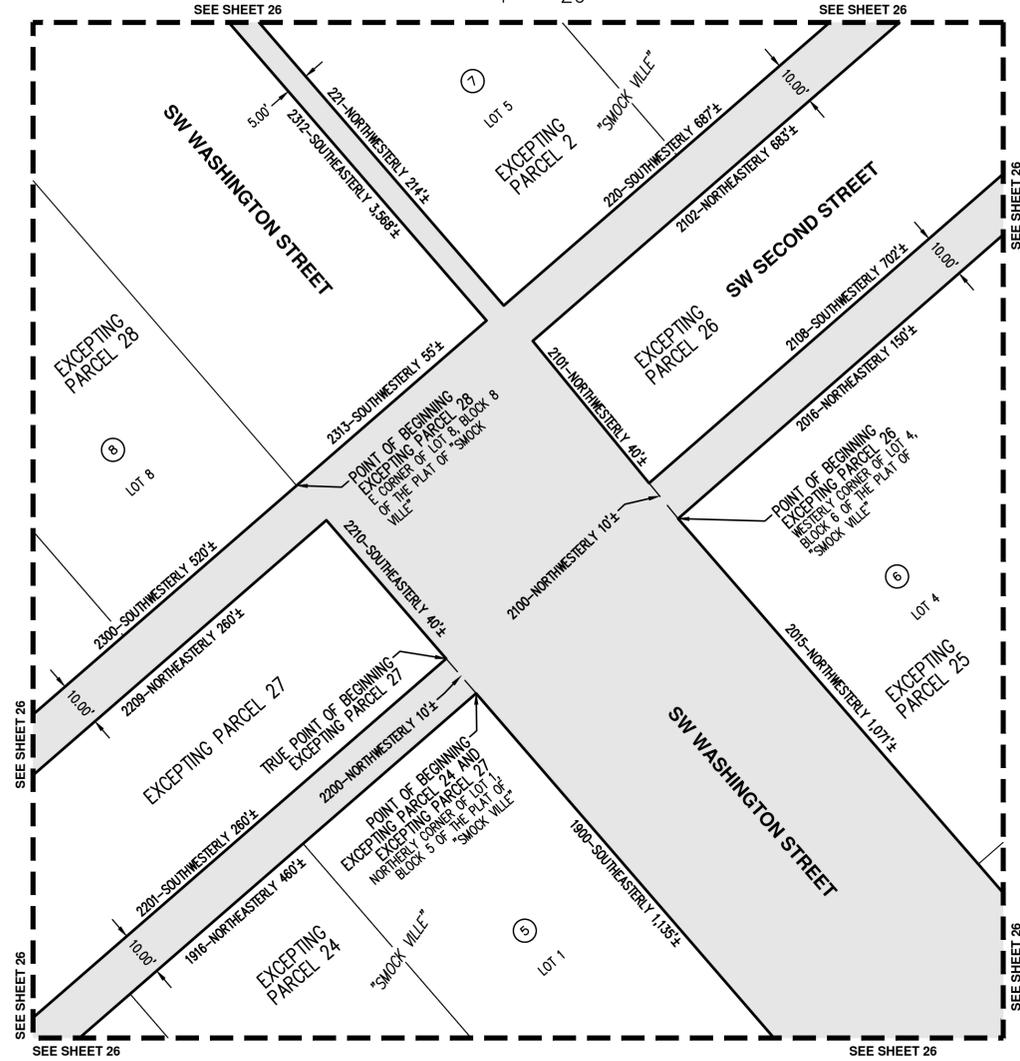
DETAIL 3:

1" = 40'



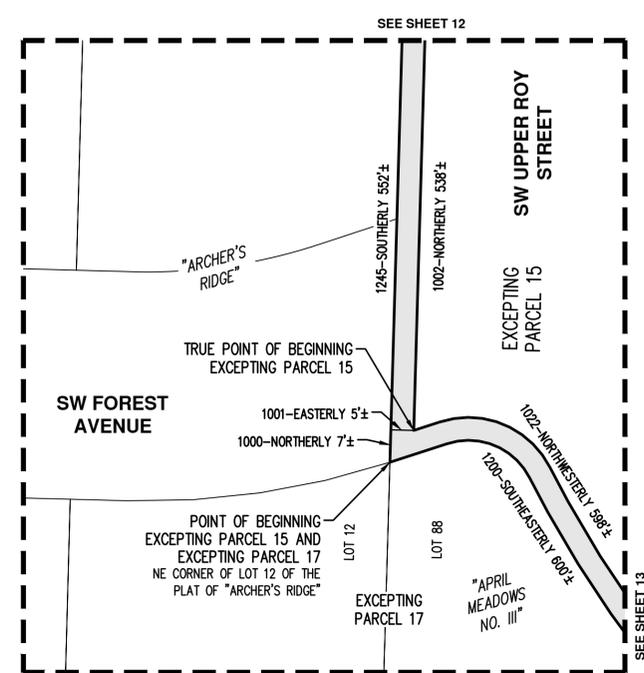
DETAIL 2:

1" = 20'

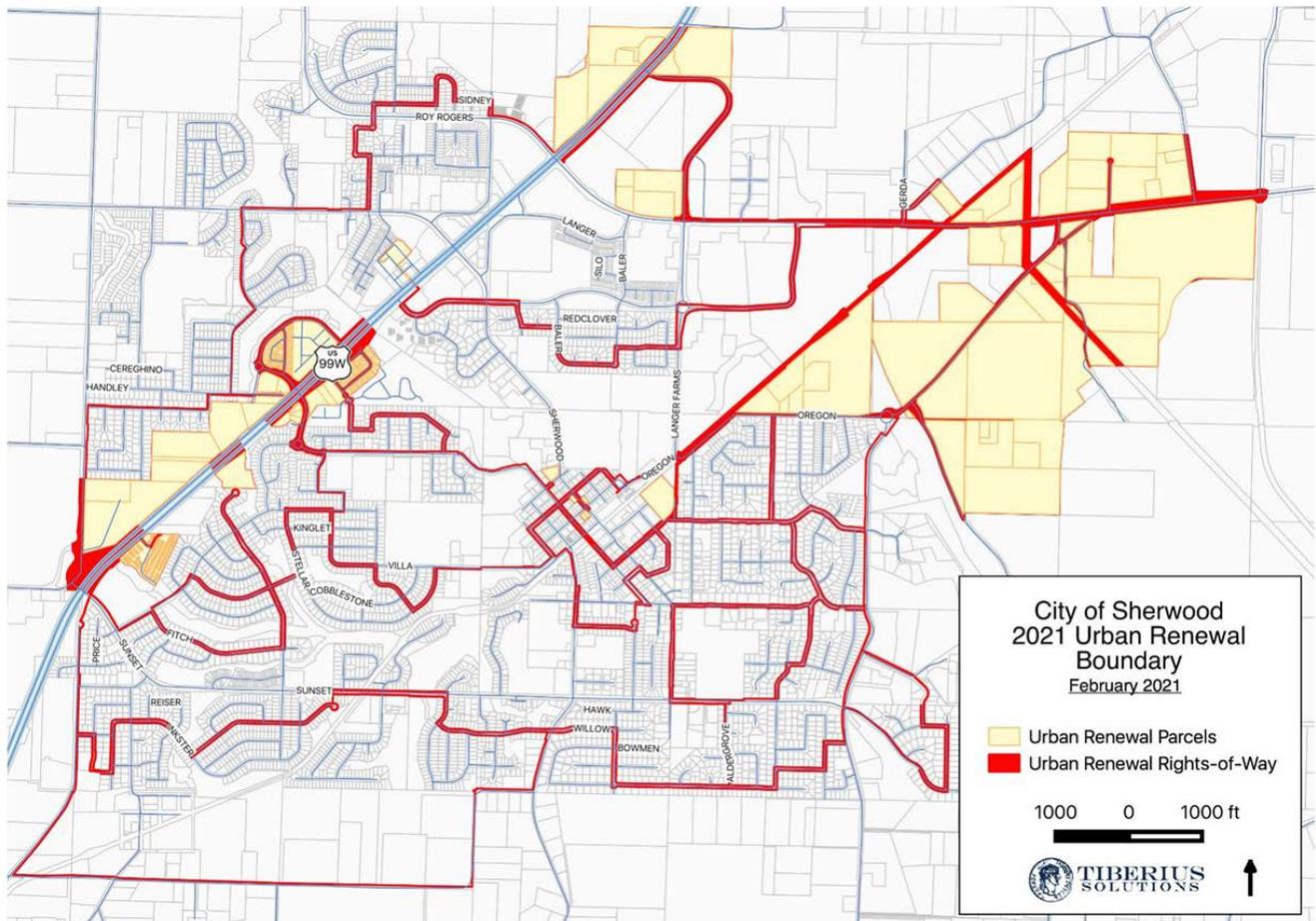


DETAIL 4:

1" = 20'



# Report Accompanying the Sherwood 2021 Urban Renewal Plan





## **LIST OF PARTICIPANTS**

### **Mayor**

Keith Mays

### **City Council**

Tim Rosener, Council President

Rene Brouse

Sean Garland

Russell Griffin

Doug Scott

Kim Young

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Justin Kai, Vice Chair

Daniel Bantz

Alexandra Brown

Taylor Giles

Mike Harsch

Rick Woidyla

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Julia Hajduk, Community  
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David Bodway, Finance Director

Bruce Coleman, Economic  
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Elaine Howard, Scott Vanden Bos

### **Tiberius Solutions, LLC**

Nick Popenuk, Ali Danko, Rob Wyman

### **Advisory Committee**

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Tualatin Valley Fire and Rescue (TVF&R)

Chris Deffebach, Department of Land  
Use and Transportation, Washington  
County

John Southgate, Interim Economic  
Development Director, Washington  
County

Corey Kearsley, Director, Sherwood  
Chamber of Commerce

Rebecca Fairbanks, Business  
owner/Chamber President

Tim Rosener, Sherwood City Council

Justin Kai, Sherwood Planning  
Commission

Phil Johanson, Sherwood School  
District, Finance Director

Sherwood Urban Renewal Plan adopted by the City of Sherwood

Date

Ordinance No. 2021-

This Plan was also approved by Washington County by Resolution No. \_\_\_\_ on May 18,  
2021 as there are unincorporated properties in the Area.

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## **I. INTRODUCTION**

The Report Accompanying the Sherwood Urban Renewal Plan (Report) contains background information and project details that pertain to the Sherwood Urban Renewal Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Sherwood City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8))
- A relocation report. (ORS 457.087(9))

The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

**Table 1 - Statutory References**

<b>Statutory Requirement</b>	<b>Report Section</b>
ORS 457.087 (1)	X
ORS 457.087 (2)	XI
ORS 457.087 (3)	II
ORS 457.087 (4)	III
ORS 457.087 (5)	VI
ORS 457.087 (6)	IV,V
ORS 457.087 (7)	IV,V
ORS 457.087 (8)	VIII
ORS 457.087 (9)	XII

The Report provides guidance on how the Plan might be implemented. As the Sherwood Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

**Figure 1 - Sherwood Urban Renewal Area Boundary**

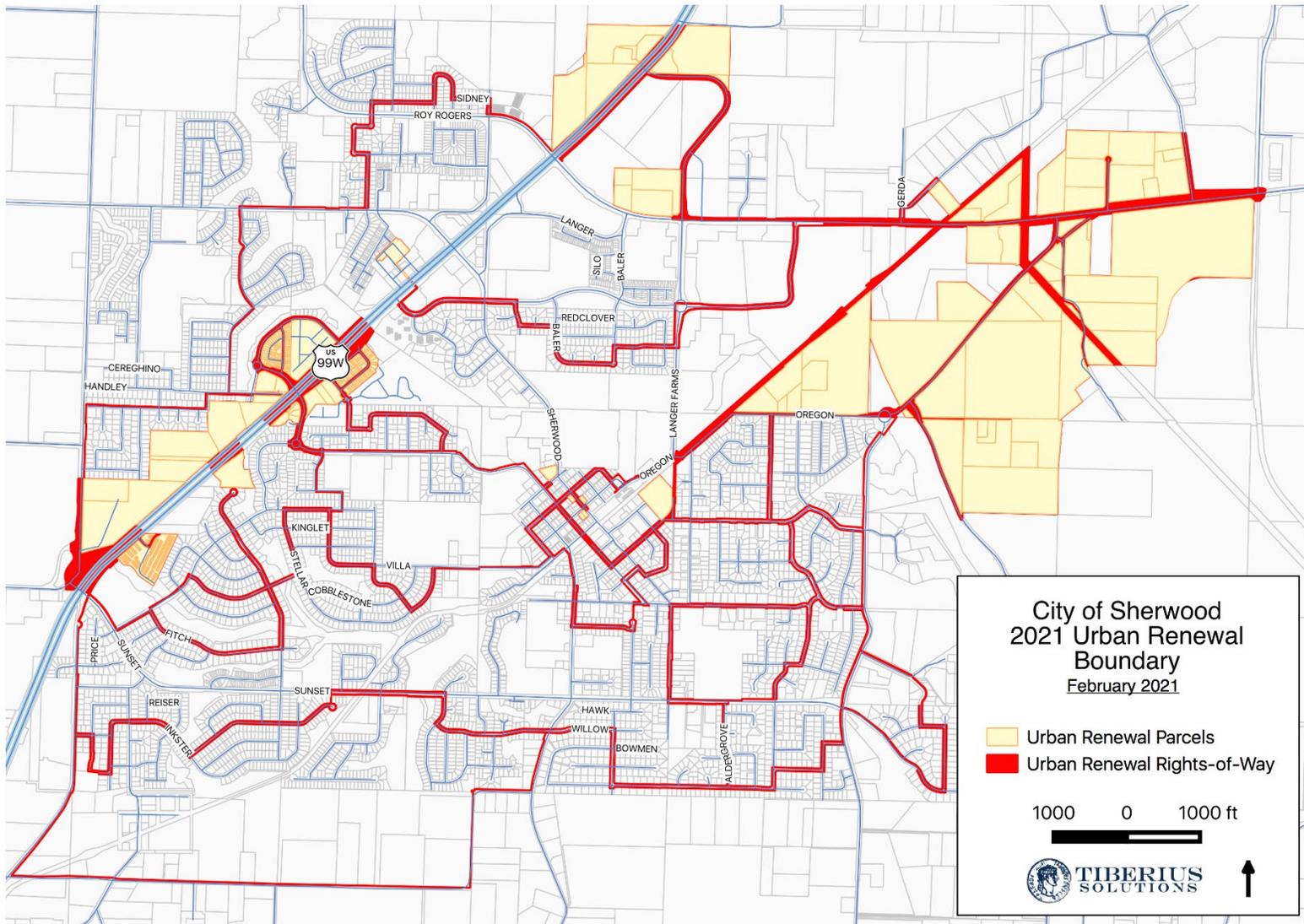
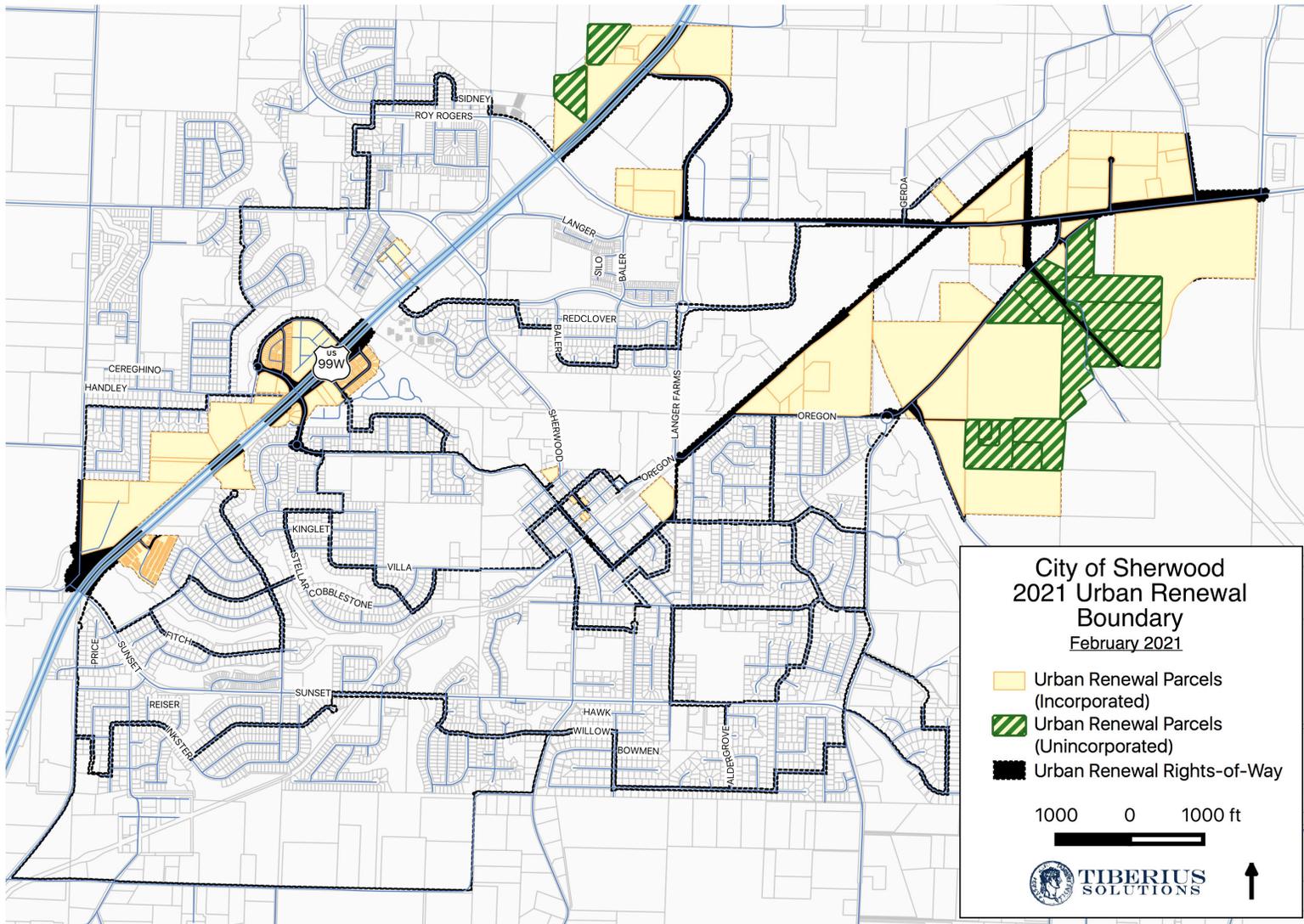


Figure 2 - Sherwood Urban Renewal Area Boundary Showing Unincorporated Properties



## II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. Much of the project descriptions and existing conditions come from the following documents:

*Sherwood Transportation Systems Plan 2014*, ODOT, DKS, Angelo Planning Group, 2014. This is identified as TSP. The TSP page numbering is by typical numbers, but all projects have a project number.

*Sherwood Capital Improvement Plan*, City of Sherwood, FY 2020/21 – 2025/26. This is identified as CIP. The CIP page numbering is by project type (transportation, pedestrian etc.)

*Tonquin Employment Area (TEA) Market Analysis, Business recruitment Strategy and Implementation Plan*, Johnson Economics, PHS, Mackenzie, 2015. The TEA page numbering is by typical numbers.

Instead of footnoting every project, it is noted if these projects come from the above plans and the page number where they can be found.

### A. Transportation

#### 1. 99W Pedestrian Bridge

Construct a 630 foot long, 12-foot-wide pedestrian bridge across 99W, Elwert and Kruger. (CIP p P-49)

**Existing conditions:** A grade separated crossing does not exist at this location. It is anticipated that there will be considerable pedestrian and bicycle traffic that crosses from the new high school to the YMCA as well as connecting existing and future developments on both sides of 99W. That crossing is now an at grade crossing. Safety can be greatly improved by installing a grade separated crossing.

#### 2. Festival Plaza Parking

Develop a public parking lot at Pine and First that can be used as a festival plaza during events and parking for local businesses the remainder of the time.

**Existing conditions:** The lot at Pine and First is unpaved and there is a demand for parking to support existing businesses and for space for events during the many festivals the community hosts.

#### 3. Oregon Street/Tonquin Road Intersection (Roundabout)

Install a roundabout at the Tonquin Road/Oregon Street intersection with dual westbound through lanes and a single eastbound through/right lane. Create a "Dumbbell Roundabout" with the Oregon/Murdock roundabout by disallowing the west circulating lane at Oregon/Tonquin and disallowing the east circulating lane at

Oregon/Murdock. Add a second westbound approach lane to the Murdock Road Oregon Street roundabout for separated westbound left and westbound through lanes. Keep three lanes on the bridge structure. (TSP D3 p 36 and CIP p T-4)

**Existing conditions:** This intersection is currently a three-legged intersection that is both dangerous and congested. Due to the proximity to the existing roundabout at Murdock and Oregon, the identified solution requires a “dumbbell” roundabout connecting the 2 intersections

#### 4. Oregon Street Improvements

Upgrade Oregon Street (from Murdock Road to the railroad crossing) to a three-lane collector with sidewalks on south side and a shared-use path on the north side (part of the Ice Age Tonquin Trail). (TSP D8 p 36 and CIP p T-9)

**Existing conditions:** Oregon Street along most of its length between Langer Farms Parkway and Murdock Road lacks sidewalks on both sides of the road. It is presently a two-lane road.

#### 5. Cedar Brook Way Extension

Construct a collector road from the existing terminus on Meinecke Road to Elwert Road, including bike lanes, sidewalks, and planter strips. (CIP p T-11, TSP project D11)

**Existing conditions:** This section of the transportation network does not presently exist.

#### 6. Cedar Brook Trail Crossing of 99W

This project includes constructing a grade separated crossing of Highway 99W for pedestrians and bicyclists, providing a direct connection for the Ice Age Tonquin Trail east and west of the highway. Items will include constructing a combination pedestrian/wildlife habitat undercrossing of Highway 99W. The new undercrossing will be located within the existing stream culvert crossing corridor of Highway 99W. (CIP p P-27)

**Existing conditions:** There is not a grade separated crossing at this location.

#### 7. Langer Farms Parkway Extension

Construct a collector road extension of Langer Farm Parkway from the intersection with Highway 99W then running west terminating in a cul-de-sac. Includes bike lanes, sidewalks, and planter strips. (CIP p T-12)

**Existing conditions:** This section of the transportation network does not presently exist.

#### 8. TEA Transportation (TEA p 38)

The TEA transportation projects are comprised of a list of projects identified in the TEA implementation plan and consist of a combination of new and improved local, collector and arterial streets to serve new development including:

Frontage improvements along Oregon Street  
3-lane full street improvements along East/West Collector  
3-lane full street improvements along Tonquin Court  
Roundabout at East/West Collector/Oregon St intersection  
5-lane half street improvements along SW Tualatin-Sherwood Road  
5-lane half street improvements along SW 124th Avenue  
3-lane full street improvements along SW Dahlke Lane

***Existing conditions:*** These sections of the transportation network either are incomplete or do not presently exist. Tualatin-Sherwood Road is a county arterial and is currently three lanes wide adjacent to the site. Widening is anticipated to a five-lane section in the near future. The City has assumed no driveway access will be allowed for development in the TEA except opposite the Cipole Road signalized intersection, as all development areas would have access to lower classification roadways. This creates the demand for internal transportation networks. The plan calls for an east-west collector between Oregon Street and 124<sup>th</sup> and a street connection from Oregon Street, currently referred to as Tonquin Court. These roads do not currently exist.

## ***B. Water***

2. TEA Water (TEA p 39)

Construct 12" water line from Oregon Street to 124<sup>th</sup> along the East/West collector (Water Master Plan p 35, 36)

Construct 12" water line from East/West collector to southwest corner of Plan area (Water Master Plan p 31, 32 ,37)

Construct 12" water line within Tonquin Court

Construct 12" water line from Dahlke Lane to 124th Avenue (Water Master Plan p 35, 36)

Construct 12" water line from Tonquin Court to the East/West collector

Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 20 MGD and expand Sherwood share

***Existing conditions:*** These water lines do not presently exist. Municipal water service for the Tonquin Employment Area is expected to be provided by City of Sherwood. Existing service is provided to the western and northern boundaries of the TEA, and expansion to the area is described in the Water System Master Plan.

The TEA will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. It is not clear that the expected storage deficit will be due to the TEA growth. As noted in the Master Plan, the expected deficiency is far enough out on the development timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from the Willamette River Water Treatment Plant in Wilsonville. The City's wells are currently used for emergency redundancy only and can provide approximately 2.6 million gallons per day (MGD). The City currently owns a 5-MGD share in the plant, and the Master Plan recommends purchase of an additional 5-MGD share of future expansion of the WRWTP to accommodate full build-out. The Master Plan projects TEA development at saturation are to contribute 0.34-MGD demand to the system, so it is unlikely that development of the TEA will trigger the need for additional supply capacity. However, this projection does not appear to include process water uses. Adding high-demand industrial users in the TEA could potentially exceed the currently available supply surplus of 1.1 MGD.

The distribution system in the TEA is proposed to be extended from existing 10" and 12" lines serving the eastern edge of the 380-foot Pressure Zone. This water main size is expected to be sufficient for most industrial uses; however, high-demand users could require higher peak flows and larger mains than are currently expected. (TEA p 23)

### ***C. Sewer (TEA p 41)***

TEA Sewer

Construct 15" sewer line from Oregon Street to 124<sup>th</sup> along the East/West collector Road

Construct 10" sewer line within Tonquin Court

***Existing conditions:*** These sewer lines do not presently exist. Municipal sewer service for the Tonquin Employment Area is expected to be provided by City of Sherwood. The City has recently upgraded the Rock Creek Interceptor located northwest of the TEA, which is expected to handle flows from the northern portion of the TEA development.

Downstream of the City's pipe system, Clean Water Services has identified capacity issues for the Onion Flat Trunk west of the TEA. However, City staff has said that more recent modeling efforts indicate this line capacity is sufficient for planned build-out conditions.

Proposed sewer infrastructure through the TEA is expected to consist of 12" to 15" lines. A ridge generally runs northwest-southeast along the BPA right-of-way through the TEA, which divides the area into two sewer basins. Development north of the ridge is expected to drain to Tualatin-Sherwood Road and the Rock Creek Interceptor, while development to the south will drain to Oregon Street to the Onion Flat Trunk. (TEA p 23)

#### ***D. Stormwater***

##### 1. Oregon Street Regional Water Quality Facility

This project is identified in the City's Stormwater Master Plan. This project constructs a regional storm water treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this storm water quality facility will increase the redevelopment potential of the Tannery site. (CIP p SD-7, also Storm Master Plan project #7A)

***Existing conditions:*** This facility does not presently exist. The new facility will treat approximately 110 acres that are presently without any stormwater treatment.

##### 2. TEA Stormwater (TEA p 45)

Construct 18" storm line near Tonquin Court towards Tonquin Road

Construct 18" storm line south from Cipole Road

Construct 1.0-acre regional treatment facility in vicinity of Cipole and Tualatin Sherwood Road

Construct 18" storm line within East/West collector

Construct 1.0-acre regional treatment facility

Construct 0.75-acre treatment facility adjacent to wetlands in vicinity of Oregon and Tonquin road

Construct 2.25-acre regional treatment facility in vicinity of Oregon and East/West Collector

***Existing conditions:*** These stormwater lines do not presently exist. Storm drainage within the TEA is expected to be managed through regional treatment facilities. Three facilities are proposed within the drainage basins across the TEA. Facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. (TEA p 23)

The 2.25 acre regional treatment facility is identified in the City's Stormwater Master Plan. This project constructs a regional storm water treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this storm water quality facility will increase the redevelopment potential of the Tannery site. Project funding has not been identified, nor has a project design/construction schedule been established. (CIP p 143)

#### ***E. Communications and Public Utilities***

##### 1. Sherwood Broadband Installation

Sherwood Broadband is a community owned all-fiber network providing broadband service to businesses and residents of Sherwood. The network needs to be expanded to include the ability to provide broadband service in the Area.

***Existing conditions:*** Private communications providers in the Area include Wave Broadband, CenturyLink, Zayo, and Fatbeam while the City of Sherwood operates a fiber optic municipal broadband network that provides high-speed internet service throughout the City and could be expanded to serve the Area.

## 2. Public Works Facility

The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street. This location is on developable property in the urban core of Sherwood. The intent is to move the facility to an industrially zoned parcel and redevelop the present property into a use more compatible with the surrounding uses and the uses in Old Town. In addition to the redevelopment potential, the existing property would come back onto the property tax rolls contributing to all of the different taxing districts.

***Existing conditions:*** The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street in Sherwood. This location is on developable property in the urban core of Sherwood that is zoned high density residential and retail commercial and surrounded by residential uses.

## F. *Developer Incentives*

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. This will include the sites listed below and other sites in the Area which will be identified in the future without requiring an amendment to the Plan.

### 1. Tannery site clean-up

The City of Sherwood is preparing a plan to clean up the contaminated Frontier Leather Tannery site (Site) on SW Oregon Street. The city has developed seven alternatives for cleaning up the site. Once cleaned up, the city anticipates future redevelopment of the Site. The funding for this project would assist in the clean-up of the Site.

***Existing conditions:*** The City of Sherwood was awarded a grant from the United States Environmental Protection Agency's (EPA) Brownfields Program to assess and prepare a plan to clean up two of the six lots associated with the contaminated Frontier Leather Tannery site. That assessment has been completed and the City now desires to move forward with that clean up. Urban renewal can be one funding tool for completion of the cleanup.

### 2. Former Public Works site development assistance

Provide development assistance for the future re-development of the existing Public Works site at 15527 SW Willamette Drive. This assistance could be development assistance, gap financing, or other types of assistance to make the project feasible.

***Existing conditions:*** The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street in Sherwood. This location is on developable property in the urban core of Sherwood. The city intends to assist in the development of the property to a higher and better use.

#### ***G. Acquisition/Disposition***

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

***Existing conditions:*** There is presently no urban renewal acquisition program for the Area.

#### ***H. Administration***

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

***Existing conditions:*** There is no administration funding as this urban renewal area has not been adopted.

### **III. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

The total cost estimates for projects as compared to the expected total cost of those projects are shown in Table 2 below. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. Table 3 shows the costs of the projects in FYE 2020 constant dollars, the estimated year of expenditure dollars and the anticipated year of completion if the Area relies solely on tax increment funding to complete the URA portion of the project. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up. These costs are shown in “year of expenditure” costs, which assumes inflation of 3.0% annually. Cost estimates for the TEA projects come from the *Tonquin Employment Area Market Analysis, Business Recruitment Strategy, and Implementation Plan*. This plan was prepared in June of 2015 by a consultant team of Johnson Economics, PHS and Mackenzie. Some of the methods for cost estimating are shown below.

#### ***A. Transportation***

To estimate TEA transportation project costs, Mackenzie assigned each transportation improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). Costs are included when off-site right-of-way is needed for a transportation improvement, even if development of a later phase would also have required the improvement. Lump sum costs are provided for items such as traffic signals, culverts, and roundabouts. (p 37 TEA)

#### ***B. Water***

To estimate TEA water project costs, Mackenzie assigned each water improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). In general, development phasing is assumed to progress outward from existing service boundaries and in conjunction with the transportation network. Costs assume standard construction techniques for the water system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as reservoirs. (p 38 TEA)

#### ***C. Sewer***

To estimate TEA sewer project costs, Mackenzie assigned each sewer improvement to the earliest phased project for which it is needed. In general, development phasing is assumed to progress outward from existing service boundaries. Costs assume standard construction techniques for the sewer system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as pump stations. (p 41 TEA)

#### ***D. Storm Drainage***

To estimate TEA storm drainage project costs, Mackenzie assigned each storm improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). In general, development phasing is assumed to progress outward from existing service boundaries and in conjunction with the transportation network. Costs assume standard construction techniques for the storm system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as treatment facilities. Treatment facilities have been sized based on current Clean Water Services water quality and detention requirements. (p 43 TEA)

**The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.**

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. See additional narrative explanation on page 25 of this Report.

**Table 2 - Estimated Cost of Each Project as Compared to Total Cost**

<b>Project Title</b>	<b>Total Estimated Cost</b>	<b>Constant FYE 2020 in UR Plan</b>	<b>Percentage of Total Cost by URA</b>
Oregon/Tonquin Intersection (Roundabout)	\$3,478,000	(\$1,750,000)	50%
Oregon Street Improvements	\$7,767,000	(\$7,767,000)	100%
Oregon Street Regional WQ Facility	\$704,000	(\$704,000)	100%
Festival Plaza/Parking	\$400,000	(\$400,000)	100%
99W Ped Bridge	\$12,000,000	(\$8,000,000)	67%
Sherwood Broadband Installation	\$4,000,000	(\$4,000,000)	100%
Cedar Creek Trail Undercrossing 99W	\$7,433,000	(\$7,433,000)	100%
Cedar Brook Way Extension	\$9,892,000	(\$9,892,000)	100%
Tannery Site Clean-Up	\$3,200,000	(\$3,200,000)	100%
TEA Transportation	\$14,000,000	(\$14,000,000)	100%
TEA Water	\$5,715,000	(\$5,715,000)	100%
TEA Sewer	\$5,387,000	(\$5,387,000)	100%
TEA Stormwater	\$2,016,000	(\$2,016,000)	100%
Langer Farms Parkway Extension	\$4,121,567	(\$4,121,567)	100%
Public Works Facility	\$21,500,000	(\$10,750,000)	50%
Developer Incentives	\$417,372	(\$417,372)	100%
Financing Fees	\$584,000	(\$584,000)	100%
Administration	\$2,550,000	(\$2,550,000)	100%
<b>Total Expenditures</b>	<b>\$105,164,939</b>	<b>(\$88,686,939)</b>	<b>84%</b>

Source: City of Sherwood and Tiberius Solutions

**Table 3 - Estimated Cost of Each Project in Constant FYE 2020 as Compared to Year of Expenditure Costs**

<b>Project Title</b>	<b>Constant FYE 2020</b>	<b>Year of Expenditure Project Cost</b>
Oregon/Tonquin Intersection (Roundabout)	(\$1,750,000)	(\$2,028,775)
Oregon Street Improvements	(\$7,767,000)	(\$10,441,178)
Oregon Street Regional WQ Facility	(\$704,000)	(\$769,261)
Festival Plaza/Parking	(\$400,000)	(\$437,080)
99W Ped Bridge	(\$8,000,000)	(\$9,552,800)
Sherwood Broadband Installation	(\$4,000,000)	(\$4,370,800)
Cedar Creek Trail Undercrossing 99W	(\$7,433,000)	(\$10,915,361)
Cedar Brook Way Extension	(\$9,892,000)	(\$18,678,075)
Tannery Site Clean-Up	(\$3,200,000)	(\$5,060,320)
TEA Transportation	(\$14,000,000)	(\$31,344,320)
TEA Water	(\$5,715,000)	(\$12,795,200)
TEA Sewer	(\$5,387,000)	(\$12,060,847)
TEA Stormwater	(\$2,016,000)	(\$4,513,582)
Langer Farms Parkway Extension	(\$4,121,567)	(\$10,003,867)
Public Works Facility	(\$10,750,000)	(\$27,278,125)
Developer Incentives	(\$417,372)	(\$1,074,733)
Financing Fees	(\$584,000)	(\$736,000)
Administration	(\$2,550,000)	(\$4,418,869)
<b>Total Expenditures</b>	<b>(\$88,686,939)</b>	<b>(\$166,479,193)</b>

Source: City of Sherwood and Tiberius Solutions - Note the completion dates anticipate only funding through the TIF revenues. If the City is able to jumpstart the Area by providing other financing to be repaid through future TIF revenues, these dates can be moved up.

#### IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2052 are calculated based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The projections of assessed value include separate assumptions for the short-term (FYE 2021 to FYE 2026) and long-term (FYE 2027 and beyond).

The short-term projections include assumptions on specific new development (exception value). This exception value is based on eight new construction projects identified by City staff as likely to occur. These projects range in estimated assessed value from \$400,000 to \$35 million in constant FYE 2020 dollars, and include industrial, commercial, and multifamily residential properties. Table 4 shows the assumed exception value by year. Based on the exception value assumptions shown in Table 4, and assuming 3.0% appreciation for all existing property in the Area, we expect assessed value in the Area to experience a compound annual growth rate of 11.6% from FYE 2021 to FYE 2026.

**Table 4. Exception Value by Year, 2020\$, FYE 2021 to FYE 2026**

	<b>RMV (2020\$)</b>	<b>AV (2020\$)</b>	<b>AV (YOE\$)</b>
	\$0	\$0	\$0
	\$25,836,008	\$16,509,210	\$17,514,621
	\$17,138,333	\$11,003,811	\$12,023,864
	\$17,818,333	\$11,443,662	\$12,879,842
	\$16,213,333	\$10,360,320	\$12,010,719
	\$60,300,000	\$43,778,783	\$52,276,245
	<b>\$137,306,008</b>	<b>\$ 93,095,786</b>	<b>\$106,705,291</b>

Source: City of Sherwood and Tiberius Solutions

The long-term projections for FYE 2027 and beyond assume an annual growth rate of 7.0% for assessed value in the area (equal to 3% maximum annual appreciation for existing property plus 4% exception value from new development). Achieving this growth rate would require an annual increase in assessed value from new construction equal to an average of \$11.9 million per year. This amount of assessed value growth is higher than historical trends in the City and County but is less than what is anticipated in the near future based on anticipated construction projects. These projections of growth are the basis for the projections in Table 9, Table 10, Table 11, Table 12, Table 13, and Table 14.

These projections of growth were informed by conversations with City staff and City Council, based on the large amount of development potential within the Area. The City acknowledges that these projections are more aggressive than historical trends and are not guaranteed to come to fruition. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the URA to fund projects listed in the Plan.

Table 5 shows the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2023. Gross tax increment financing (TIF)<sup>1</sup> is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 3 shows expected TIF revenues over time and the projected tax revenues after termination of the Area.

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<sup>1</sup> TIF is also used to signify tax increment revenues

**Table 5 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1**

FYE	Total	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2023	\$236,678,423	\$194,753,980	\$41,924,443	\$11.7247	\$491,550	(\$24,578)	\$466,973	-	\$466,973
2024	\$256,658,617	\$194,753,980	\$61,904,637	\$11.4016	\$705,815	(\$35,291)	\$670,524	\$7,005	\$677,529
2025	\$276,369,095	\$194,753,980	\$81,615,115	\$11.2054	\$914,526	(\$45,726)	\$868,800	\$10,058	\$878,858
2026	\$336,936,412	\$194,753,980	\$142,182,432	\$10.5462	\$1,499,483	(\$74,974)	\$1,424,508	\$13,032	\$1,437,540
2027	\$356,075,432	\$194,753,980	\$161,321,452	\$10.7231	\$1,729,872	(\$86,494)	\$1,643,379	\$21,368	\$1,664,746
2028	\$376,420,792	\$194,753,980	\$181,666,812	\$10.8718	\$1,975,054	(\$98,753)	\$1,876,301	\$24,651	\$1,900,952
2029	\$398,052,928	\$194,753,980	\$203,298,948	\$10.9987	\$2,236,022	(\$111,801)	\$2,124,221	\$28,145	\$2,152,366
2030	\$421,057,793	\$194,753,980	\$226,303,813	\$11.1083	\$2,513,842	(\$125,692)	\$2,388,150	\$31,863	\$2,420,013
2031	\$445,527,235	\$194,753,980	\$250,773,255	\$11.2039	\$2,809,650	(\$140,482)	\$2,669,167	\$35,822	\$2,704,990
2032	\$471,559,399	\$194,753,980	\$276,805,419	\$11.2883	\$3,124,661	(\$156,233)	\$2,968,428	\$40,038	\$3,008,466
2033	\$499,259,170	\$194,753,980	\$304,505,190	\$11.3633	\$3,460,176	(\$173,009)	\$3,287,167	\$44,526	\$3,331,693
2034	\$528,738,645	\$194,753,980	\$333,984,665	\$11.4304	\$3,817,581	(\$190,879)	\$3,626,702	\$49,308	\$3,676,010
2035	\$560,117,624	\$194,753,980	\$365,363,644	\$11.4909	\$4,198,363	(\$209,918)	\$3,988,445	\$54,401	\$4,042,846
2036	\$593,524,149	\$194,753,980	\$398,770,169	\$11.5458	\$4,604,108	(\$230,205)	\$4,373,903	\$59,827	\$4,433,729
2037	\$629,095,079	\$194,753,980	\$434,341,099	\$11.5958	\$5,036,513	(\$251,826)	\$4,784,687	\$65,609	\$4,850,296
2038	\$666,976,704	\$194,753,980	\$472,222,724	\$11.6415	\$5,497,391	(\$274,870)	\$5,222,522	\$71,770	\$5,294,292
2039	\$707,325,389	\$194,753,980	\$512,571,409	\$11.6836	\$5,988,682	(\$299,434)	\$5,689,248	\$78,338	\$5,767,586
2040	\$750,308,292	\$194,753,980	\$555,554,312	\$11.7225	\$6,512,460	(\$325,623)	\$6,186,837	\$85,339	\$6,272,176

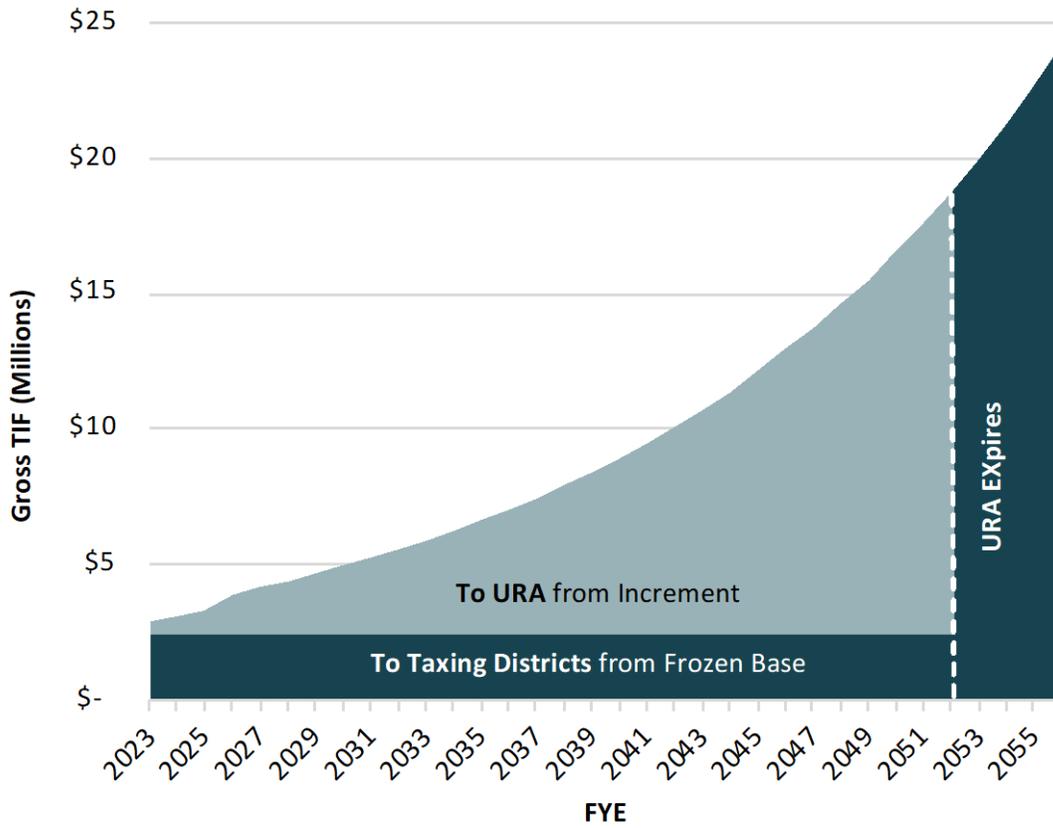
Source: Tiberius Solutions Note: Future annexations will result in higher tax rates than shown in this table as the present table is compiled of both tax rates in the City of Sherwood and in unincorporated Washington County. The result would be additional tax increment revenues for the Agency and potentially an earlier time frame of reaching the maximum indebtedness.

**Table 6 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 2**

FYE	Total	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2041	\$796,104,100	\$194,753,980	\$601,350,120	\$11.7584	\$7,070,942	(\$353,547)	\$6,717,394	\$92,803	\$6,810,197
2042	\$844,903,843	\$194,753,980	\$650,149,863	\$11.7919	\$7,666,497	(\$383,325)	\$7,283,172	\$100,761	\$7,383,933
2043	\$896,911,743	\$194,753,980	\$702,157,763	\$11.8231	\$8,301,660	(\$415,083)	\$7,886,577	\$109,248	\$7,995,825
2044	\$952,346,131	\$194,753,980	\$757,592,151	\$11.8522	\$8,979,142	(\$448,957)	\$8,530,185	\$118,299	\$8,648,484
2045	\$1,011,440,446	\$194,753,980	\$816,686,466	\$11.8795	\$9,701,841	(\$485,092)	\$9,216,749	\$127,953	\$9,344,701
2046	\$1,074,444,267	\$194,753,980	\$879,690,287	\$11.9052	\$10,472,855	(\$523,643)	\$9,949,212	\$138,251	\$10,087,463
2047	\$1,141,624,443	\$194,753,980	\$946,870,463	\$11.9293	\$11,295,498	(\$564,775)	\$10,730,723	\$149,238	\$10,879,961
2048	\$1,213,266,303	\$194,753,980	\$1,018,512,323	\$11.9521	\$12,173,315	(\$608,666)	\$11,564,649	\$160,961	\$11,725,610
2049	\$1,289,674,938	\$194,753,980	\$1,094,920,958	\$11.9736	\$13,110,094	(\$655,505)	\$12,454,590	\$173,470	\$12,628,059
2050	\$1,371,176,579	\$194,753,980	\$1,176,422,599	\$11.9939	\$14,109,890	(\$705,494)	\$13,404,395	\$186,819	\$13,591,214
2051	\$1,458,120,066	\$194,753,980	\$1,263,366,086	\$12.0132	\$15,177,036	(\$758,852)	\$14,418,184	\$201,066	\$14,619,250
2052	\$1,550,878,430	\$194,753,980	\$1,356,124,450	\$12.0315	\$16,316,167	(\$815,808)	\$15,500,359	\$216,273	\$15,716,631
TOTAL:					\$191,490,685	(\$9,574,534)	\$181,916,151	\$2,496,237	\$184,412,388

Source: Tiberius Solutions Note: Future annexations will result in higher tax rates than shown in this table as the present table is compiled of both tax rates in the City of Sherwood and in unincorporated Washington County. The result would be additional tax increment revenues for the Agency and potentially an earlier time frame of reaching the maximum indebtedness.

**Figure 3 - TIF Projections**



Source: Tiberius Solutions

## V. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 7 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2020 dollars in five-year increments. Table 9, Table 10, and Table 11 show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in FYE 2052, a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower, it may take longer; if growth in assessed value is more robust than the projections, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$166,600,000 is \$184,412,388 and is from permanent rate levies. The increase over the maximum indebtedness is due to the projected cost of the interest on borrowings.

The financial analysis projects capacity of funding for projects in five-year increments is shown below in Table 4.

**Table 7 - TIF Capacity of the Area in FYE 2020 Constant Rounded Numbers**

<b>Total Net TIF</b>	<b>\$184,400,000</b>
<b>Maximum Indebtedness</b>	<b>\$166,600,000</b>
<b>Capacity (2020\$)</b>	<b>\$88,900,000</b>
Years 1-5	\$17,300,000
Years 6-10	\$6,100,000
Years 11-15	\$13,800,000
Years 16-20	\$5,800,000
Years 21-25	\$18,300,000
Years 26-30	\$27,600,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 8. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the District in FYE 2052. The amounts shown are the

principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 9.

**Table 8 - Estimated Borrowings and Amounts**

Loan	A	B	C	D
Principal Amount	\$7,300,000	\$12,600,000	\$5,100,000	\$11,800,000
Interest Rate	3.0%	3.5%	5.0%	5.0%
Loan Term	25	20	20	20
Loan Year	2023	2026	2029	2033
Interest Payment Start	2023	2026	2029	2033
Principal Payment Start	2023	2026	2029	2033
Annual Payment	\$419,223	\$886,550	\$409,237	\$946,863

Source: Tiberius Solutions

**Table 9 - Tax Increment Revenues and Allocations to Debt Service, page 1**

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032
Resources											
TIF: Current Year	181,916,151	466,973	670,524	868,800	1,424,508	1,643,379	1,876,301	2,124,221	2,388,150	2,669,167	2,968,428
TIF: Prior Years	2,496,237	-	7,005	10,058	13,032	21,368	24,651	28,145	31,863	35,822	40,038
Total Resources	184,412,388	466,973	677,529	878,858	1,437,540	1,664,746	1,900,952	2,152,366	2,420,013	2,704,990	3,008,466
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(10,480,586)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)
Loan B	(17,730,991)	-	-	-	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)
Loan C	(8,184,744)	-	-	-	-	-	-	(409,237)	(409,237)	(409,237)	(409,237)
Loan D	(18,937,251)	-	-	-	-	-	-	-	-	-	-
Total Debt Service	(55,333,572)	(419,223)	(419,223)	(419,223)	(1,305,773)	(1,305,773)	(1,305,773)	(1,715,010)	(1,715,010)	(1,715,010)	(1,715,010)
Debt Service Coverage Ratio		1.11	1.62	2.10	1.10	1.27	1.46	1.26	1.41	1.58	1.75
Transfer to URA Projects Fund	(129,078,815)	(47,749)	(258,305)	(459,635)	(131,767)	(358,973)	(595,178)	(437,355)	(705,003)	(989,979)	(1,293,456)
Total Expenditures	(184,412,388)	(466,973)	(677,529)	(878,858)	(1,437,540)	(1,664,746)	(1,900,952)	(2,152,366)	(2,420,013)	(2,704,990)	(3,008,466)
Ending Balance		-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

**Table 10 - Tax Increment Revenues and Allocations to Debt Service, page 2**

	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources											
TIF: Current Year	3,287,167	3,626,702	3,988,445	4,373,903	4,784,687	5,222,522	5,689,248	6,186,837	6,717,394	7,283,172	7,886,577
TIF: Prior Years	44,526	49,308	54,401	59,827	65,609	71,770	78,338	85,339	92,803	100,761	109,248
<b>Total Resources</b>	<b>3,331,693</b>	<b>3,676,010</b>	<b>4,042,846</b>	<b>4,433,729</b>	<b>4,850,296</b>	<b>5,294,292</b>	<b>5,767,586</b>	<b>6,272,176</b>	<b>6,810,197</b>	<b>7,383,933</b>	<b>7,995,825</b>
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)
Loan B	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)
Loan C	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)
Loan D	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)
<b>Total Debt Service, Scheduled Only</b>	<b>(2,661,873)</b>										
<b>Total Debt Service</b>	<b>(2,661,873)</b>										
Debt Service Coverage Ratio	1.25	1.38	1.52	1.67	1.82	1.99	2.17	2.36	2.56	2.77	3.00
Transfer to URA Projects Fund	(669,821)	(1,014,137)	(1,380,973)	(1,771,857)	(2,188,423)	(2,632,419)	(3,105,713)	(3,610,303)	(4,148,324)	(4,722,060)	(5,333,952)
<b>Total Expenditures</b>	<b>(3,331,693)</b>	<b>(3,676,010)</b>	<b>(4,042,846)</b>	<b>(4,433,729)</b>	<b>(4,850,296)</b>	<b>(5,294,292)</b>	<b>(5,767,586)</b>	<b>(6,272,176)</b>	<b>(6,810,197)</b>	<b>(7,383,933)</b>	<b>(7,995,825)</b>
Ending Balance	-	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

**Table 11 - Tax Increment Revenues and Allocations to Debt Service, page 3**

	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources									
TIF: Current Year	8,530,185	9,216,749	9,949,212	10,730,723	11,564,649	12,454,590	13,404,395	14,418,184	15,500,359
TIF: Prior Years	118,299	127,953	138,251	149,238	160,961	173,470	186,819	201,066	216,273
Total Resources	8,648,484	9,344,701	10,087,463	10,879,961	11,725,610	12,628,059	13,591,214	14,619,250	15,716,631
Expenditures									
Debt Service									
Scheduled Payments									
Loan A	(419,223)	(419,223)	(419,223)	(419,223)	-	-	-	-	-
Loan B	(886,550)	(886,550)	-	-	-	-	-	-	-
Loan C	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	-	-	-	-
Loan D	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,862)
Total Debt Service, Scheduled Only	(2,661,873)	(2,661,873)	(1,775,323)	(1,775,323)	(1,356,100)	(946,863)	(946,863)	(946,863)	(946,862)
Total Debt Service	(2,661,873)	(2,661,873)	(1,775,323)	(1,775,323)	(1,356,100)	(946,863)	(946,863)	(946,863)	(946,862)
Debt Service Coverage Ratio	3.25	3.51	5.68	6.13	8.65	13.34	14.35	15.44	16.60
Transfer to URA Projects Fund	(5,986,611)	(6,682,829)	(8,312,140)	(9,104,638)	(10,369,510)	(11,681,197)	(12,644,352)	(13,672,387)	(14,769,769)
Total Expenditures	(8,648,484)	(9,344,701)	(10,087,463)	(10,879,961)	(11,725,610)	(12,628,059)	(13,591,214)	(14,619,250)	(15,716,631)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

## VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration are also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the final years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2052, a 30-year program.

The amount of money available for projects in 2020 constant dollars for Area is \$88,900,000. See Table 3 for the individual project analysis. This \$88,900,000 is calculated by taking the maximum indebtedness of \$166,600,000 and bringing it back to constant 2020 dollars. This is done as the Agency's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 30 years is important to enable the Agency to make projections on the allocation of funds throughout the life of the Area.

Table 12, Table 13, and Table 14 show the \$89,900,000 of 2020 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 12, Table 13, and Table 14 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The year of expenditure total cost is \$166,479,193.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

**The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, or if other outside funding sources are secured, including but not limited to, developer contributions, the timing on projects can be moved up.**

**Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 1**

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources										
Beginning Balance		-	1,531,728	1,702,024	42,853	2,868,535	3,137,310	3,640,497	5,605,019	2,744,458
Interest Earnings	600,377	-	7,659	8,510	214	14,343	15,687	18,202	28,025	13,722
Transfer from TIF Fund	129,078,815	47,749	258,305	459,635	131,767	358,973	595,178	437,355	705,003	989,979
Bond/Loan Proceeds	36,800,000	7,300,000	-	-	12,600,000	-	-	5,100,000	-	-
Total Resources	166,479,192	7,347,749	1,797,692	2,170,169	12,774,834	3,241,852	3,748,175	9,196,054	6,338,047	3,748,160
Expenditures (YOE \$)										
Oregon/Tonquin Intersection (Roundabout)	(2,028,775)	-	-	(2,028,775)	-	-	-	-	-	-
Oregon Street Improvements	(10,441,178)	-	-	-	-	-	-	(3,378,127)	(3,479,357)	(3,583,694)
Oregon Street Regional WQ Facility	(769,261)	(769,261)	-	-	-	-	-	-	-	-
Festival Plaza/Parking	(437,080)	(437,080)	-	-	-	-	-	-	-	-
99W Ped Bridge	(9,552,800)	-	-	-	(9,552,800)	-	-	-	-	-
Sherwood Broadband Installation	(4,370,800)	(4,370,800)	-	-	-	-	-	-	-	-
Cedar Creek Trail Undercrossing 99W	(10,915,361)	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	(18,678,075)	-	-	-	-	-	-	-	-	-
Tannery Site Clean-Up	(5,060,320)	-	-	-	-	-	-	-	-	-
TEA Transportation	(31,344,320)	-	-	-	-	-	-	-	-	-
TEA Water	(12,795,200)	-	-	-	-	-	-	-	-	-
TEA Sewer	(12,060,847)	-	-	-	-	-	-	-	-	-
TEA Stormwater	(4,513,582)	-	-	-	-	-	-	-	-	-
Langer Farms Parkway Extension	(10,003,867)	-	-	-	-	-	-	-	-	-
Public Works Facility	(27,278,125)	-	-	-	-	-	-	-	-	-
Developer Incentives	(1,074,733)	-	-	-	-	-	-	-	-	-
Financing Fees	(736,000)	(146,000)	-	-	(252,000)	-	-	(102,000)	-	-
Administration	(4,418,869)	(92,880)	(95,668)	(98,541)	(101,499)	(104,542)	(107,678)	(110,908)	(114,232)	(117,657)
Total Expenditures	(166,479,193)	(5,816,021)	(95,668)	(2,127,316)	(9,906,299)	(104,542)	(107,678)	(3,591,035)	(3,593,589)	(3,701,351)
Ending Balance		1,531,728	1,702,024	42,853	2,868,535	3,137,310	3,640,497	5,605,019	2,744,458	46,809

Source: Tiberius Solutions

**Table 13 - Programs and Costs in Year of Expenditure Dollars, Page 2**

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042
Resources											
Beginning Balance	46,809	1,219,313	2,419,047	3,316,708	2,089,035	1,167,416	3,221,188	5,725,009	8,710,300	12,210,635	7,060,842
Interest Earnings	234	6,097	12,095	16,584	10,445	5,837	16,106	28,625	43,551	61,053	35,304
Transfer from TIF Fund	1,293,456	669,821	1,014,137	1,380,973	1,771,857	2,188,423	2,632,419	3,105,713	3,610,303	4,148,324	4,722,060
Bond/Loan Proceeds	-	11,800,000	-	-	-	-	-	-	-	-	-
Total Resources	1,340,498	13,695,231	3,445,279	4,714,265	3,871,336	3,361,676	5,869,713	8,859,348	12,364,154	16,420,012	11,818,206
Expenditures (YOE \$)											
Oregon/Tonquin Intersection (Roundabout)	-	-	-	-	-	-	-	-	-	-	-
Oregon Street Improvements	-	-	-	-	-	-	-	-	-	-	-
Oregon Street Regional WQ Facility	-	-	-	-	-	-	-	-	-	-	-
Festival Plaza/Parking	-	-	-	-	-	-	-	-	-	-	-
99W Ped Bridge	-	-	-	-	-	-	-	-	-	-	-
Sherwood Broadband Installation	-	-	-	-	-	-	-	-	-	-	-
Cedar Creek Trail Undercrossing 99W	-	(10,915,361)	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	-	-	-	-	-	-	-	-	-	(9,201,044)	(9,477,031)
Tannery Site Clean-Up	-	-	-	(2,492,800)	(2,567,520)	-	-	-	-	-	-
TEA Transportation	-	-	-	-	-	-	-	-	-	-	-
TEA Water	-	-	-	-	-	-	-	-	-	-	-
TEA Sewer	-	-	-	-	-	-	-	-	-	-	-
TEA Stormwater	-	-	-	-	-	-	-	-	-	-	-
Langer Farms Parkway Extension	-	-	-	-	-	-	-	-	-	-	-
Public Works Facility	-	-	-	-	-	-	-	-	-	-	-
Developer Incentives	-	-	-	-	-	-	-	-	-	-	-
Financing Fees	-	(236,000)	-	-	-	-	-	-	-	-	-
Administration	(121,185)	(124,823)	(128,571)	(132,430)	(136,400)	(140,488)	(144,704)	(149,048)	(153,519)	(158,126)	(162,869)
Total Expenditures	(121,185)	(11,276,184)	(128,571)	(2,625,230)	(2,703,920)	(140,488)	(144,704)	(149,048)	(153,519)	(9,359,170)	(9,639,900)
Ending Balance	1,219,313	2,419,047	3,316,708	2,089,035	1,167,416	3,221,188	5,725,009	8,710,300	12,210,635	7,060,842	2,178,306

Source: Tiberius Solutions

**Table 14 - Programs and Costs in Year of Expenditure Dollars, Page 3**

	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources										
Beginning Balance	2,178,306	7,355,394	2,180,900	8,696,660	5,172,436	2,066,682	12,252,053	11,013,493	338,571	362,651
Interest Earnings	10,892	36,777	10,904	43,483	25,862	10,333	61,260	55,067	1,693	1,813
Transfer from TIF Fund	5,333,952	5,986,611	6,682,829	8,312,140	9,104,638	10,369,510	11,681,197	12,644,352	13,672,387	14,769,769
Bond/Loan Proceeds	-	-	-	-	-	-	-	-	-	-
Total Resources	7,523,150	13,378,782	8,874,633	17,052,283	14,302,936	12,446,525	23,994,510	23,712,912	14,012,651	15,134,233
Expenditures (YOE \$)										
Oregon/Tonquin Intersection (Roundabout)	-	-	-	-	-	-	-	-	-	-
Oregon Street Improvements	-	-	-	-	-	-	-	-	-	-
Oregon Street Regional WQ Facility	-	-	-	-	-	-	-	-	-	-
Festival Plaza/Parking	-	-	-	-	-	-	-	-	-	-
99W Ped Bridge	-	-	-	-	-	-	-	-	-	-
Sherwood Broadband Installation	-	-	-	-	-	-	-	-	-	-
Cedar Creek Trail Undercrossing 99W	-	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	-	-	-	-	-	-	-	-	-	-
Tannery Site Clean-Up	-	-	-	-	-	-	-	-	-	-
TEA Transportation	-	(5,691,840)	-	(6,038,480)	(6,219,640)	-	(6,598,200)	(6,796,160)	-	-
TEA Water	-	(2,323,490)	-	(2,464,994)	(2,538,946)	-	(2,693,480)	(2,774,290)	-	-
TEA Sewer	-	(2,190,139)	-	(2,323,521)	(2,393,229)	-	(2,538,893)	(2,615,065)	-	-
TEA Stormwater	-	(819,625)	-	(869,541)	(895,628)	-	(950,141)	(978,647)	-	-
Langer Farms Parkway Extension	-	-	-	-	-	-	-	(10,003,867)	-	-
Public Works Facility	-	-	-	-	-	-	-	-	(13,437,500)	(13,840,625)
Developer Incentives	-	-	-	-	-	-	-	-	-	(1,074,733)
Financing Fees	-	-	-	-	-	-	-	-	-	-
Administration	(167,756)	(172,788)	(177,973)	(183,311)	(188,811)	(194,472)	(200,303)	(206,312)	(212,500)	(218,875)
Total Expenditures	(167,756)	(11,197,882)	(177,973)	(11,879,847)	(12,236,254)	(194,472)	(12,981,017)	(23,374,341)	(13,650,000)	(15,134,233)
Ending Balance	7,355,394	2,180,900	8,696,660	5,172,436	2,066,682	12,252,053	11,013,493	338,571	362,651	-

Source: Tiberius Solutions

## VII. REVENUE SHARING

Revenue sharing targets are not projected to be reached as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not met during the expected life of the Plan.

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$16,660,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$20,825,000). If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached earlier.

## VIII. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2052 and are shown in Table 15 and Table 16.

The Sherwood School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 15 and Table 16 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 15 shows the general government levies, and Table 16 shows the education levies.

Table 15 - Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1

<b>FYE</b>	<b>Wash. County</b>	<b>City of Sherwood</b>	<b>Port of Portland</b>	<b>Tualatin Soil &amp; Water District</b>	<b>Tualatin Valley Fire &amp; Rescue</b>	<b>Enhanced Sheriff Patrol</b>	<b>Urban Road Maint.</b>	<b>Metro</b>	<b>Subtotal General Gov't</b>
2023	(\$89,550)	(\$97,669)	(\$2,792)	(\$3,286)	(\$60,746)	(\$21)	(\$8)	(\$3,846)	(\$257,918)
2024	(\$133,570)	(\$126,683)	(\$4,164)	(\$4,901)	(\$90,607)	(\$32)	(\$13)	(\$5,737)	(\$365,708)
2025	(\$176,312)	(\$151,745)	(\$5,497)	(\$6,469)	(\$119,601)	(\$44)	(\$17)	(\$7,573)	(\$467,258)
2026	(\$306,314)	(\$174,323)	(\$9,550)	(\$11,239)	(\$207,788)	(\$56)	(\$22)	(\$13,158)	(\$722,450)
2027	(\$349,135)	(\$224,910)	(\$10,885)	(\$12,811)	(\$236,835)	(\$84)	(\$32)	(\$14,996)	(\$849,689)
2028	(\$393,205)	(\$279,342)	(\$12,259)	(\$14,428)	(\$266,730)	(\$115)	(\$44)	(\$16,888)	(\$983,012)
2029	(\$440,063)	(\$337,486)	(\$13,720)	(\$16,147)	(\$298,516)	(\$147)	(\$57)	(\$18,900)	(\$1,125,036)
2030	(\$489,894)	(\$399,599)	(\$15,274)	(\$17,976)	(\$332,319)	(\$182)	(\$70)	(\$21,039)	(\$1,276,353)
2031	(\$542,897)	(\$465,956)	(\$16,926)	(\$19,920)	(\$368,274)	(\$220)	(\$85)	(\$23,315)	(\$1,437,593)
2032	(\$599,286)	(\$536,851)	(\$18,684)	(\$21,989)	(\$406,525)	(\$260)	(\$100)	(\$25,735)	(\$1,609,431)
2033	(\$659,286)	(\$612,599)	(\$20,555)	(\$24,191)	(\$447,226)	(\$303)	(\$117)	(\$28,311)	(\$1,792,588)
2034	(\$723,141)	(\$693,536)	(\$22,546)	(\$26,534)	(\$490,542)	(\$348)	(\$134)	(\$31,053)	(\$1,987,834)
2035	(\$791,110)	(\$780,022)	(\$24,665)	(\$29,028)	(\$536,649)	(\$397)	(\$153)	(\$33,971)	(\$2,195,995)
2036	(\$863,471)	(\$872,441)	(\$26,921)	(\$31,683)	(\$585,735)	(\$450)	(\$174)	(\$37,077)	(\$2,417,952)
2037	(\$940,520)	(\$971,206)	(\$29,323)	(\$34,510)	(\$638,001)	(\$506)	(\$195)	(\$40,385)	(\$2,654,647)

<b>FYE</b>	<b>Wash. County</b>	<b>City of Sherwood</b>	<b>Port of Portland</b>	<b>Tualatin Soil &amp; Water District</b>	<b>Tualatin Valley Fire &amp; Rescue</b>	<b>Enhanced Sheriff Patrol</b>	<b>Urban Road Maint.</b>	<b>Metro</b>	<b>Subtotal General Gov't</b>
2038	(\$1,022,574)	(\$1,076,756)	(\$31,882)	(\$37,521)	(\$693,662)	(\$566)	(\$218)	(\$43,907)	(\$2,907,087)
2039	(\$1,109,972)	(\$1,189,563)	(\$34,606)	(\$40,728)	(\$752,949)	(\$630)	(\$243)	(\$47,659)	(\$3,176,351)
2040	(\$1,203,076)	(\$1,310,132)	(\$37,509)	(\$44,144)	(\$816,105)	(\$699)	(\$270)	(\$51,656)	(\$3,463,591)
2041	(\$1,302,272)	(\$1,439,001)	(\$40,602)	(\$47,784)	(\$883,395)	(\$773)	(\$298)	(\$55,915)	(\$3,770,038)
2042	(\$1,407,974)	(\$1,576,747)	(\$43,897)	(\$51,662)	(\$955,098)	(\$851)	(\$329)	(\$60,452)	(\$4,097,011)
2043	(\$1,520,626)	(\$1,723,987)	(\$47,410)	(\$55,796)	(\$1,031,515)	(\$936)	(\$361)	(\$65,288)	(\$4,445,917)
2044	(\$1,640,699)	(\$1,881,381)	(\$51,153)	(\$60,202)	(\$1,112,966)	(\$1,026)	(\$396)	(\$70,443)	(\$4,818,265)
2045	(\$1,768,699)	(\$2,049,636)	(\$55,144)	(\$64,898)	(\$1,199,795)	(\$1,122)	(\$433)	(\$75,938)	(\$5,215,666)
2046	(\$1,905,167)	(\$2,229,507)	(\$59,399)	(\$69,906)	(\$1,292,368)	(\$1,225)	(\$473)	(\$81,796)	(\$5,639,842)
2047	(\$2,050,681)	(\$2,421,803)	(\$63,936)	(\$75,245)	(\$1,391,078)	(\$1,336)	(\$515)	(\$88,043)	(\$6,092,636)
2048	(\$2,205,859)	(\$2,627,387)	(\$68,774)	(\$80,939)	(\$1,496,343)	(\$1,454)	(\$561)	(\$94,704)	(\$6,576,021)
2049	(\$2,371,362)	(\$2,847,186)	(\$73,934)	(\$87,012)	(\$1,608,611)	(\$1,580)	(\$610)	(\$101,809)	(\$7,092,104)
2050	(\$2,547,896)	(\$3,082,189)	(\$79,438)	(\$93,489)	(\$1,728,363)	(\$1,716)	(\$662)	(\$109,387)	(\$7,643,139)
2051	(\$2,736,217)	(\$3,333,454)	(\$85,309)	(\$100,399)	(\$1,856,110)	(\$1,860)	(\$718)	(\$117,471)	(\$8,231,539)
2052	(\$2,937,133)	(\$3,602,115)	(\$91,573)	(\$107,772)	(\$1,992,401)	(\$2,015)	(\$778)	(\$126,096)	(\$8,859,882)
<b>TOTAL:</b>	<b>(\$35,227,961)</b>	<b>(\$39,115,210)</b>	<b>(\$1,098,328)</b>	<b>(\$1,292,611)</b>	<b>(\$23,896,854)</b>	<b>(\$20,955)</b>	<b>(\$8,086)</b>	<b>(\$1,512,550)</b>	<b>(\$102,172,553)</b>

Source: Tiberius Solutions

Table 16 - Projected Impact on Taxing District Permanent Rate Levies – Education

<b>FYE</b>	<b>NW Regional ESD</b>	<b>Portland Community College</b>	<b>Sherwood School District</b>	<b>Subtotal Education</b>	<b>Total Impacts Gen Gov't &amp; Education</b>
2023	(\$6,126)	(\$11,263)	(\$191,665)	(\$209,054)	(\$466,973)
2024	(\$9,137)	(\$16,800)	(\$285,883)	(\$311,821)	(\$677,529)
2025	(\$12,060)	(\$22,176)	(\$377,364)	(\$411,600)	(\$878,858)
2026	(\$20,953)	(\$38,528)	(\$655,610)	(\$715,091)	(\$1,437,540)
2027	(\$23,882)	(\$43,914)	(\$747,261)	(\$815,057)	(\$1,664,746)
2028	(\$26,897)	(\$49,457)	(\$841,586)	(\$917,940)	(\$1,900,952)
2029	(\$30,102)	(\$55,350)	(\$941,877)	(\$1,027,329)	(\$2,152,366)
2030	(\$33,511)	(\$61,618)	(\$1,048,531)	(\$1,143,660)	(\$2,420,013)
2031	(\$37,136)	(\$68,285)	(\$1,161,975)	(\$1,267,396)	(\$2,704,990)
2032	(\$40,994)	(\$75,377)	(\$1,282,664)	(\$1,399,035)	(\$3,008,466)
2033	(\$45,098)	(\$82,924)	(\$1,411,084)	(\$1,539,106)	(\$3,331,693)
2034	(\$49,466)	(\$90,955)	(\$1,547,754)	(\$1,688,176)	(\$3,676,010)
2035	(\$54,115)	(\$99,505)	(\$1,693,231)	(\$1,846,850)	(\$4,042,846)
2036	(\$59,065)	(\$108,606)	(\$1,848,107)	(\$2,015,778)	(\$4,433,729)
2037	(\$64,336)	(\$118,297)	(\$2,013,016)	(\$2,195,649)	(\$4,850,296)
2038	(\$69,948)	(\$128,618)	(\$2,188,639)	(\$2,387,205)	(\$5,294,292)
2039	(\$75,927)	(\$139,610)	(\$2,375,698)	(\$2,591,235)	(\$5,767,586)
2040	(\$82,295)	(\$151,321)	(\$2,574,969)	(\$2,808,585)	(\$6,272,176)
2041	(\$89,081)	(\$163,798)	(\$2,787,281)	(\$3,040,159)	(\$6,810,197)
2042	(\$96,311)	(\$177,093)	(\$3,013,518)	(\$3,286,922)	(\$7,383,933)
2043	(\$104,017)	(\$191,262)	(\$3,254,628)	(\$3,549,907)	(\$7,995,825)
2044	(\$112,231)	(\$206,364)	(\$3,511,623)	(\$3,830,218)	(\$8,648,484)
2045	(\$120,986)	(\$222,464)	(\$3,785,585)	(\$4,129,036)	(\$9,344,701)
2046	(\$130,321)	(\$239,629)	(\$4,077,671)	(\$4,447,622)	(\$10,087,463)
2047	(\$140,275)	(\$257,931)	(\$4,389,119)	(\$4,787,325)	(\$10,879,961)

<b>FYE</b>	<b>NW Regional ESD</b>	<b>Portland Community College</b>	<b>Sherwood School District</b>	<b>Subtotal Education</b>	<b>Total Impacts Gen Gov't &amp; Education</b>
2048	(\$150,890)	(\$277,449)	(\$4,721,249)	(\$5,149,589)	(\$11,725,610)
2049	(\$162,211)	(\$298,266)	(\$5,075,478)	(\$5,535,956)	(\$12,628,059)
2050	(\$174,287)	(\$320,470)	(\$5,453,318)	(\$5,948,075)	(\$13,591,214)
2051	(\$187,169)	(\$344,157)	(\$5,856,385)	(\$6,387,711)	(\$14,619,250)
2052	(\$200,912)	(\$369,428)	(\$6,286,409)	(\$6,856,749)	(\$15,716,631)
<b>TOTAL:</b>	<b>(\$2,409,740)</b>	<b>(\$4,430,914)</b>	<b>(\$75,399,180)</b>	<b>(\$82,239,835)</b>	<b>(\$184,412,388)</b>

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section.

Table 17 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2053.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

**Table 17 - Additional Revenues Obtained after Termination of Tax Increment Financing**

<b>Taxing District</b>	<b>Tax Rate</b>	<b>From Frozen Base</b>	<b>From Excess Value</b>	<b>Total</b>
<b>General Government</b>				
Washington County	2.2484	\$437,885	\$3,271,639	\$3,709,524
City of Sherwood	3.2975	\$621,501	\$4,037,991	\$4,659,492
Port of Portland	0.0701	\$13,652	\$102,002	\$115,654
Tualatin Soil & Water District	0.0825	\$16,068	\$120,044	\$136,112
Tualatin Valley Fire & Rescue	1.5252	\$297,039	\$2,219,313	\$2,516,352
Enhanced Sheriff Patrol	0.6365	\$365	\$2,264	\$2,629
Urban Road Maintenance	0.2456	\$141	\$874	\$1,015
Metro	0.0966	\$18,796	\$140,457	\$159,253
Subtotal	8.2024	\$1,405,447	\$9,894,584	\$11,300,031
<b>Education</b>				
NW Regional ESD	0.1538	\$29,953	\$223,794	\$253,747
Portland Community College	0.2828	\$55,076	\$411,501	\$466,577
Sherwood School District	4.8123	\$937,215	\$7,002,360	\$7,939,575
Subtotal	5.2489	\$1,022,244	\$7,637,655	\$8,659,899
<b>TOTAL:</b>	<b>13.4513</b>	<b>\$2,427,691</b>	<b>\$17,532,239</b>	<b>\$19,959,930</b>

Source: Tiberius Solutions

## IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2021 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$194,753,980. The Washington County Assessor will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the existing Sherwood Urban Renewal Area is expected to be approximately \$240,000,000 once the 2020 amendment is calculated by the Assessor’s office. The 2020 amendment reduced the assessed value of the existing area by \$185,000,000. The Assessor’s office has not yet computed the new frozen base nor the new full value. The values used in this document reflect the consultant’s estimates. The total assessed value of the City of Sherwood in FYE 2021 is \$2,216,239,431<sup>2</sup>. It is anticipated that the existing URA will discontinue taking division of tax revenues after FYE 2023.

The percentage of total City assessed value in urban renewal areas is 12.46%, below the 25% threshold.

The Area contains 585 acres, including public rights-of-way, and the City of Sherwood contains 3,129 acres. The existing Sherwood Urban Renewal Area contains 174 acres. This puts 24.26 % of the City’s acreage in an urban renewal area, which is below the 25% threshold. This will reduce when the existing urban renewal area is terminated in FYE 2023.

**Table 18 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits**

	<b>Acreage</b>	<b>Assessed Value</b>
URA 1- After 2020 Amendment - Frozen Base	174	\$58,914,988
New URA -Frozen Base	585	\$194,753,980
<b>Total URAs</b>	<b>759</b>	<b>\$253,668,968</b>
City of Sherwood	3,129	\$2,216,239,431
Excess Value of URA 1		\$179,767,736
City of Sherwood minus value		\$2,036,471,695
<b>% of City</b>	<b>24.26%</b>	<b>12.46%</b>

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Sherwood and Washington County Department of Assessment and Taxation (FYE 2021)

<sup>2</sup> Washington County Assessor FY 2020/2021 SAL 4a Report.

## **X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES**

This section of the Report describes existing conditions within the Sherwood Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

### *A. Physical Conditions*

#### *1. Land Use*

The Area measures 585 total acres in size, which is composed of 398 individual parcels encompassing 452.89 acres, and an additional 133.11 acres in public rights-of-way. An analysis of FYE 2019/2020 property classification data from the Washington County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial uses account for the most prevalent land use within the Area (33.95%). This was followed by Residential uses (26.21%). Detailed land use designations in the Area can be seen in Table 19.

**Table 19 - Land Use in the Area**

<b>Land Use</b>	<b>Parcels</b>	<b>Acreage</b>	<b>Percent of Acreage</b>
Commercial	62	153.76	33.95%
Residential	303	118.68	26.21%
Exempt	12	97.65	21.56%
Forest	5	35.79	7.90%
Miscellaneous	14	35.26	7.78%
Multi-Family	1	7.42	1.64%
Farm	1	4.33	0.96%
<b>TOTAL:</b>	<b>398</b>	<b>452.89</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

## 2. Comprehensive Plan Designations

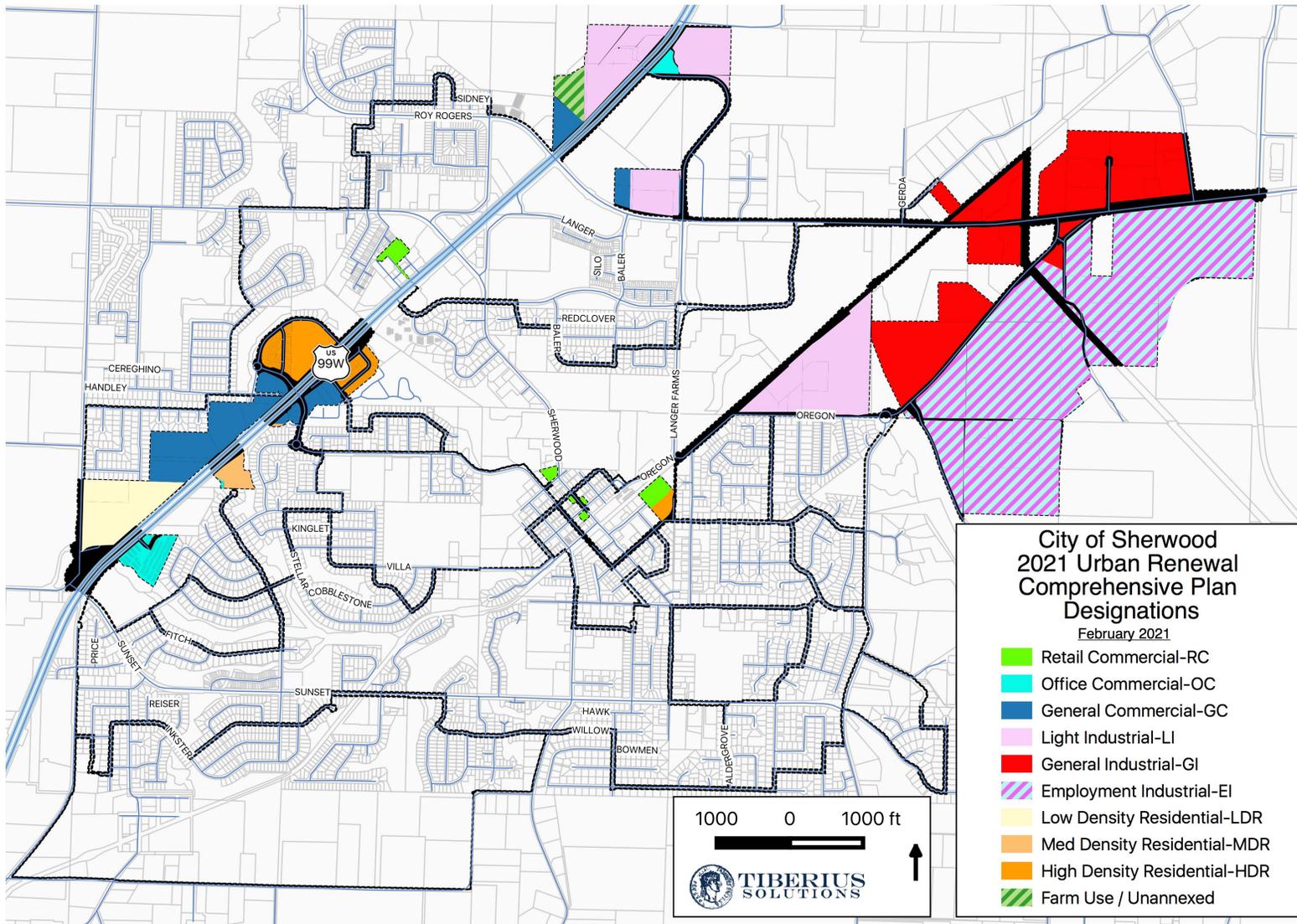
In Sherwood there is a one map system. The Comprehensive Plan designation for unannexed properties is identified on all but one parcel, which is still shown as Urban Growth Area – Concept Plan required. The most prevalent comprehensive plan designation by acreage in the Area is Employment Industrial (43.89%). The second most prevalent comprehensive plan designation in the Area is General Industrial (20.43%). Detailed comprehensive plan designations in the Area can be seen in Table 20 .

**Table 20 – Comprehensive Plan Designations in the Area**

<b>Comprehensive Plan Designation</b>	<b>Parcels</b>	<b>Acreage</b>	<b>Percent of Acreage</b>
Employment Industrial-EI	19	198.78	43.89%
General Industrial-GI	21	92.53	20.43%
Light Industrial-LI	13	60.75	13.41%
General Commercial-GC	20	30.22	6.67%
Low Density Residential-LDR	2	19.22	4.24%
High Density Residential-HDR	72	11.30	2.50%
Light Industrial-LI (PUD	2	9.42	2.08%
Urban Growth Area-Concept Plan Required	1	8.80	1.94%
Office Commercial-OC(PUD)	162	6.19	1.37%
Old Town Overlay	6	4.87	1.08%
High Density Residential-HDR (PUD)	75	3.80	0.84%
Medium Density Residential High-MDRH	1	3.50	0.77%
Retail Commercial-RC	2	1.86	0.41%
Office Commercial-OC	2	1.64	0.36%
<b>TOTAL:</b>	<b>398</b>	<b>452.89</b>	<b>100%</b>

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

**Figure 4 - Sherwood Urban Renewal Area Comprehensive Plan Designations**



### 3. Zoning Designations

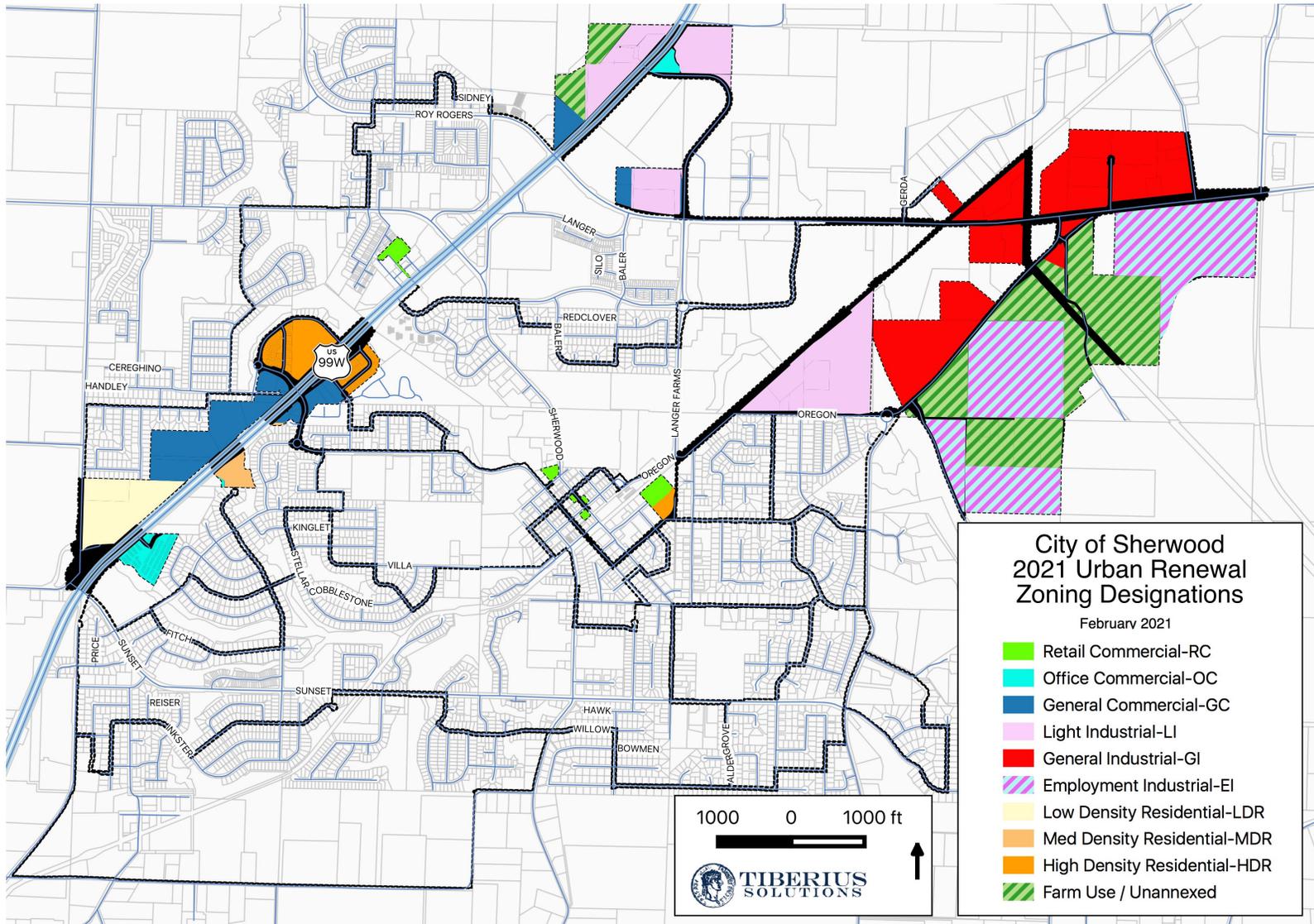
Sherwood has a one map system, so the comprehensive plan designations are also the zoning designations. Detailed zoning designations in the Area can be seen in Table 21. For properties that are not yet annexed, the zoning designation will be shown as Unannexed Area-Inside UGB except for one parcel which is designated as Low Density Residential.

**Table 21 - Zoning Designations in the Area**

Zoning Designations	Parcels	Acreage	Percent of Acreage
Employment Industrial-EI	4	112.48	24.84%
General Industrial-GI	21	92.53	20.43%
Unannexed Area-Inside UGB	15	86.30	19.05%
Light Industrial-LI	13	60.75	13.41%
General Commercial-GC	20	30.22	6.67%
Low Density Residential-LDR	2	19.22	4.24%
High Density Residential-HDR	72	11.30	2.50%
Light Industrial-LI (PUD)	2	9.42	2.08%
Urban Growth Area-Concept Plan Required	1	8.80	1.94%
Office Commercial-OC(PUD)	162	6.19	1.37%
Old Town Overlay	6	4.87	1.08%
High Density Residential-HDR (PUD)	75	3.80	0.84%
Medium Density Residential High-MDRH	1	3.50	0.77%
Retail Commercial-RC	2	1.86	0.41%
Office Commercial-OC	2	1.64	0.36%
<b>TOTAL:</b>	<b>398</b>	<b>452.89</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

Figure 5 - Sherwood Urban Renewal Area Zoning Designations



## ***B. Infrastructure***

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Sherwood's infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report. Much of the language on existing conditions comes from the *Tonquin Employment Area Implementation Plan* developed in 2015 or the *Sherwood Economic Opportunities Analysis* completed in 2019. Where language is taken directly from a document, it will be cited through a footnote.

### ***1. Transportation***

The City of Sherwood is bisected by two major transportation corridors that are not city-owned—Tualatin-Sherwood Road (Washington County) and Highway 99 (ODOT). Congestion on these main roads continues to increase, which creates more congestion on local roads within the City of Sherwood. Other than these transportation issues that will need to be addressed at a regional level, most roads that the City maintains are in good condition. The City's Transportation System Plan outlines system plans for Sherwood-owned and maintained roads only, not plans for the regional network, which includes Tualatin-Sherwood Road and Highway 99.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$14.1 million in transportation improvements to serve the entire TEA. Transportation improvements include improvements on Oregon Street, a new east-west collector, the intersection of Oregon St. and the collector, Tonquin Court, SW 124th Ave, and SW Dahlke Lane. Of the \$14.1 million, about \$10 million is expected to be invested in the first 20 years of development of the Area."<sup>3</sup> Table 22 contains a list of capital projects in the Area from the *City of Sherwood 2014 Transportation System Plan* (TSP) and the *Tonquin Employment Area Market Analysis, Business Recruitment Strategy and Implementation Plan* (TEA).

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<sup>3</sup> Sherwood Economic Opportunities Analysis, ECONorthwest p 58.

**Table 22 - Transportation Projects in the Area From TSP/TEA**

<b>Project Number</b>	<b>Project Title</b>
TSP D3	Oregon Street Intersection Improvements at Murdock and Tonquin
TSP D8	Oregon Street Improvements Murdock to RR crossing
TSP D12	Extension of Langer Farms Parkway at 99W
TSP P4	Ice Age Tonquin Trail/Highway 99 Connection
TEA Phase I C	Frontage improvements along Oregon Street
	3-lane full street improvements along East-West Collector
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along Tonquin Court
	ROW from adjacent parcels
	Roundabout at E/W Collector/Oregon St intersection
TEA Phase I E	5-lane half street improvements along SW Tualatin-Sherwood Road
	5-lane half street improvements along SW 124th Avenue
TEA Phase 2 A	Frontage improvements along Oregon Street
	3-lane half street improvements along Tonquin Court
TEA Phase 2 D	5-lane half street improvements along SW 124th Avenue
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along SW Dahlke Lane
TEA Phase 3 B	3-lane half street improvements along Tonquin Court
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along East-West Collector (b)
	5-lane half street improvements along SW 124th Avenue

Source: Sherwood Transportation Systems Plan (2018) Tonquin Employment Area Implementation Plan (2015)

Specific conditions of some of the roads as identified in the *Tonquin Employment Area Market Analysis Business Recruitment Strategy, and Implementation Plan* are shown below:

- **Tualatin-Sherwood Road**  
Tualatin-Sherwood Road is a county arterial and is currently three lanes wide adjacent to the site. Widening is anticipated to a five-lane section in the near future. The City has assumed no driveway access will be allowed for development in the TEA except opposite the Cipole Road signalized intersection, as all development areas would have access to lower classification roadways. .
- **124th Avenue**  
124<sup>th</sup>, a core road for this County Arterial, was constructed with 3 lanes south of Tualatin-Sherwood Road to Grahams Ferry Road with the expectation that development will widen the road to 5 lanes over time. No driveway access will be allowed per agreement with the cities, however an east-west collector was identified as a need in the 2010 TEA Concept Plan and would serve as an east-west collector through the area, providing an alternate to Tualatin-Sherwood Road between 124th Avenue and Oregon Street in Sherwood. Based on recent review of the area.
- **Tonquin Road**  
This two-lane County arterial does not have bike lanes or sidewalks, and is not currently planned for improvements as it is primarily outside the city limits. No access is proposed to Tonquin Road for the TEA as it is located at the bottom of a steep slope.
- **Oregon Street**  
This roadway is classified as a three-lane arterial and is built to its planned width. Sidewalks do not exist for most of the south frontage and will need to be provided with development.
- **Local Street Connections**  
City of Sherwood TSP identifies future extension of Cipole Road south of Tualatin-Sherwood Road into the TEA. Based on this update, it is assumed that an internal drive will be located here instead. A critical connection, currently identified as Tonquin Court would provide connection from Oregon Street into the western portion of the TEA where the grade from Tonquin Road makes a connection problematic.

## **2. Stormwater**

“Sherwood updated its *Stormwater System Master Plan* in 2016. While Clean Water Services manages stormwater at a district-level, Sherwood manages its local stormwater program, including areas in the City limits and expansion areas such as Tonquin and Brookman. The existing stormwater system does not have any major deficiencies, but the Plan identifies a few deficiencies that the City plans to address as areas are built out. Potential future changes to hydromodification requirements for new development could affect permitting and costs for new development.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$1.9 million in stormwater improvements to serve the entire TEA. Stormwater improvements include construction of stormwater lines and construction of two regional treatment facilities. Of this \$1.9 million, about \$1.5 million is expected to be invested in the first 20 years of development of the Area.”<sup>4</sup>

Storm drainage within the TEA is expected to be managed through regional treatment facilities. Three facilities are proposed within the drainage basins across the TEA. Facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. (Page 23 TEA)

## **3. Sanitary Sewer**

“The *Sanitary System Master Plan*, updated in 2016, identifies current and future capacity and needs of the City’s wastewater system. Sherwood’s wastewater system is publicly owned, and Clean Water Services provides treatment services. The Plan identifies needed projects to maintain the existing system and future improvements necessary to accommodate growth. These expansions and improvements will meet the needs of developed areas in the City limits as well as the Tonquin Employment Area and the Brookman Annexation Area.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$1.7 million in waste water improvements to serve the entire TEA. Waste water improvements are construction of sewer lines along key streets in the TEA. The entire amount is expected to be invested in the first 20 years of development of the Area.”<sup>5</sup>

Municipal sewer service for the Tonquin Employment Area is expected to be provided by City of Sherwood. The City has recently upgraded the Rock Creek

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<sup>4</sup> *Sherwood Economic Opportunities Analysis*, ECONorthwest, p 59.

<sup>5</sup> *Sherwood Economic Opportunities Analysis*, ECONorthwest, p 58,59.

Interceptor located northwest of the TEA, which is expected to handle flows from the northern portion of the TEA development.

Downstream of the City's pipe system, Clean Water Services has identified capacity issues for the Onion Flat Trunk west of the TEA. However, City staff has said that more recent modeling efforts indicate this line capacity is sufficient for planned build-out conditions.

Proposed sewer infrastructure through the TEA is expected to consist of 12" to 15" lines. A ridge generally runs northwest-southeast along the BPA right-of-way through the TEA, which divides the area into two sewer basins. Development north of the ridge is expected to drain to Tualatin-Sherwood Road and the Rock Creek Interceptor, while development to the south will drain to Oregon Street to the Onion Flat Trunk. (Page 23 TEA)

#### **4. *Water***

Sherwood updated its *Water System Master Plan* in 2015, which evaluated water demand for the city limits and expansion areas within the UGB for a 20-year planning period. The City sources its main water supply from the Willamette River Water Treatment Plant in Wilsonville. The Plan identifies the need to expand the capacity of the exiting plant, build new pump stations, and expand or replace water mains to meet future demand.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$5.4 million in water improvements to serve the entire TEA. Water improvements include the construction of water lines and upgrades to the Willamette River Water Treatment Plant capacity. Of this \$5.4 million, about \$3 million is expected to be invested in the first 20 years of development of the Area.

Overall, there are no limiting factors in the City's water system when considering the location of new businesses in the proposed target industries. The existing supply and planned improvements within the City limits and the expansion areas will meet future water needs for employment uses."<sup>6</sup>

Municipal water service for the Tonquin Employment Area is expected to be provided by City of Sherwood. Existing service is provided to the western and northern boundaries of the TEA, and expansion to the area is described in the Water System Master Plan.

The TEA will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. This zone is served by two reservoirs with

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<sup>6</sup> *Sherwood Economic Opportunities Analysis*, ECONorthwest, p58.

existing capacity of 6.0 experience a 0.61-MGD deficit at full build-out of the plan service area. However, since the 380-foot zone covers such a large area of the city including significant growth areas, it is not clear that the expected storage deficit will be due to the TEA growth. As noted in the Master Plan, the expected deficiency is far enough out on the development timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from groundwater wells and the Willamette River Water Treatment Plant. The City's wells are currently used for emergency redundancy only and can provide approximately 2.6 million gallons per day (MGD). The City currently owns a 5-MGD share in the plant, and the Master Plan recommends purchase of an additional 5-MGD share of future expansion of the plant to accommodate full build-out. The master plan projects TEA development to contribute 0.34-MGD demand to the system, so it is unlikely that development of the TEA will trigger the need for additional supply capacity. However, this projection does not appear to include process water uses. Adding high-demand industrial users in the TEA could potentially exceed the currently available supply surplus of 1.1 MGD.

The distribution system in the TEA is proposed to be extended from existing 10" and 12" lines serving the eastern edge of the 380-foot Pressure Zone. This water main size is expected to be sufficient for most industrial uses; however, high-demand users could require higher peak flows and larger mains than are currently expected. (p 23 of TEA)

## **5. Energy and Communication Infrastructure**

Energy utilities serving the study area include Portland General Electric (PGE) and Northwest Natural Gas. PGE staff has indicated that the area has sufficient capacity for the anticipated development; likewise, Northwest Natural is prepared to provide natural gas to serve the demand. Private communications providers in the area include CenturyLink, Verizon, and Comcast, while the City of Sherwood operates a fiber optic municipal broadband network that provides high-speed internet service throughout the City and could be expanded to serve the TEA area. (p 23, 24 of TEA)

## **6. Overall Existing Conditions**

The area is largely undeveloped, with the exception of a few residences and businesses plus the City of Tualatin water reservoir and agricultural land near Tualatin-Sherwood Road. Multiple electrical transmission corridors cross the TEA in a northwest-southeast orientation, including a Portland General Electric (PGE) easement, a Bonneville Power Administration (BPA) easement, and a BPA right-of-way. Additionally, a Kinder Morgan petroleum pipeline passes through a portion of the site in a southeasterly direction from Oregon Street (roughly parallel to the BPA right-of-way). Slopes vary throughout the TEA from under seven percent to areas in excess of twenty-five percent. The study area contains both upland habitat and wetland habitat. The TEA is primarily comprised of parcels that are at least partially

forested or else have been cut over fairly recently, are currently in agricultural production, or are relatively developed. There are multiple vegetation communities in the TEA, the most prominent of which are Upland Mixed Evergreen-Deciduous Forest, Upland Shrub Thicket, Wetland (Forested), Wetland (Scrub-Shrub), Wetland (Emergent), Wetland (Open Water), and Developed/Disturbed.

Several of the features noted above hamper the ability to create development areas amenable to certain industrial employment types. Slopes in excess of seven percent increase the grading requirements (and associated cost) necessary to create the large, flat, rectilinear sites desired for large-format industrial buildings. The electrical transmission corridors, petroleum pipeline, and wetlands locations constrain several properties within the TEA, while the habitat areas could restrict development locations and add local, state, and federal permitting requirements that would extend the timeline before development could occur.”<sup>7</sup>

**C. Social Conditions**

The following social conditions were taken from the American Community Survey 2015-2019 Five Year Estimates. The most common age bracket in the Area is under 35-44 years at 18%.

**Table 23 - Age in the Area**

Age	Number	Percentage
Under 5 years	1,080	7%
5 to 9 years	1,351	8%
10 to 14 years	1,362	9%
15 to 17 years	867	5%
18 to 24 years	1,133	7%
25 to 34 years	1,402	9%
35 to 44 years	2,834	18%
45 to 54 years	2,271	14%
55 to 64 years	1,825	11%
65 to 74 years	1,215	8%
75 to 84 years	491	3%
85 years and over	172	1%
<b>TOTAL:</b>	<b>16,003</b>	<b>100%</b>

Source: American Community Survey 2015-2019 Five Year Estimates

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<sup>7</sup> *Tonquin Employment Area Market Analysis, Business Recruitment Strategy, and Implementation Plan*, Johnson Economics, PHS, Mackenzie, June 2015 p 17.

The analysis of race and origin are shown in the table below.

**Table 24 – Hispanic or Latino Origin by Race in the Area**

	Number	Percentage
<b>Not Hispanic or Latino</b>	14,836	93%
White alone	13,438	84%
Black or African American alone	51	0%
American Indian and Alaska Native alone	62	0%
Asian alone	640	4%
Native Hawaiian and Other Pacific Islander alone	101	1%
Some other race alone	29	0%
Two or more races	515	3%
<b>Hispanic or Latino</b>	1,167	7%
White alone	683	4%
Black or African American alone	-	0%
American Indian and Alaska Native alone	53	0%
Asian alone	-	0%
Native Hawaiian and Other Pacific Islander alone	-	0%
Some other race alone	372	2%
Two or more races	59	0%
<b>TOTAL:</b>	<b>16,003</b>	<b>100%</b>

Source: American Community Survey 2015-2019 Five Year Estimates

Only 17% of the residents reported an education that included less than high school or gaining a high school diploma. The remaining 83% had some type of advanced education. Sherwood has a larger share of residents with Bachelor, Graduate or Professional school degrees (46%) relative to Washington County (41%), the Portland region (40%) and Oregon (31%).<sup>8</sup>

**Table 25 -Education in the Area**

Education	Number	Percentage
Less than high school	258	3%
High school graduate (includes equivalency)	1,455	14%
Some college	2,391	23%
Associate's degree	1,117	11%
Bachelor's degree	3,209	31%
Master's degree	1,250	12%
Professional school degree	347	3%
Doctorate degree	183	2%

<sup>8</sup> Sherwood Economic Opportunities Analysis, ECONorthwest, p 40.

TOTAL:	10,210	100%
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Source: American Community Survey 2015-2019 Five Year Estimates

A standard income analysis was performed on the Area. The most prevalent income bracket in the Area was \$100,000 – 124,499. The numbers are in 2019 inflation adjusted dollars. Sherwood’s median family income (\$97,196) was well above that of Washington County’s (\$81,887) and the State’s (\$65,479) median family income for the 2021-2016 period.<sup>9</sup>

**Table 26 - Income in the Area**

Income Range	Number	Percentage
Less than \$10,000	108	2%
\$10,000 to \$19,999	208	4%
\$20,000 to \$29,999	268	5%
\$30,000 to \$39,999	418	7%
\$40,000 to \$49,999	226	4%
\$50,000 to \$59,999	334	6%
\$60,000 to \$74,999	575	10%
\$75,000 to \$99,999	705	12%
\$100,000 to \$124,999	848	15%
\$125,000 to \$149,999	604	11%
\$150,000 to \$199,999	687	12%
\$200,000 or more	704	12%
TOTAL:	5,685	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Additional data from the American Community Survey 2015-2019 Five Year Estimates shows that 80% of the responders drove alone to work and that 85% of those drove more than 10 minutes to work.

The following additional facts came from the Sherwood Economic Opportunities Analysis completed by ECONorthwest in 2019.

- About 13% of all people who work in Sherwood also live in Sherwood.
- About 8% of residents who live in Sherwood also work in Sherwood.
- Twenty-two percent of Sherwood residents commute to Portland.

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<sup>9</sup> Sherwood Economic Opportunities Analysis, ECONorthwest, p 39.

## ***D. Economic Conditions***

### ***1. Taxable Value of Property within the Area***

The estimated total assessed value of the Area calculated with data from the Washington County Department of Assessment and Taxation for FYE 2020, including all real, personal, manufactured, and utility properties, is estimated to be \$194,753,980.

### ***2. Building to Land Value Ratio***

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 27 shows the improvement to land ratios (I:L) for properties within the Area. In the Area 60 parcels representing 65% of the non-exempt acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 232 of the 386 non-exempt parcels in the Area, totaling 31% of the acreage have I:L ratios of 2.0 or more in FYE 2019-2020. In summary, the area is underdeveloped and not contributing significantly to the tax base in Sherwood. There are 12 parcels listed as Exempt from taxation, so they have no assessed value. No improvement value means there are no taxable structures on the tax lot.

**Table 27 - Improvement to Land Ratios in the Area**

<b>Improvement/Land Ratio</b>	<b>Tax Lots</b>	<b>Acres</b>	<b>% of Total Acres</b>
Exempt	12	97.65	21.56%
No Improvement Value	40	126.09	27.84%
0.01-0.50	12	72.38	15.98%
0.51-1.00	8	30.92	6.83%
1.01-1.50	32	11.41	2.52%
1.51-2.00	62	3.44	0.76%
2.01-2.50	53	25.09	5.54%
2.51-3.00	3	6.84	1.51%
3.01-4.00	1	0.90	0.20%
> 4.00	175	78.16	17.26%
<b>Total</b>	<b>398</b>	<b>452.89</b>	<b>100%</b>

Source: Compiled by Elaine Howard Consulting, LLC with data from the Washington County Department of Assessment and Taxation (FYE 2019-2020)

### ***E. Impact on Municipal Services***

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for transportation improvements, water, sewer and stormwater and other utility infrastructure improvements, facilitating redevelopment of properties, and plan administration. The use of tax increment allows the city to add an additional funding source to the City of Sherwood general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits or the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

## **XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. The outcome of implementing these projects is anticipated to be substantial increase to the economic growth in Sherwood by providing new industrial parcels for development and providing tools inside the Area to assist with economic development.

## **XII. RELOCATION REPORT**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.