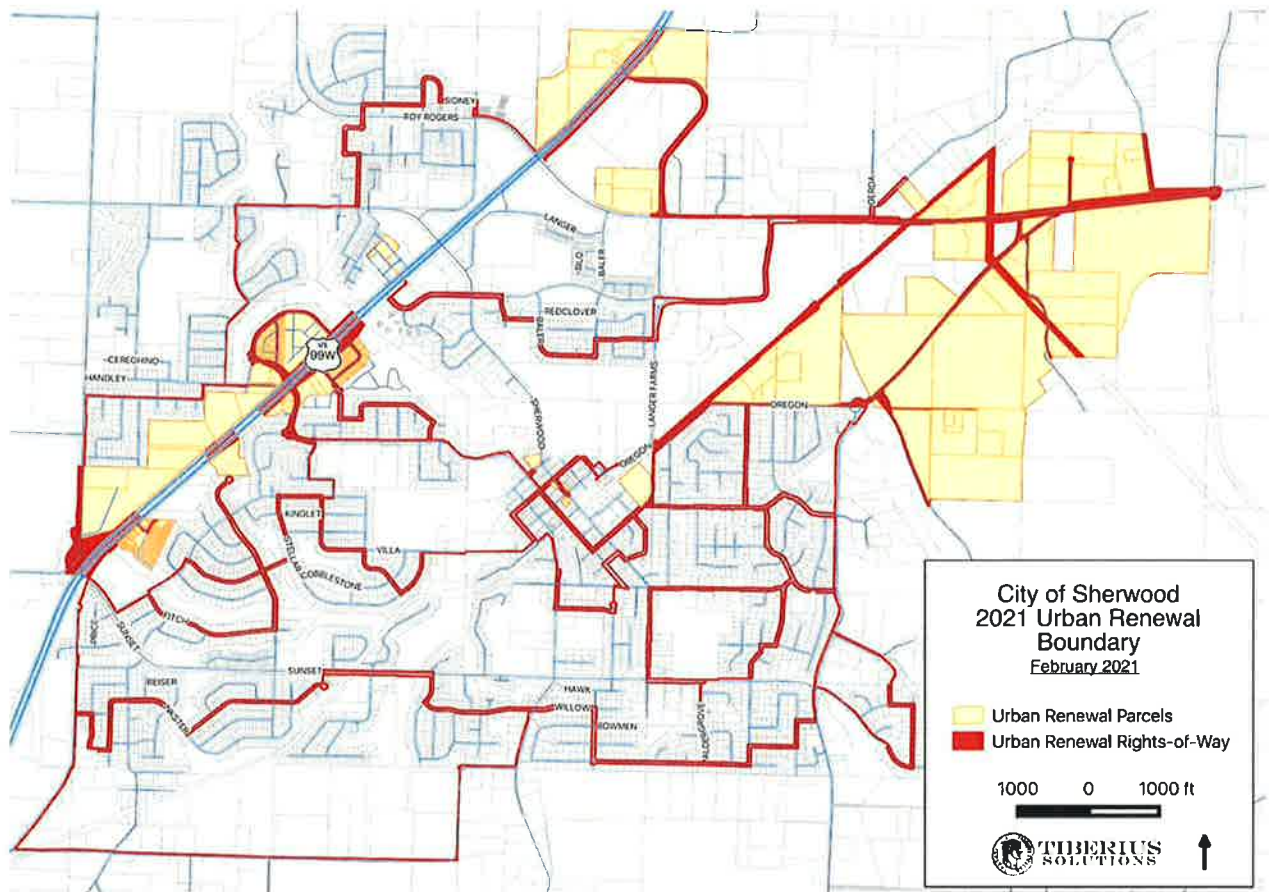


Sherwood

2021 Urban Renewal Plan



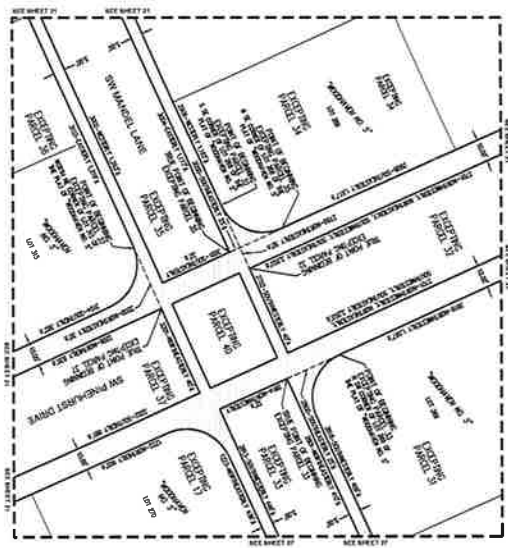
Sherwood 2021 Urban Renewal Plan
Approved by the City of Sherwood
May 18, 2021
Ordinance No. 2021 – *005*

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.

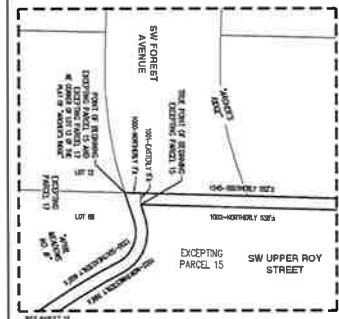
This Plan was also approved by Washington County by Resolution No. 21-56 on May 18, 2021 as there are unincorporated properties in the Area.



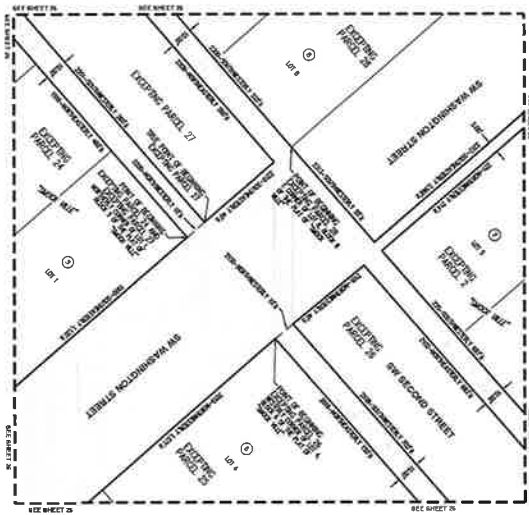
DETAIL 3
1" = 40'



DETAIL 1
1" = 20'



DETAIL 4
1" = 20'



DETAIL 2
1" = 20'



DATE PLOTTED 7/15/2017	DATE 7/15/2017	SCALE AS SHOWN
PROJECT NO. 17-001	PROJECT NAME CITY OF SHERWOOD URBAN RENEWAL AREA	PROJECT LOCATION SHERWOOD, OREGON
DESIGNED BY AKS	DRAWN BY AKS	CHECKED BY AKS
APPROVED BY AKS	DATE 7/15/2017	SCALE AS SHOWN

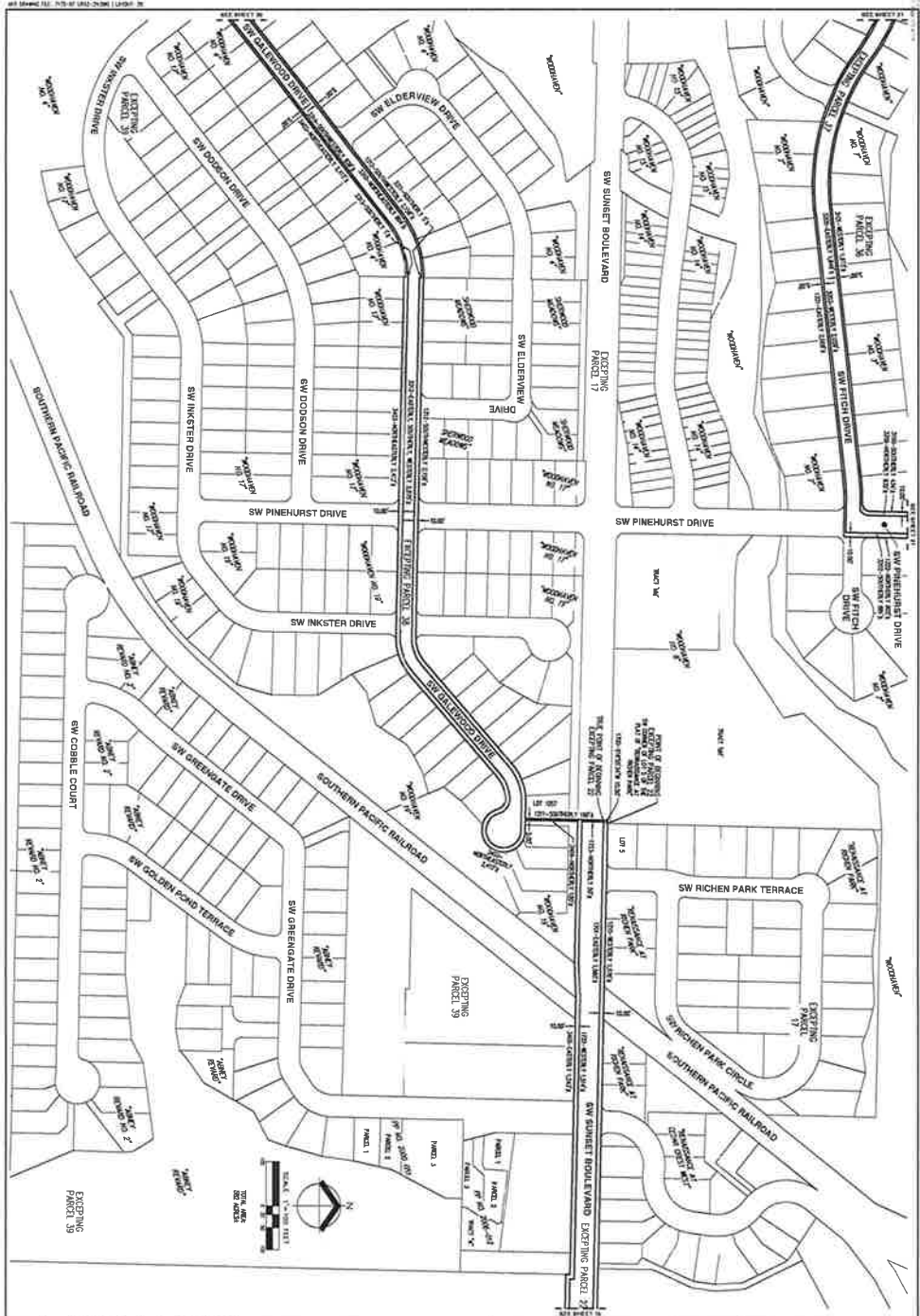
MAP OF URBAN RENEWAL AREA

CITY OF SHERWOOD URBAN RENEWAL AREA
SHERWOOD OREGON

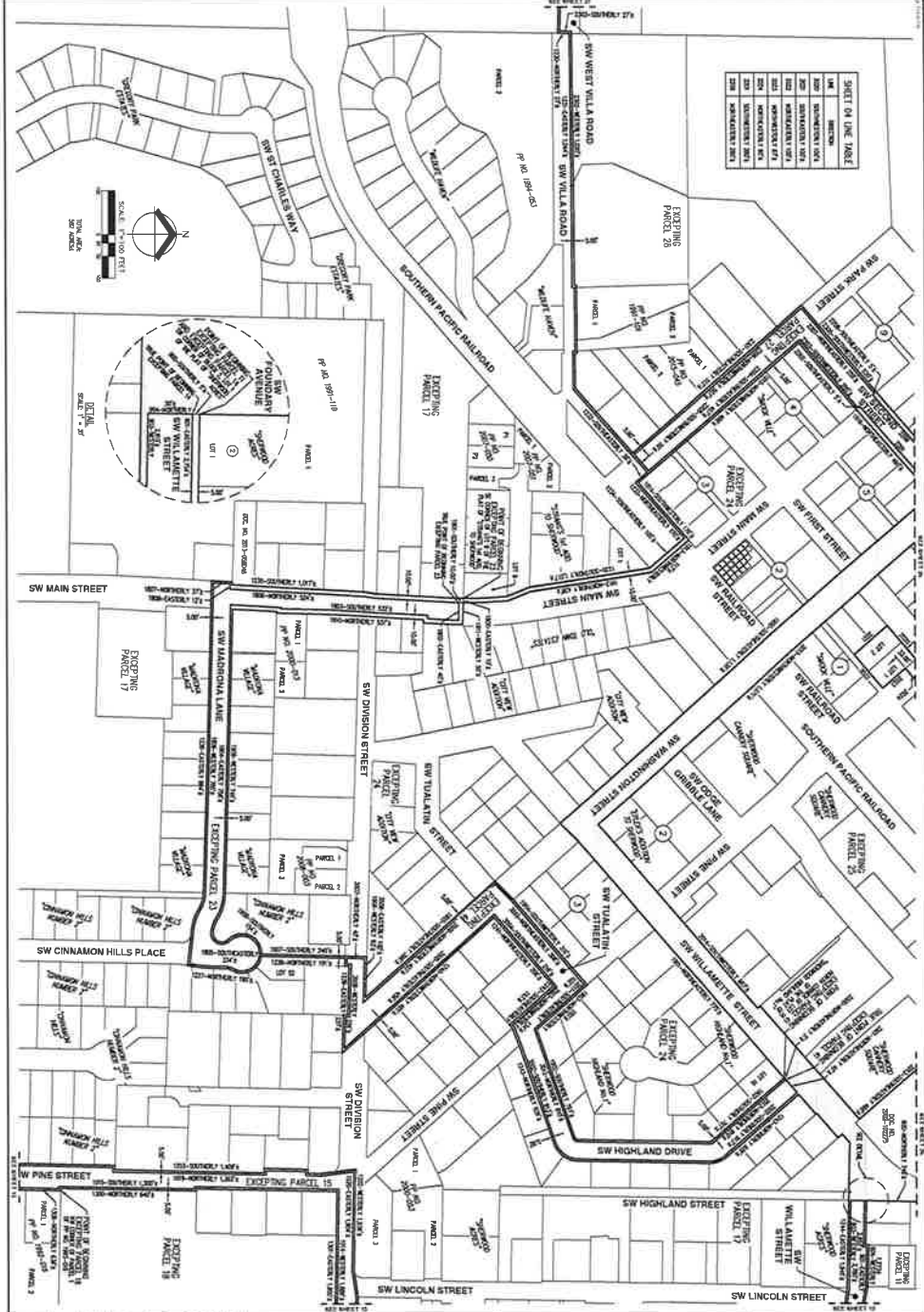
AKS ENGINEERING & FORESTRY, LLC
2000 SW AVENUE RD, STE 100
SHERWOOD, OREGON 97130
WWW.AKS-OR.COM

AKS

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



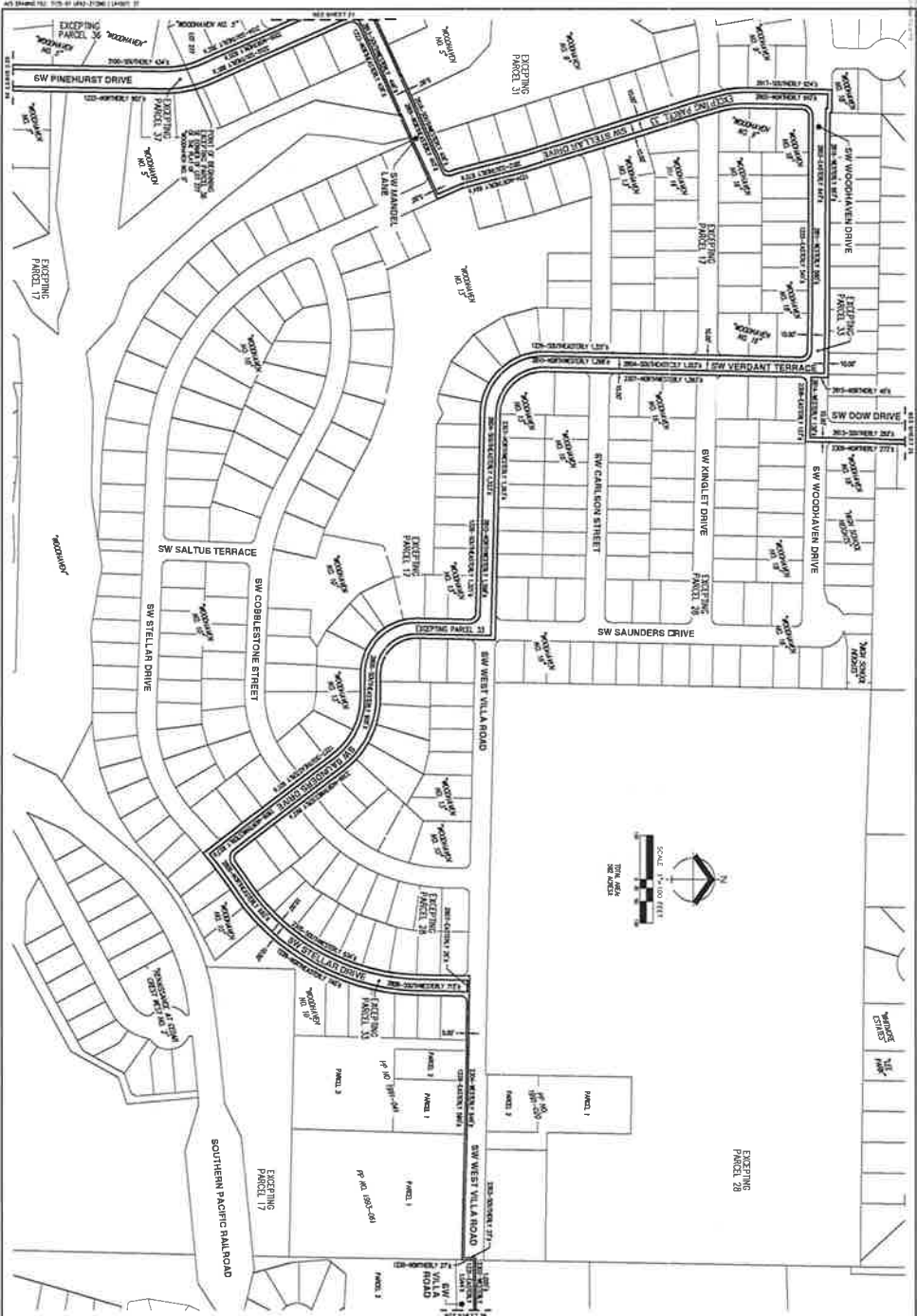
29 SHEET	MAP OF URBAN RENEWAL AREA	CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD	AKS ARCHITECTS & PLANNERS, LLC 1760 SW Orange St., Ste. 100 Portland, OR 97205 503.251.5100 www.aks-inc.com
	DATE: 11/15/11 DRAWN BY: J. WILSON CHECKED BY: J. WILSON SCALE: AS SHOWN PROJECT NO.: 11-001	CITY OF SHERWOOD COMMUNITY DEVELOPMENT DEPARTMENT 1100 SHERWOOD BOULEVARD SHERWOOD, OREGON 97140	ENGINEERING: SURVEYING: NATURAL RESOURCES: FORESTRY: PLANNING: LANDSCAPE ARCHITECTURE:



SHEET OF LINE MAP

NO.	DESCRIPTION
1	EXISTING PARCEL
2	EXISTING LOT
3	EXISTING TRACT
4	EXISTING EASEMENT
5	EXISTING RIGHT OF WAY
6	EXISTING UTILITY
7	EXISTING CURB
8	EXISTING DRIVEWAY
9	EXISTING SIDEWALK
10	EXISTING FENCE
11	EXISTING SIGN
12	EXISTING LIGHT
13	EXISTING TREE
14	EXISTING BENCH
15	EXISTING BIKEWAY
16	EXISTING BIKEWAY SIGN
17	EXISTING BIKEWAY LIGHT
18	EXISTING BIKEWAY SIGN LIGHT
19	EXISTING BIKEWAY SIGN LIGHT SIGN
20	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT
21	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT SIGN
22	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT SIGN LIGHT
23	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN
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25	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN
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30	EXISTING BIKEWAY SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN LIGHT SIGN LIGHT

<p>28</p> <p>7/15-07</p> <p>SCALE</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD</p> <p>URBAN RENEWAL AREA</p> <p>SHERWOOD OREGON</p>	<p>AKS ENGINEERING & ARCHITECTURE, INC.</p> <p>1111 1/2 AVENUE, SE, SUITE 100</p> <p>SHERWOOD, OREGON 97140</p> <p>PHONE: 503-851-1111</p> <p>FAX: 503-851-1112</p> <p>WWW.AKS-ENG.COM</p> <p>ENGINEERING - SURVEYING - NATURAL RESOURCES</p> <p>FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE</p>
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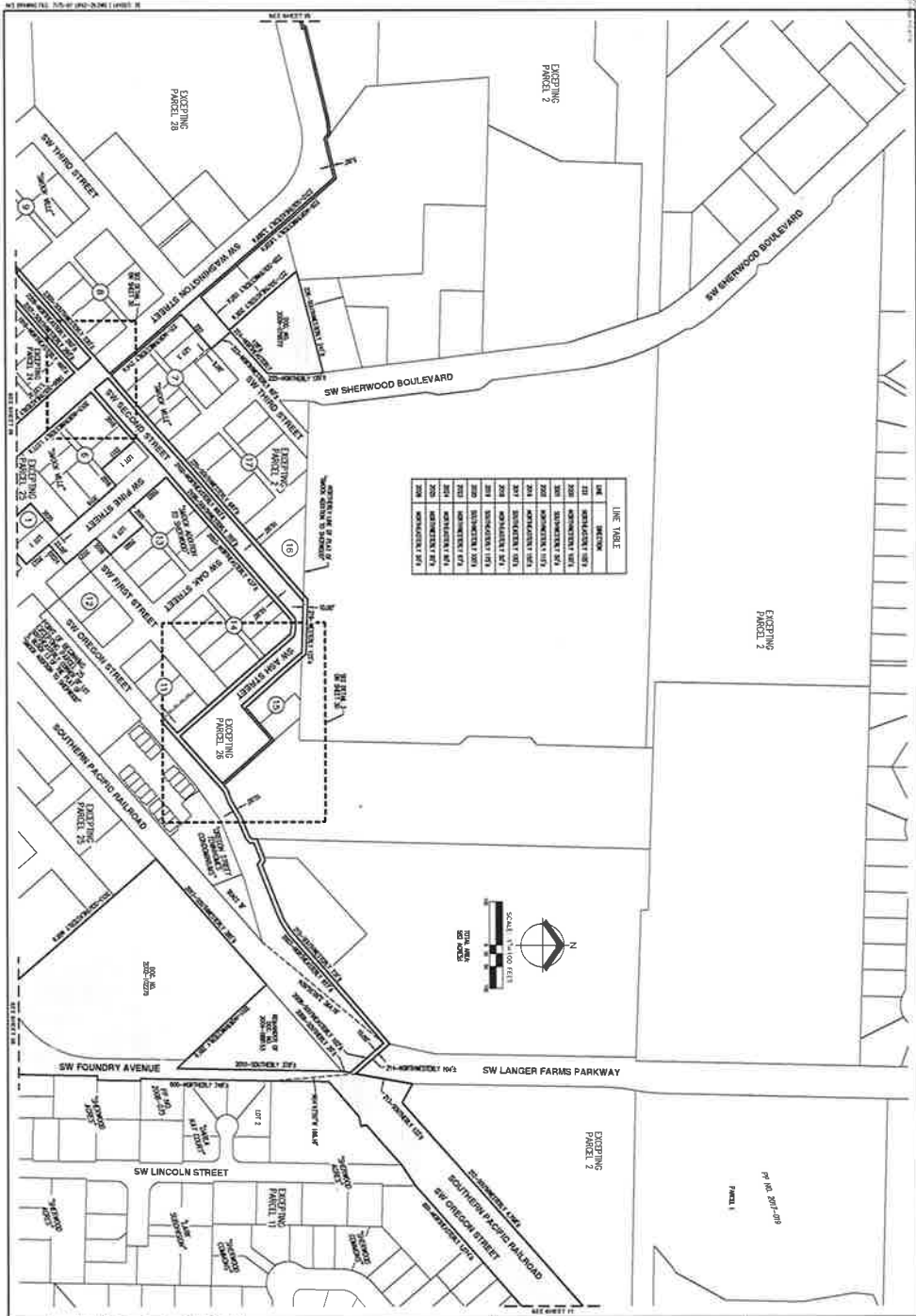
PROJECT NO.	7175-07
DATE	27
DESIGNER	AKS ENGINEERING & FORESTRY, LLC
CLIENT	CITY OF SHERWOOD
SCALE	AS SHOWN
DATE	7/15/07
BY	AKS
CHECKED BY	AKS
DATE	7/15/07
APPROVED BY	AKS
DATE	7/15/07

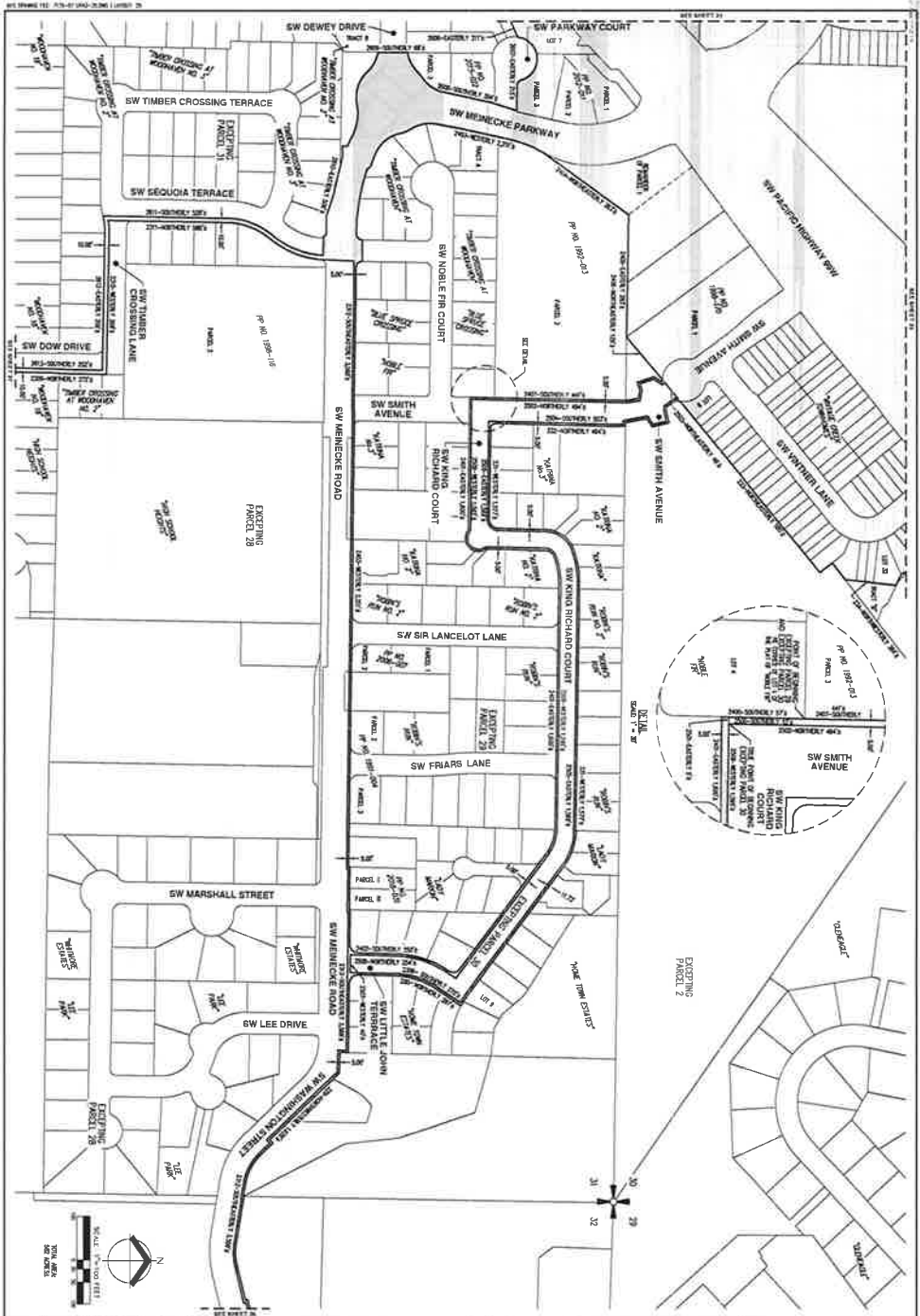
MAP OF URBAN RENEWAL AREA

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

AKS
ENGINEERING & FORESTRY, LLC
1000 N. W. 100th Ave.
Portland, OR 97229
503.251.1400
www.aks-eng.com

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	MAP OF URBAN RENEWAL AREA	CITY OF SHERWOOD URBAN RENEWAL AREA	 <small>AKS ENGINEERING & FORESTRY, LLC 12000 SW WILSONAVE, SUITE 100 SHERWOOD, OREGON 97130 WWW.AKS-ENG.COM</small>
	SHERWOOD OREGON	SHERWOOD OREGON	

AKS ENGINEERING & ARCHITECTURE



AKS ENGINEERING & ARCHITECTURE
1000 NE 10TH AVE SUITE 200
PORTLAND, OREGON 97232
PHONE: 503.253.4444
WWW.AKS-OR.COM

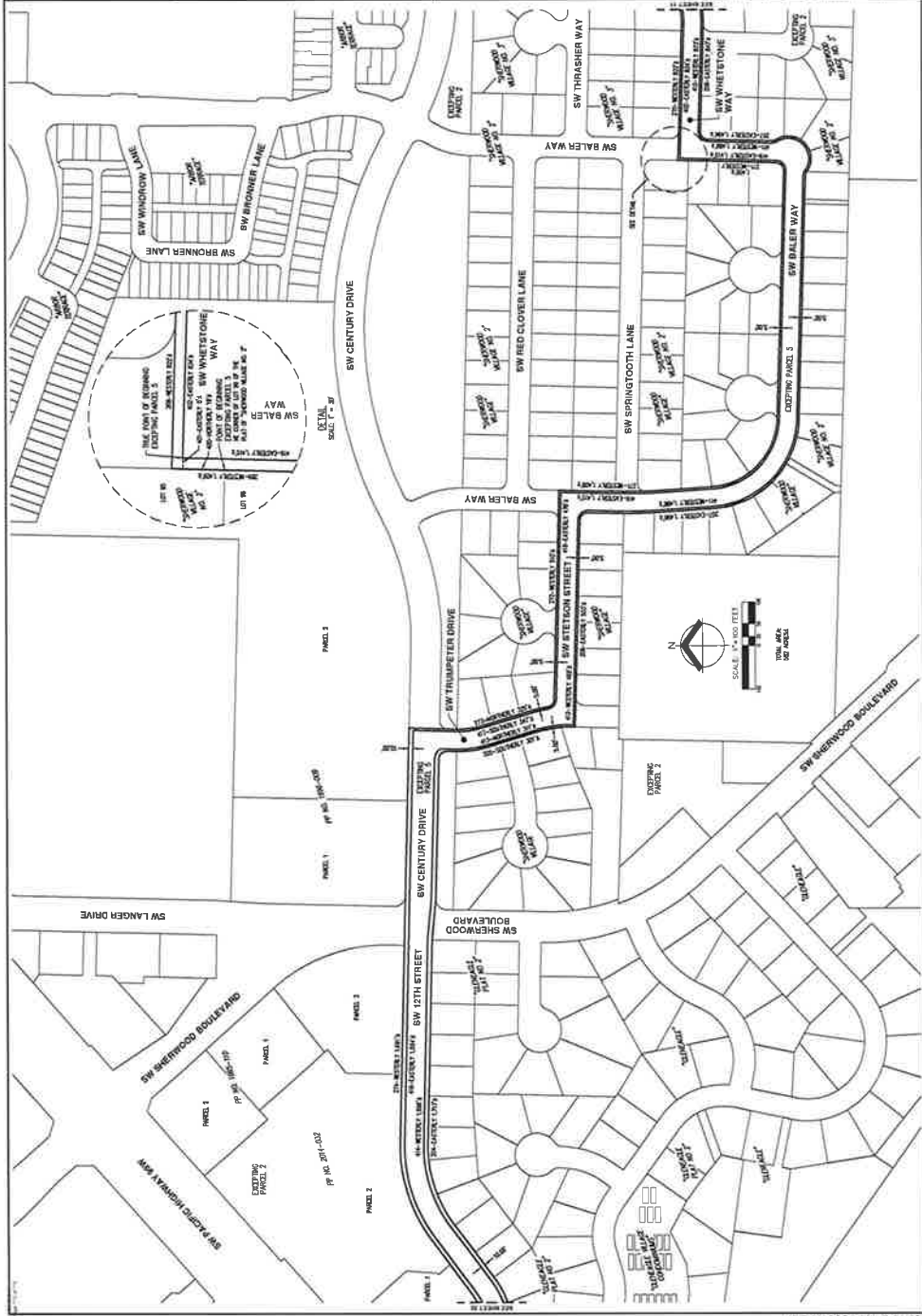
CITY OF SHERWOOD
SHERWOOD DESIGN

MAP OF URBAN RENEWAL AREA

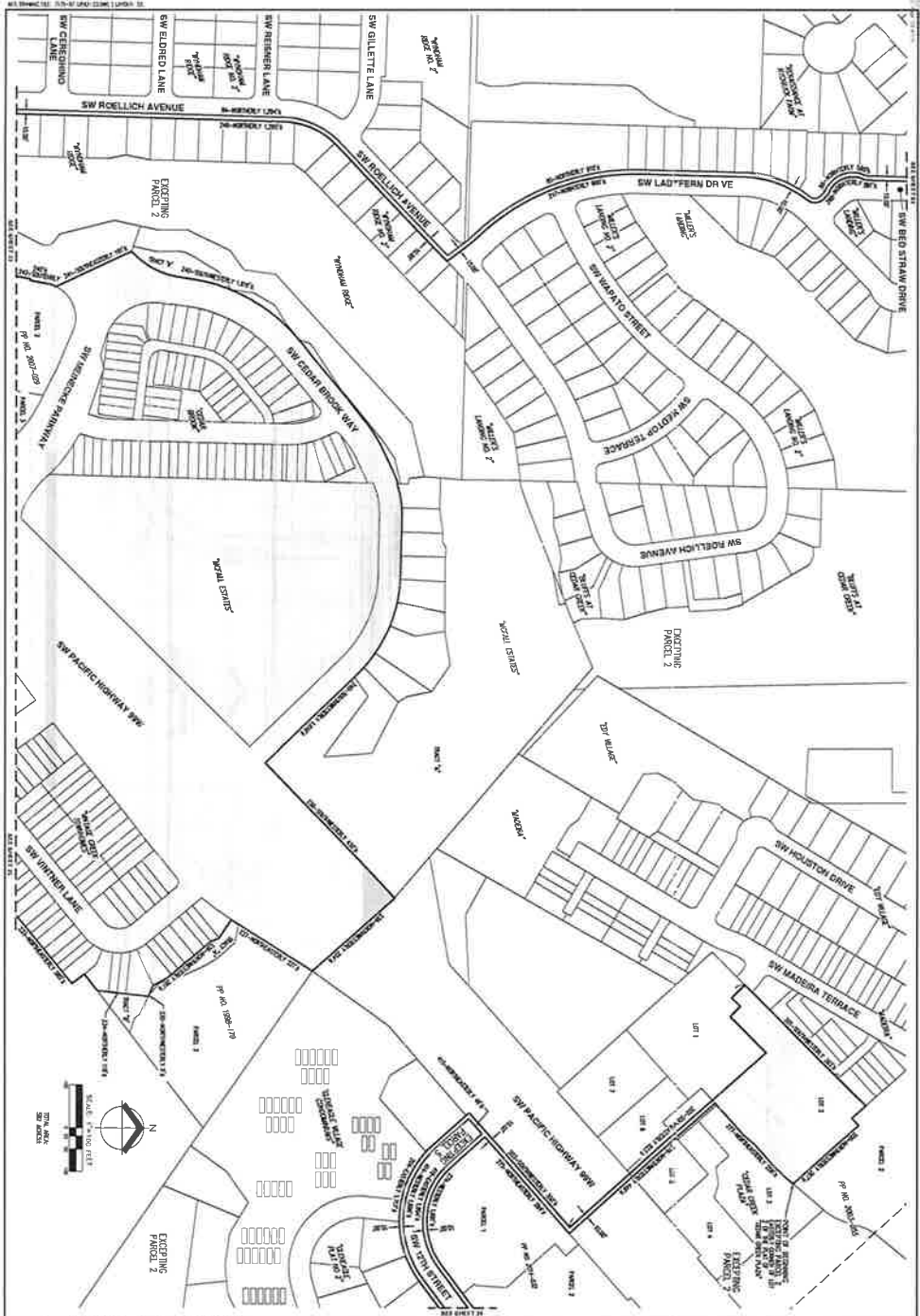
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SHEET NO. 24

DATE: 12/15/17
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
DATE: 12/15/17

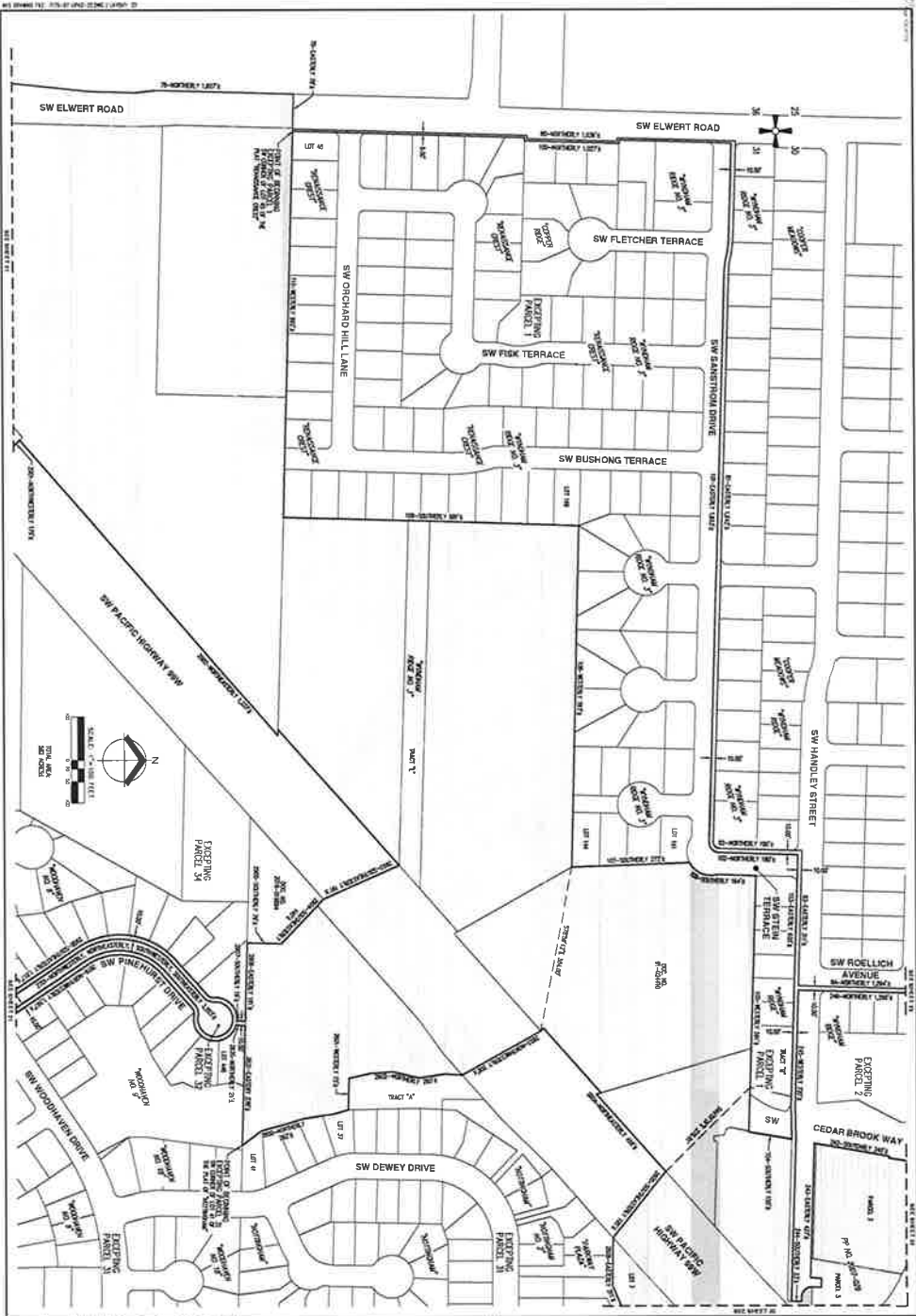
SW LAMAR
7175-07
SHEET
24



AKS ENGINEERING & ARCHITECTURE
1000 NE 10TH AVE SUITE 200
PORTLAND, OREGON 97232
PHONE: 503.253.4444
WWW.AKS-OR.COM

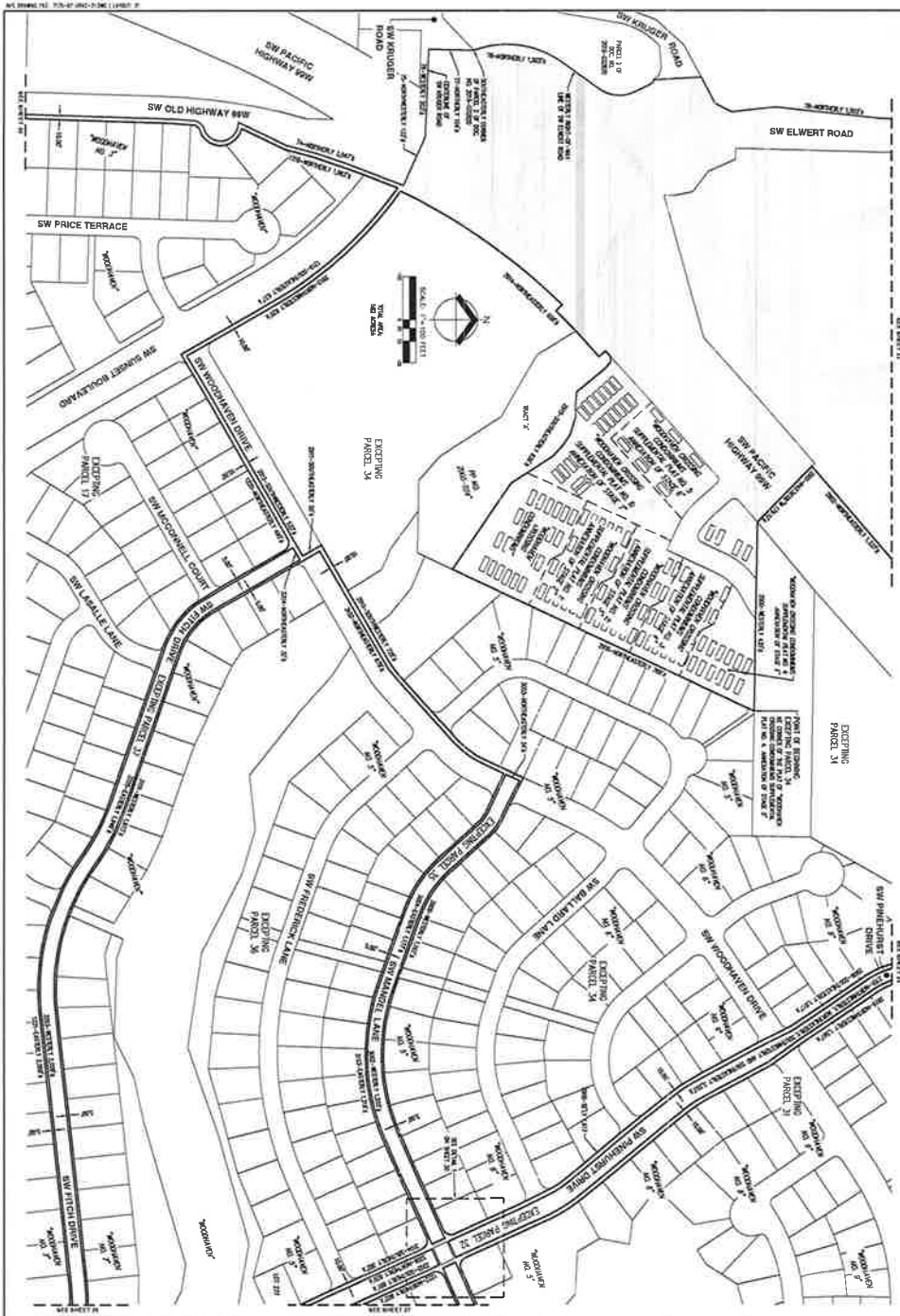


23 SHEET 7175-07	MAP OF URBAN RENEWAL AREA	CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON	AKS ENGINEERING & FORESTRY, LLC 1700 SW 44th Street, Ste. 100 Sherwood, OR 97139 503.625.1100 www.aks-oregon.com
	ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE		



<p>22</p> <p>AS BOUND 7175-07</p> <p>SHEET</p>	<p>DATE: 1/11/22</p> <p>SCALE: AS SHOWN</p> <p>DATE: 1/11/22</p> <p>DATE: 1/11/22</p> <p>DATE: 1/11/22</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD</p> <p>URBAN RENEWAL AREA</p> <p>SHERWOOD OREGON</p>	<p>AKS</p> <p>ENGINEERING & FORESTRY, LLC</p> <p>1700 SW WATSON RD, SUITE 100</p> <p>WASCO, OR 97140</p> <p>503.863.1234</p> <p>WWW.AKS-INC.COM</p> <p>ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE</p>
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SHEET 21 OF 23



AKS ENGINEERING & PLANNING, LLC
 ENGINEERING - SURVEYING - NATURAL RESOURCES
 PLANNING - LANDSCAPE ARCHITECTURE
 2100 NE QUINCY AVENUE, SUITE 200
 Gresham, OR 97030
 503-686-1500
 www.aks-inc.com

**MAP OF URBAN
 RENEWAL AREA**

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

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 PLANNING - LANDSCAPE ARCHITECTURE
 2100 NE QUINCY AVENUE, SUITE 200
 GRESHAM, OR 97030
 503-686-1500
 www.aks-inc.com

JOB NUMBER
 7175-07
 SHEET
21



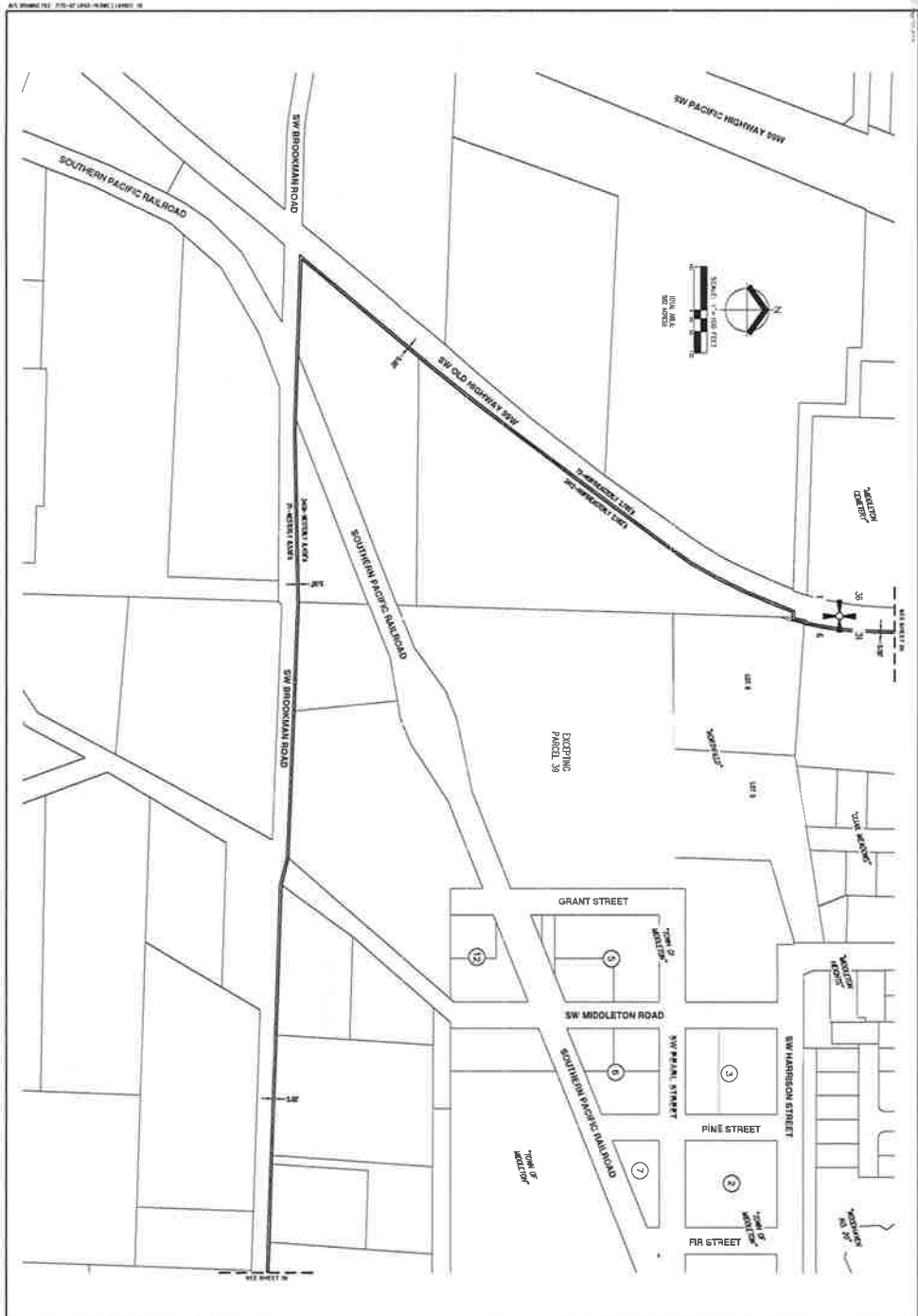
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 SHEET
 715-07
 AS MAPS
 11/15/07

**MAP OF URBAN
 RENEWAL AREA**

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

AKS
 ENGINEERING & CONSULTING, LLC
 1000 SW VETERAN AVE, SUITE 100
 SHERWOOD, OREGON 97130
 (503) 851-1111
 WWW.AKS-ENG.COM

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



19
SHEET
7175-07
DATE
7/15-07

AKS ENGINEERING & FORESTRY, LLC
1401 N. W. 10th St.
Portland, OR 97227
503.241.4444
www.aks.com

**MAP OF URBAN
RENEWAL AREA**

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

AKS ENGINEERING & FORESTRY, LLC
1401 N. W. 10th St.
Portland, OR 97227
503.241.4444
www.aks.com
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FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE



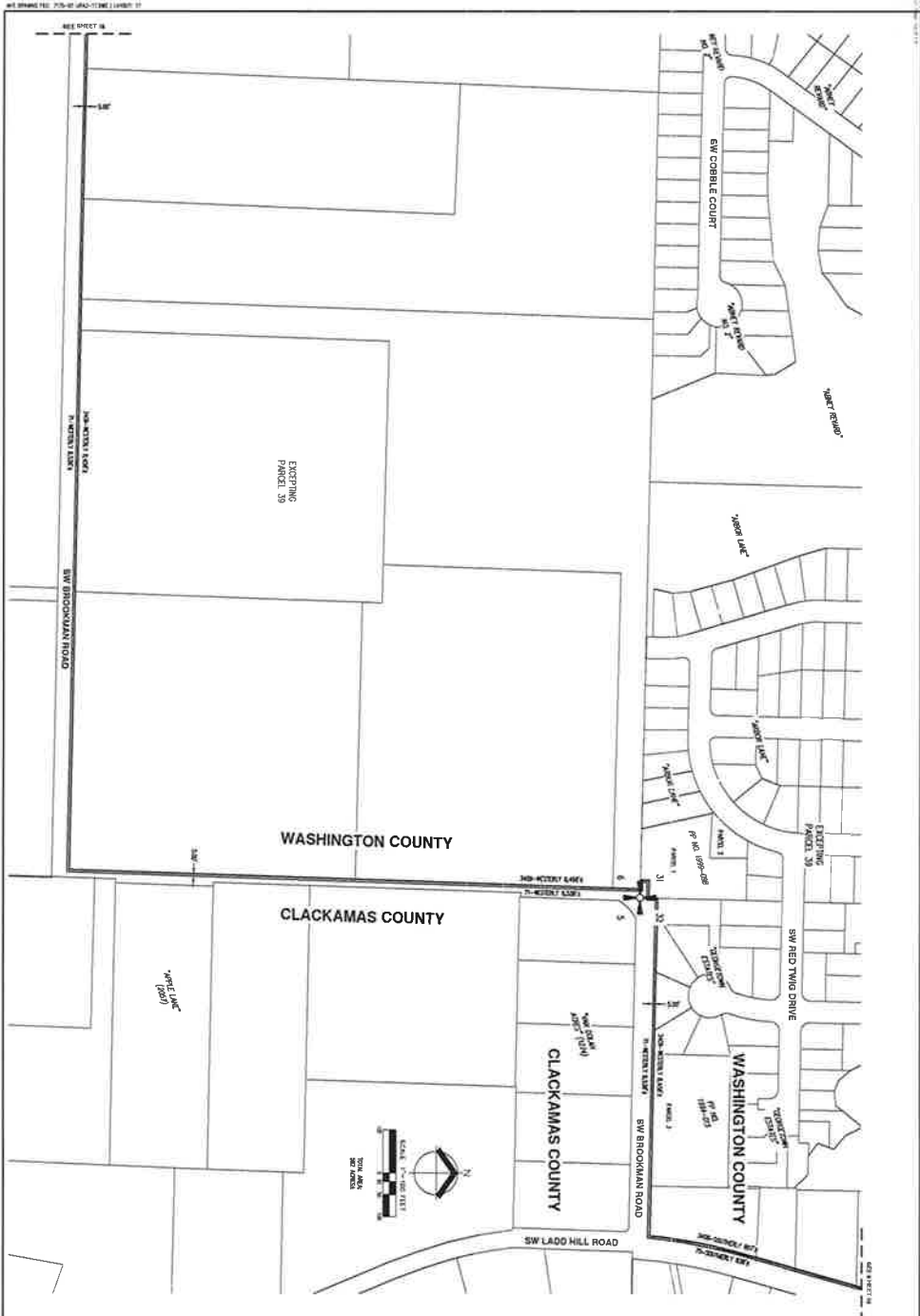
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MAP OF URBAN RENEWAL AREA

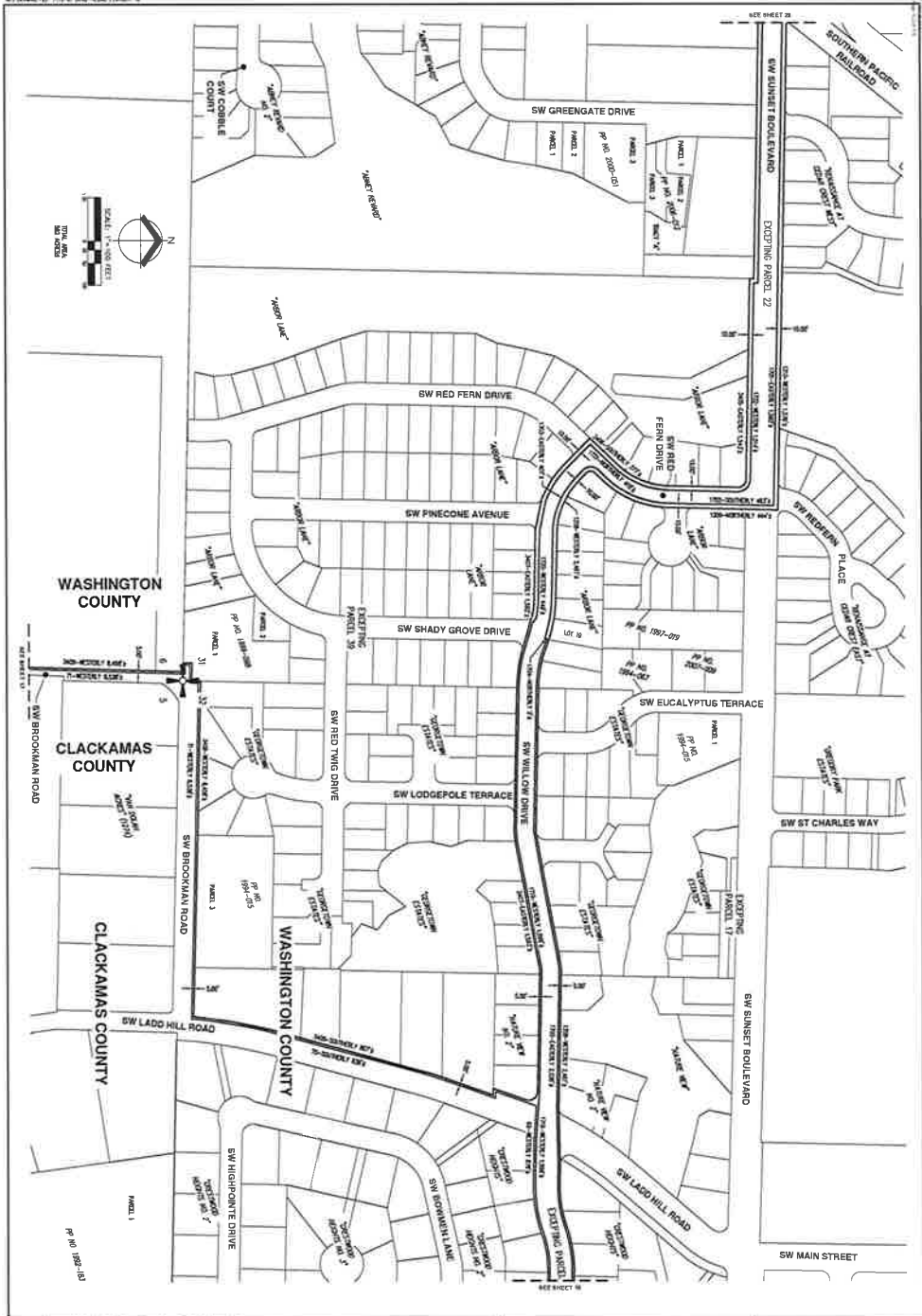
CITY OF SHERWOOD
URBAN RENEWAL AREA
SHERWOOD OREGON

AKS ENGINEERING & DESIGN, LLC
 1000 SW VERNON ST. SUITE 100
 SHERWOOD, OREGON 97139
 WWW.AKS-ENG.COM

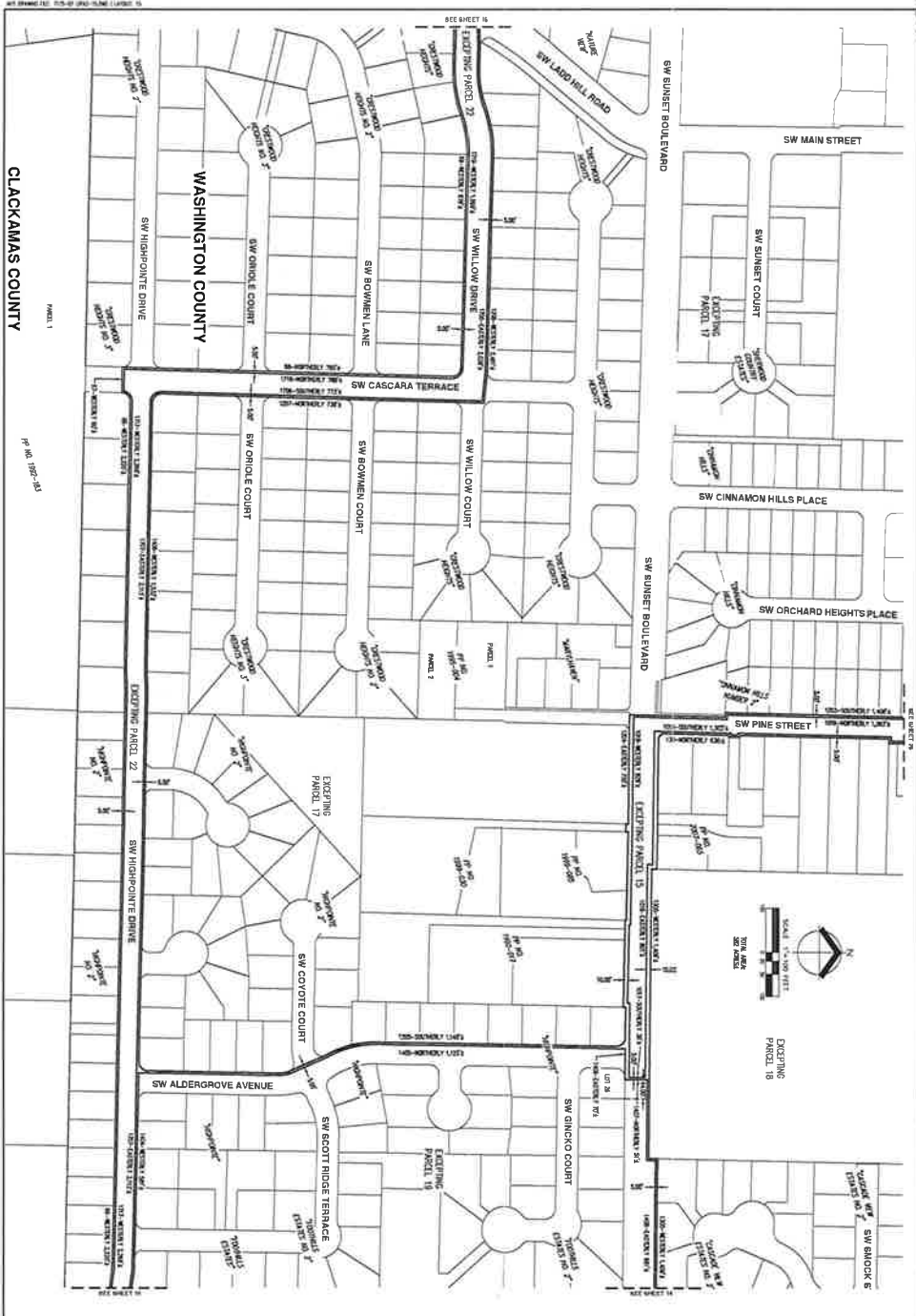
AKS
 ENGINEERING - SURVEYING - NATURAL RESOURCES
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE



<p>DATE: 01/27/2017 DRAWN BY: JES CHECKED BY: JES DATE: 01/27/2017 SCALE: AS SHOWN SHEET NO: 17</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & PLANNING, LLC 1000 SW HERMAN ST. STE. 100 SHERWOOD, OR 97133 WWW.AKS-ENG.COM</p> <p>AKS</p> <p>ENGINEERING SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE</p>
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<p>16 SHEET DATE APR 2009 7/25-07</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA</p> <p>SHERWOOD OREGON</p>	<p>AKS ENGINEERING & DESIGN, LLC 10000 N. VETERAN AVE. SUITE 100 PORTLAND, OREGON 97228 503.253.4444 WWW.AKS-ENG.COM</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
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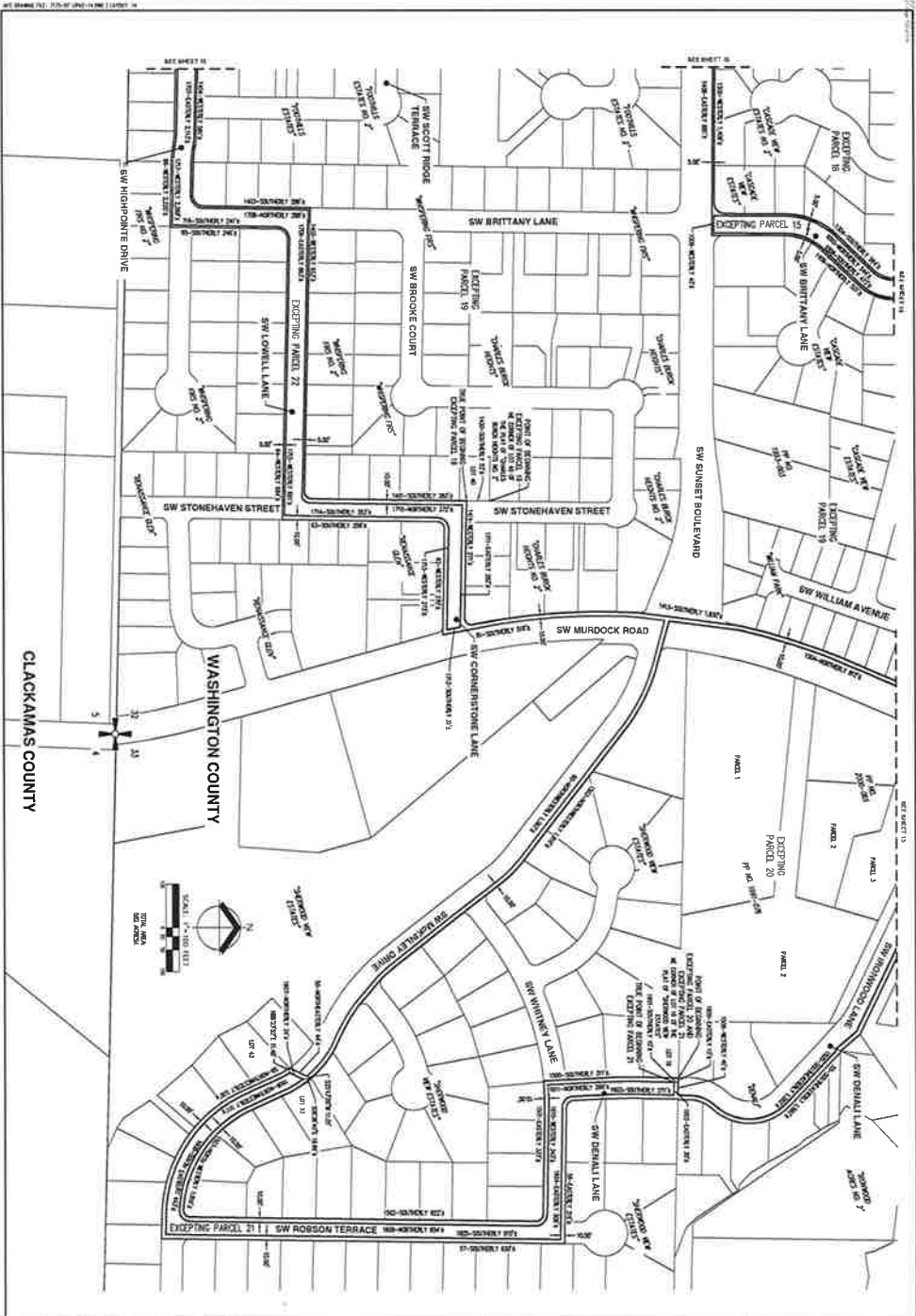
15
 03 JUN 2009
 7175-07
 SHEET

PROJECT NO. 7175-07
 SHEET NO. 15 OF 15
 DATE 03 JUN 2009
 DRAWN BY J. B. BROWN
 CHECKED BY J. B. BROWN
 APPROVED BY J. B. BROWN
 CITY OF SHERWOOD

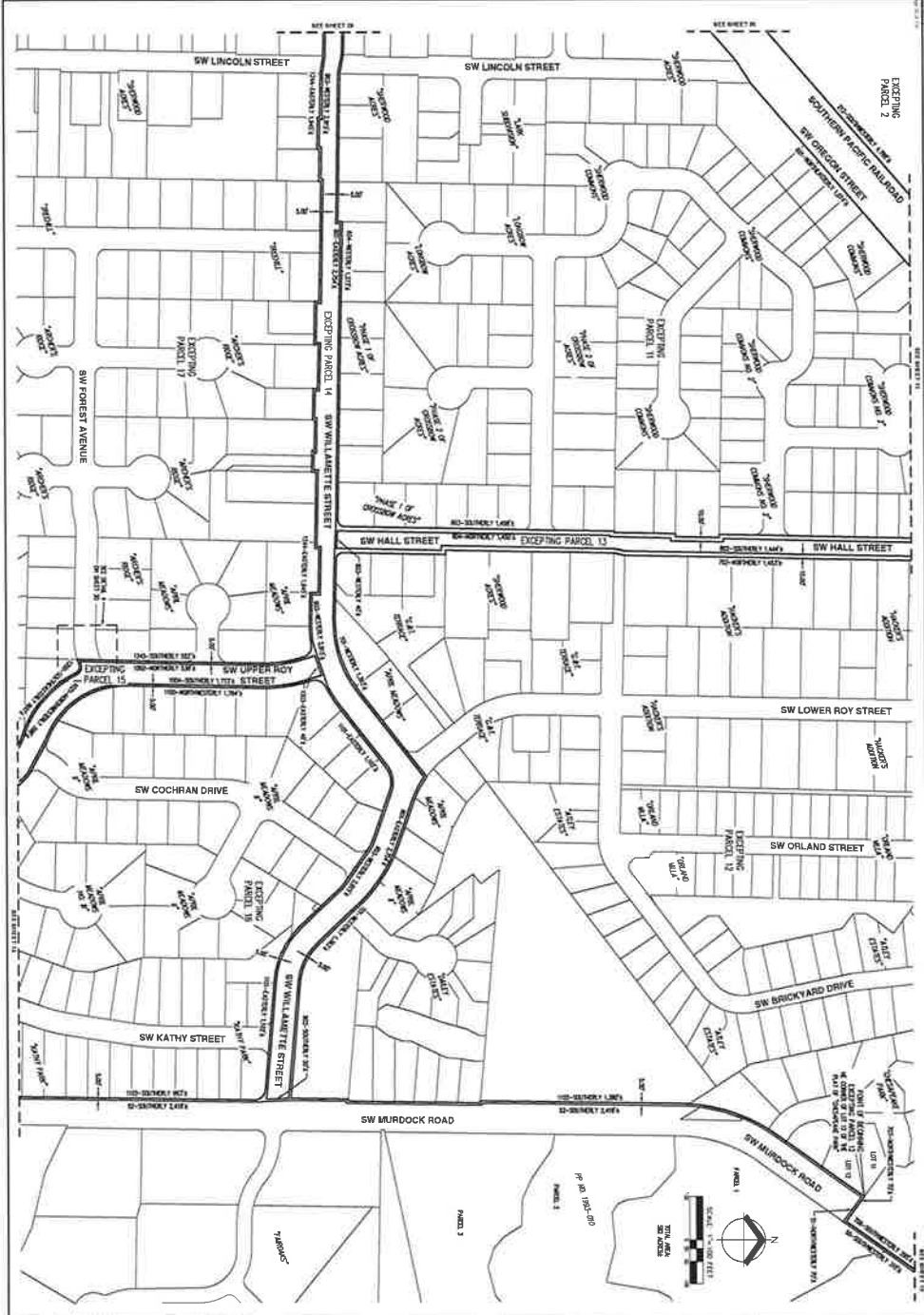
**MAP OF URBAN
 RENEWAL AREA**

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

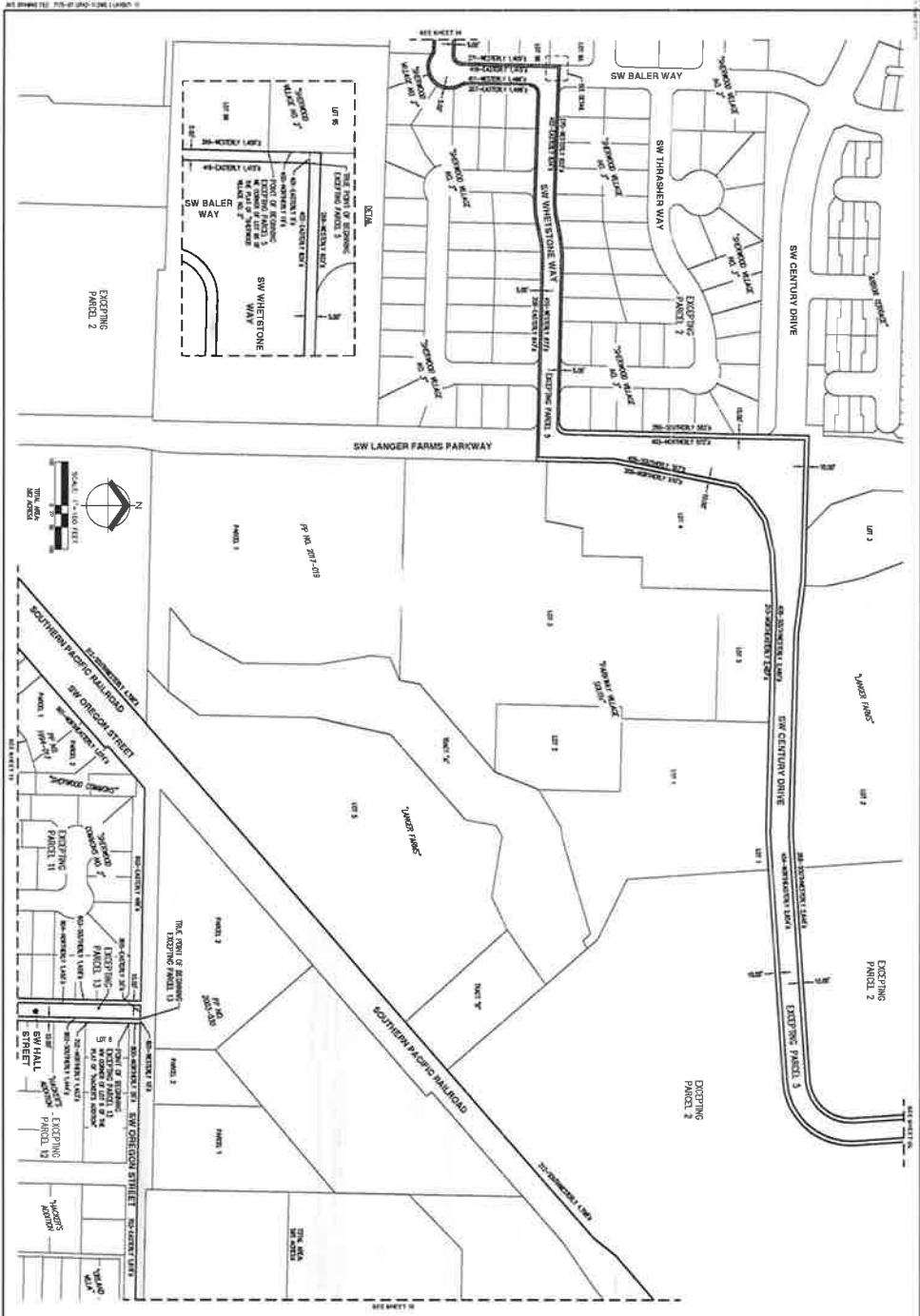
AKS
 ENGINEERING & SURVEY, LLC
 1200 SW 10TH AVE. SUITE 100
 SHERWOOD, OREGON 97139
 503.865.1234
 WWW.AKS-OR.COM
 ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE



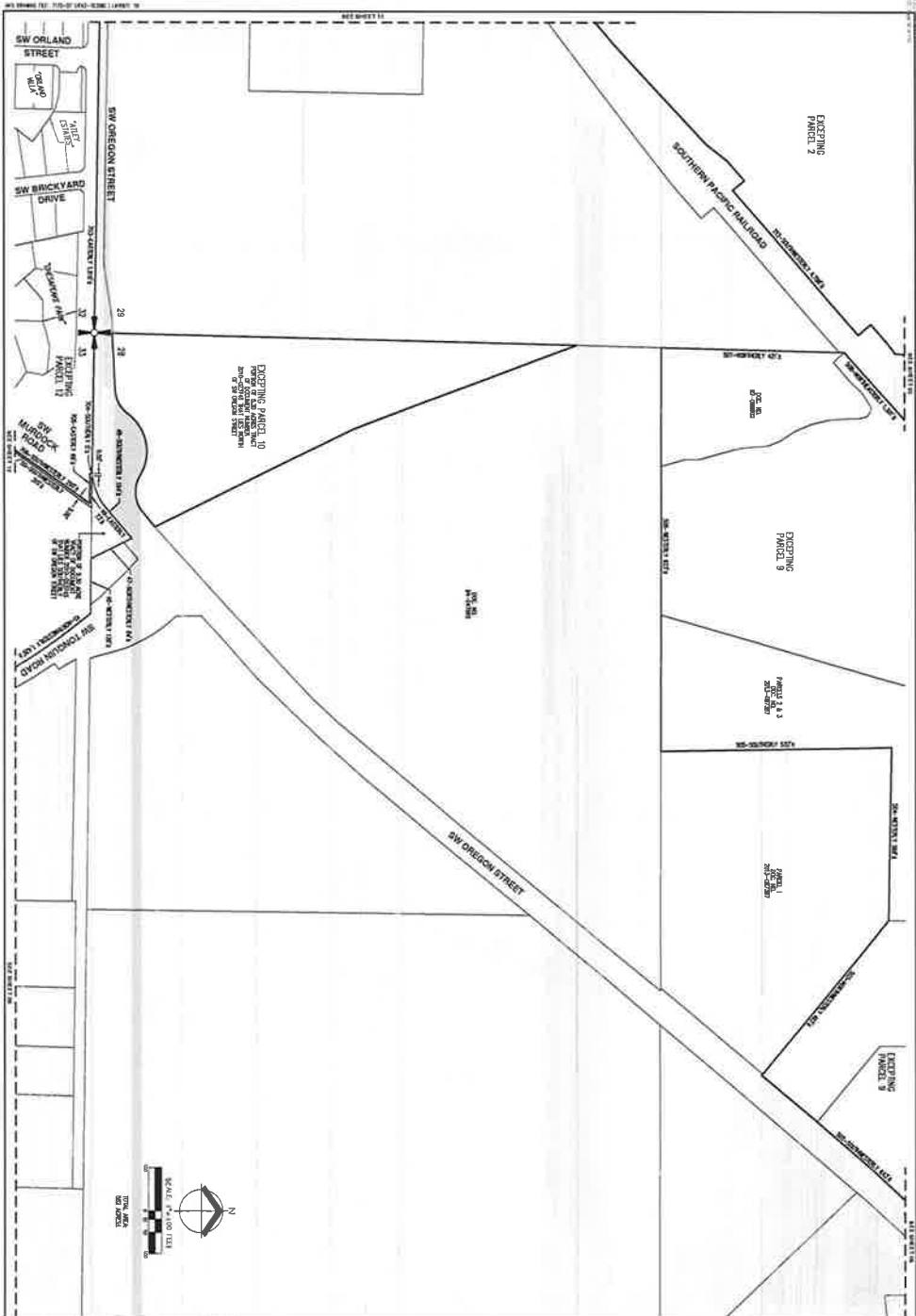
<p>14</p>	<p>AS AMEND 7/75-07 SHEET</p>	<p>444 & C ENGINEERS 1000 SW 10TH AVE SHERWOOD, OREGON 97133</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & FORESTRY, LLC 2000 SW 10TH AVE, SUITE 100 SHERWOOD, OREGON 97133 503.865.2400 WWW.AKS-ENG.COM</p> <p>ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE</p>
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<p>12</p> <p>AKS 20160417 11:45:01 (AKS) 11256 1 Layer: 12</p>	<p>MAP OF URBAN RENEWAL AREA</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & SURVEYING, LLC 1111 N. W. 11th St., Suite 100 Portland, OR 97227 www.aks-engineering.com</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
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<p>MAP OF URBAN RENEWAL AREA</p> <p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & FORESTRY, LLC 1000 SW CENTURY DR. STE 100 SHERWOOD, OR 97139 503.865.1111 WWW.AKS-LLC.COM</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>	<p>PROJECT NO. 7175-07 SHEET NO. 11</p> <p>DATE: 07/15/2024 DRAWN BY: [Name] CHECKED BY: [Name]</p> <p>SCALE: AS SHOWN</p>
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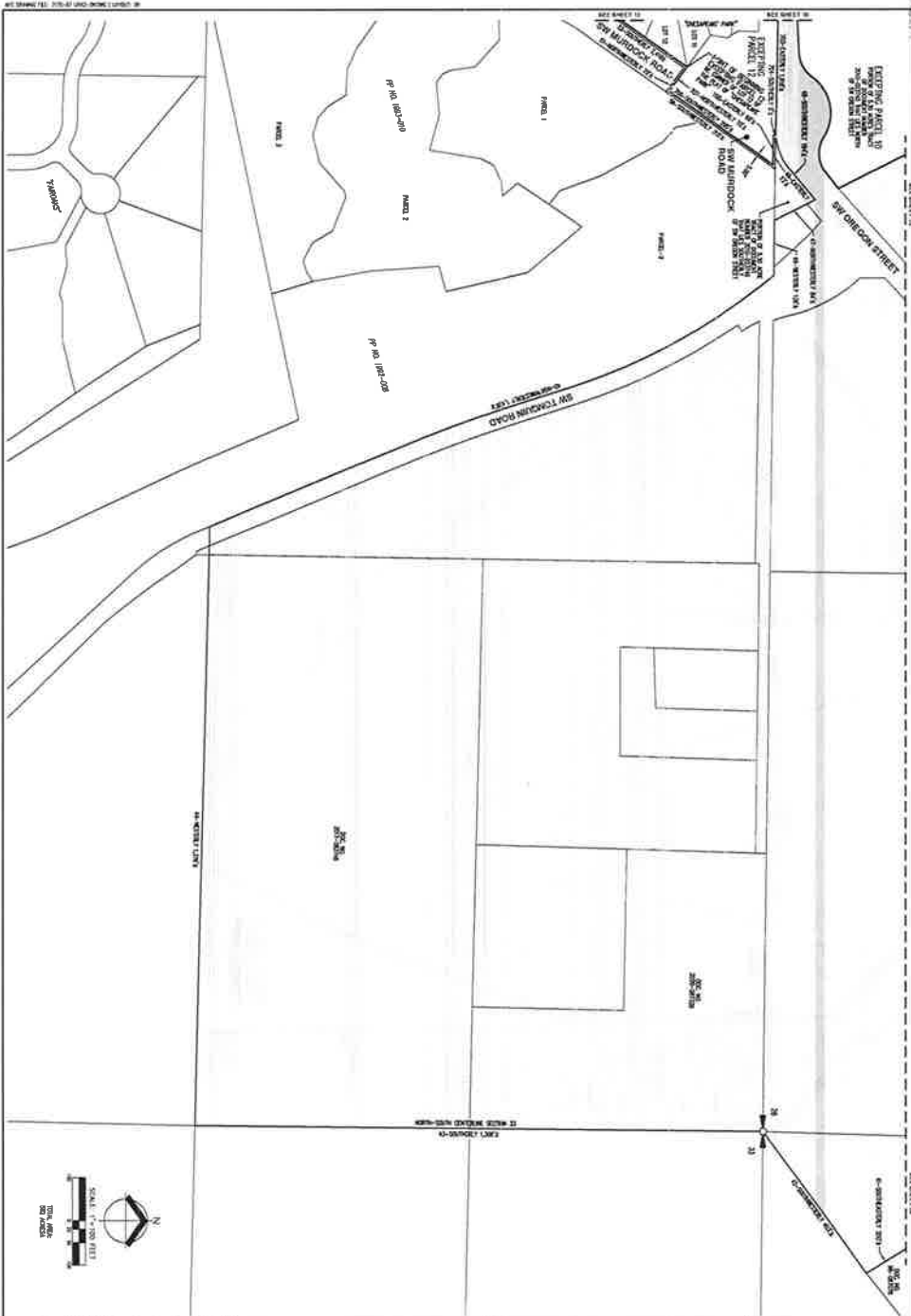
PROJECT NO.	7175-07
DATE	10
DESIGNED BY	AKS
DRAWN BY	AKS
CHECKED BY	AKS
APPROVED BY	AKS
DATE	10/10/2017
SCALE	1" = 100'

MAP OF URBAN RENEWAL AREA

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

AKS
ENGINEERING & FORESTRY, LLC
1700 SW WHELAN BLVD, 2ND FLOOR
TUMALO, OR 97146
TEL: 503-635-1234
WWW.AKS-ENG.COM

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09
 03 MAP
 0775-07
 SHEET

AKS ENGINEERING & ARCHITECTURE
 1447 E. 14th Street
 Sherwood, Oregon 97139
 503.865.1447
 www.aksinc.com

**MAP OF URBAN
 RENEWAL AREA**

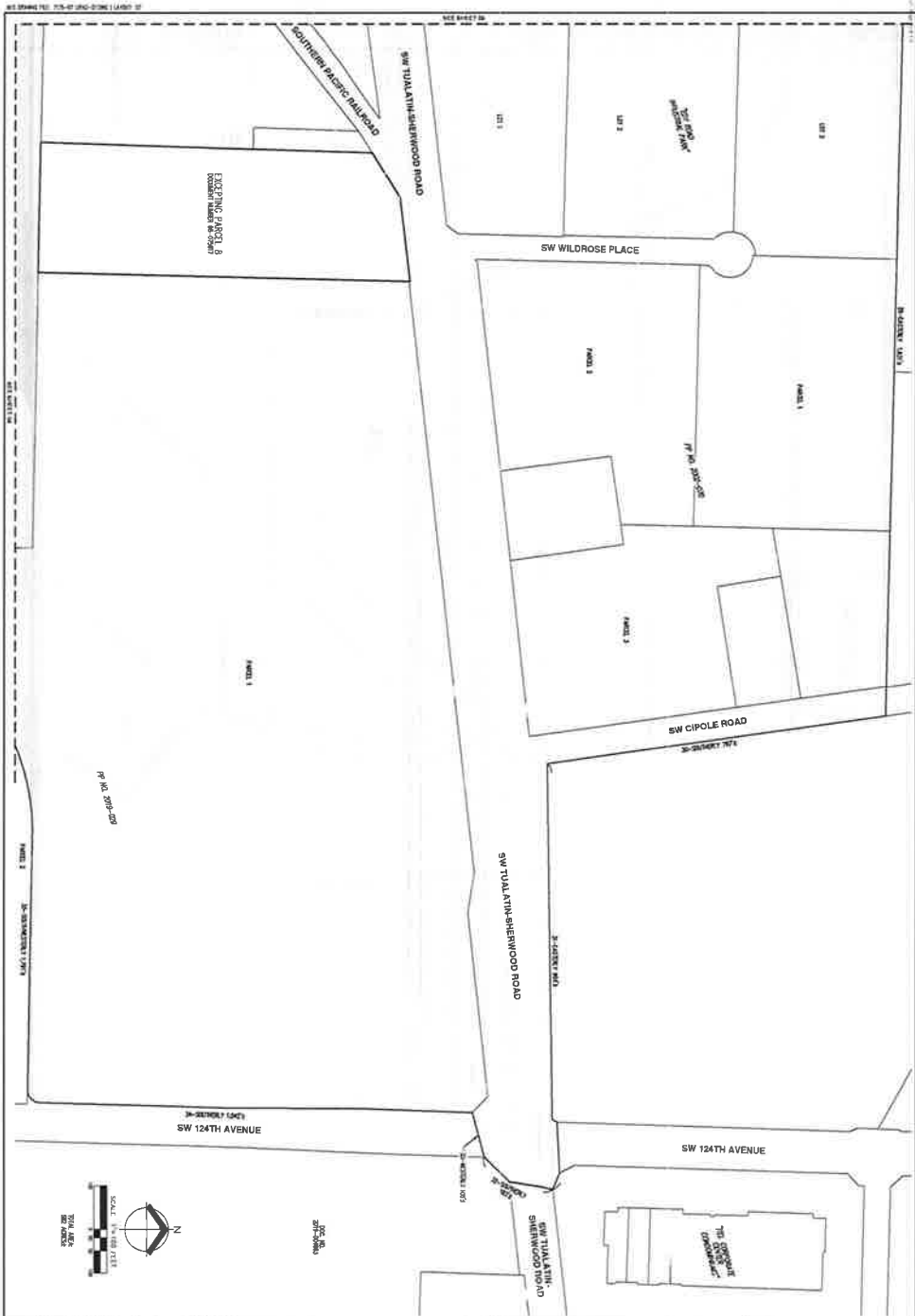
**CITY OF SHERWOOD
 URBAN RENEWAL AREA**
 SHERWOOD OREGON

AKS ENGINEERING & ARCHITECTURE, LLC
 (201) 344-8888 ext. 5410
 1000 W. 10th Street
 07083-3770
 www.aksinc.com

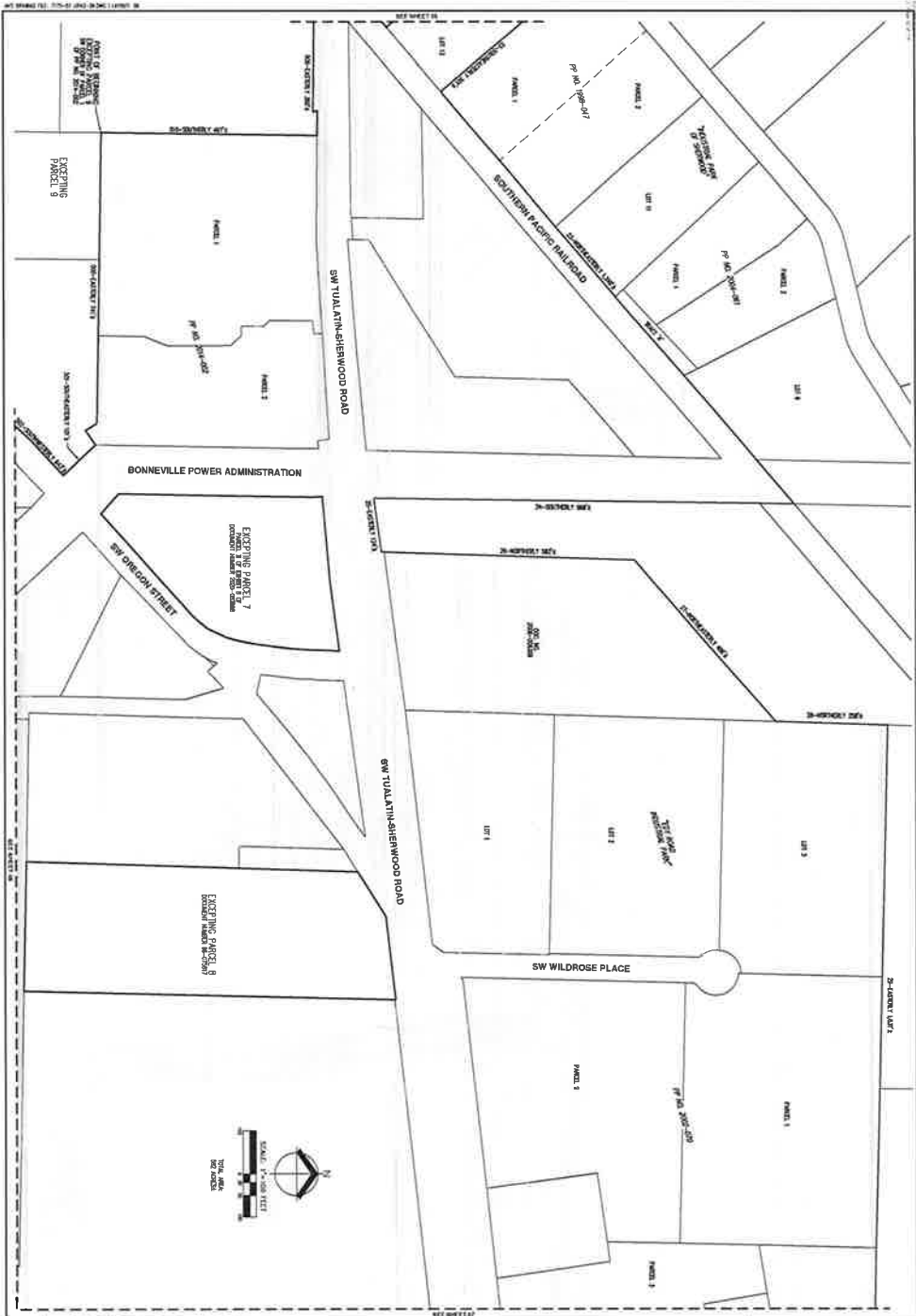
ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE



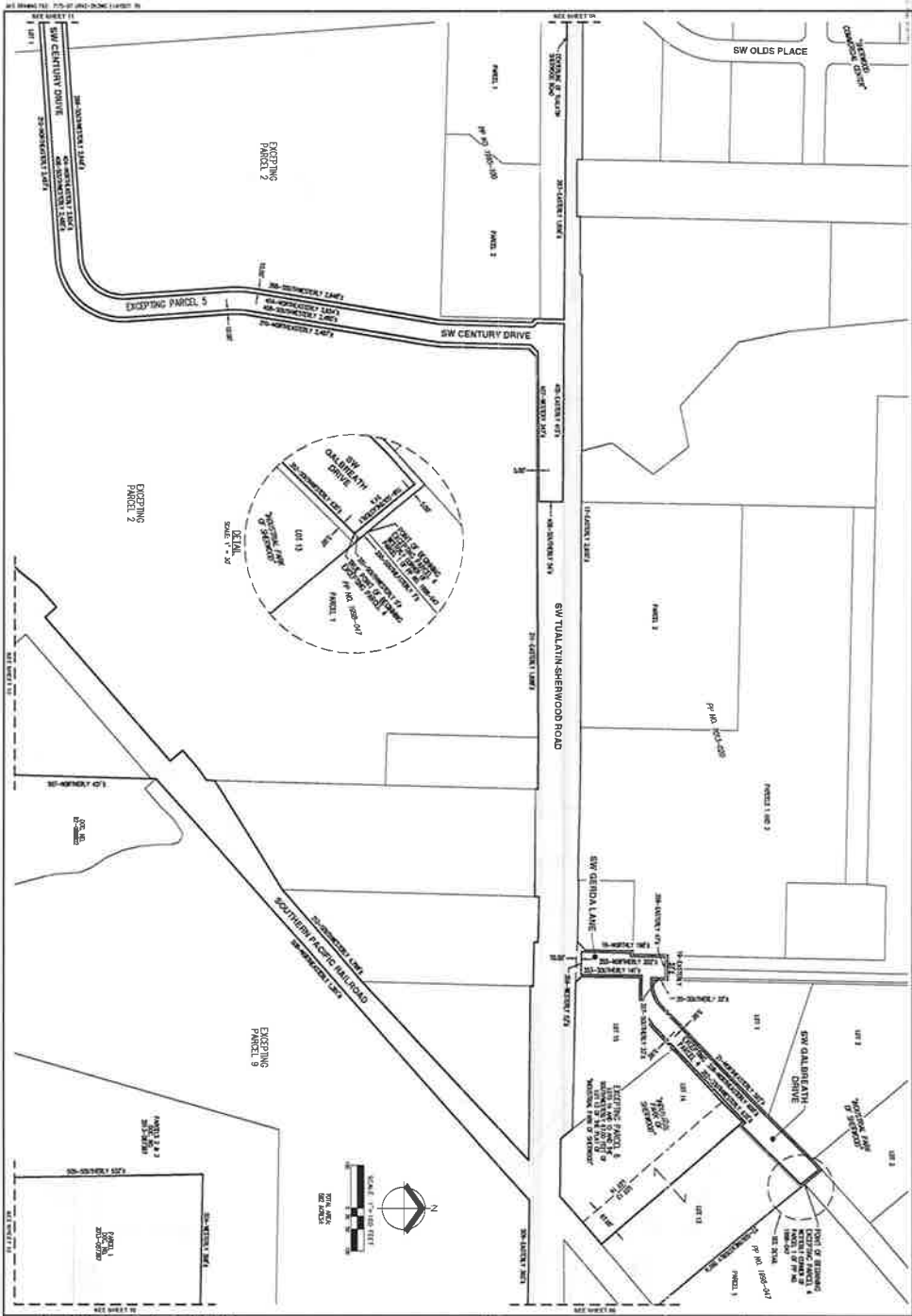
08 <small>DATE</small> <small>BY</small>	MAP OF URBAN RENEWAL AREA	CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON	 <small>AKS ENGINEERING & SURVEYING, LLC</small> <small>1000 N. W. 10TH ST. SUITE 100</small> <small>WASCO, OREGON 97140</small> <small>WWW.AKS-CAD.COM</small> <small>ENGINEERING SURVEYING NATURAL RESOURCES</small> <small>FORESTRY PLANNING LANDSCAPE ARCHITECTURE</small>
	<small>PROJECT NO.</small> <small>DATE</small> <small>SCALE</small> <small>BY</small> <small>CHECKED</small> <small>DATE</small>	<small>DESIGNED BY</small> <small>DATE</small> <small>SCALE</small> <small>BY</small> <small>CHECKED</small> <small>DATE</small>	



JOB NUMBER 715-07 SHEET 07		MAP OF URBAN RENEWAL AREA CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON		
		AKS ENGINEERING & DESIGN, LLC 17800 SW WATSON BLVD, SUITE 100 SHERWOOD, OREGON 97139 WWW.AKS-ENG.COM		



SHEET NO. 06 DATE 7/15-07	CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON	AKS ENGINEERING & FORESTRY, LLC 1700 SW HERMAN RD., 1ST FL. SHERWOOD, OREGON 97139 WWW.AKS-ENG.COM
	MAP OF URBAN RENEWAL AREA	ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE



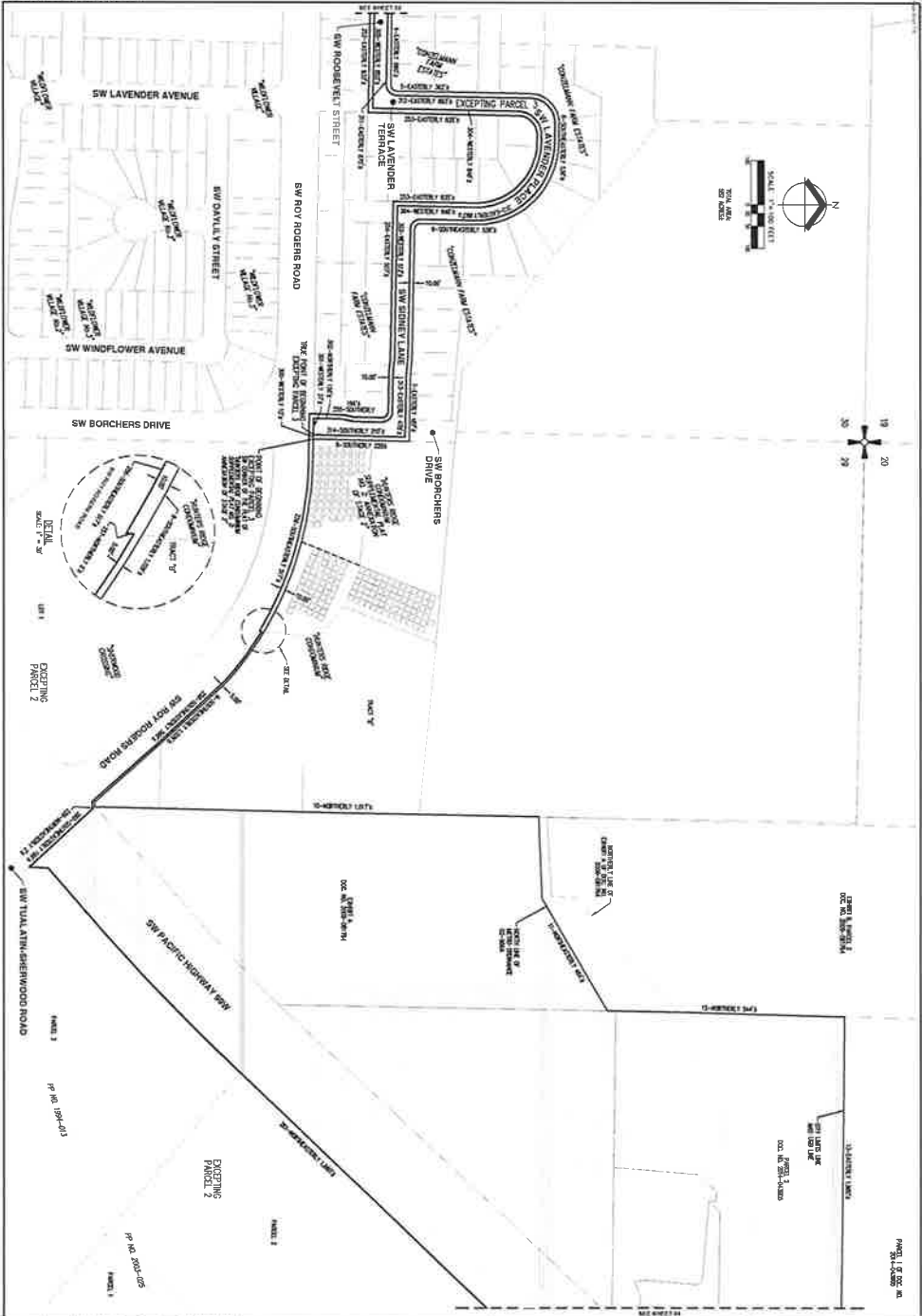
DATE: 11/11/11	BY: [Signature]
CHECKED: [Signature]	DATE: 11/11/11
DESIGNED: [Signature]	DATE: 11/11/11
DRAWN: [Signature]	DATE: 11/11/11
PROJECT: [Project Name]	DATE: 11/11/11
CLIENT: [Client Name]	DATE: 11/11/11
SCALE: AS SHOWN	DATE: 11/11/11
SHEET 05	

MAP OF URBAN RENEWAL AREA

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

AKS ENGINEERING & DESIGN, LLC
17800 SW HAYWARD ST. SUITE 100
SHERWOOD, OREGON 97140
503.862.5571
WWW.AKS-ENG.COM

AKS
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FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE



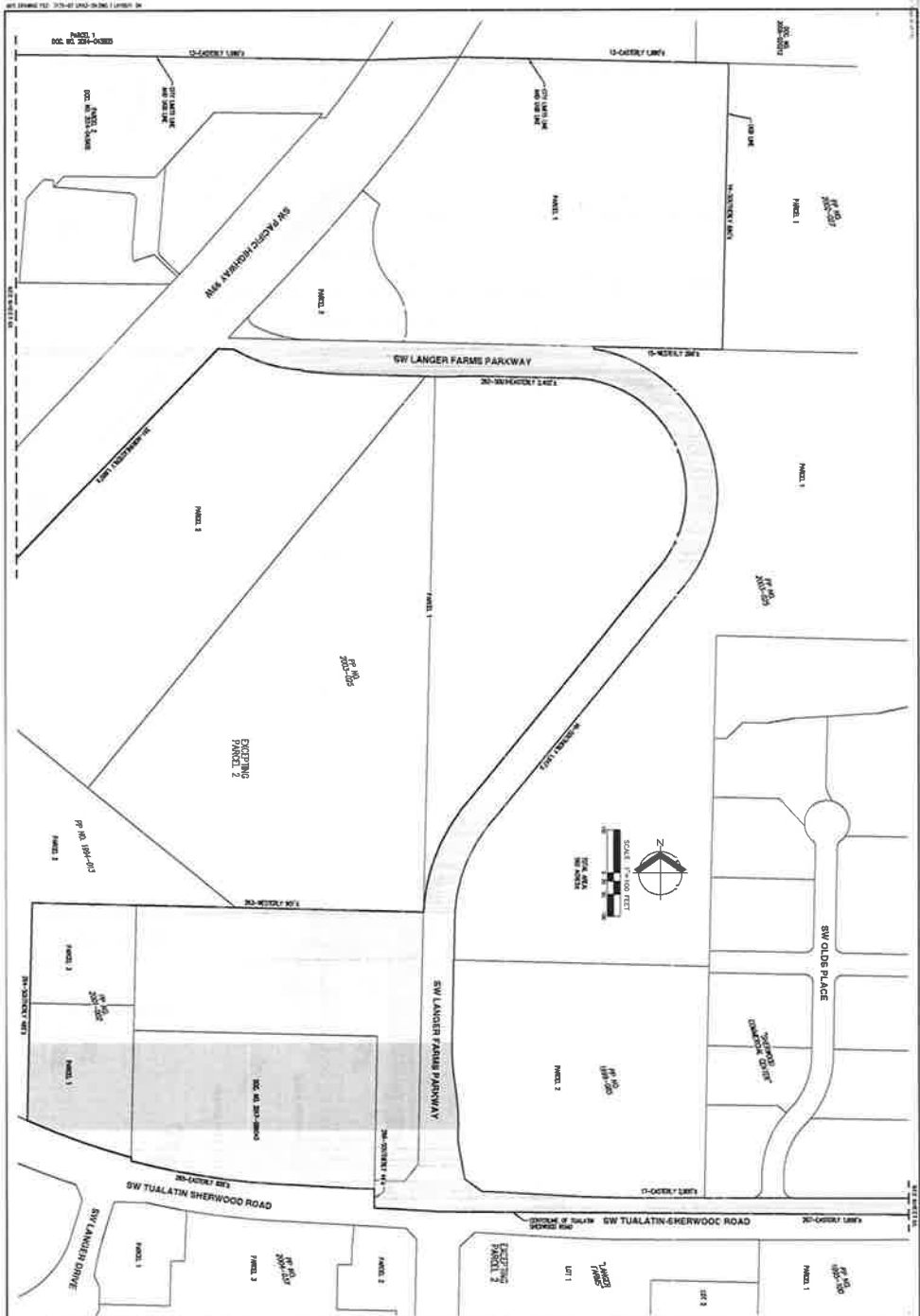
NO. DRAWN	7/25/20
SCALE	AS SHOWN
03	

MAP OF URBAN RENEWAL AREA

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

AKS ENGINEERING & SURVEY, LLC
 1000 SW HERMAN RD, SUITE 100
 SHERWOOD, OREGON 97139
 WWW.AKS-ENG.COM

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

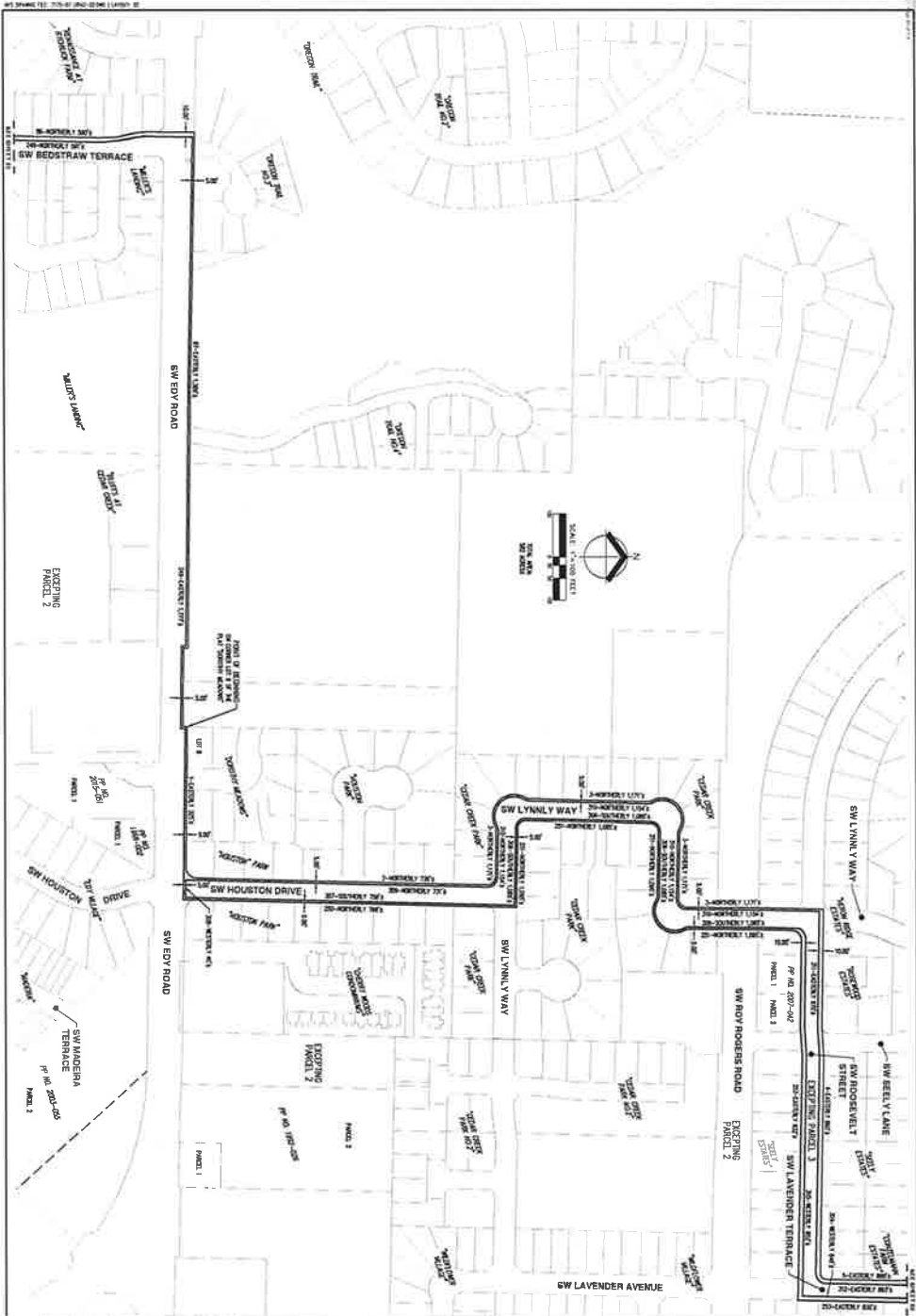


DATE: 07/15/07	BY: JLS
PROJECT: URBAN RENEWAL	SCALE: AS SHOWN
CLIENT: CITY OF SHERWOOD	DATE: 07/15/07
DESIGNER: JLS	PROJECT NO: 775-07
CHECKER: JLS	SHEET NO: 04
DATE: 07/15/07	

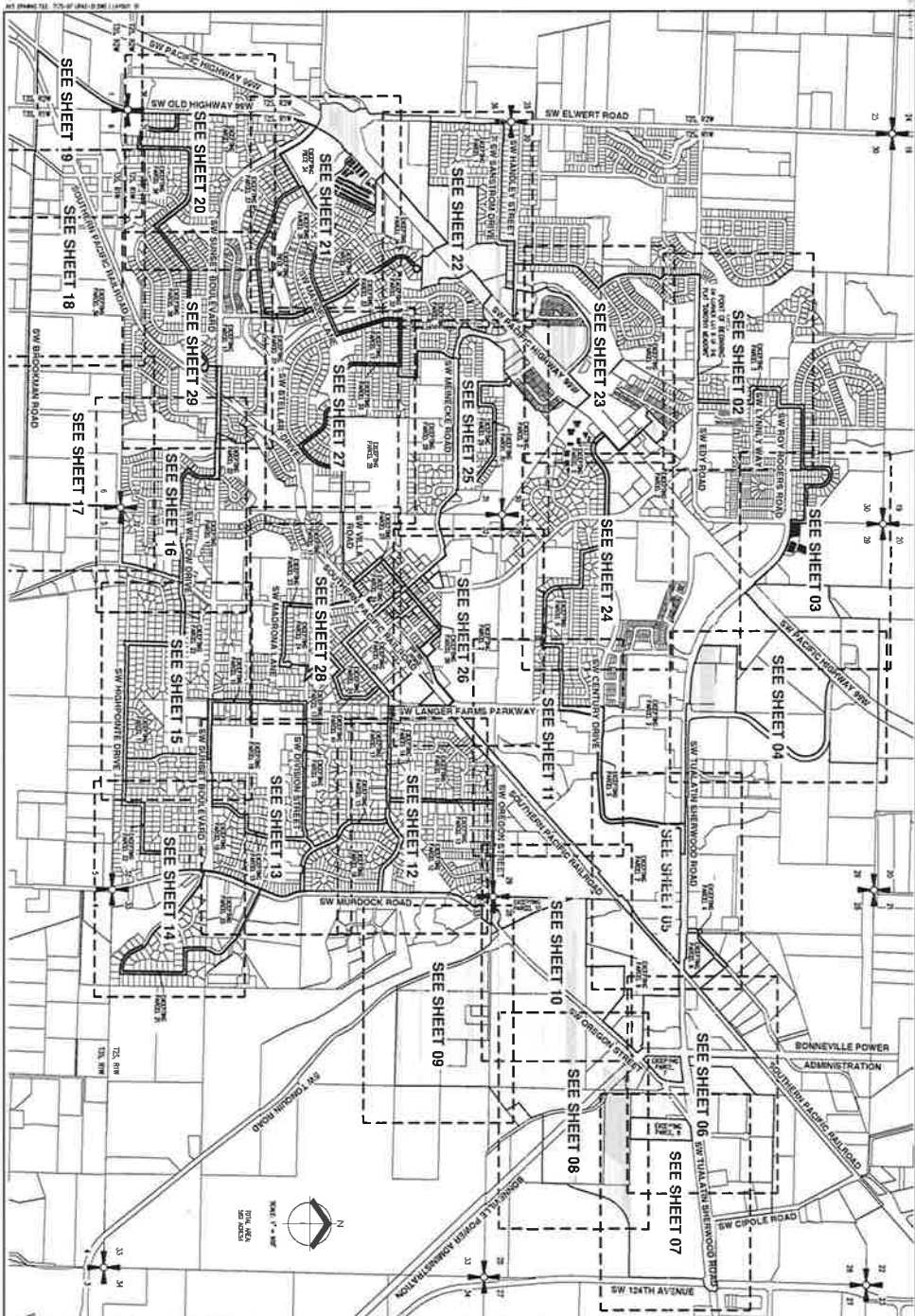
MAP OF URBAN RENEWAL AREA

CITY OF SHERWOOD
URBAN RENEWAL AREA
SHERWOOD OREGON

AKS
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<p>PROJECT NO. 02</p> <p>DATE 7/15-07</p> <p>SHEET 02</p>	<p>MAP OF URBAN RENEWAL MAP</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & FORESTRY, LLC 200 N. W. AVENUE, SUITE 100 SHERWOOD, OREGON 97139 WWW.AKS-ENG.COM</p> <p>ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE</p>
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<p>AKS 7175-07 SHEET 01</p>	<p>AKS ENGINEERING & DESIGN, LLC 13800 SW 10TH AVE, SUITE 100 SHERWOOD, OREGON 97139 WWW.AKS-OR.COM</p>	<p>MAP OF URBAN RENEWAL MAP COVER SHEET</p>	<p>CITY OF SHERWOOD URBAN RENEWAL AREA SHERWOOD OREGON</p>	<p>AKS ENGINEERING & DESIGN, LLC 13800 SW 10TH AVE, SUITE 100 SHERWOOD, OREGON 97139 WWW.AKS-OR.COM ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
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LIST OF PARTICIPANTS

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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

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David Bodway, Finance Director

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Advisory Committee

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TABLE OF CONTENTS

I. DEFINITIONS.....1

II. INTRODUCTION.....3

III. MAXIMUM INDEBTEDNESS7

IV. PLAN GOALS.....8

V. URBAN RENEWAL PROJECT CATEGORIES..... 13

VI. URBAN RENEWAL PROJECTS 13

VII. AMENDMENTS TO PLAN..... 18

VIII. PROPERTY ACQUISITION AND DISPOSITION 19

IX. RELOCATION METHODS 20

X. TAX INCREMENT FINANCING OF PLAN..... 21

XI. VALIDITY 21

XII. ANNUAL REPORT 21

XIII. RELATIONSHIP TO LOCAL OBJECTIVES..... 23

XIV. LEGAL DESCRIPTION 34

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

Statutory Requirement	Plan Section
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

Project Category	Goals
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

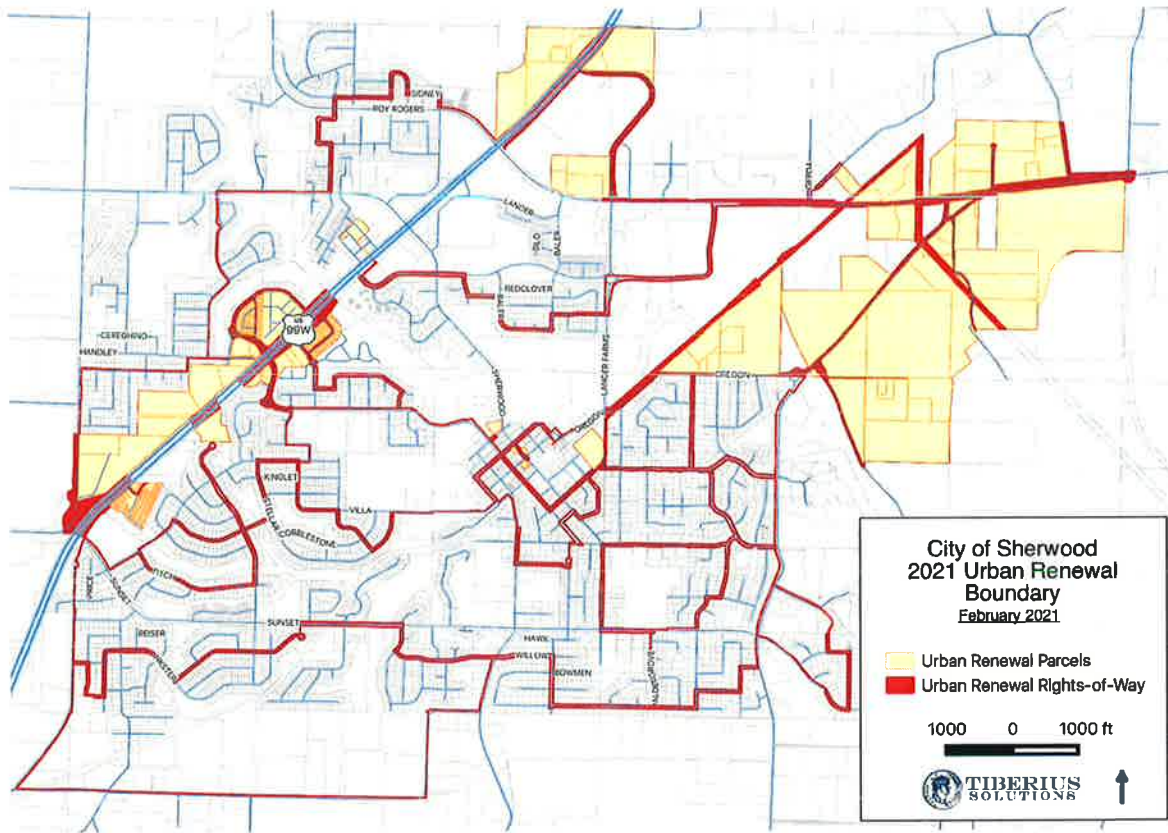
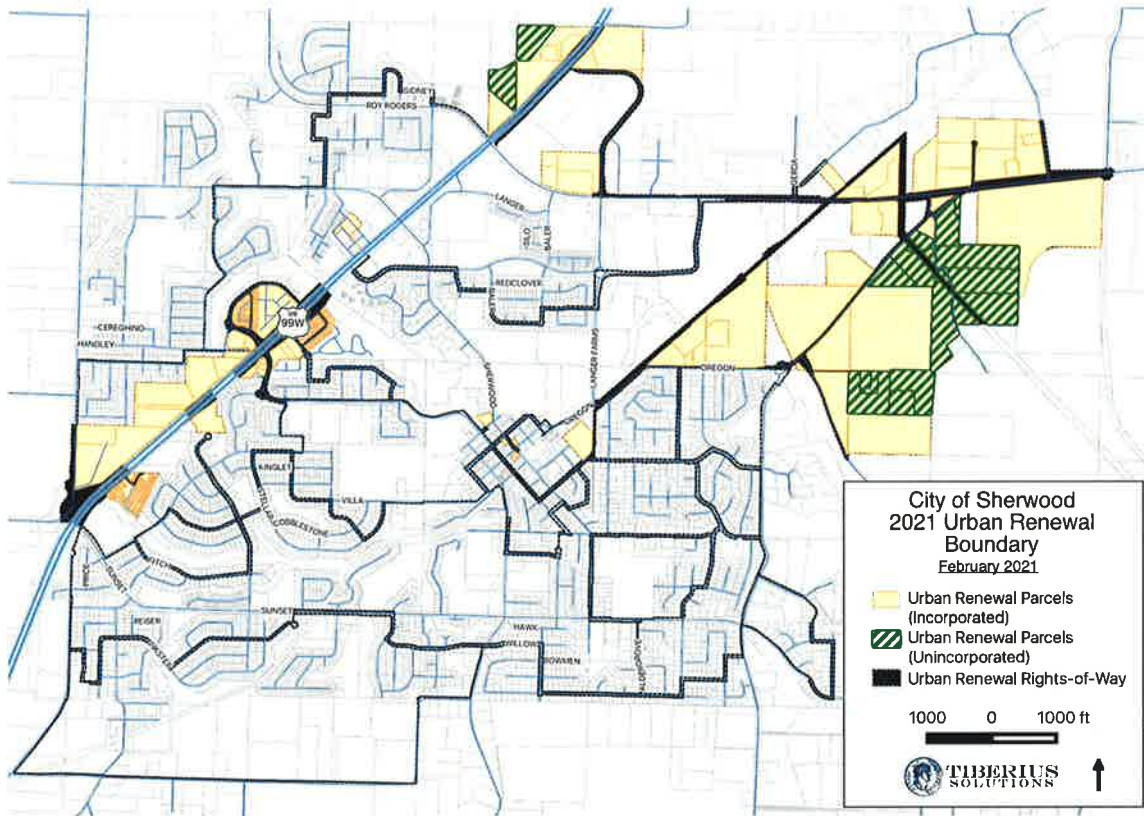


Figure 2– Sherwood Urban Renewal Plan Area Boundary Showing Unincorporated Properties



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 124th 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 Public 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:¹

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.

¹ 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.

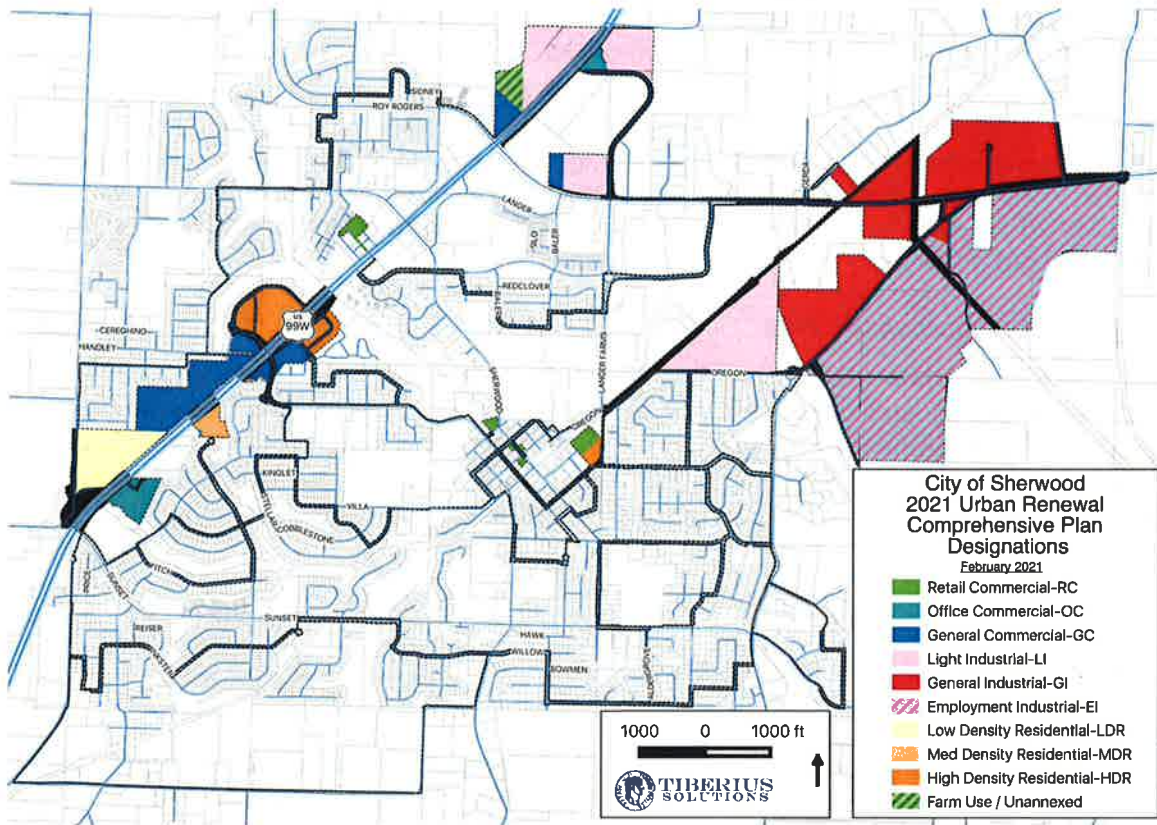
XI. VALIDITY

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 Analysis²

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.

² *Sherwood Economic Opportunities Analysis*, ECONorthwest, December 2018.

C. City of Sherwood Economic Development Strategy³

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.

³ *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



AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 | www.aks-eng.com

AKS Job #7175-07

OFFICES IN: BEND, OR - KEIZER, OR - TUALATIN, OR - VANCOUVER, WA

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 southwestery 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 Lynnlly 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 Lynnlly 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 "Highpoint" (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 southwesterly 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 southwesterly right-of-way line of SW Fitch Drive (Assessor's Map 2S.1.31CB);
1221. Thence along said southwesterly 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 southwestery 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 southwestery 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 Southwestery 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 southwestwesterly 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 southwesterly extension of the southeasterly line of the plat of "Vintage Creek Townhomes" (Assessor's Map 2S.1.30DC);
- 2503. Thence along said southwesterly 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 southwestwesterly extension thereof, Southwestwesterly 836 feet, more or less, to a line that is parallel with and 10.00 feet northeasterly of the southwestwesterly 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 southwestwesterly right-of-way line thereof, Southeasterly 1,085 feet, more or less, to the southwestwesterly extension of the southeasterly right-of-way line of SW Galewood Drive (Assessor's Map 2S.1.31CD);
- 3403. Thence along said southwestwesterly 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

