

LEGEND

▨ Potential 2006 Bond Measure Project Areas

Goal 5 Areas - 40% Transparency

Classification *, **

Impact Area

Riparian Wildlife Habitat Class I

Riparian Wildlife Habitat Class II

Riparian Wildlife Habitat Class III

Upland Wildlife Habitat Class A

Upland Wildlife Habitat Class B

Upland Wildlife Habitat Class C

Public Owned Properties - City Of Sherwood

Lakes, Ponds, Rivers

Rivers, Streams, Irrigation

* Metro Regional Government Goal 5 designations are assigned values based on a fish and wildlife habitat inventory completed in 2002. Future acquisition of all lands depicted will be dependent on available funding and regulatory conditions and requirements.

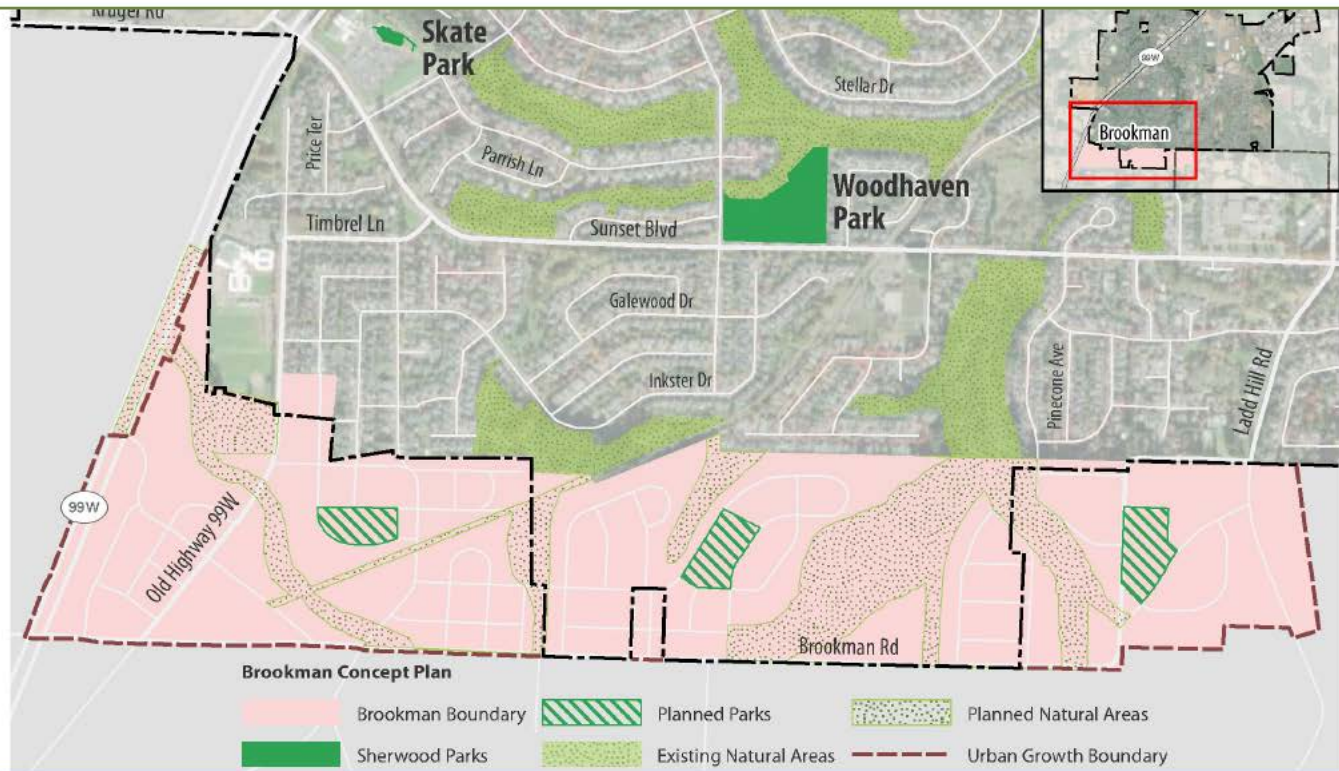
** Class I, II and III refers to regionally significant riparian habitat areas. Class I is the highest value riparian habitat and generally consists of the highest quality wetlands, floodplains and buffers. Class III is the lowest value riparian habitat and generally consists of degraded wetlands and floodplains that still provide significant habitat value for fish and wildlife.

Class A, B and C refers to regionally significant upland wildlife habitat areas. Class A is the highest value which includes the larger patches that are in close proximity to other patches and have access to water. Class C is the lowest value and generally consists of smaller isolated patches.

Map Series Produced For The City Of Sherwood, Oregon. This Map Is Intended For Planning & Discussion Purposes Only. Please Refer To The Parks Master Plan Document For Map Details. Data Sources - City of Sherwood, METRO, GRASP™ Team Revised - September 2006

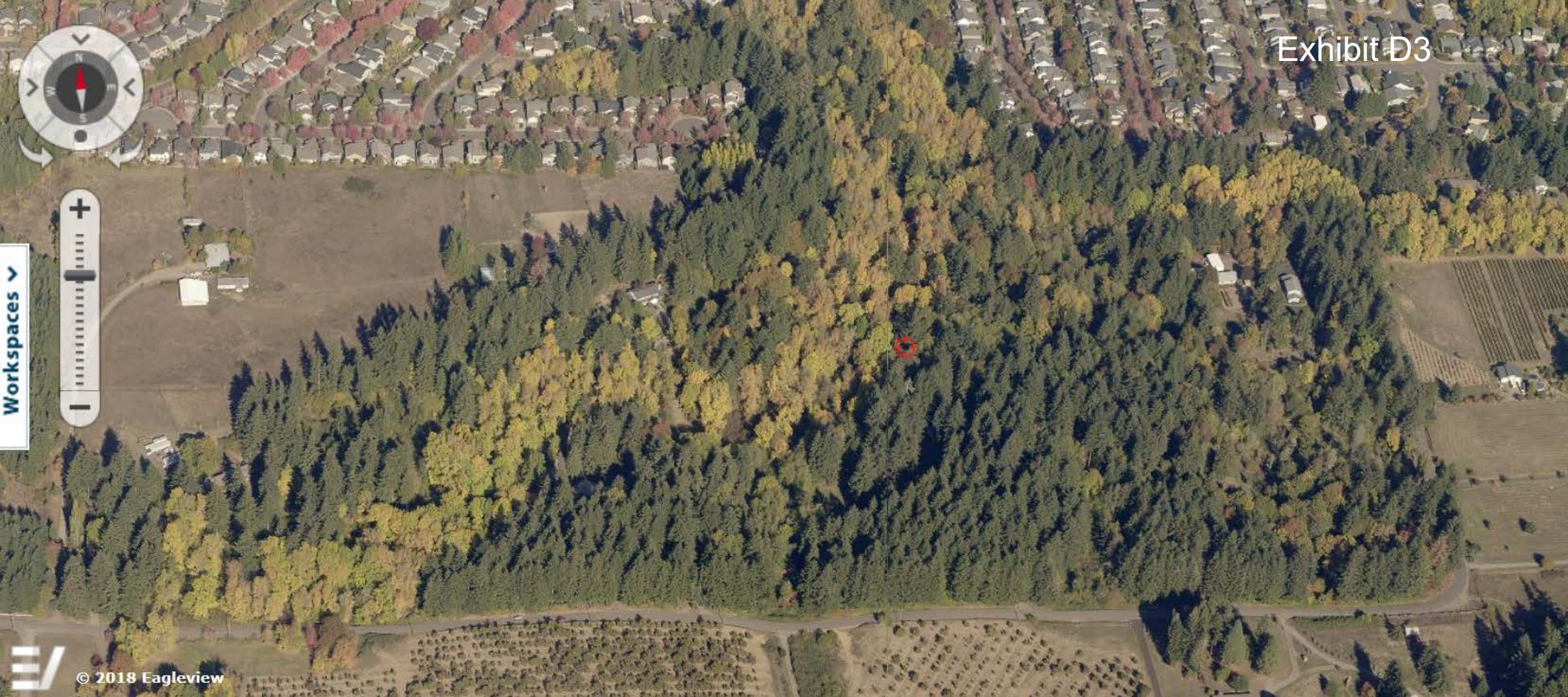
FIGURE 7: BROOKMAN AREA MAP

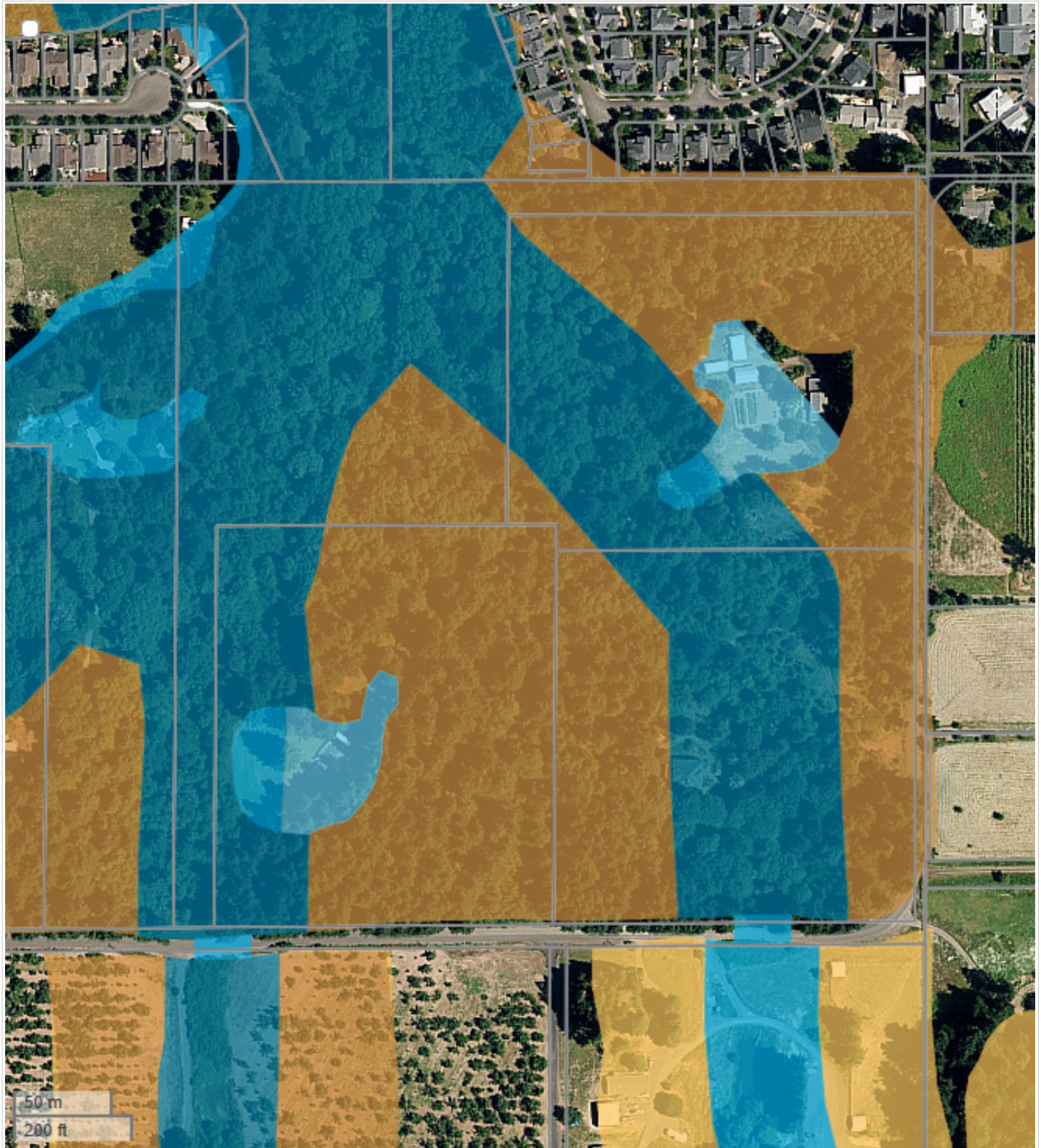
Exhibit D2





Workspaces ▾





Data Resource Center
 600 NE Grand Ave, Portland, OR 97232
 503.797.1742 – drc@oregonmetro.gov

This Web site is offered as a public service, integrating various government records into a region-wide mapping system. The property assessment records are a multi-county integration of Clackamas, Multnomah and Washington County records. MetroMap blends each county's records into a common database on a quarterly basis. Therefore, to view each county's official records, go to their respective web sites or offices. The other MetroMap data are derived from city, county, state, federal and Metro sources. The metadata (data about the data) are included on this site, including the sources to be consulted for verification of the information contained herein. It describes some cases where Metro blends city and county records by generalizing the disparities. Metro assumes no legal responsibility for the compilation of multi-source government information displayed by MetroMap.

- ▼ Upland Habitat
 - Upland Class A
 - Upland Class B
 - Upland Class C
- ▼ Riparian Habitat
 - Riparian Class I
 - Riparian Class II
 - Riparian Class III

Final Documents
for
Annexation to
Sherwood

Metro proposal number: WA2917
Ordinance/Resolution: 2017-002
Annexation: AN16-01
Department of Revenue: 34-2286-2017
Secretary of State: AN 2017-0049

OFFICE OF THE SECRETARY OF STATE

KATE BROWN
SECRETARY OF STATE



ARCHIVES DIVISION
MARY BETH HERKERT
DIRECTOR
800 Summer Street NE
Salem, Oregon 97310
(503) 373-0701
Facsimile (503) 378-4118

May 23, 2017

City of Sherwood
Comm. Dev. Div. – Planning Dept
22560 SW Pine St
Sherwood, OR 97140

Dear City Recorder:

Please be advised that we have received and filed, as of **May 23, 2017**, the following records annexing territory to the following:

Ordinance/Resolution Number	Our File Number
Ord# 2017-002_ (AN16-01) _Brookman Area Annex Metro Proposal Number WA2917	AN 2017-0049

For your records please verify the effective date through the applicable ORS.

Our assigned file number(s) are included in the above information.

Sincerely,

Dani Morley
Official Public Documents

Cc: Department of Revenue
Population Research Center

Notice to Taxing Districts

ORS 308.225



Cadastral Information Systems Unit
PO Box 14380
Salem, OR 97309-5075
fax 503-945-8737
boundary.changes@oregon.gov

City of Sherwood
Comm. Dev. Div.--Planning Dept.
22560 SW Pine St
Sherwood OR 97140

Description and Map Approved
April 24, 2017
As per ORS 308.225

Description Map - Received from: Sambo Kirkman
On: 4/10/2017

This is to notify you that your boundary change in Washington County for:
ANNEX to CITY OF SHERWOOD

ORD. #2017-002_(AN 16-01)_Brookman Area Annex

has been: Approved 4/24/2017
 Disapproved

Department of Revenue File Number: 34-2286-2017

Reviewed by: Robert Ayers, 503-983-3032

Boundary: Change Proposed Change

The change is for:

- Formation of a new district
- Annexation of a territory to a district
- Withdrawal of a territory from a district
- Dissolution of a district

If you have not already done so, the approved version of the map(s), legal descriptions(s) and signed ordinance must also be filed with the County Assessor and Secretary of State

- Transfer
- Merge
- Establishment of Tax Zone



ORDINANCE 2017-002

APPROVING ANNEXATION TO THE CITY OF SHERWOOD OF 92.30 ACRES, COMPRISED OF 8 TAX LOTS AND ADJACENT BROOKMAN ROAD RIGHT-OF-WAY WITHIN THE BROOKMAN ADDITION CONCEPT PLAN AREA

WHEREAS, the Holt Group, Inc., on behalf of the owners of 8 tax lots, has submitted an application for annexation of certain land, as described in Exhibits A and B to this Ordinance, to the City of Sherwood; and

WHEREAS, the property owners initiated this annexation in accordance with ORS Chapter 222 and SB 1573 (2016); and

WHEREAS, SB 1573 requires City approval without submission to the electors, regardless of any local charter or ordinance requirements to the contrary, of annexation requests submitted by all owners of land in the territory proposed to be annexed, when:

- (a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;
- (b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
- (c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right-of-way or body of water; and
- (d) The proposal conforms to all other requirements of the city's ordinances; and

WHEREAS, the Brookman Addition Concept Plan area, which includes the territory proposed to be annexed, was brought into the Urban Growth Boundary in 2002 by Metro via Ordinance 02-0969B; and

WHEREAS, the City of Sherwood developed a concept plan for that area and adopted the concept plan and implementing ordinances in 2009 via Ordinance 2009-004; and

WHEREAS, at least one lot or parcel within the territory proposed to be annexed is contiguous to the current city limits; and

WHEREAS, the City does not presently have any other ordinance requirements applicable to this annexation request; and

WHEREAS, the properties proposed to be annexed are currently in unincorporated Washington County and part of the Washington County Service Districts for Enhanced Law Enforcement and Urban Road Maintenance; and

WHEREAS, Washington County and the City of Sherwood have entered into an agreement acknowledging that the City of Sherwood should be the ultimate provider of services in the Brookman area; and

WHEREAS, these properties must be within the City limits in order to be developed for the urban uses and densities planned for in the Brookman Concept Plan; and

WHEREAS, after proper legal notice, public hearings were held on the proposed annexation by the City Council on March 21, 2017 and April 4, 2017, at which public comments and testimony were received and considered; and

WHEREAS, the Council reviewed and considered the staff report with proposed findings and reasons for the decision;

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

Section 1. The territory proposed to be annexed is specifically identified in the legal description (Exhibit A) and map (Exhibit B) attached to this Ordinance.

Section 2. The applicant has demonstrated that the annexation of the territory proposed to be annexed to the City of Sherwood meets all applicable requirements, as documented in Exhibit 1 to the City Council Staff Report.

Section 3. Upon annexation, the Comprehensive Plan zoning designations adopted via Ordinance 2009-004 implementing the Brookman Addition Concept Plan, will apply to the territory proposed to be annexed.

Section 4. Pursuant to ORS 222.520 and 222.120(5), the City Council declares that upon the effective date of the annexation, the annexed territory will be withdrawn from the Washington County Service Districts for Enhanced Law Enforcement and Urban Road Maintenance. The City Council further supports the future annexation into any special districts necessary for the provision of urban services to the property.

Section 5. The territory proposed to be annexed is hereby declared annexed to the City of Sherwood.

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

Duly passed by the City Council this 4th of April, 2017.


Krisanna Clark, Mayor 4/4/17
Date

Attest:


Sylvia Murphy, MMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Young	✓	—
Garland	✓	—
Robinson	✓	—
Kuiper	✓	—
King	✓	—
Harris	✓	—
Clark	✓	—



AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #3591

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

EXHIBIT A

Annexation Parcel

A tract of land located in the northwest one-quarter and in the northeast one-quarter of Section 6, Township 3 South, Range 1 West, and in the southwest one-quarter of Section 31, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Parcel 1:

Beginning at the one-quarter corner common to said sections 6 and 31, also being the southwesterly corner of the Plat of "Abney Revard No. 2", thence along the north line of said section 6 and the City of Sherwood City Limits, South 88°45'45" East 2647.18 feet to the east line of said section 6 and the Washington County-Clackamas County line; thence leaving the City of Sherwood city limits along the said east line of said section 6, South 01°51'49" West 50.00 feet to the easterly extension of the north line of Deed Book 1182 Page 951; thence along said easterly extension and the north line of said Deed, North 88°45'45" West 766.59 feet to the west line of said Deed; thence along said west line, South 01°51'49" West 554.81 feet to the north line of Document Number 87-027469; thence along said north line, South 88°45'45" East 107.00 feet to the east line of said Deed; thence along said east line and the southerly extension thereof, South 01°51'49" West 746.00 feet to the southerly right-of-way line of Brookman Road (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 2308.30 feet to the southerly extension of the east line of Document Number 87-037951; thence along said southerly extension and the east line of said Deed, North 02°23'45" East 459.00 feet to the northeast corner thereof; thence along the north line of said Deed, North 88°50'38" West 208.00 feet to the northwest corner thereof; thence along the west line of said Deed and the southerly extension thereof, South 02°23'45" West 459.00 feet to the southerly right-of-way line of Brookman Road (County Road No. 493) (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 594.24 feet to the southerly extension of the east line of Document Number 2011-080743; thence along said southerly extension and the east line of said Deed, North 01°07'39" East 479.83 feet to the northeast corner of said Deed; thence along the north line of said Deed, North 89°52'17" West 54.60 feet to the east line of the Plat of "Middleton"; thence along the east line of said Plat, North 00°07'56" East 485.66 feet to the southeasterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline), also referenced as **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4", and the City of Sherwood city limits; thence along said southeasterly right-of-way line, North 68°14'32" East 1260.43 feet; thence continuing along said southerly right-of-way line and along the City of Sherwood city limits, North 66°48'03" East 46.53 feet to the northwest corner of Lot 97 of the Plat of "Abney Revard No. 2", being an angle point of the southerly line of the City of Sherwood city limits; thence along the west line of said Lot 97 and the City of Sherwood city limits, South 01°15'43" West 120.84 feet to the Point of Beginning.

Parcel 2:

Beginning at said **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4"; thence along the east line of the Plat of

Exhibit A

“Middleton”, North 00°07’56” East 64.66 feet to the northwesterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline) and the **True Point of Beginning**; thence continuing along said east line, North 00°07’56” East 170.19 feet to the southerly southwest corner of Tract ‘U’ of the Plat “Woodhaven No. 4”, and the City of Sherwood city limits; thence along the southerly line of said Tract ‘U’ and the City of Sherwood city limits, South 87°19’51” East 381.87 feet to the northwesterly right-of-way line of said Railroad (30.00 feet from centerline); thence leaving the City of Sherwood city limits along said northwesterly right-of-way line, South 68°14’32” West 411.14 feet to the True Point of Beginning.

The above described tracts of land contain 92.30 acres, more or less (of which 2.71 acres is existing right-of-way and 89.59 acres is private property).

01/06/2017



Michael Kalina



ANNEXATION CERTIFIED

BY VF

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

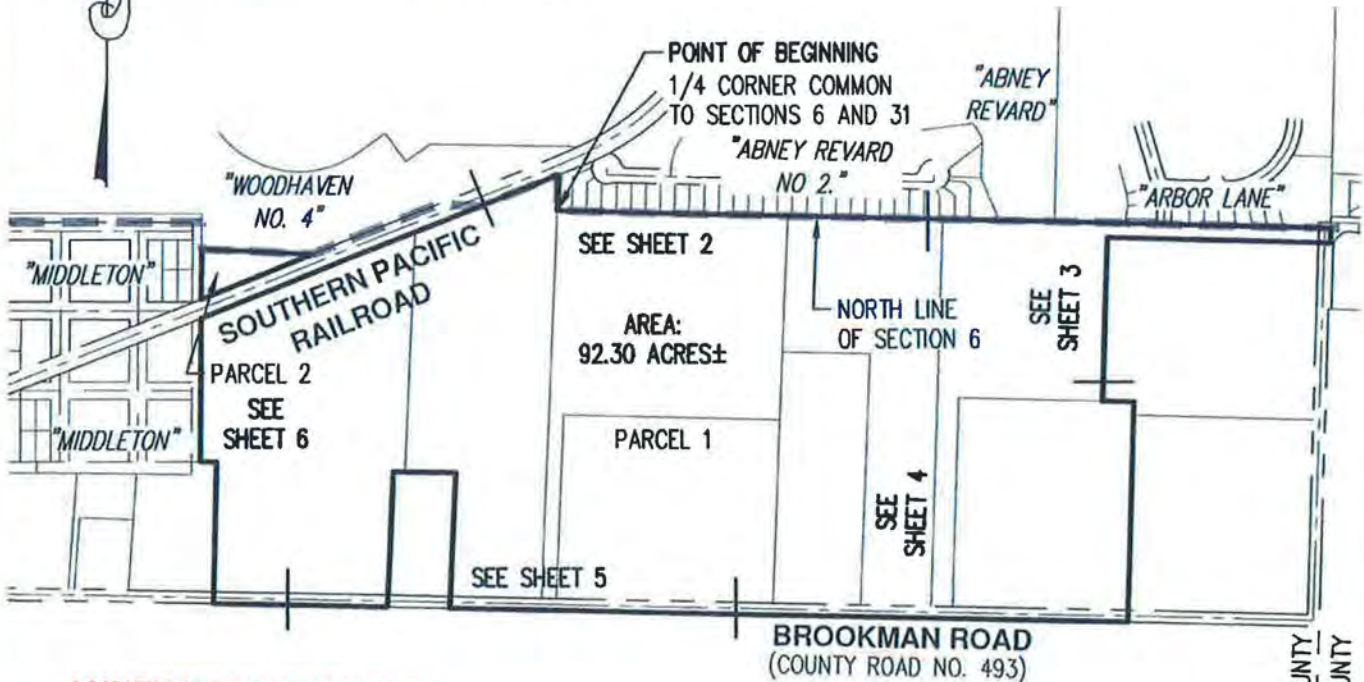
EXHIBIT B

SHEET 1 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND
NE 1/4 OF SECTION 6, T3S, R1W, AND
IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M.,
WASHINGTON COUNTY, OREGON



SCALE 1" = 600 FEET



ANNEXATION CERTIFIED

BY TF

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

01/06/2017

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Michael Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

AREA TABLE

TOTAL AREA: 92.30 ACRES±
RIGHT-OF-WAY AREA: 2.71 ACRES±
PROPERTY AREA: 89.59 ACRES±

WASHINGTON COUNTY
CLACKAMAS COUNTY

Exhibit B

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

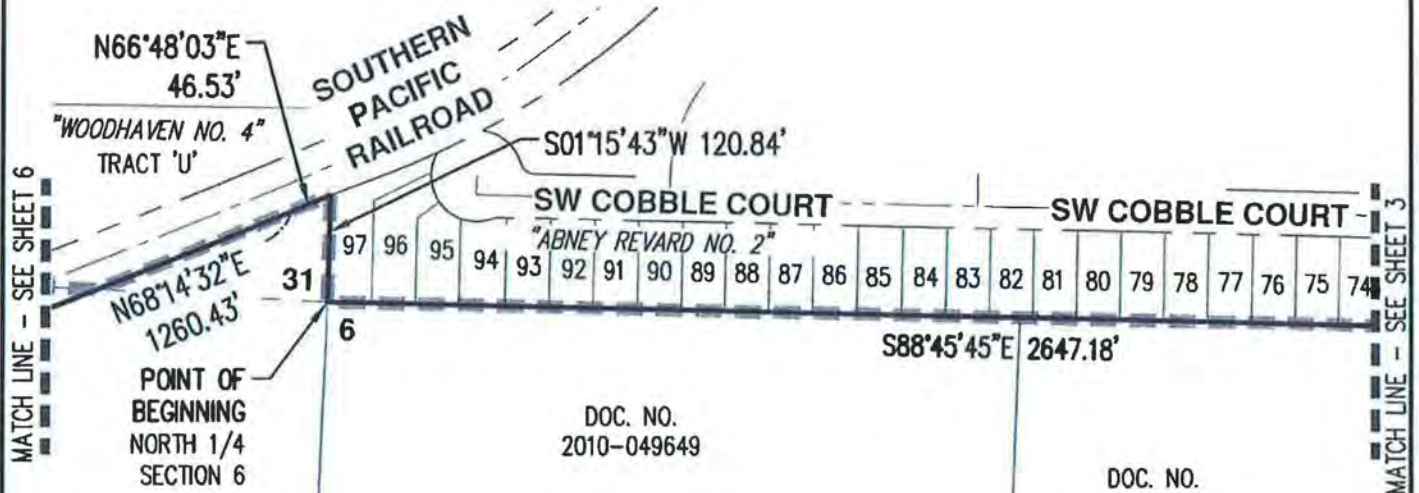
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 2 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



DOC. NO.
2010-049649

DOC. NO.
98-103799

AREA:
92.30 ACRES±

PARCEL 1

ANNEXATION CERTIFIED

BY

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

SCALE 1" = 200 FEET



LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

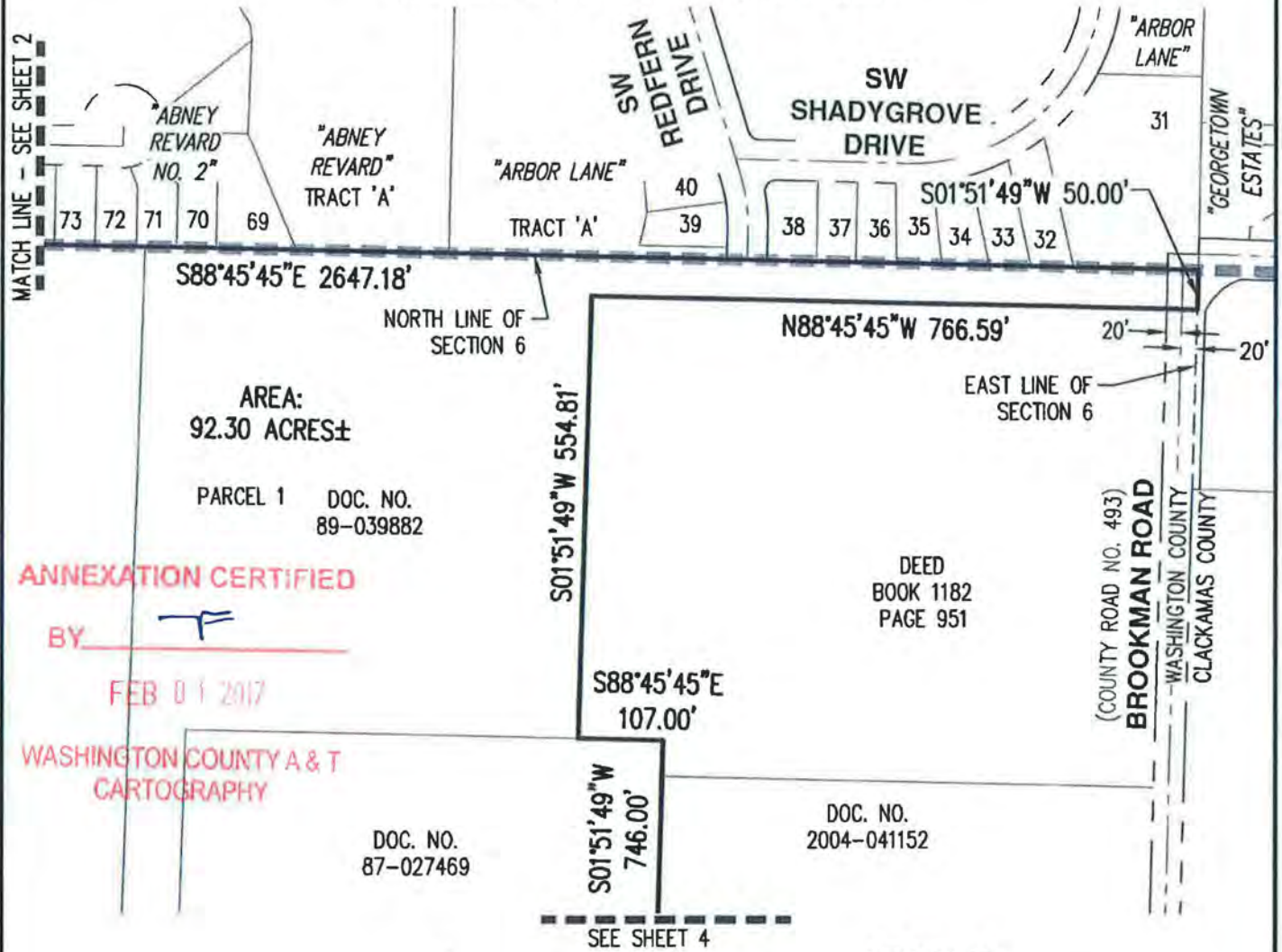
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 3 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



ANNEXATION CERTIFIED

BY 

FEB 01 2017


WASHINGTON COUNTY A & T
CARTOGRAPHY

DOC. NO.
87-027469

DOC. NO.
2004-041152

DEED
BOOK 1182
PAGE 951

LEGEND

 CITY OF SHERWOOD CITY LIMITS

SCALE 1" = 200 FEET



01/06/2017
REGISTERED PROFESSIONAL LAND SURVEYOR

Michael Kalina
 OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION		
DRAWN BY: MSK	CHECKED BY: RDR	DWG: 3591 ANNEX EXHIBIT
AKS ENGINEERING & FORESTRY, LLC		JOB: 3591
12965 SW HERMAN RD	SUITE 100	
TUALATIN, OR 97062	www.aks-eng.com	
PHONE: 503.563.6151	FAX: 503.563.6152	



EXHIBIT B

SHEET 4 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON

SCALE 1" = 200 FEET



LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

ANNEXATION CERTIFIED

BY *[Signature]*

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

AREA:
92.30 ACRES±

PARCEL 1

DOC. NO.
99-109559

DOC. NO.
98-103799

DOC. NO.
89-039882

SEE SHEET 3

S88°45'45"E
107.00'

DOC. NO.
87-027469

S01°51'49"W 746.00'

DOC. NO.
2004-041152

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

N88°50'38"W 2308.30'

MATCH LINE - SEE SHEET 5

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 5 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON

SCALE 1" = 200 FEET



PARCEL 1

AREA:
92.30 ACRES±

DOC. NO.
2005-079964

DOC. NO.
2010-049649

DOC. NO.
97-038339

N88°50'38"W
208.00'

DOC. NO.
87-037951

S02°23'45"W 459.00'

N02°23'45"E 459.00'

DOC. NO.
2010-058473

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

MATCH LINE - SEE SHEET 6

N88°50'38"W
594.24'

20'
20'

N88°50'38"W 2308.30'

MATCH LINE - SEE SHEET 4

ANNEXATION CERTIFIED

BY JK

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

LEGEND

■ ■ ■ ■ CITY OF SHERWOOD
CITY LIMITS

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWES: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

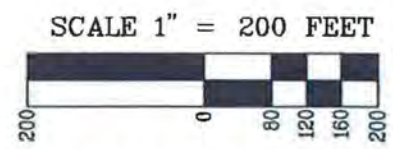
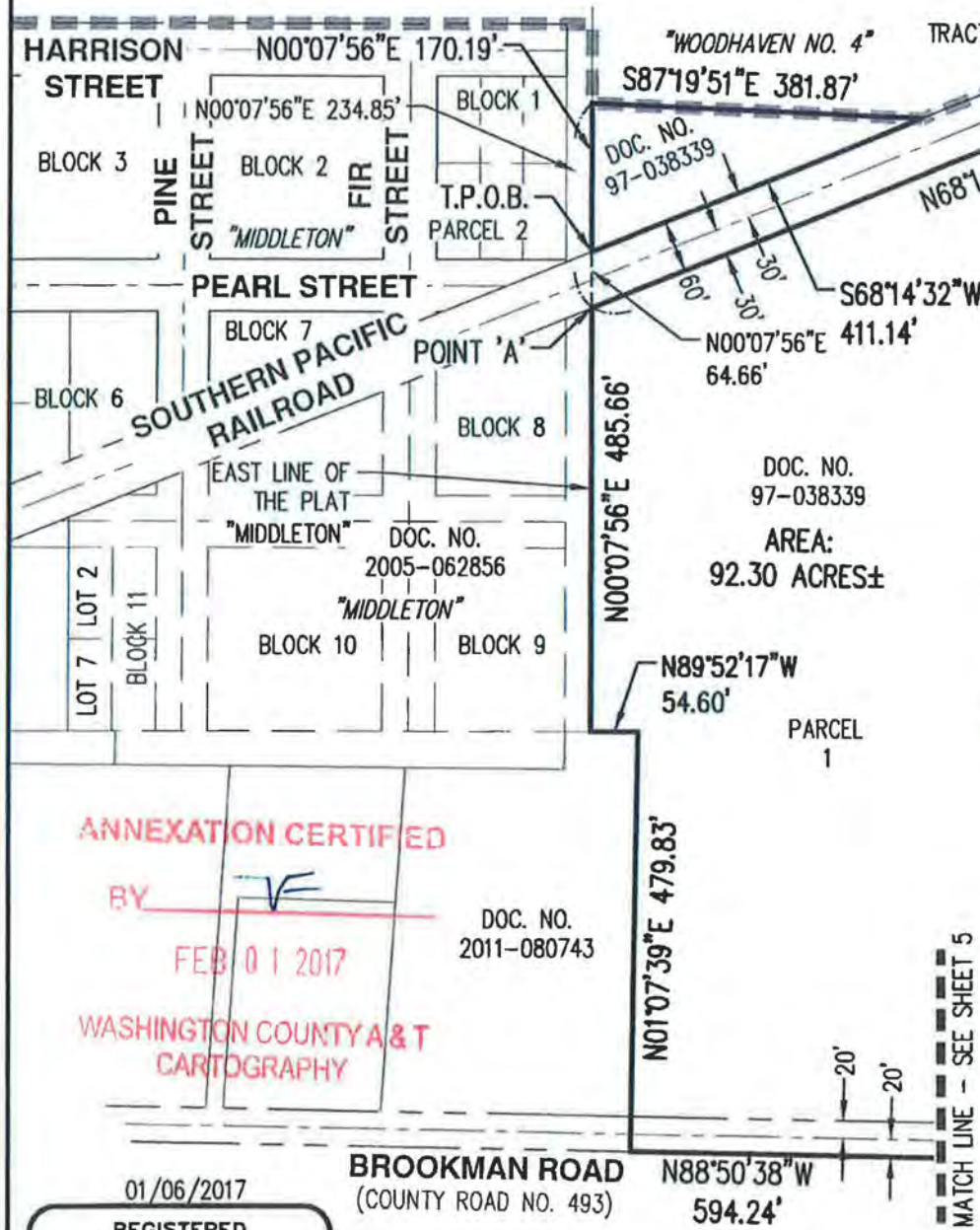
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 6 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



LEGEND
 - - - - - CITY OF SHERWOOD CITY LIMITS



ANNEXATION CERTIFIED
 BY VF
 FEB 01 2017
 WASHINGTON COUNTY & T
 CARTOGRAPHY

DOC. NO.
 2011-080743

01/06/2017
 REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Michael Kalina
 OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK	CHECKED BY: RDR	DWG: 3591 ANNEX EXHIBIT	JOB: 3591
AKS ENGINEERING & FORESTRY, LLC			
12965 SW HERMAN RD		SUITE 100	
TUALATIN, OR 97062		www.aks-eng.com	
PHONE: 503.563.6151	FAX: 503.563.6152		

Council Meeting Date: April 4, 2017

Agenda Item: Public Hearing (*Second Reading*)

TO: Sherwood City Council

FROM: Connie Randall, Planning Manager

Through: Josh Soper, City Attorney, Joseph Gall, ICMA-CM, City Manager and Julia Hajduk, Community Development Director

SUBJECT: Ordinance 2017-002, Approving Annexation into the City of Sherwood of 92.30 Acres, Comprised of 8 Tax Lots and Adjacent Brookman Road Right-of-Way within the Brookman Addition Concept Plan Area

Issue:

Shall the City Council approve the proposed annexation of 92.30 acres of land within the Brookman Addition Concept Plan area?

Background:

The City of Sherwood approved the concept plan for the Brookman Addition Concept Plan area in 2009 via Ordinance 2009-004. The area remains in Washington County and under County jurisdiction until annexation to the City. Under current zoning and agreements, urban development within the area cannot occur until annexation occurs. The applicant is proposing to annex eight (8) parcels of land and the adjacent right-of-way totaling 92.30 acres into the City of Sherwood under the annexation method detailed in Senate Bill 1573 (2016) and ORS Chapter 222. Under this method, 100% of the landowners have petitioned the City to be annexed. Upon annexation, the exiting comprehensive plan designations of Medium Density Residential Low and Medium Density Residential High will be applied to the properties, consistent with the adopted comprehensive plan/zone map.

The City Council has held hearings and forwarded requests to annex portions of the Brookman area to the voters in the past, most recently in 2015. In accordance with the City Charter, each of those requests were forwarded to the ballot for voter approval, and subsequently were not approved by the voters. Since that time, the State Legislature passed SB 1573 which requires annexation without referral to the voters, superseding local charters requiring voter approval, when certain criteria are met. This application has been submitted under SB 1573 and the staff report (Exhibit 1) finds that the criteria have been met. The attached staff report reviews the applicable criteria that must be considered for annexations and documents how the application meets the specific criteria that make it eligible for annexation under SB 1573. Based on this information and analysis, staff recommends approval of the annexation.

The City Council held the first reading and public hearing on this item on March 21, 2017.

Alternatives:

If the City Council finds that the proposed annexation does not meet the criteria identified in SB 1573, it could not approve the Ordinance.

Financial Impacts:

There are upfront and staff costs associated with processing an annexation, however the applicant is required to pay 100% of costs associated with the annexation, including staff time. The applicant has paid a deposit of \$7,500 to initiate this annexation.

Upon annexation, the area would be brought into the City limits and begin contributing to the City's tax base. It is impossible to determine what the future assessed value of new homes built in the area will be; however, an example from the City's FY2016-17 budget document (pg 27) illustrates that the average property tax on a \$300,000 home will be approximately \$5,454. While the City portion of that is only 17%, it is clear that development in the area will bring in additional tax revenues to the City and other taxing districts.

Costs associated with developing the area would most likely be fully born by the developer either by upfront development (constructing new roads for example) or paying system development charges for parks, streets, sanitary, storm and water.

Recommendation:

Staff respectfully recommends that the City Council hold the second public hearing and adopt Ordinance 2017-002 Approving Annexation into the City of Sherwood of 92.30 Acres, Comprised of 8 Tax Lots and Adjacent Brookman Road Right-of-Way within the Brookman Addition Concept Plan Area.

City of Sherwood
Staff Report for Brookman Annexation:

March 21, 2017
File No: AN 16-01

Signed: 
Connie Randall, Planning Manager

Proposal: The applicant is proposing to annex eight parcels of land and the adjacent right of way totaling 92.30 acres into the City of Sherwood under the annexation method detailed in Senate Bill 1573 and ORS 222. Under this method, 100% of the landowners have petitioned the City to be annexed.

I. BACKGROUND

- A. Applicant: **The Holt Group, Inc.**
PO Box 61426
Vancouver, WA 98666
- B. Location: The properties are generally located north of SW Brookman Road, south of the existing Sherwood City limits, west of the "S" curve, and east of the Southern Pacific Railroad. A map of the project area is attached as Exhibit E and a list of tax lots, owners, and assessed values within the area to be annexed is included as Exhibit D.
- C. Review Type: The City Charter requires a vote on annexation if approved by the City Council. However, Senate Bill 1573 includes language that supersedes the City's Charter, requiring the City Council to take action on an annexation petition for territory of land submitted by all owners of land in the territory without submitting the proposal to the electors if the criteria outlined in Section 2(2)(a)-(d) are met. Senate Bill 1573 provides specific criteria that the City Council must consider and act upon. Consequently, this application is being processed as a quasi-judicial action.
- D. Public Notice and Hearing: Notice of the March 21, 2017 City Council hearing on the proposed annexation was posted in five public locations around town on February 28, 2017 and provided to affected agencies and service providers on March 1, 2017. Notice was posted in three locations in the subject vicinity on March 6, 2017. While ORS only required mailed notice within 250 feet, the City mailed notice to all property owners within 1,000 feet of the area proposed to be annexed on February 24, 2017. Notice of the hearing was also provided in the February 23, 2017 and March 16, 2017 edition of The Times.
- E. Review Criteria: Oregon Revised Statutes (ORS 222) guide the process for annexation. Senate Bill 1573 was added to and made a part of ORS 222.111 to

222.180 and provides specific criteria for deciding city boundary changes. Metro, the regional government for this area, has legislative authority to provide criteria for reviewing (Metro Code 3.09). In addition, the City of Sherwood Comprehensive Plan Growth Management policies for urbanization are applicable and are addressed within this report.

- F. History: The Brookman area was brought into the Sherwood Urban Growth Boundary in 2002 via Metro Ordinance 02-0969B to provide for needed residential land. The entire Brookman area is comprised of 66 tax lots and approximately 258 acres. The area was concept planned between 2007 and 2009. In June 2009, via Ordinance 09-004, the City approved the Brookman Addition Concept Plan and associated implementing Comprehensive Plan and Map Amendments. There have been three prior attempts to annex the area into the City. The first attempt was initiated by the City in 2011 and was intended to bring the entire area into the city limits at once. The measure required approval of both the citizens of Sherwood and the registered voters in the Brookman area. That ballot initiative failed within both the City (48.41% to 51.59%) and within the Brookman area (21.27% to 78.72%).

The second attempt to annex land from the area into the City was initiated by a group of property owners that owned approximately 100 acres. The request was made under the triple majority annexation method, which meant that the majority of property owners who own a majority of land area and a majority of assessed value in the area petitioned to have the land annexed. That initiative did not require a vote of owners within the Brookman area, but it also did not obtain enough “yes” votes from voters within the City to pass (39.52% to 60.48%) in November 2013.

The third attempt to annex land from the area into the City in 2015 was similarly initiated by a group of property owners that owned approximately 84 acres. The request was also made under the triple majority annexation method. The annexation area was expanded by the City Council, at the request of property owners, to include additional parcels which brought the total area to be annexed to 101.79 acres. That initiative did not require a vote of owners within the Brookman area, but it also did not obtain enough “yes” votes from voters within the City to pass (30.79% to 69.21%).

- G. Site Characteristics and Existing Zoning: The proposed annexation area includes eight tax lots totaling approximately 92.30 acres of land including the adjacent Brookman Road right-of-way. The area is bisected by the Cedar Creek corridor. A railroad line cuts through the northwest corner of the area proposed to be annexed. The area proposed to be annexed is gently to moderately sloped, heavily treed, and contains protected resource areas.

Currently, the property is zoned Future Development (FD-20) by Washington County. According to Washington County’s code, the FD-20 purpose statement is, “The FD-20 District applies to the unincorporated urban lands added to the urban

growth boundary by Metro through a Major or Legislative Amendment process after 1998. The FD-20 District recognizes the desirability of encouraging and retaining limited interim uses until the urban comprehensive planning for future urban development of these areas is complete. The provisions of this District are also intended to implement the requirements of Metro's Urban Growth Management Functional Plan." The county has intentionally zoned this property so that development is limited until it is annexed into the City and developed under urban standards consistent with the adopted concept plan. Although the zoning allows for limited uses, it generally prohibits divisions of land that result in lots smaller than 20 acres.

In this instance, many of the lots in the area are already below 20 acres in size and was already being urbanized when it was rezoned FD-20 by Washington County. If the area is brought into the City, then the properties would be zoned consistent with the Brookman Addition Concept Plan.

The majority of the properties, approximately 84 acres (excluding the adjacent Brookman Road right-of-way) are zoned Medium Density Residential Low (MDRL). There is also a portion of the site, approximately 4 acres (excluding the adjacent Brookman Road right-of-way), zoned Medium Density Residential High (MDRH). The MDRL zoning district allows for single-family and two-family housing, manufactured housing, and other related uses with a density of 5.6 to 8 dwelling units per developable acre. The MDRH zoning district provides for a variety of medium density housing, including single-family, two-family housing, manufactured housing, multi-family housing, and other related uses with a density of 5.5 to 11 dwelling units per developable acre. Any future development would not be approved unless an applicant submits a formal land use proposal to develop the site that is consistent with the city zoning and subdivision design standards.

II. AFFECTED AGENCY, PUBLIC NOTICE, AND PUBLIC COMMENTS

Agencies:

Notice was provided to the following agencies on March 1, 2017: Tri-Met, NW Natural Gas, Sherwood Broadband, Bonneville Power Administration (BPA), City of Sherwood Public Works, Tualatin Valley Fire and Rescue (TVFR), Sherwood School District, Oregon Department of Transportation (ODOT), Oregon Department of State Lands, Pride Disposal, Allied Waste, Waste Management, City of Sherwood Engineering, City of Sherwood Economic Development, Kinder Morgan, Raindrops2Refuge, Portland Gas and Electric (PGE), Washington County, Portland Western Railroad, Metro, and Clean Water Services (CWS).

Tualatin Valley Fire and Rescue – Provided an e-mail indicating that they had no comment on the proposal (Exhibit Q).

ODOT Outdoor Advertising Sign Program – Provided an e-mail indicating that they had no comment on the proposal (Exhibit R).

Sherwood Engineering Department – Bob Galati, the City of Sherwood Engineer provided the following comments with regard to the proposed annexation (Exhibit S):

Engineering staff has reviewed the information provided for the above cited project. Review of the proposed annexation materials is based on data of existing City infrastructure and the proposed improvements necessary to provide services to the area covered by the annexation request.

The criteria for information is to provide an explanation of the utility needs, a description of the proposed utility system needed to serve the annexation area and ability to service areas beyond, and an associated cost estimate of the added system in terms of construction and maintenance to the City.

City of Sherwood Engineering Department comments are as follows:

Sanitary Sewer

The City's Sanitary Master Plan (dated September 2016) indicates that sanitary service will be provided by the extension of an existing 15" diameter sanitary mainline located at the southern City limits boundary between Redfern Drive and Greengate Drive.

The Sanitary Master Plan shows the proposed extension of a 15" diameter line through the Brookman area following the stream corridor intersecting with Brookman Drive and continuing north towards Hwy 99W. Construction of the 15" diameter mainline to the City's southern City limits has already occurred as a City capital improvement project.

The Brookman area has access to existing City sanitary mainline utilities which have the capacity to provide public utility service.

Water

The City's Water Master Plan ("Draft" dated 2015) indicates that water service will be provided by the extension of existing 12" diameter water mainlines located within Ladd Hill Road, Inkster Drive, and Old Highway 99W.

The "Draft" Water Master Plan shows a mainline system capable of serving the Brookman area. Complexities with the design and construction include crossing the railroad right-of-way, wetland corridor and stream crossings, and the need for looping for system pressure/flow balancing.

The Brookman area has access to existing City water mainline utilities which have the capacity to provide public utility service. A certain amount of extending existing water system will be required to provide full access.

Storm Sewer

The Brookman Addition Concept Plan indicates that the development will be serviced by several regional storm water treatment facilities. The location and number of the facilities are predicated on the phase of development under which they are being constructed. Out of phase development relative to treatment basin limits should be avoided. The Brookman area has access to existing stormwater drainage corridors.

Transportation

The City's Transportation System Plan (dated June 2014) and Washington County (WACO) TSP are referenced and indicate the type of future transportation impacts. These impacts include future ROW needs, intersection impacts (Hwy 99W), and out of phase roadway development issues.

The Brookman area has access to existing transportation facilities, but these facilities will need major expansion and upgrading to bring them into conformance with future needs (i.e., traffic flows and road section configuration).

Conclusion

The Brookman area has access to existing City utility and transportation facilities, which appear to have capacity to provide service, but will require a certain level of extension and expansion to make usable.

Washington County Department of Land Use and Transportation – Sambo Kirkman, Associate Planner, provided comments noting that the Annexation Ordinance should reference the City's endorsement of special district annexations to avoid potential delays with Clean Water Services (Exhibit T). Erin Wardell, Principal Planner, stated that Washington County staff support the annexation of the eight parcels in the Brookman Addition Concept Plan into the City of Sherwood with conditions noting that Brookman Road is identified as a 5-lane arterial in the Washington County Transportation System Plan (TSP) and that as an arterial, access directly onto Brookman Road is intended to be limited (Exhibit U). Finally, she notes that the Washington County TSP identifies the I-5 to 99W connection as a refinement area because the alignment of the planned Southern Arterial has not been determined.

Staff Response: It should be noted that any future development of land within the Brookman Addition Concept Plan area will require extensive coordination with Washington County to ensure that City and County TSPs and standards are met.

Public Notice and Comments:

On February 24, 2017, the City sent notice of the proposed annexation to all property owners located within 1,000 feet of the boundary of the annexation area. As of the date of this report, the City received 9 letters from the public commenting on the proposal. Letters were received from Ken and Christy Reckard (Exhibit G); Jeremy Romig (Exhibit H); Karen Romig (Exhibit I); Stephanie Gengler (Exhibit J); Wendy Wells (Exhibit K); Stephen Kuske (Exhibit L); Brandon Kuske (Exhibit M); Michelle Percey (Kuske) (Exhibit N); Philip Lapp (Exhibit O); and Melvin Taylor (Exhibit P).

The majority of the comments are against the proposed annexation; Mr. Taylor states that he is in favor of the annexation, but shares similar concerns as those opposed to the request. Public concerns expressed include increased population and the impact on the school system in particular, and other city services in general. Additionally, concerns about increased traffic and safety issues on Brookman Road and the need for public improvements prior to annexation and development. Ms. Gengler does not believe that adequate planning, consistent with Comprehensive Plan policy objectives a) and f) as identified in Chapter 3, Section B.2., has occurred for the proposed annexation area. Mr. Lapp would also like the Council to consider the effect of urbanization of the property north of Brookman Road on his ability to farming his land located on the south side of Brookman Road. The public comments also express concern about the degradation of the community character if the property is annexed and developed. Finally, commenters are frustrated by the fact that voters have repeatedly said "No" to similar annexation requests in the past and the changes to state annexation law in Senate Bill 1573 which have spurred this recent request.

Staff also received one telephone call from Mr. Dan Tatman requesting to review the plot plans for the proposed homes, roads and access points.

No other public comments have been received by staff as of the date of this report.

Staff Response: At this time, the applicant is seeking annexation of land into the City. No specific development proposals have been submitted or are under review. If the property is successfully annexed, future land use applications will need to be submitted and reviewed, through a fully noticed public process consistent with the City's Zoning and Community Development Code.

State law requires the City of Sherwood to plan for growth over a 20-year period. The Brookman area was brought into the UGB in 2002 by Metro, the Regional Government responsible for ensuring there is an adequate supply of land for urban development. The Brookman Addition Concept Plan was adopted in 2009 in accordance with City, Metro and state law. The Concept Plan was never envisioned to be developed at one time, in one phase. Rather, the Concept Plan was developed in accordance with the Comprehensive Plan goals and policies and identifies the infrastructure and public improvements that are necessary to support future development and the ultimate build-out of the Brookman area.

Annexation of land, in and of itself, will not increase population or traffic. Rather, future development of this land at urban levels, once annexed into the City, will increase population, traffic and demand for city services, all of which were considered when developing the Concept Plan and subsequent Transportation System Plan, Storm Water Master Plan, Sanitary Sewer Master Plan and Water Master Plan. Impact fees and public improvements are assessed, based on projects identified in the City Master Plan documents, and required at the time of development through future land use processes.

With respect to the impact on the Sherwood Public School system, staff requested agency comments from the School District on March 1, 2017. As of the date of this report, no comments have been received from the school district. If comments are received prior to the City Council Public Hearings, staff will provide those comments at the time of the hearing.

It is the school district's responsibility to plan for growth in the same sense that the City does. In reviewing the District's "10-Year Student Population Projections by Residence" document¹, dated May 11, 2016, the development of 1,088 single-family homes in the Brookman area was considered and included in the District's student population forecast. The area being proposed to be annexed at this time is only 88.22 acres, excluding the adjacent Brookman Road right-of-way, which is about one-third of the entire Brookman Addition Concept Plan. A map of the "active and future residential developments" in the District's boundary can be found on page 11 of the report. It is important to note that the Sherwood School District boundary is independent of the city limits, so any growth within the boundaries of the school district will likely contribute students to the system even if that growth that occurs outside of the city limits.

III. REQUIRED CRITERIA AND FINDINGS FOR ANNEXATION AND BOUNDARY CHANGE

A. State Standards

Oregon revised Statute 222 authorizes and guides the process for annexations of unincorporated and adjacent areas of land into the incorporated boundary of the City. In this particular instance, the property owners of the area, via The Holt Group, Inc., are petitioning the City to annex under the annexation provisions outlined in Senate Bill 1573, which was added to ORS 222.111 to 222.180. Senate Bill 1573, Subsection 2(4) states that when the legislative body (City Council) determines that the annexation petition meets the criteria described in subsection (2), the territory is annexed to the city by ordinance. Assuming the City Council determines that the annexation petition meets the prescribed criteria, an ordinance annexing the territory and forwarding notification to the Secretary of State, Department of Revenue and affected agencies and districts will be prepared for Council approval.

Senate Bill 1573, Section 2.

- (1) This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.**
- (2) Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:**

The annexation petition is proposed by The Holt Group, Inc., representing 100%

¹ The Sherwood School District's report, "10-Year Student Population Projections by Residence: Fall 2016-2025", is available on the City's Website at <http://www.sherwoodoregon.gov/planning/project/brookman-area-annexation>.

of the property owners within the territory proposed for annexation. All property owners have signed the annexation petition.

(a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;

The territory proposed for annexation is located within the urban growth boundary, in what is known as the Brookman area. The Brookman area was brought into the Sherwood Urban Growth Boundary in 2002 via Metro Ordinance 02-0969B to provide for needed residential land.

(b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;

The entire Brookman area is comprised of 66 tax lots and approximately 258 acres. The area was concept planned between 2007 and 2009. In June 2009, via Ordinance 09-004, the City approved the concept plan and associated implementing comprehensive plan and map amendments.

(c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right-of-way or body of water; and

Five of the eight lots in the territory proposed for annexation are contiguous to the current city limits: Tax lots 3S10600100, 3S10600103, 3S10600107, 3S106B00100, and 3S106B00200.

(d) The proposal conforms to all other requirements of the city's ordinances.

The annexation petition was prepared in accordance with the city's requirements and all information required in the city's "Checklist for Annexation Request to the City of Sherwood" has been submitted.

(3) The territory to be annexed under this section includes any additional territory described in ORS 222.111 (1) that must be annexed in order to locate infrastructure and right-of-way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.

The territory proposed for annexation includes approximately 88.22 acres of privately owned property and 4.08 acres of adjacent Brookman Road right-of-way for a total 92.30 acres.

- (4) When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.**

As discussed above, the criteria described in subsection (2) apply to the territory proposed for annexation.

B. Regional Standards

In addition to the specific criteria for deciding city boundary changes within Senate Bill 1573, the Legislature has directed Metro to establish criteria, which must be used by all cities within the Metro boundary. This area is within the Urban Growth Boundary; however Metro has not extended their jurisdictional boundaries to include this area. Regardless, the City will err on the side of caution and review the annexation for compliance with the applicable Metro Code Chapter, Chapter 3.09 (Local Government Boundary Changes).

3.09.050 Hearing and Decision Requirements for Decisions Other Than Expedited Decisions

- A. The following requirements for hearings on petitions operate in addition to requirements for boundary changes in ORS Chapters 198, 221 and 222 and the reviewing entity's charter, ordinances or resolutions.**
- B. Not later than 15 days prior to the date set for a hearing the reviewing entity shall make available to the public a report that addresses the criteria in subsection (d) and includes the following information:**
- 1. The extent to which urban services are available to serve the affected territory, including any extra territorial extensions of service;**

The Brookman Addition Concept Plan, developed in 2009, identifies the location and size of urban services including water, sanitary and storm sewer. The Water System Master Plan, Storm Water Master Plan, and Sanitary Sewer Master Plan already include assumptions for the Brookman area and upgrades needed to serve the Brookman area are already programmed. Therefore, while urban services are not immediately available within the Brookman area, they have been extended to locations where it is feasible for them to be extended to serve the proposed annexation area.

Water: The Water System Master Plan identifies the need for several major improvements to extend water service to the area. These projects include: the seismic upgrade to the existing reservoirs; construction of new reservoirs; installation of a pressure reducing valve; and the addition of several pipeline segments. These improvements are required to provide a "backbone" network that will serve the area. Several of these items, including a seismic upgrade of the Main Reservoir and a new 4.0 million gallon reservoir have been completed. The Southwest Sherwood Pressure Reduction Valve (PRV) station and associated piping will be constructed in the right-of-way of Old Highway 99 at

the border of the 455-foot pressure zone. This connection will provide service to the western portion of the concept plan area, located in the 380-foot pressure zone. The PRV reduces the water pressure in the piping as it moves from the 455-foot pressure zone to the lower pressure, 380-foot pressure zone. This project is programmed for 2018 within the most recently adopted Water System Master Plan, however it may be completed sooner as development occurs within the area.

Sewer: The Sanitary Sewer Master Plan identifies needed system upgrades including the extension of a 15-inch line to the southern limit of the annexation area, and a 12-inch line west and across Highway 99 to serve future development within the overall Brookman Addition Concept Plan area. The 15-inch line will be completed with development of the area proposed to be annexed. The 12-inch line will not be necessary to serve the annexation area.

The City is within the Clean Water Services County Service District and is served by the Durham regional treatment plant. The territory to be annexed is not currently within the District and will require separate annexation request to CWS.

Storm Drainage. The Concept Plan and Storm Water Master Plan identifies regional water quality facilities to meet the storm water needs of the area. The concept plan identifies several ideal locations for these facilities, however, they do not currently exist and it is unlikely funding will be available in the near future to provide for these facilities prior to development. Developers could construct a regional stormwater facility and create a Local Improvement District (LID) or Reimbursement District to recoup the costs. Otherwise, developments will be required to provide private on-site storm water facilities. It may also be possible to recoup some of the costs through System Development Charges (SDC) credits.

Parks and Recreation. The City of Sherwood maintains a number of developed parks and open spaces. Additionally the City maintains over 300 acres of greenway/greenspace/natural areas. Dedication and construction of new parks and trails generally occurs with development or with system development charges required of new development. Maintenance and operations of the parks and open space system is funded out of the General Fund.

Transportation. The proposed annexation area is within Washington County. According to on-line County records, none of the properties proposed to be annexed are within the boundary of the Washington County Urban Road Maintenance District. If any are subsequently found to be within the district in error, the City will withdraw the territory from the District upon annexation. ORS 222.520 and 222.120(5).

Access to the area occurs via several locations including Highway 99W, Brookman Road, Ladd Hill, Middleton Road, Old Highway 99W, Pinehurst and Timbrel streets. Road upgrades will be necessary with development. Transportation improvement needs were identified in the development of the concept plan and the funding plan that was adopted by Council in 2011 (RES 2011-072) demonstrates that these identified transportation improvements are “reasonably likely” to be funded with existing local, county, regional, State, and developer funding sources.

Fire. The territory is within the boundary of the Tualatin Valley Fire and Rescue District, which is served by Station 33 located on SW Oregon Street. Station 35 in King City and Station 34 in Tualatin are also in close proximity. This will not change with annexation.

Police. According to online County records, none of the proposed properties to be annexed are within the Washington County Enhanced Sheriff's Patrol District. If it is subsequently found that the properties are within the district, the City will withdraw the territory from the District upon annexation in accordance with ORS 222.520 and 222.120(5). If the City declares the territory withdrawn from the District on the effective date of the annexation the District's tax levy will no longer apply.

Upon annexation police services will be provided by the Sherwood Police Department which provides 24-hour/day protection.

2. Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and

As discussed above, none of the properties proposed to be annexed are within the Washington County Enhanced Sheriff's Patrol District or Urban Road Maintenance District. If the County's records are in error, it is expected that these areas will be withdrawn from the district upon annexation into the City.

3. The proposed effective date of the boundary change.

The effective date of annexation will be finalized after Council adoption of the ordinance annexing the territory and filing of the approval with the Secretary of State, Department of Revenue, and other affected agencies.

C. The person or entity proposing the boundary change has the burden to demonstrate that the proposed boundary change meets the applicable criteria.

The applicant has submitted the annexation application along with certified petitions and legal descriptions required to initiate the request. This staff report

evaluates whether the applicant's materials, the Brookman Addition Concept Plan and applicable standards to determine whether the applicable criteria have been met.

D. To approve a boundary change, the reviewing entity shall apply the criteria and consider the factors set forth in Subsections (D) and (E) of Section 3.09.045.

The criteria are evaluated immediately below.

Metro Criteria § 3.09.045 (D)

- 1. Find that the change is consistent with expressly applicable provisions in:**
 - a. Any applicable urban service agreement adopted pursuant to ORS 195.065;**

Under the Washington County/Sherwood Urban Planning Area Agreement (UPAA), the City was responsible for preparing the comprehensive plan and public facilities plan within the regional urban growth boundary surrounding the City limits. In the UPAA the County agreed that the City would be responsible for comprehensive planning within the Urban Planning Area and would be responsible for the preparation, adoption and amendment of the public facility plan required by OAR 660-11 within the Urban Planning Area. The UPAA also identifies the City as the appropriate provider of local water, sanitary sewer, storm sewer and transportation facilities within the urban planning area.

As discussed within this report, the concept plan for the area was developed consistent with the UPAA. The agreement specifies that the City of Sherwood is the appropriate urban service provider for this area and that Washington County will not oppose annexation. Therefore, the annexation is fully consistent with Washington County policies and agreements.

- b. Any applicable annexation plan adopted pursuant to ORS 195.205**

This is not applicable

- c. Any applicable cooperative planning agreement adopted pursuant to ORS 195.020(2) between the affected entity and a necessary party**

The City is in the Clean Water Services District and this area will need to be annexed into the CWS district. The City and CWS have cooperative agreements that will not be affected by this annexation. The territory is also in the TVF&R service district which will not change upon annexation. The proposed annexation area is within the Washington County Enhanced Sheriff Patrol District and Urban Road Maintenance District and is expected to be withdrawn upon annexation.

Both the City and Washington County will continue to honor the mutual aid agreements which ensure coverage of law enforcement regardless of the jurisdictional boundary. The area to be annexed will be withdrawn from these districts as the City of Sherwood provides these services and the special district services are no longer necessary. Pursuant to the ORS, the cooperative agreements call for coordination of planning activities. As affected agencies, Washington County, CWS and TVF&R received notice of the proposed annexation and the opportunity to provide comments.

d. Any applicable public facility plan adopted pursuant to a Statewide planning goal on public facilities and services; and

The Sherwood City Council reviewed and adopted the Brookman Addition Concept Plan in June 2011. The Brookman Addition Concept Plan incorporated the recommendations found in the City's water, sanitary sewer and storm water master plan and the Transportation System Plan. At that hearing, the Council evaluated the Plan's consistency with the Comprehensive Plan and the applicable master plans and found that these were met; however, the discussions and findings in this report also demonstrate that the proposed annexation can feasibly comply with those plans.

e. Any applicable comprehensive plan; and

Compliance with the local Comprehensive Plan is discussed further in this report under the "Local Standards" section.

f. Any applicable concept plan.

Compliance with the Brookman Addition Concept Plan is discussed further in this report under the "Local Standards" section.

2. Consider whether the boundary change would:

a. Promote the timely, orderly and economic provision of public facilities and services;

The proposed annexation area can be served by extending existing sewer and water services that abut the City limits. Franchise utilities and road access are already provided by both Washington County and the respective utility service provider. Upgrades to these utilities will be studied, and if needed, required to be paid for by development. Finally, by annexing the area, the City will be able to collect the SDC's necessary to make infrastructure improvements needed to serve the area consistent with the applicable master plans.

Provision of public facilities and services in this area can occur in a timely and orderly manner concurrent with proposed development applications. The services can be provided relatively economically in that significant extensions

are not required. Any necessary upgrades to existing facilities have already been identified in existing plans, including the Brookman Addition Concept Plan and it has been determined that funding is “reasonably likely” which is a necessary finding in order to meet state Transportation Planning Rule requirements.

b. Affect the quality and quantity of urban services; and

The Metro Code defines urban services as “sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit.”

Currently there are no urban infrastructure in the territory proposed to be annexed; therefore, annexation will provide the opportunity for extension of urban services to City standards. There are existing roads that vary in quality. Annexation will not immediately affect these positively or negatively, however as development occurs, road improvements will likely be required, and utility extensions and upgrades will be made. Other urban infrastructure is expected to be provided at the expense of the developer when mitigation is required for impacts resulting from subsequent development of the area. Further, upon development of the area, SDC’s will be collected to assist in the construction of identified needs or improvements to City services to offset impacts to existing City and County facilities.

TVF&R, the fire protection provider for the area, has indicated that they have no comments on the proposal.

Parks and open space will be increased through the annexation and development of the area as required by the development code.

Mass transit will not be directly affected by the annexation; however with additional people comes additional demand on the transit system and increased opportunities for better transit service to serve the existing and future populations.

While development in the area will increase the number of residents utilizing urban services, as discussed above, it is unlikely that the quantity of urban services will be diminished by the addition of this area and the anticipated residents. In addition, these new homes will be assessed taxes which will contribute to schools, fire department, transit providers and the City which will off-set the additional impacts of serving this area. In other words, the quality of services provided are not expected to decrease because the new developments will be contributing to the tax base which funds services.

c. Eliminate or avoid unnecessary duplication of facilities or services.

The existing property owners most likely use City facilities, such as the library and parks, while also relying upon County services for road maintenance and law enforcement. However, because of the proximity to the City, Sherwood would be a first responder on many emergency calls. In addition, there can sometimes be confusion on the part of both the City and residents when an area is developed in such close proximity to the City in regard to who the service provider is. Annexation will eliminate any confusion or potential duplication of services.

Metro Criteria § 3.09.045 (E)

A city may not annex territory that lies outside the UGB, except that it may annex a lot or parcel that lies partially within and partially outside the UGB.

The proposed annexation territory lies entirely within the UGB.

C. Local Standards

The territory is within the City's Urban Planning Area as identified in Sherwood/Washington County Urban Planning Area Agreement. As such, the Comprehensive Plan goals and policies for urbanization apply. In addition, the city adopted the Brookman Addition Concept Plan, including amendments to the Comprehensive Plan to implement the concept plan. Ordinance 09-004 designated zoning on the properties in the area. A copy of the adopted comprehensive plan zoning map is attached as Exhibit C. This zoning will be applied upon annexation of the area.

The Growth Management Chapter of the City's Comprehensive Plan contains several policy objectives which are reviewed below.

Chapter 3. Section B.2

a. Focus growth into areas contiguous to existing development rather than "leap frogging" over developable property.

The subject property is immediately south of existing fully built out development inside the City limits. Any proposed development within the area is contiguous to existing urban development, and does not "leap frog" vacant land, therefore this policy is addressed.

b. Encourage development within the present city limits, especially on large passed-over parcels that are available.

The area was brought into the UGB by Metro in 2002 to provide for residential development. The decision to annex the property provides for additional development opportunities within the City. According to a recent buildable lands inventory conducted by City staff and ECO Northwest, there were approximately 95 residentially zoned buildable acres within the existing City limits. Since that

report was published, the Mandel Farms subdivision was approved and is under construction on 22 acres, further reducing the amount of residentially-zoned buildable acres within the city limits. In some cases, the land available for residential development is being actively pursued by developers and the owners have not demonstrated a willingness to develop. By and large, the majority of land available for residential redevelopment is infill.

The proposed annexation area was included within the UGB in 2002, and has been identified as necessary to meet the local and regional need for residential development over the then 20 year planning horizon. That was 13 years ago. The annexation of this area will not significantly affect the ability for existing parcels inside the City limits to develop when and if they are ready to develop. In addition, by providing additional opportunities for development of residential land, it could relieve pressures within the existing City limits.

The Council will need to make a determination on whether the addition of this area encourages development within the existing City, and if so, whether that is a good thing or not. As discussed above, it is staff's assessment that the addition of this area would be consistent with this policy.

c. Encourage annexation inside the UGB where services are available.

The area to be annexed is in the UGB and services are available to be extended into the area.

d. When designating urban growth areas, consider lands with poorer agricultural soils before prime agricultural lands.

This is a criterion that Metro considered in its decision to expand the UGB. Any land's brought into the UGB have already undergone extensive weighing of the need and ultimately the decisions that were made to allow the area to be urbanized outweighs the need to preserve the area for agricultural use.

e. Achieve the maximum preservation of natural features.

The annexation of the area, in and of itself, will not preserve natural features; however, the development of the concept plan considered the natural environment and development of the area must be in compliance with Clean Water Service standards and the development code standards which apply to development in and near natural areas.

f. Provide proper access and traffic circulation to all new development.

The concept plan for the area identifies transportation improvements necessary to serve the anticipated development of this area. As development occurs, new roads will be required of developers and intersection and off-site improvements made in

accordance with the existing Development Code, and County and City Transportation System Plans.

- g. Establish policies for the orderly extension of community services and public facilities to areas where new growth is to be encouraged, consistent with the ability of the community to provide necessary services. New public facilities should be available in conjunction with urbanization in order to meet future needs. The City, Washington County, and special service districts should cooperate in the development of a capital improvements program in areas of mutual concern. Lands within the urban growth boundary shall be available for urban development concurrent with the provision of the key urban facilities and services.**

This is a goal that is achieved through the concept planning and public facility planning for new urban areas. This was done concurrent with the Brookman Addition Concept Plan.

- h. Provide for phased and orderly transition from rural to suburban or urban uses.**

The concept plan was developed to ensure that the urbanization of this area was orderly and met the needs of the community; therefore the annexation of the proposed area is also consistent with the policies as outlined above. Existing infrastructure and services have been planned and designed for extension into the Brookman area to ensure an orderly transition from rural to suburban/urban uses.

The Growth Management Chapter of the Comprehensive Plan also contains the following City Limits Policies

Chapter 3 section F.1.b

Policy 5 Changes in the City limits may be proposed by the City, County, special districts or individuals in conformance with City policies and procedures for the review of annexation requests and County procedures for amendment of its comprehensive plan.

The proposed annexation has been initiated by an individual corporation on behalf of all of the property owners within the affected area.

Policy 6 provides guidelines for the UPAA consideration and is not directly relevant to the annexation proposal since the UPAA already exists.

Policy 7: All new development must have access to adequate urban public sewer and water service.

As discussed previously, while the area must still be annexed into the Clean Water Services District Boundaries, the subject area will have access to public sewer and water.

Services, once extended and upgraded, will have adequate capacity to service the area.

Policy 8 through 10 are not relevant to annexation proposals.

Specific requirements of the Brookman Addition Concept Plan include:

Chapter 8, Comp Plan policy 8.2:

To facilitate and ensure implementation in accordance with the concept plan policies, annexation of properties within the Brookman Addition concept plan area may not occur until development code amendments are made to implement applicable policies, including but not limited to policy 4.4.

Upon detailed review of the policies, the majority are already implemented with the existing code standards. The only specific policy found to be applicable is 5.2 which called for the City to “Develop an open space requirement (e.g. as a percentage of land area) for all new development.” This was addressed when the Council adopted new standards for Parks and Open Spaces via Ordinance 2011-009.

Policy 4.4, referenced in the implementation policy, is specifically regarding the extension of Red Fern from the existing City limits into the area. Staff has determined that a development code amendment is not necessary as the Comprehensive Plan and Concept Plan already identify Red Fern as an area of special concern. However, the draft resolution includes a clause specifying Red Fern as an area of special concern to make it clear that this policy still exists and will be applied.

a. Prior to or concurrent with annexation, and assignment of zoning of properties within the Brookman addition area, a plan shall be prepared and adopted by Council to ensure that necessary infrastructure improvements will be available and a funding mechanism or combination of funding mechanisms are in place for the necessary infrastructure improvements consistent with the funding options identified in the concept plan and in full compliance with the Transportation Planning Rule. The plan for annexation may address all or part of the concept plan area, subject to Council approval.”

The Brookman area funding plan, adopted August 16, 2011, by Ordinance 2011-072, identifies that the infrastructure improvements identified in the Concept Plan are available to serve the area and funding will be available to extend the infrastructure into the area with the collection of SDC's and the allocation of transportation funds. The funding plan, created to discuss funding for all properties within the Brookman area, also acknowledges that some property owners may wish to develop their property prior to a point in time which the City could be expected to have adequate funds collected from SDC's to install the infrastructure. In these instances, the responsibility to extend services will be the developers with the possibility that they might recoup some of their costs through SDC credits or the development of a reimbursement district.

IV. RECOMMENDATION

This staff report provides a review and analysis of the existing criteria for annexation. It is staff's recommendation, based on the criteria in Senate Bill 1573, Metro annexation criteria and the City's policies in the Comprehensive Plan and Brookman Addition Concept Plan, that the annexation be approved.

V. EXHIBITS

- A. Legal description of area to be annexed
- B. Exhibits to legal description
- C. Comprehensive zoning map adopted via Ord. 2009-004
- D. List of tax lots, owners, and assessed values within the area to be annexed
- E. Map of areas proposed to be annexed
- F. Applicant's Materials
- G. Letter from Ken and Christy Reckard, dated March 2, 2017
- H. Letter from Jeremy Romig, dated March 9, 2017
- I. Letter from Karen Romig, dated March 9, 2017
- J. Letter from Stephanie Gengler, dated March 9, 2017
- K. Letter from Wendy Wells, dated March 10, 2017
- L. Letter from Steve Kuske, dated March 10, 2017
- M. Letter from Brandon Kuske, dated March 10, 2017
- N. Letter from Michelle Percey (Kuske), dated March 10, 2017
- O. Letter from Philip Lapp, dated March 10, 2017
- P. Letter from Melvin Taylor, dated March 11, 2017
- Q. Comments from Tom Mooney, Tualatin Valley Fire & Rescue, dated March 1, 2017
- R. Comments from Jill Hendrickson, ODOT Outdoor Advertising Sign Program, dated March 2, 2017
- S. Comments from Bob Galati, Sherwood City Engineer, dated March 13
- T. Comments from Sambo Kirkman, Washington County, dated March 7, 2017
- U. Comments from Erin Wardell, Washington County, dated March 10, 2017
- V. Comments from Jim Rose, Sherwood School District, dated March 15, 2017
- W. Letter from George Lorange, dated March 20, 2017
- X. Letter from Charles and Louise Bissett, dated March 21, 2017
- Y. Letter from Gerald and Liz Ouellette, dated March 21, 2017
- Z. Letter from Terry Stewart, dated March 21, 2017
- AA. Letter from Carleen Brewer, dated March 21, 2017
- BB. Letter from James Humphrey, dated March 23, 2017



AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #3591

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

EXHIBIT A

Annexation Parcel

A tract of land located in the northwest one-quarter and in the northeast one-quarter of Section 6, Township 3 South, Range 1 West, and in the southwest one-quarter of Section 31, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Parcel 1:

Beginning at the one-quarter corner common to said sections 6 and 31, also being the southwesterly corner of the Plat of "Abney Revard No. 2", thence along the north line of said section 6 and the City of Sherwood City Limits, South 88°45'45" East 2647.18 feet to the east line of said section 6 and the Washington County-Clackamas County line; thence leaving the City of Sherwood city limits along the said east line of said section 6, South 01°51'49" West 50.00 feet to the easterly extension of the north line of Deed Book 1182 Page 951; thence along said easterly extension and the north line of said Deed, North 88°45'45" West 766.59 feet to the west line of said Deed; thence along said west line, South 01°51'49" West 554.81 feet to the north line of Document Number 87-027469; thence along said north line, South 88°45'45" East 107.00 feet to the east line of said Deed; thence along said east line and the southerly extension thereof, South 01°51'49" West 746.00 feet to the southerly right-of-way line of Brookman Road (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 2308.30 feet to the southerly extension of the east line of Document Number 87-037951; thence along said southerly extension and the east line of said Deed, North 02°23'45" East 459.00 feet to the northeast corner thereof; thence along the north line of said Deed, North 88°50'38" West 208.00 feet to the northwest corner thereof; thence along the west line of said Deed and the southerly extension thereof, South 02°23'45" West 459.00 feet to the southerly right-of-way line of Brookman Road (County Road No. 493) (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 594.24 feet to the southerly extension of the east line of Document Number 2011-080743; thence along said southerly extension and the east line of said Deed, North 01°07'39" East 479.83 feet to the northeast corner of said Deed; thence along the north line of said Deed, North 89°52'17" West 54.60 feet to the east line of the Plat of "Middleton"; thence along the east line of said Plat, North 00°07'56" East 485.66 feet to the southeasterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline), also referenced as **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4", and the City of Sherwood city limits; thence along said southeasterly right-of-way line, North 68°14'32" East 1260.43 feet; thence continuing along said southerly right-of-way line and along the City of Sherwood city limits, North 66°48'03" East 46.53 feet to the northwest corner of Lot 97 of the Plat of "Abney Revard No. 2", being an angle point of the southerly line of the City of Sherwood city limits; thence along the west line of said Lot 97 and the City of Sherwood city limits, South 01°15'43" West 120.84 feet to the Point of Beginning.

Parcel 2:

Beginning at said **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4"; thence along the east line of the Plat of

Exhibit A

“Middleton”, North 00°07’56” East 64.66 feet to the northwesterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline) and the **True Point of Beginning**; thence continuing along said east line, North 00°07’56” East 170.19 feet to the southerly southwest corner of Tract ‘U’ of the Plat “Woodhaven No. 4”, and the City of Sherwood city limits; thence along the southerly line of said Tract ‘U’ and the City of Sherwood city limits, South 87°19’51” East 381.87 feet to the northwesterly right-of-way line of said Railroad (30.00 feet from centerline); thence leaving the City of Sherwood city limits along said northwesterly right-of-way line, South 68°14’32” West 411.14 feet to the True Point of Beginning.

The above described tracts of land contain 92.30 acres, more or less (of which 2.71 acres is existing right-of-way and 89.59 acres is private property).

01/06/2017



Michael Kalina



RENEWS: 6/30/17

ANNEXATION CERTIFIED

BY VF

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

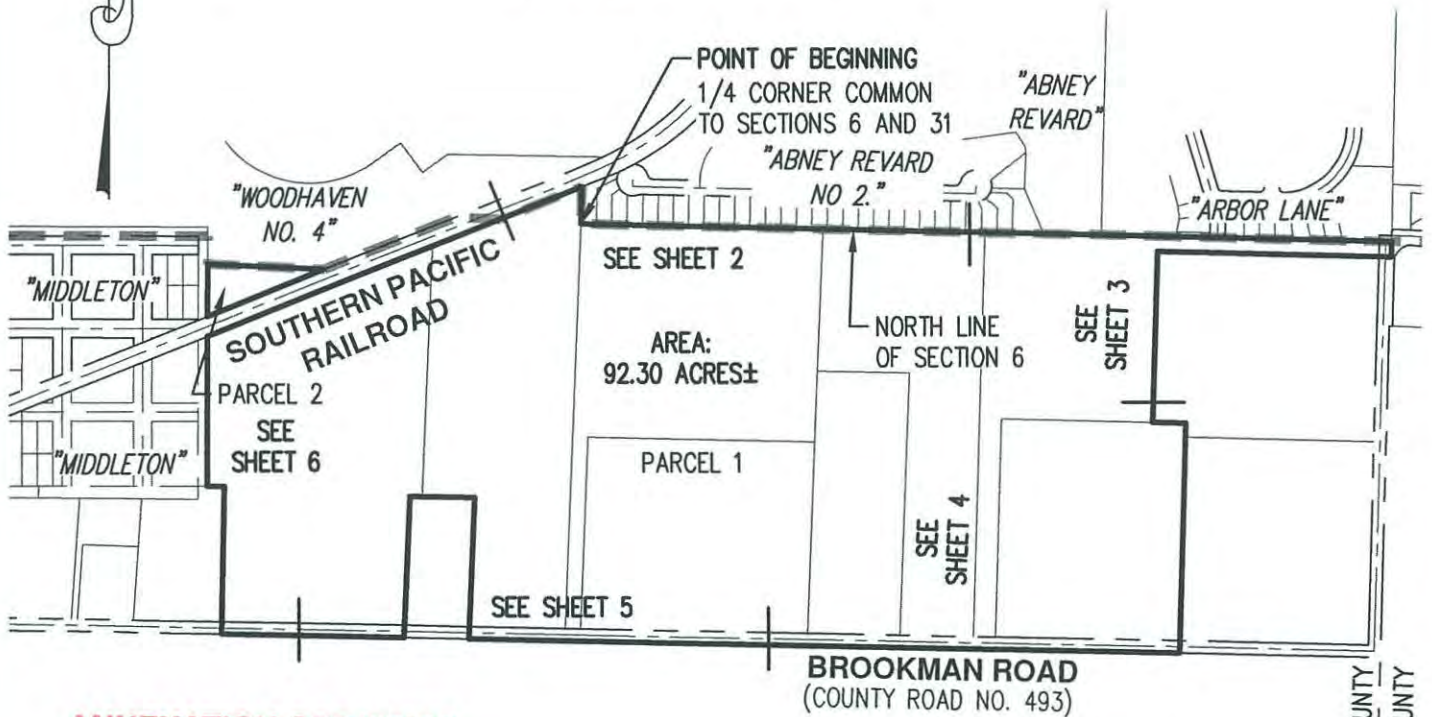
EXHIBIT B

SHEET 1 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND
NE 1/4 OF SECTION 6, T3S, R1W, AND
IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M.,
WASHINGTON COUNTY, OREGON



SCALE 1" = 600 FEET



ANNEXATION CERTIFIED

BY TF

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

01/06/2017

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

**OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS**

RENEWS: 6/30/17

LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

AREA TABLE

TOTAL AREA: 92.30 ACRES±
RIGHT-OF-WAY AREA: 2.71 ACRES±
PROPERTY AREA: 89.59 ACRES±

WASHINGTON COUNTY
CLACKAMAS COUNTY

Exhibit B

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

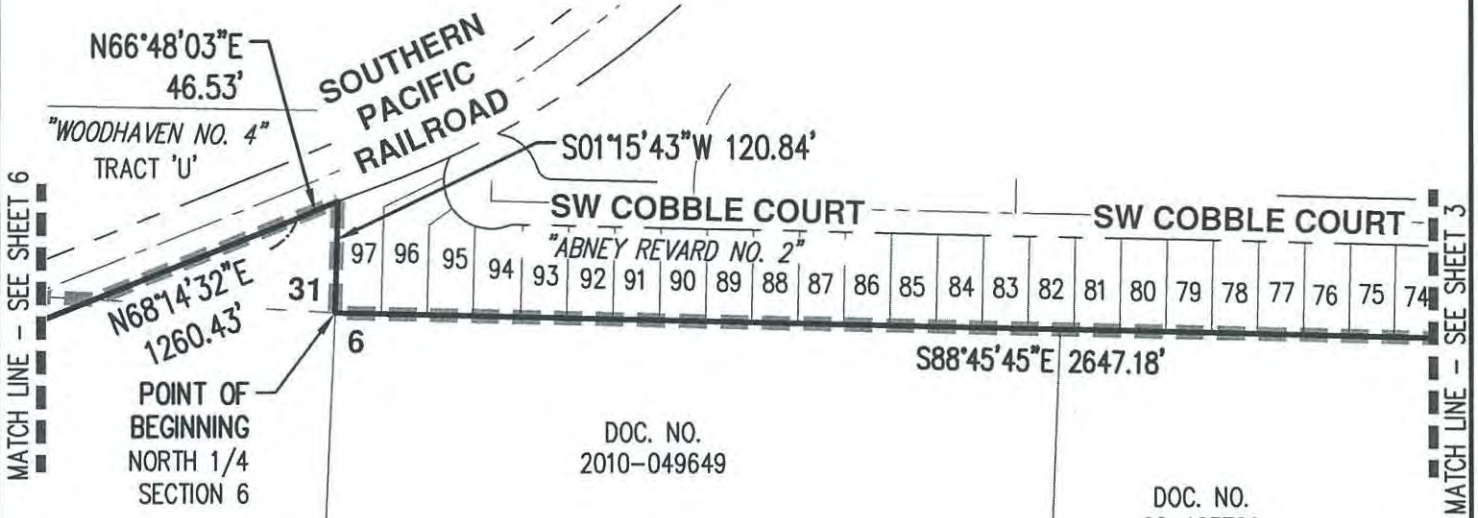
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 2 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



DOC. NO.
2005-079964

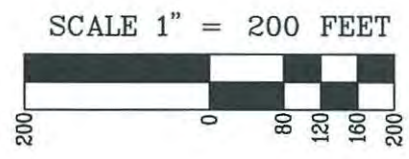
DOC. NO.
2010-049649

DOC. NO.
98-103799

AREA:
92.30 ACRES±

PARCEL 1

ANNEXATION CERTIFIED
 BY _____
 FEB 01 2017
 WASHINGTON COUNTY A & T
 CARTOGRAPHY



LEGEND

--- CITY OF SHERWOOD CITY LIMITS

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

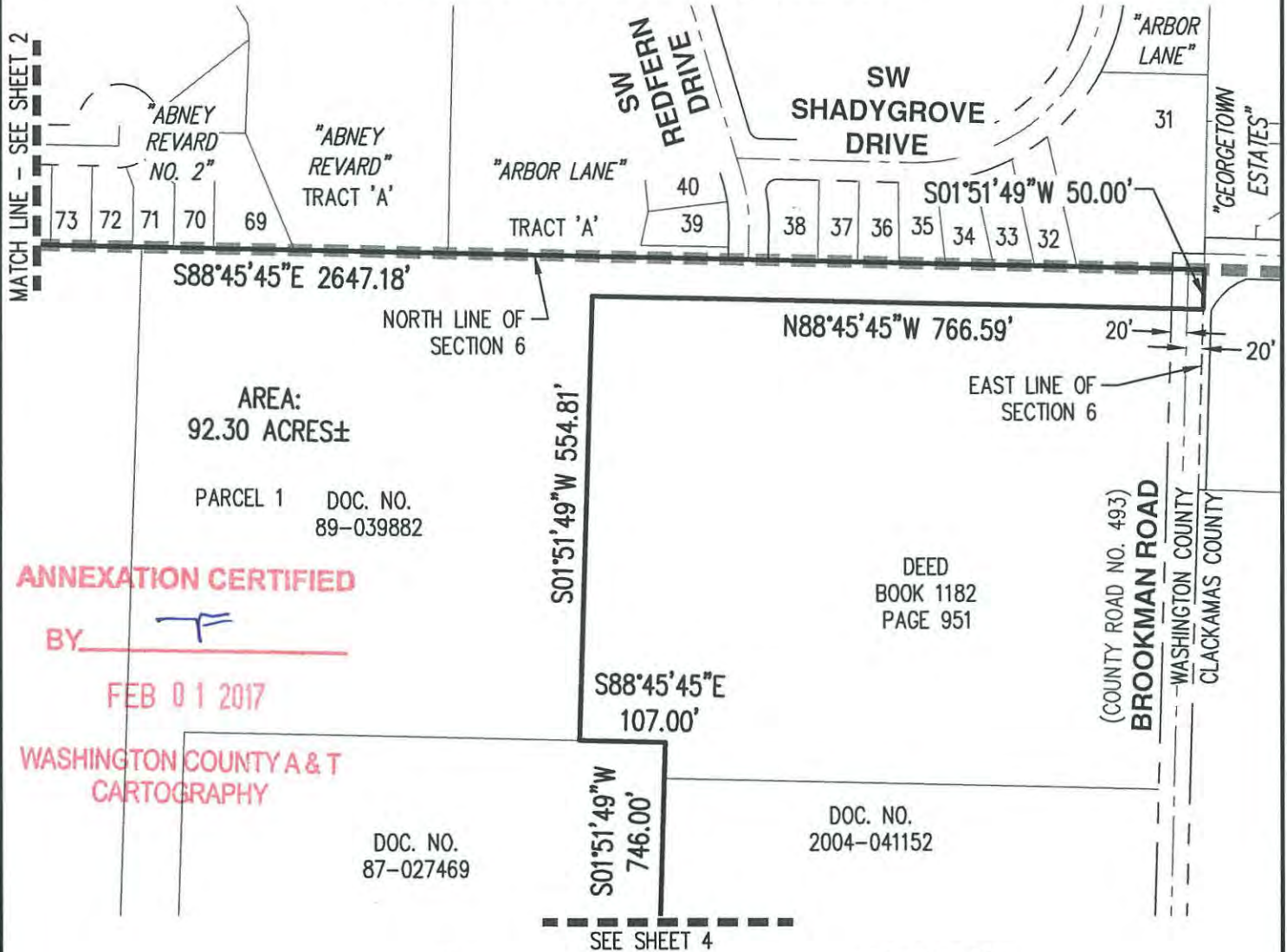
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWALS: 6/30/17

BROOKMAN AREA ANNEXATION			
DRAWN BY: MSK	CHECKED BY: RDR	DWG: 3591 ANNEX EXHIBIT	JOB: 3591
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD		SUITE 100 TUALATIN, OR 97062 www.aks-eng.com	
PHONE: 503.563.6151	FAX: 503.563.6152		

EXHIBIT B

SHEET 3 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



ANNEXATION CERTIFIED

BY 

FEB 01 2017

**WASHINGTON COUNTY A & T
 CARTOGRAPHY**

LEGEND


 CITY OF SHERWOOD CITY LIMITS



SCALE 1" = 200 FEET



01/06/2017
REGISTERED PROFESSIONAL LAND SURVEYOR



OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION			
DRAWN BY: MSK	CHECKED BY: RDR	DWG: 3591 ANNEX EXHIBIT	JOB: 3591
AKS ENGINEERING & FORESTRY, LLC			
12965 SW HERMAN RD	SUITE 100		
TUALATIN, OR 97062	www.aks-eng.com		
PHONE: 503.563.6151	FAX: 503.563.6152		

EXHIBIT B

SHEET 4 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON

SCALE 1" = 200 FEET



LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

ANNEXATION CERTIFIED

BY 

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

AREA:
92.30 ACRES±

PARCEL 1

DOC. NO.
99-109559

DOC. NO.
98-103799

DOC. NO.
89-039882

DOC. NO.
87-027469

S88°45'45"E
107.00'

S01°51'49"W 746.00'

DOC. NO.
2004-041152

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

MATCH LINE - SEE SHEET 5

N88°50'38"W
20'
2308.30'
20'

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY:MSK | CHECKED BY:RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 5 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



SCALE 1" = 200 FEET



PARCEL 1

AREA:
92.30 ACRES±

DOC. NO.
2005-079964

DOC. NO.
2010-049649

DOC. NO.
97-038339

N88°50'38"W
208.00'
S02°23'45"W 459.00'
N02°23'45"E 459.00'

DOC. NO.
87-037951

DOC. NO.
2010-058473

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

MATCH LINE - SEE SHEET 6

MATCH LINE - SEE SHEET 4

N88°50'38"W
594.24'

20'
20'
N88°50'38"W 2308.30'

ANNEXATION CERTIFIED

BY Michael Kal

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael Kal

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY:MSK CHECKED BY:RDR DWG: 3591 ANNEX EXHIBIT JOB: 3591

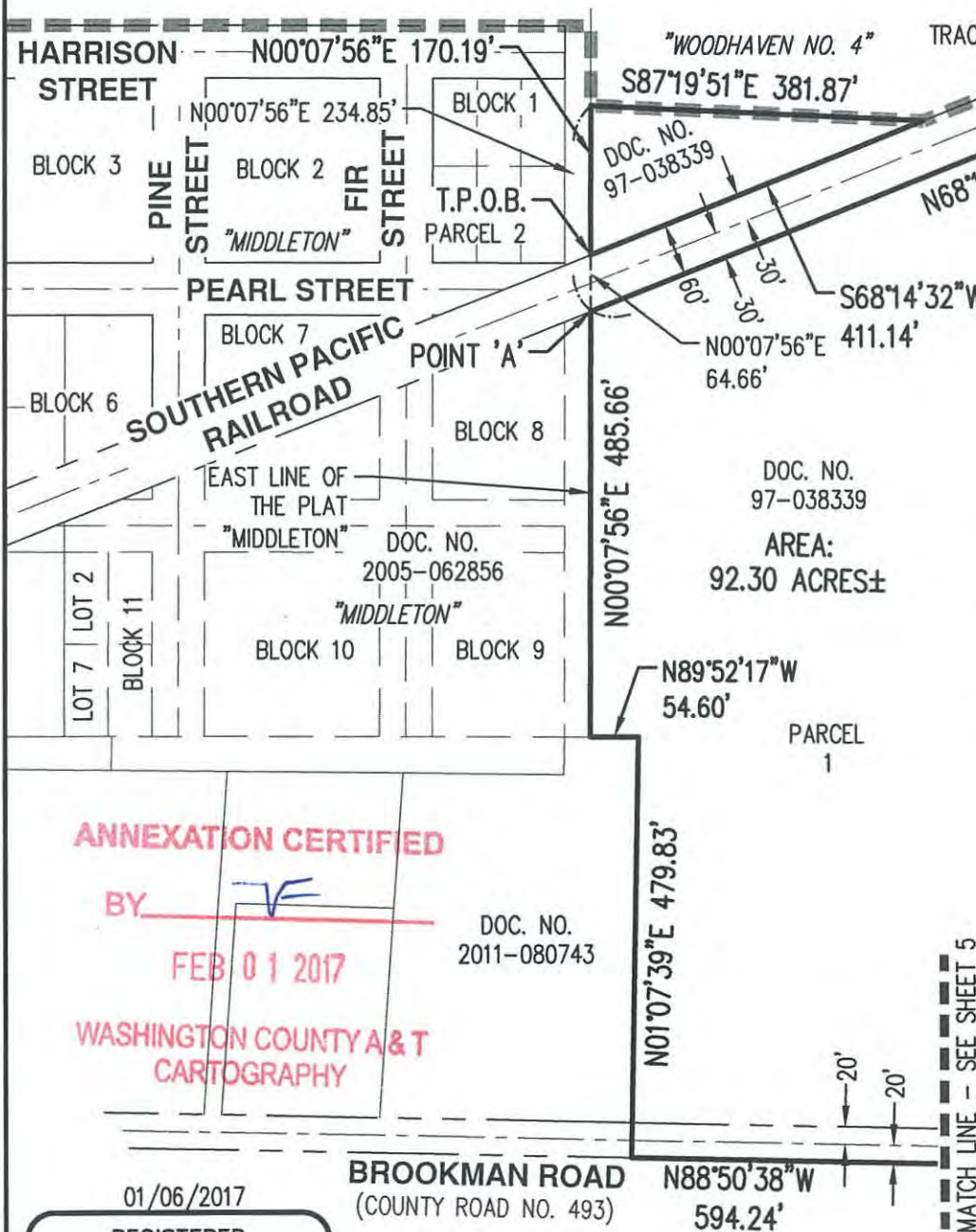
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



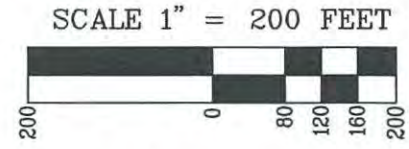
EXHIBIT B

SHEET 6 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



MATCH LINE - SEE SHEET 2



LEGEND

--- CITY OF SHERWOOD CITY LIMITS

ANNEXATION CERTIFIED

BY VF

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

DOC. NO. 2011-080743

01/06/2017

REGISTERED PROFESSIONAL LAND SURVEYOR

Michael Kal

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



Exhibit C
Adopted Comprehensive Plan
Designations in Brookman Plan area

Brookman Zoning- 2013

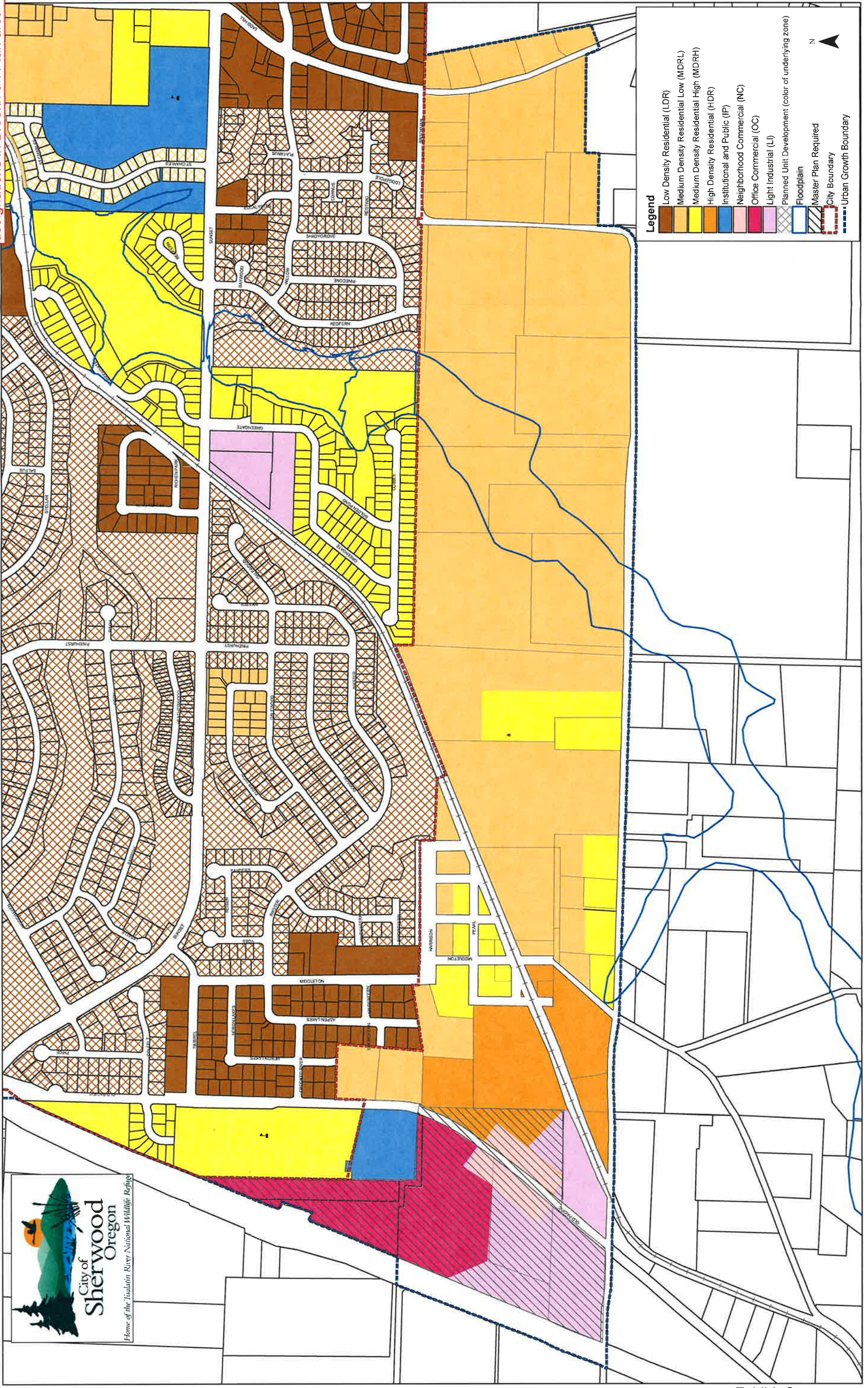


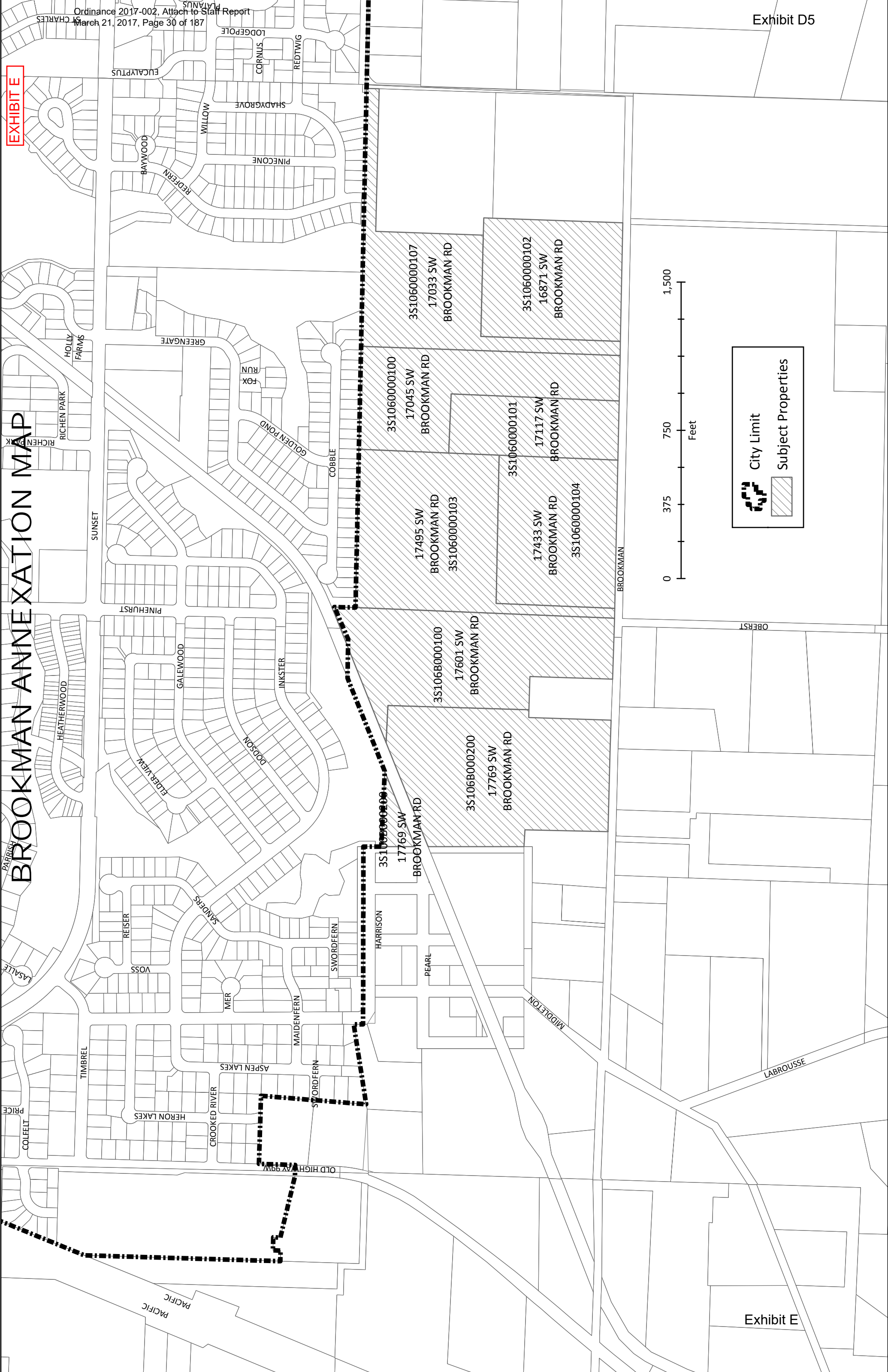
Exhibit C

Brookman Area Annexation Request (2017)

List of Tax Lots, Owners, and Assessed Value				
Property Owner	Parcel Number	Parcel Size (ac)	Assessed Value	Signed Petition
Gerald and Liz Oullette	3S1060000100	9.9	\$355,170.00	Yes
Bonnie J David	3S1060000101	5.86	\$302,440.00	Yes
Charles and Louise Bissett	3S1060000102	9.72	\$261,700.00	Yes
Teresa Jaynes-Lockwood	3S1060000103	13.5	\$490,140.00	Yes
Richard and Linda Scott	3S1060000104	10.47	\$263,820.00	Yes
Wayne and Linda Chronister, Barbara Rubsam, Larry Rubsam, Liz Ouellette	3S1060000107	9.92	\$72,000.00	Yes
Sherwood Land, LLC	3S106B000100	13.03	\$181,520.00	Yes
George Boyd and Carleen Brewer	3S106B000200	15.82	\$229,320.00	Yes
TOTAL YES		88.22	\$2,156,110.00	100%

EXHIBIT E

BROOKMAN ANNEXATION MAP



City Limit
Subject Properties

Exhibit E

ANNEXATION APPLICATION FOR PROPERTIES NORTH OF SW BROOKMAN ROAD

DATE: February 2017

SUBMITTED TO: City of Sherwood
Planning Department
22560 SW Pine Street
Sherwood, OR 97140

APPLICANT: The Holt Group, Inc.
PO Box 61426
Vancouver, WA 98666



12965 SW Herman Road, Suite 100
Tualatin, OR 97062
P: (503) 563-6151
F: (503) 563-6152
www.aks-eng.com

Exhibit F



ANNEXATION APPLICATION FOR PROPERTIES NORTH OF SW BROOKMAN ROAD

TABLE OF CONTENTS

APPLICATION CONTENTS (3 COPIES):

- City Application for Land Use Action
- City Checklist for Annexation Request Form
- Map of Annexation Area
- Petitions for Annexation to the City of Sherwood
- Boundary Change Data Sheet
- Annexation Questionnaires
- Worksheets for Annexation to the City of Sherwood
- Property Owners List
- Washington County Assessor's Maps
- Washington County Assessor's Certifications
 - Certification of Property Ownership
 - Certification of Legal Description and Map
 - Certification of Assessed Value
- Title Company Information

INCLUDED SEPARATELY WITH APPLICATION:

- Mailing Labels (2 Sets)
- Compact Disc (CD) of Application Materials



CITY APPLICATION FOR LAND USE ACTION



Case No. AN 16-01
Fee \$7500
Receipt # 872144
Date 2-2-17 (Revised)
TYPE V

City of Sherwood
Application for Land Use Action

Type of Land Use Action Requested: (check all that apply)

- Annexation
- Plan Amendment (Proposed Zone _____)
- Variance(list standard(s) to be varied in description)
- Site Plan (Sq. footage of building and parking area)
- Planned Unit Development
- Conditional Use
- Partition (# of lots _____)
- Subdivision (# of lots _____)
- Other: _____

By submitting this form the Owner, or Owner's authorized agent/ representative, acknowledges and agrees that City of Sherwood employees, and appointed or elected City Officials, have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related specifically to the project site.

Note: See City of Sherwood current Fee Schedule, which includes the "Publication/Distribution of Notice" fee, at www.sherwoodoregon.gov. Click on Departments/Planning/Fee Schedule.

Owner/Applicant Information:

Applicant: The Holt Group Inc. Phone: Contact Applicant's Consultant
 Applicant Address: PO Box 61426, Vancouver WA 98666 Email: Contact Applicant's Consultant
 Owner: See Attached Annexation Petitions Phone: Contact Applicant's Consultant
 Owner Address: See Attached Annexation Petitions Email: Contact Applicant's Consultant
 Contact for Additional Information: Applicant's Consultant
AKS Engineering & Forestry, LLC - Phone: (503) 563-6151

Property Information:

12965 SW Herman Road, Tualatin, OR 97062
 Street Location: North of SW Brookman Road and East of Southern Pacific Railroad
 Tax Lot and Map No: Map No.: 35106 Tax Lots: 100, 101, 102, 103, 104, 107; Map No.: 35106B Tax Lots: 100 and 200 (See attached maps)
 Existing Structures/Use: Either vacant or residential dwelling units and accessory structures
 Existing Plan/Zone Designation: FD-20 (Washington County)
 Size of Property(ies) Total of ±88.22 without adjacent right-of-way (per Wash. County Assessors Information)
Total of ±92.30 acres including adjacent right-of-way on SW Brookman Road (per attached Legal Desc. and Map)

Proposed Action:

Purpose and Description of Proposed Action: Annexation of properties north of SW Brookman Road from unincorporated Washington County to the City of Sherwood.

Proposed Use: Annexation of properties at this time.

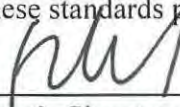
Proposed No. of Phases (one year each): N/A

LAND USE APPLICATION FORM

Authorizing Signatures:

I am the owner/authorized agent of the owner empowered to submit this application and affirm that the information submitted with this application is correct to the best of my knowledge.

I further acknowledge that I have read the applicable standards for review of the land use action I am requesting and understand that I must demonstrate to the City review authorities compliance with these standards prior to approval of my request.



Applicant's Signature

4/14/16

Date

Owner's Signature

Date

The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review.

- 3 * copies of Application Form** completely filled out and signed by the property owner (or person with authority to make decisions on the property).
- Copy of Deed** to verify ownership, easements, etc.
- At least 3 * folded** sets of plans
- At least 3 * sets** of narrative addressing application criteria
- Fee** (along with calculations utilized to determine fee if applicable)
- Neighborhood Meeting Verification** including affidavit, sign-in sheet and meeting summary (required for Type III, IV and V projects)
- Signed checklist** verifying submittal includes specific materials necessary for the application process

* **Note** that the required numbers of copies identified on the checklist are required for completeness; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, the required number of copies identified on the checklist and one full electronic copy will be required to be submitted.



CITY CHECKLIST FOR ANNEXATION REQUEST FORMS



CHECKLIST FOR ANNEXATION REQUEST TO THE CITY OF SHERWOOD

Submit the following to the City of Sherwood Planning Department, 22560 SW Pine Street, Sherwood, OR 97140: (503) 925-2308.

- ✓ **Fee- \$7,500.** Applicants are required to pay the \$7,500 filing fee which will be applied to all costs related to processing the annexation application. Money not used for costs will be returned to the applicant.
- ✓ An original and one copy of the enclosed packet titled **Annexations to the City of Sherwood**.
- ✓ **Mailing labels:** two (2) sets of mailing labels for property owners within 100 feet of the outside edge of the territory to be annexed, if the territory to be annexed is within an adopted urban growth boundary. If the proposed annexation is outside an urban growth boundary, but *not* within a farm or forest zone, you must submit two (2) sets of mailing labels for all property owners within 250 feet. If the area *is* within a farm or forest zone, you must submit two (2) sets of mailing labels for all property owners within 500 feet. Mailing labels can be obtained from a private title insurance company.
- ✓ Additionally, you must submit a list of all property owners and registered voters in the area to be annexed regardless of whether they signed the annexation petition or not.
- ✓ Electronic copy of all items submitted

Steps Following Application Submittal to the City of Sherwood:

The City of Sherwood will check the forms. If the fee and information is provided, the City will review it in detail for completeness. If complete, the City will prepare a staff report and schedule a public hearing before the Sherwood City Council. If the proposed annexation is approved at the public hearing, the City Council will direct the City Recorder to place the proposal on the ballot. Annexation proposals can be placed on a regular scheduled election or a special election. Contact the City Recorder regarding deadlines for placing items on the ballot at (503) 625-4246.

Annexations to the City of Sherwood

There are generally three methods of owner initiated annexation. These methods are described below, and the information needed to initiate either method is covered in this application. It should be noted that a vote of the citizens of the City of Sherwood are required in all three methods.

Double Majority - An annexation where the majority of electors and a majority of the landowners in the proposed annexation area have agreed to annex into the City. In this instance, a majority of the landowners, and at least 51% of the registered voters within the area to be annexed must support the annexation.

Triple Majority – An annexation method that requires consent from a majority of the landowners who own a majority of real property and a majority of the assessed value of land within the area that is to be annexed. This method does not require that 51% of the registered voters in the area to be annexed support the application.

Super Majority – An annexation method where more than 50% of the registered voters within the affected territory, and 100% of the property owners within the affected territory support annexation.

I. Application Process for Property Owners and Registered Voters

PLEASE READ ALL INSTRUCTIONS BEFORE FILING A PETITION WITH THE CITY

Step 1. Petition

Complete the attached petition.

Who May Sign: An elector registered to vote in the territory to be annexed; a property owner who is the legal owner of record or, where there is a recorded land contract, the purchaser thereunder. If there are multiple owners, each signer is counted in proportion to the size of their ownership. If a corporation owns land, the corporation is considered the individual owner, and the form must be signed by an officer of the corporation who has the right to sign on behalf of the corporation.

Have the County Assessor's Office:

1. Certify the property owner signatures using the attached *Certification of Property Ownership* form (all methods).
2. Certify the assessed value for the properties on the attached *Certification of Assessed Value* form (for the Triple Majority Method).
3. Buy two 1/4 Section Maps showing the property to be annexed.
4. Certify the map and legal description using the attached *Certification of Legal Description and Map* form.
5. Proceed to the County Elections Department and have them certify the signatures of the registered voters by completing the attached *Certification of Registered Voters* form (for the Double Majority and Super Majority Method). Do this even if the property is vacant. In that case they certify that there are no registered voters in the affected territory.

Step 2. Legal Description

The legal description noted above must be a metes and bounds legal description of the territory to be annexed. This description should be inserted in or attached to the Petition. In addition, one separate copy of the metes and bounds description should be submitted to

the City along with the application. (A lot, block and subdivision description may be substituted for the metes and bounds description if the area is platted and no metes and bounds description is available, and if this is acceptable to the County Assessor's Office.) If the legal description contains any deed or book and page references, legible copies of these must be submitted with the legal description.

✓ Step 3. Map

As noted above you must submit two copies of the 1/4 Section map. This should be the latest County Assessor's quarter section map (or maps) which indicate the territory to be annexed. Outline the area to be annexed on the maps with a red marker or pencil.

✓ Step 4. Notice List & Labels

You must submit two (2) sets of mailing labels for property owners within 100 feet of the outside edge of the territory to be annexed, if the territory to be annexed is within an adopted urban growth boundary. If the proposed annexation is outside an urban growth boundary, but *not* within a farm or forest zone, you must submit two (2) sets of mailing labels for all property owners within 250 feet. If the area *is* within a farm or forest zone, you must submit two (2) sets of mailing labels for all property owners within 500 feet. Mailing labels can be obtained from a private title insurance company. Additionally, you must submit a list of all property owners and registered voters in the area to be annexed regardless of whether they signed the annexation petition or not.

✓ Step 5. Information Sheet

Complete the attached *Boundary Change Data Sheet*.

✓ Step 6. Work Sheet

A *Worksheet* is attached. Fill out the worksheet to help verify that all requirements are met.

✓ Step 7. Annexation Questionnaire

Complete the Annexation Questionnaire.

✓ Step 7. Submit Application to the City

Submit all materials to the City of Sherwood Planning Department.

II. City Review

BELOW IS A SUMMARY OF THE STEPS WHICH WILL BE TAKEN REGARDING ANNEXATIONS INITIATED BY ANY OF THESE THREE METHODS.

Step 1. Compliance Review

Submitted materials will be checked for compliance with requirements of state statutes and the Metro Code section 3.09 requirements.

Step 2. Public Hearing Date Set

The proposal will be set for a hearing by the City Council at the next hearing date for which all the requirements of the Metro Code and state statutes can be met. The setting of the hearing date must occur within 30 days of the day the proposal is judged to be complete.

Step 3. Public Hearing Notice

Notice of the public hearing will be sent to service providers in the area, to the applicant, to adjacent property owners and to appropriate neighborhood or community organizations. Notice of the hearing will be posted in and around the territory to be annexed. The hearing will also be advertised twice in a newspaper of general circulation in the area

Step 4. Staff Study and Report

A staff report will be prepared on each proposed boundary change. This report will cover at a minimum five items specified in the Metro Code including availability of services, compatibility with regional and local plans, etc. This report will be made available to the public 15 days prior to the hearing.

Step 5. Public Hearing

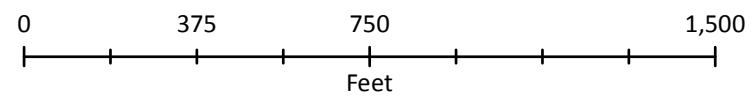
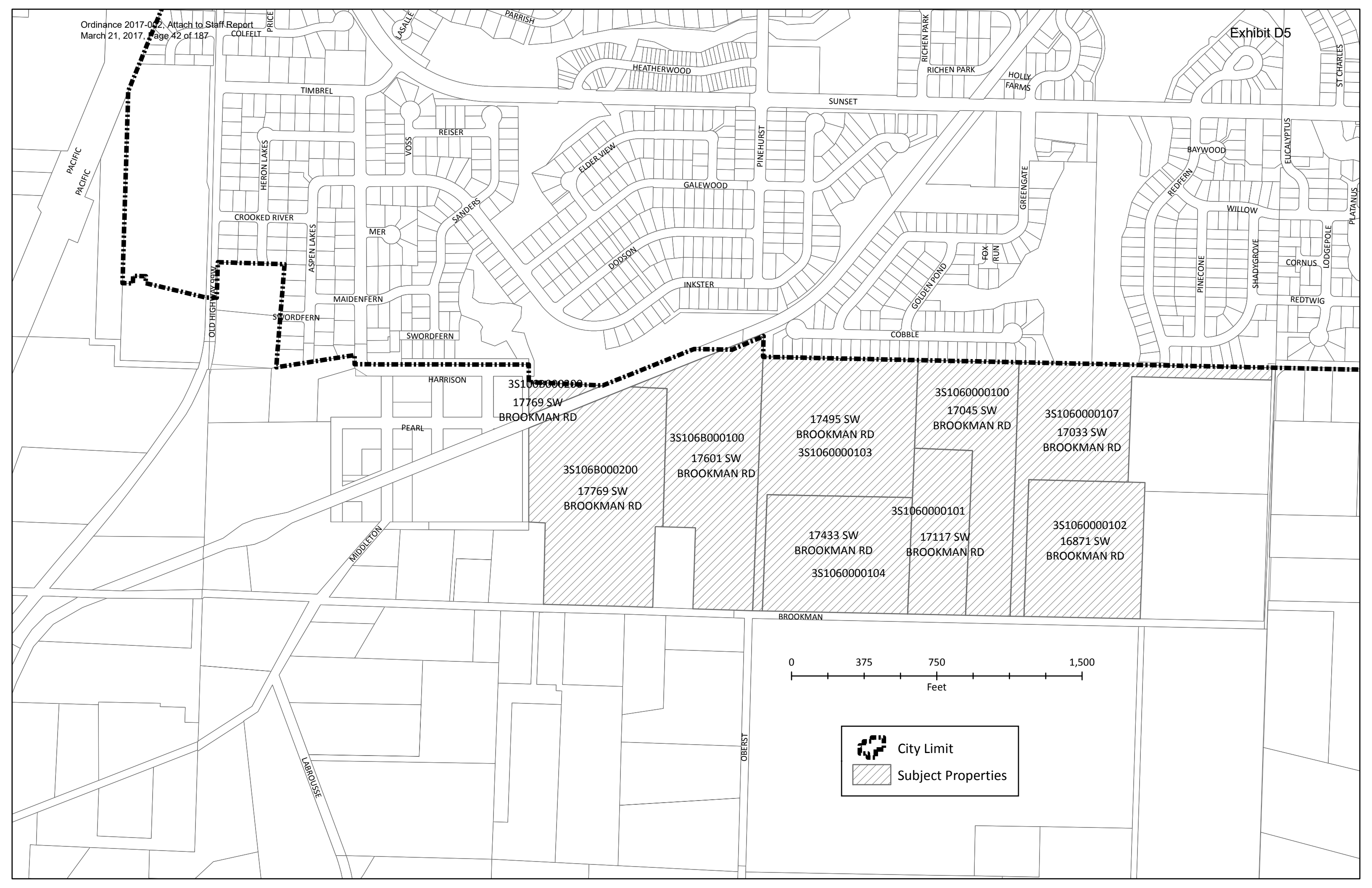
The City Council holds a public hearing. At the hearing the Council will consider 7 minimum criteria laid out in the Metro Code including compliance with urban service agreements, consistency with applicable land use plans and service availability. At the conclusion of the public hearing, if Council supports the annexation, they will forward the issue to the voters at the next available election (usually no less than 60 days).



All annexations in Sherwood require a majority approval of the voters. After the election, the Council will accept the certified election results and, if approved by the voters, proclaim the annexation.

In order to officially change the boundary, the order must be sent to Secretary of State, County Recorder and County Assessor, State Revenue Department, and City Recorder. Other interested parties (such as the utilities) are notified as well.



MAP OF ANNEXATION AREA



	City Limit
	Subject Properties



PETITIONS FOR ANNEXATION TO THE CITY OF SHERWOOD

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


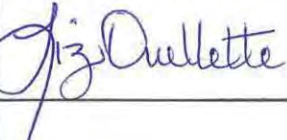
We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Gerald J Ouellette	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17045 SW Brookman Road Sherwood OR 97140	3S10600 00100	9.90 AC	\$355,170
	Liz A Ouellette	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Bonnie J. David</i>	Bonnie J. David			✓	17117 SW Brookman Road Sherwood OR 97140	3S10600 00101	5.86 AC	\$302,440

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

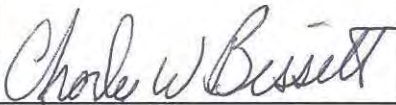
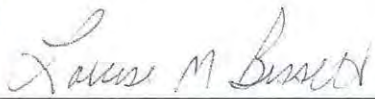
LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Charles W. Bissett			X	16871 SW Brookman Road Sherwood, OR 97140	3S1060000102	9.72 AC	\$ 261,700
	Louise M. Bissett			X				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Teresa Jaynes-Lockwood</i>	Teresa Jaynes-Lockwood	X			17495 SW Brookman Road Sherwood OR 97140	3S10600 00103	13.50 AC	\$490,140

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.


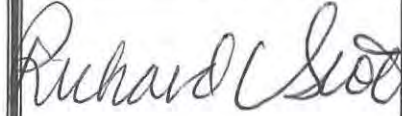
LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Linda R Scott			X	17433 SW Brookman Road Sherwood OR 97140	3S10600 00104	10.47AC	\$263,820
	Richard L Scott			X	✓	✓	✓	✓

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.


LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
		Rosemary Rubsam				17033 SW Brookman Road Sherwood, OR 97140	351060000107	9.92 AC	\$72,000
		Barbara Rubsam			✓				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.





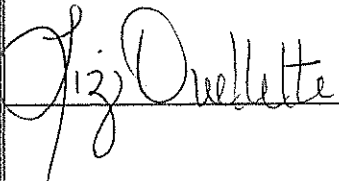
LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Barbara Rubsam			✓	17033 SW Brookman Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	Linda Chronister			✓				
	Larry Rubsam			✓				
	Liz Ouellette			✓				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

11-5-75

BC

NO PART OF ANY STEVENS-NESS FORM MAY BE REPRODUCED IN ANY FORM OR BY ANY ELECTRONIC OR MECHANICAL MEANS

FILED OREGON JUDICIAL DEPT WASHINGTON COUNTY

15 MAR 24 AM 10:22

In the Probate Court of the County of Washington, Oregon

In the Matter of the Estate of:

Rosemary Rubsam

Deceased.

Estate No. C15-0097SE SMALL ESTATE AFFIDAVIT INTESTATE ESTATE

STATE OF OREGON, County of Washington ss.

I, Barbara Rubsam, being first duly sworn, depose and say that: I am a claiming successor of the above named decedent. My address is 17045 SW Brookman Rd Sherwood, OR 97140, and my telephone number is [REDACTED]

This affidavit is made pursuant to ORS 114.505 to 114.560.

(1) Name of Decedent Rosemary Rubsam Age 91 Soc. Sec. No. [REDACTED] Domicile/Post Office Address 17045 SW Brookman Rd Sherwood, OR 97140

(2) Decedent died on August 01, 2014, at Legacy Meridian Park, Tualatin, OR

A certified copy of decedent's death record is attached hereto.

(3) A description of all of decedent's property, including the fair market value of the real property and the fair market value of the personal property, is:

Real Property Legal Description (Including County) Fair Market Value

None

Personal Property Description Fair Market Value Wells Fargo Bank checking acct# [REDACTED] \$1521.33

(4) No application or petition for the appointment of a personal representative has been granted in Oregon.

(5) The decedent died intestate.

(6) Decedent's heirs, and the last address of each as known to affiant, are:

Table with 2 columns: Name, Last Known Address. Rows include Barbara Rubsam, Linda Chronister, Larry Rubsam, and Liz Ovellette.

A copy of this affidavit showing the date of filing will be delivered to each heir or mailed to each heir at the heir's last known address stated above.

(7) The interest in decedent's property to which each heir is entitled is:*

Table with 2 columns: Name, Interest. Rows include Barbara Rubsam, Linda Chronister, Larry Rubsam, and Liz Ovellette, all with 25% interest.

*If any property of decedent's estate escheats (i.e., reverts to the state for want of an individual to inherit), use a portion of this paragraph to so state. Describe the property and interest therein which will escheat.

(CONTINUED)



(8) Reasonable efforts have been made to ascertain creditors of the estate. The expenses of and claims against the estate remaining unpaid or on account of which the affiant or any other person is entitled to reimbursement from the estate, including the known or estimated amounts thereof, and the names and addresses of the creditors, as known to the affiant, are (if none, so state):

Name of Creditor	Address	Nature of Expense/Claim	Known or Estimated Amount
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

A copy of the affidavit showing the date of filing will be delivered to each creditor who has not been paid in full or mailed to such creditor at the creditors's last known address stated above.

(9) The name and address of each person known to the affiant to assert a claim against the estate that the affiant disputes, and the last known or estimated amount thereof, are (if none, so state):

Name	Address	Known or Estimated Amount
None		

A copy of the affidavit showing the date of filing will be delivered or mailed to each such person at each such person's last known address.

(10) A copy of the affidavit showing the date of filing will be mailed or delivered to the Department of Human Services and to the Oregon Health Authority, P.O. Box 14021, Salem, OR 97309-5024.*

(11) Claims against the estate not listed herein or in amounts larger than those listed herein may be barred unless:

(a) A claim is presented to the affiant within four months of the filing of this affidavit at the following address: PO Box 1473, Sherwood, OR 97140 ; or

(b) A personal representative of the estate is appointed within the time allowed under ORS 114.555.

(12) The claim(s), if any, listed in Section (9) may be barred unless:

(a) A petition for summary determination is filed within four months of the filing of this affidavit; or

(b) A personal representative of the estate is appointed within the time allowed under ORS 114.555.

Barbara Rubsam

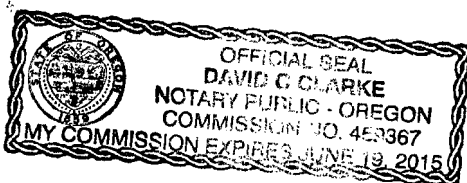
SIGNED AND SWORN TO before me on March 18, 2015

by Barbara Rubsam

David G. Clarke

Notary Public for Oregon

My commission expires 6/19/15



*At time of publication, a single copy delivered to this address provides sufficient notice to both agencies.

NOTE - A creditor of an estate of a decedent who dies intestate and without heirs must receive written authorization from the Director of the Division of State Lands before filing an affidavit pursuant to ORS 114.515. Creditors should become familiar with and comply with this statute before proceeding.

ORS 114.515 specifies maximum values for small estates. Before filing a small estate, review this statute to be sure the fair market value of the estate's property does not exceed these limits.

ORS 114.54(3) requires that an affiant's or claiming successor's deed executed in the manner required by ORS Chapter 93 be recorded in the deed records of any county in which real property belonging to the decedent is situated.

STATE OF OREGON
CERTIFICATION OF VITAL RECORD

689719

OREGON HEALTH AUTHORITY
CENTER FOR HEALTH STATISTICS
CERTIFICATE OF DEATH

136-2014-022543

I.D. TAG NO.

STATE FILE NUMBER

TO BE COMPLETED BY FUNERAL FACILITY

Legal Name		First	Middle	Last	Suffix	Death Date	
		Rosemary		Rubsam		August 01, 2014	
Sex	Age	Social Security Number			County of Death		
Female	91 years	[REDACTED]			Clackamas		
Birthdate		Birthplace			Was Decedent Ever in U.S. Armed Forces?		
[REDACTED]		Terre Haute, Indiana			[REDACTED]		
Residence:				City/Town			
17045 SW Brookman Road				Sherwood			
Residence County			State or Foreign Country		Zip Code + 4		Inside City Limits?
Washington			Oregon		97140		Yes
Marital Status at Time of Death			Spouse's Name Prior to First Marriage				
[REDACTED]			[REDACTED]				
Father's Name				Mother's Name Prior to First Marriage			
[REDACTED]				[REDACTED]			
Informant's Name		Telephone Number		Relationship to Decedent		Mailing Address	
[REDACTED]		Not Available		[REDACTED]		[REDACTED]	
Place of Death							
[REDACTED]							
Location of Death				City/Town or Location of Death		State	Zip Code + 4
[REDACTED]				[REDACTED]		[REDACTED]	[REDACTED]
Method of Disposition		Place of Disposition			Location (City/Town and State)		
[REDACTED]		[REDACTED]			[REDACTED]		
Name and Complete Address of Funeral Facility							
[REDACTED]							
Date of Disposition		Funeral Director's Signature				OR License Number	
August 06, 2014		[Signature] Heather Lewis				CO-3895	
Registrar's Signature				Date Received		Local File Number	
[Signature] Jennifer A. Woodward				September 18, 2014			
Amendment Res. Address was 22787 SW Lincoln Avenue amended by F. Dir. aff. Z#124574 J.A. Woodward, State Reg., Sep-24-2014 pt, Res. Address Street Name was Bookman amended electronically by funeral director Oct-14-2014 J.A. Woodward, State Reg., pt							

45-2CCS (01/06)



I CERTIFY THAT THIS IS A TRUE, FULL AND CORRECT COPY OF THE ORIGINAL CERTIFICATE ON FILE OR THE VITAL RECORD FACTS ON FILE IN THE VITAL RECORDS UNIT OF THE OREGON CENTER FOR HEALTH STATISTICS.

January 03, 2017

DATE ISSUED:

[Signature] Jennifer A. Woodward
JENNIFER A. WOODWARD, Ph.D.
STATE REGISTRAR



TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Gerald J. Ouellette</i>	Gerald J. Ouellette	✓			17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Elizabeth A. Ouellette</i>	Elizabeth A. Ouellette			✓				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Wayne K. Chronister</i>	Wayne K. Chronister			X	17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Linda A. Chronister</i>	Linda A. Chronister			X				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Sherwood Land LLC				17601 SW Brookman Road Sherwood OR 97140	3S106B0 00100	13.03 AC	\$241,450
	George L. Lorance	X			8212 NW Fruit Valley Rd Vanc, WA 98665			

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>George W Boyd</i>	George W Boyd Revocable Living Trust	X			17769 SW Brookman Road Sherwood OR 97140	3S106B0 00200	15.82 AC	\$229,320
<i>Carleen H Brewer 3-25-16</i>	Carleen H Brewer Revocable Living Trust			X	same	same	same	same

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.



BOUNDARY CHANGE DATA SHEET

BOUNDARY CHANGE DATA SHEET

I. EXISTING CONDITIONS IN AREA TO BE ANNEXED OR WITHDRAWN

- A. General location: Within the Brookman Addition Concept Plan, southeast of the Southern Pacific Railroad tracks, north of SW Brookman Road.
- B. Land Area: Acres ±88.22 acres without R.O.W. or Square Miles _____
(per Washington County Assessor's Information) and ±92.30 acres including adjacent R.O.W. (per legal description and map)
- C. General description of territory. (Include topographic features such as slopes, vegetation, drainage basins, floodplain areas, which are pertinent to this proposal.)

The eastern portion of the territory includes a drainage way and has existing trees and vegetation.

The topography ranges from 165 feet in elevation to 235 feet in elevation.

- D. Describe Land uses on surrounding parcels. Use tax lots as reference points.

North: Residential subdivision within the City of Sherwood City Limits

East: Single-family dwellings within Washington County

South: Single-family dwellings within Washington County

West: Single-family dwellings within Washington County

- E. Existing Land Use within the area to be annexed:

Number of single-family units 8 Number of multi-family units 0

Number of commercial structures 0 Number of industrial structures 0

Public facilities or other uses None

What is the current use the land proposed to be annexed: Residential

- F. Total current year Assessed Valuation: \$2,216,040

- G. Total existing population: 8 properties with 17 owners

II. REASON FOR BOUNDARY CHANGE

- A. The Metro Code spells out criteria for consideration (Metro Code 3.09.050). Considering these criteria, please provide the reasons the proposed boundary change should be made. Please be very specific. Use additional pages if necessary.

See attached explanation.

- B. If the property to be served is entirely or substantially undeveloped, what are the plans for future development? Be specific. Describe type (residential, industrial, commercial, etc.), density, etc.

See attached explanation.

III. LAND USE AND PLANNING

- A. Is the subject territory inside or outside of the Metro Regional Urban Growth Boundary?

Inside

- B. What is the applicable County Planning Designation? Future Development 20 Acres (FD-20)
Or City Planning Designation? _____

Does the proposed development comply with applicable regional, county or city comprehensive plans?
Please describe.

The area to be annexed is consistent with the Brookman Addition Concept Plan which complements
the City of Sherwood's Comprehensive Plan.

- C. What is the zoning on the territory to be served?

FD-20

- D. Can the proposed development be accomplished under current county zoning?

____ Yes No

If No, has a zone change been sought from the county either formally or informally?

____ Yes No

Please describe outcome of zone change request if answer to previous questions was Yes.

- E. Please indicate all permits and/or approvals from a City, County or Regional Government which will be needed for the proposed development. If already granted, please indicate date of approval and identifying number:

APPROVAL	PROJECT FILE NO.	DATE OF APPROVAL	FUTURE REQUIREMENT
Metro UGB Amendment	02-0969B	12/5/2002	
City of County Plan Amendment			
Pre-Application Hearing (City or County)			✓
Preliminary Subdivision Approval			✓
Final Plat Approval			✓
Land Partition			
Conditional Use			
Variance			
Sub-Surface Sewage Disposal			
Building Permit			✓

Please submit copies of proceedings relating to any of the above permits or approvals which are pertinent to the annexation.

- F. If a city and/or county-sanctioned citizens' group exists in the area of the annexation, please list its name and address of a contact person.

Washington County Citizen Participation Organization No. 5

IV. SERVICES AND UTILITIES

- A. Please indicate the following:

1. Location and size of nearest water line that can serve the subject area.

8" water line stubbed in SW Swordfern Lane, northwest of the annexation properties,
and an 8" water line stubbed in SW Redfern Drive, northeast of annexation properties.

2. Location and size of nearest sewer line which can serve the subject area.

According to the City of Sherwood Sanitary Sewer Master Plan, an existing sewer line is
located north of the Brookman Addition area and west of SW Redfern Drive.

3. Proximity of other facilities (storm drains, fire engine companies, etc.) which can serve the subject area.

According to the City of Sherwood Brookman Addition Stormwater Concept Plan Diagram,
new stormwater facilities will be constructed with future residential development in the
area. TVF&R currently serves the area and will continue to do so once annexed.

4. The time at which services can be reasonably provided by the city or district.

Services will be available upon annexation to the City.

5. The estimated cost of extending such facilities and/or services and what is to be the method of financing. (Attach any supporting documents.)

The cost of extending necessary utilities will be paid upon future infrastructure construction by those developing the property.

6. Availability of desired service from any other unit of local government. (Please indicate the government.)

City of Sherwood

- B. If the territory described in the proposal is presently included within the boundaries of or being served extraterritorially or contractually by, any of the following types of governmental units please so indicate by stating the name or names of the governmental units involved.

City _____ Rural Fire Dist. Tualatin Valley Fire and Rescue

County Service Dist. _____ Sanitary District _____

Hwy. Lighting Dist. _____ Water District _____

Grade School Dist. Sherwood School Dist. Drainage District _____

High School Dist. Sherwood School Dist. Diking District _____

Library Dist. City of Sherwood Park & Rec. Dist. City of Sherwood

Special Road Dist. _____ Other District Supplying
Water Service _____

- C. If any of the above units are presently servicing the territory (for instance, are residents in the territory hooked up to a public sewer or water system), please so describe.

TVF&R currently serves the area and will continue to do so once annexed.

V. APPLICANT INFORMATION

APPLICANT'S NAME The Holt Group, Inc.

MAILING ADDRESS PO Box 61426

Vancouver, WA 98666

TELEPHONE NUMBER (503) 563-6151- Phone (Applicant's Consultant) (Work)

(503) 563-6152- Fax (Applicant's Consultant) (Res.)

Boundary Change Data Sheet

II. Reason for Boundary Change

Senate Bill 1573:

In response to Senate Bill 1573, which went into effect March 15, 2016, and, “applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city,” the following criteria found in Sections 2 and 3 of Senate Bill 1573 have been addressed.

Section 2. (2)

Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:

(a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015

Response: 100% of the land owners have signed annexation petitions. These petitions are included in the application materials. The territory is included within the Portland Metropolitan Urban Growth Boundary.

(b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city.

Response: The Brookman Addition Concept Plan, and associated implementing Comprehensive Plan acknowledged under ORS 197.625, which includes a Comprehensive Plan Zoning Map was adopted by the City Council in June 2009 and became final on April 5, 2010. Upon approval of this annexation application, the majority of the properties, approximately ±83.22 acres will be zoned Medium Density Residential Low (MDRL). The remaining ±5.0 acres will be zoned Medium Density Residential High (MDRH), as shown on the Brookman Addition Zoning Map May 14, 2009 included in the Brookman Addition Concept Plan.

(c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water.

Response: As shown on the legal description and map, at least one lot or parcel within the territory to be annexed is contiguous to the City limits.

(d) The proposal conforms to all other requirements of the city’s ordinances.

Response: All required information, forms and documents found in the “Checklist for Annexation Request to the City of Sherwood” have been included in this annexation application.

Section 2. (3)

The territory to be annexed under this section includes any additional territory described in ORS 222.111 (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.

Response: The territory to be annexed includes all territories that must be annexed in order to locate infrastructure and right-of-way access for services necessary for development of the territory at a density equal to the average residential density within the annexing City per the Brookman Addition Concept Plan. Access is available from SW Brookman Road and sewer and water from land to the northeast that is located within the City.

Section 2. (4)

When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

Response: The criteria of subsection 2 of this section are met through information provided in individual responses to each of the criterion. Therefore, A legal description and map for the eight (8) properties planned for annexation prepared by a Professional Land Surveyor is included in the application materials.

Section 3

This 2016 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2016 Act takes effect on its passage.

Response: Senate Bill 1573 was signed by the Governor and became effective on March 15, 2016.

A. *The Metro Code spells out criteria for consideration (Metro Code 3.09.050). Considering these criteria, please provide the reasons the proposed boundary change should be made. Please be very specific. Use additional pages if necessary.*

The application is for an Annexation into the City of Sherwood for eight (8) properties totaling ±88.22 acres (According to Washington County Assessor's Information). The properties were included in the Urban Growth Boundary (UGB) in 2002 and are located in the City of Sherwood's Brookman Addition Concept Plan, which identified approximately ±258 acres of land for future growth. This Annexation application is consistent with achieving that goal.

B. *If the property to be served is entirely or substantially underdeveloped, what are the plans for future development? Be specific. Describe type (residential, industrial, commercial, etc.) density, etc.*

The area is largely underdeveloped and will require City approvals for future development. Consistent with the Brookman Addition Concept Plan, the applicant envisions a neighborhood of new low to medium density single-family residential housing, open space areas, preservation of natural resource areas, and efficient and convenient access and circulation by providing public streets and sidewalks. This will be consistent with the existing nearby residential development patterns in the area.

Annexation of the ±88.22 acre Brookman Addition Area is consistent with goals and policies related to annexation in Chapter 3 Growth Management, of the City of Sherwood's Comprehensive Plan addressed below.

City of Sherwood Comprehensive Plan (Chapter 3, section B.2):

Policy Goal:

To adopt and implement a growth management policy which will accommodate growth consistent with growth limits, desired population densities, land carrying capacity, environmental quality and livability.

Policy Objectives

- a. Focus growth into areas contiguous to existing development rather than “leap frogging” over developable property.**

Response: The territory included in the application is contiguous with Sherwood city limits. Therefore, this application does not require “leap frogging” over developable property.

- b. Encourage development within the present city limits, especially on large passed-over parcels that are available.**

Response: The recent buildable lands inventory conducted by City staff and ECONorthwest concluded that there are approximately 95 acres of residentially zoned land left within the City limits suitable for development. Annexation of the subject properties into the City will reduce pressure on infill development that is not harmonious with existing neighborhoods, and will not preclude existing properties inside the City limits to develop if those property owners so choose.

- c. Encourage annexation inside the UGB where services are available.**

Response: The ±88.22 acres of land (per County Assessor records and not including right-of-way) included in this annexation application were included in the UGB in 2002. City services have been identified in the City’s Brookman Addition Concept Plan to be available for extension into the area.

- d. When designating urban growth areas, consider lands with poorer agricultural soils before prime agricultural lands.**

Response: The ±88.22 acres of land included in this annexation application are part of the City’s Brookman Addition Concept Plan, which was included in the UGB in 2002. By including the subject area within the UGB, both the Metro and the City of Sherwood have identified this land as more appropriate for future urbanization than for the conservation of the area for agricultural uses.

- e. Achieve the maximum preservation of natural features.**

Response: This annexation application preserves natural features because upon annexation, City regulations for natural features will apply, whereas currently they do not. At time of development, properties will be subject to the standards of the City’s Development Code and the rules and regulations of Clean Water Services, which regulate the preservation of sensitive lands.

- f. Provide proper access and traffic circulation to all new development.**

Response: Transportation and circulation improvements needed to serve the future development of the annexation area have been identified in the City’s Brookman Addition Concept Plan and Transportation System Plan, which will be reviewed at time of a future development application.

- g. *Establish policies for the orderly extension of community services and public facilities to areas where new growth is to be encouraged, consistent with the ability of the community to provide necessary services. New public facilities should be available in conjunction with urbanization in order to meet future needs. The City, Washington county, and special service districts should cooperate in the development of a capital improvements program in areas of mutual concern. Lands within the urban growth boundary shall be available for urban development concurrent with the provision of the key urban facilities and services.***

Response: The extension of community services and public facilities to serve the Brookman area were considered concurrently with the Brookman Area Concept Plan and found to be available or able to be appropriately extended with the future development of the area.

- h. *Provide for phased and orderly transition from rural to suburban or urban uses.***

Response: Consistent with previous annexation applications for properties within the Brookman area, the future development of the subject properties can be developed in an orderly and efficient way that does not burden existing residents in the community. Existing services and infrastructure have been designed for the future extension into the subject area in a manner as to minimize impact to surrounding neighborhoods.

City of Sherwood Comprehensive Plan (Chapter 3, section F.1.b):

Policy 5: *Changes in the City limits may be proposed by the City, County, special districts or individuals in conformance with City policies and procedures for the review of annexation requests and County procedures for amendment of its comprehensive plan.*

Response: 100% of the property owners within the annexation territory have signed the appropriate petitions, which are included in the application materials.

Policy 7: *All new development must have access to adequate urban public sewer and water services.*

Response: As illustrated by the Brookman Addition Concept Plan, public sewer and water is available to the northeast of the subject properties between SW Redfern Drive and SW Cobble Court. Once annexation to the City occurs, the subject properties will be required to annex into the Clean Water Services District Boundary.

Specific requirements of the Brookman Concept Plan include:

City of Sherwood Comprehensive Plan (Chapter 8):

Policy 8.2: *To facilitate and ensure implementation in accordance with the concept plan policies, annexation of properties within the Brookman Addition concept plan area may not occur until development code amendments are made to implement applicable policies, including but not limited to policy 4.4.*

Response: The majority of the concept plan policies associated with the annexation of properties within the Brookman Addition Concept Plan area within Chapter 8 of the City's Comprehensive Plan are already implemented with the City's existing Development Code. Policy 4.4, referenced in this policy refers to the identification of a local connection to SW Red Fern Drive as an "area of special

concern.” The feasibility of a new connection to SW Red Fern Drive will be addressed under future development applications as it becomes available.

Policy 8.2.a: prior to or concurrent with annexation, and assignment of zoning of properties within the Brookman addition area, a plan shall be prepared and adopted by Council to ensure that necessary infrastructure improvements will be available, and a funding mechanism or combination of funding mechanisms are in place for the necessary infrastructure improvements consistent with the funding options identified in the concept plan and in full compliance with the Transportation Planning Rule. The plan for annexation may address all or part of the concept plan area, subject to Council approval.

Response: It is understood that future improvements will be paid for and constructed by persons developing in the annexation area. In addition to the development costs necessary to pay for improvements, future land developers and/or home builders will be responsible for paying System Development Charges and Construction Excise Taxes when new homes are constructed. This will include money paid to the City in the form of park SDC’s, water and sewer SDC’s, stormwater system SDC’s, and transportation SDC’s. In addition, similar to all property owners in the City, future residents of the annexation area will be responsible for paying property taxes which help fund schools, police and fire protection services, as well as other basic City services.



ANNEXATION QUESTIONNAIRES

ANNEXATION QUESTIONNAIRE

It is the applicant's responsibility to obtain the information requested on the attached annexation questionnaire. The information is used by the Center for Population Research and Census (CPRC) at Portland State University to update the estimate of the population for the City of Sherwood after annexations.

The information collected is confidential and is used for no other purpose. Please obtain the information prior to submitting the annexation petition. It is your responsibility to update this information if changes are made between the original application filing and the effective date of the application.

Fill out one sheet per property that is being annexed.

Address: 17045 SW Brookman Road, Sherwood, OR 97140

Housing type:

- Single-family home
- Multi-family residence
- Manufactured home

Occupancy:

- Owner occupied
- Renter occupied
- Vacant
- Seasonal

Resident Information:

Last Name	First Name	Sex	Age
Ouellette	Gerald	M	61
Ouellette	Liz	F	58
Ouellete	Megan	F	19
Ouellette	Cali	F	12

ANNEXATION QUESTIONNAIRE

It is the applicant's responsibility to obtain the information requested on the attached annexation questionnaire. The information is used by the Center for Population Research and Census (CPRC) at Portland State University to update the estimate of the population for the City of Sherwood after annexations.

The information collected is confidential and is used for no other purpose. Please obtain the information prior to submitting the annexation petition. It is your responsibility to update this information if changes are made between the original application filing and the effective date of the application.

Fill out one sheet per property that is being annexed.

Address: 17495 SW Brookman Road, Sherwood, OR 97140 _____

Housing type: _____

- Single-family home
- Multi-family residence
- Manufactured home

Occupancy:

- Owner occupied
- Renter occupied
- Vacant
- Seasonal

Resident Information:

Last Name	First Name	Sex	Age
Jaynes-Lockwood	Teresa	F	

ANNEXATION QUESTIONNAIRE

It is the applicant’s responsibility to obtain the information requested on the attached annexation questionnaire. The information is used by the Center for Population Research and Census (CPRC) at Portland State University to update the estimate of the population for the City of Sherwood after annexations.

The information collected is confidential and is used for no other purpose. Please obtain the information prior to submitting the annexation petition. It is your responsibility to update this information if changes are made between the original application filing and the effective date of the application.

Fill out one sheet per property that is being annexed.

Address: 17433 SW Brookman Road, Sherwood, OR 97140

Housing type:

- Single-family home
- Multi-family residence
- Manufactured home

Occupancy:

- Owner occupied
- Renter occupied
- Vacant
- Seasonal

Resident Information:

Last Name	First Name	Sex	Age
Scott	Richard	M	66
Scott	Linda	F	65
Scott	Preston	M	36
Scott	Lisa	F	45

ANNEXATION QUESTIONNAIRE

It is the applicant's responsibility to obtain the information requested on the attached annexation questionnaire. The information is used by the Center for Population Research and Census (CPRC) at Portland State University to update the estimate of the population for the City of Sherwood after annexations.

The information collected is confidential and is used for no other purpose. Please obtain the information prior to submitting the annexation petition. It is your responsibility to update this information if changes are made between the original application filing and the effective date of the application.

Fill out one sheet per property that is being annexed.

Address: 17117 SW Brookman Road, Sherwood, OR 97140 _____

Housing type: _____

- Single-family home
- Multi-family residence
- Manufactured home

Occupancy:

- Owner occupied
- Renter occupied
- Vacant
- Seasonal

Resident Information:

Last Name	First Name	Sex	Age
David	Bonnie	F	

ANNEXATION QUESTIONNAIRE

It is the applicant’s responsibility to obtain the information requested on the attached annexation questionnaire. The information is used by the Center for Population Research and Census (CPRC) at Portland State University to update the estimate of the population for the City of Sherwood after annexations.

The information collected is confidential and is used for no other purpose. Please obtain the information prior to submitting the annexation petition. It is your responsibility to update this information if changes are made between the original application filing and the effective date of the application.

Fill out one sheet per property that is being annexed.

Address: 17769 SW Brookman Road, Sherwood, OR 97140

Housing type:

- Single-family home
- Multi-family residence
- Manufactured home

Occupancy:

- Owner occupied
- Renter occupied
- Vacant
- Seasonal

Resident Information:

Last Name	First Name	Sex	Age
Boyd	George	M	71
Brewer	Carleen	F	63



WORKSHEETS FOR ANNEXATION TO THE CITY OF SHERWOOD

WORKSHEET FOR ANNEXATION TO THE CITY OF SHERWOOD

Please list all properties/registered voters included in the proposal. (If needed, use separate sheets for additional listings.)

PROPERTY INFORMATION (ALL METHODS)

PROPERTY DESIGNINATION (Tax Lot Numbers)	NAME OF PROPERTY OWNER	TOTAL ACRES	ASSESSED VALUE OF THE PROPERTY	SIGNED PETITION YES NO
3S106: 100	Gerald Ouellette, Liz (Elizabeth) Ouellette	9.90	355,170	X
3S106: 101	Bonnie David	5.86	302,440	X
3S106: 102	Charles W. Bissett, Louise M. Bissett	9.72	261,700	X
3S106: 103	Teresa Jaynes - Lockwood	13.50	490,140	X
3S106: 104	Linda R Scott, Richard L Scott	10.47	263,820	X
3S106: 107	Rubsam's, Ouellette's, Chronister's	9.92	72,000	X
TOTALS:	(Subtotal)	59.37	\$1,745,270	

REGISTERED VOTERS (DOUBLE MAJORITY METHOD)

ADDRESS OF REGISTERED VOTER	NAME OF REGISTERED VOTER	SIGNED PETITION YES NO
N/A	N/A	
TOTALS:		

SUMMARY

TOTAL NUMBER OF REGISTERED VOTERS IN THE PROPOSAL: N/A TOTAL NUMBER OF COMMERCIAL STRUCTURES: 0
 NUMBER OF REGISTERED VOTERS WHO SIGNED PETITION: N/A TOTAL NUMBER OF INDUSTRIAL STRUCTURES: 0
 PERCENTAGE OF REGISTERED VOTERS WHO SIGNED PETITION: N/A
 TOTAL ACREAGE IN THE PROPOSAL: 88.22 Total Assessed Value: \$2,216,040
 ACREAGE SIGNED FOR: 88.22 Value Signed For: \$2,216,040
 PERCENTAGE OF ACREAGE SIGNED FOR: 100% Percentage Value Signed For: 100%
 TOTAL NUMBER OF SINGLE-FAMILY UNITS: 8
 TOTAL NUMBER OF MULTI-FAMILY UNITS: 0

WORKSHEET FOR ANNEXATION TO THE CITY OF SHERWOOD

Please list all properties/registered voters included in the proposal. (If needed, use separate sheets for additional listings.)

PROPERTY INFORMATION (ALL METHODS)

PROPERTY DESIGNATION (Tax Lot Numbers)	NAME OF PROPERTY OWNER	TOTAL ACRES	ASSESSED VALUE OF THE PROPERTY	SIGNED PETITION YES	SIGNED PETITION NO
3S106B: 100	Sherwood Land LLC	13.03	241,450	X	
3S106B: 200	George W Boyd, Carleen H Brewer	15.82	229,320	X	
TOTALS:	(Subtotal)	28.85	\$470,770		

REGISTERED VOTERS (DOUBLE MAJORITY METHOD)

ADDRESS OF REGISTERED VOTER	NAME OF REGISTERED VOTER	SIGNED PETITION YES	SIGNED PETITION NO
N/A	N/A		
TOTALS:			

SUMMARY

TOTAL NUMBER OF REGISTERED VOTERS IN THE PROPOSAL: N/A TOTAL NUMBER OF COMMERCIAL STRUCTURES: 0
 NUMBER OF REGISTERED VOTERS WHO SIGNED PETITION: N/A TOTAL NUMBER OF INDUSTRIAL STRUCTURES: 0
 PERCENTAGE OF REGISTERED VOTERS WHO SIGNED PETITION: N/A
 TOTAL ACREAGE IN THE PROPOSAL: 88.22 Total Assessed Value: \$2,216,040
 ACREAGE SIGNED FOR: 88.22 Value Signed For: \$2,216,040
 PERCENTAGE OF ACREAGE SIGNED FOR: 100% Percentage Value Signed For: 100%
 TOTAL NUMBER OF SINGLE-FAMILY UNITS: 8
 TOTAL NUMBER OF MULTI-FAMILY UNITS: 0



PROPERTY OWNERS LIST

PROPERTY OWNER LIST

GERALD J. OUELLETTE ELIZABETH A. OUELLETTE	3S10600 100 17045 SW BROOKMAN RD. Sherwood, OR 97140
BONNIE J. DAVID	3S10600 101 17117 SW BROOKMAN RD. Sherwood, OR 97140
CHARLES W. BISSETT LOUISE M. BISSETT	3S10600 102 16871 SW BROOKMAN RD. Sherwood, OR 97140
TERESA JAYNES - LOCKWOOD	3S10600 103 17495 SW BROOKMAN RD. Sherwood, OR 97140
LINDA R SCOTT RICHARD SCOTT	3S10600 104 17433 SW BROOKMAN Sherwood, OR 97140
BARBARA RUBSAM LARRY RUBSAM GERALD J. OUELLETTE ELIZABETH (LIZ) A. OUELLETTE WAYNE K. CHRONISTER LINDA A. CHRONISTER	3S10600 107 17033 SW BOOKMAN RD. SHERWOOD, OR 97140
SHERWOOD LAND LLC BY: GEORGE LORANCE	3S106B 100 17601 SW BROOKMAN RD. Sherwood, OR 97140
GEORGE W BOYD REV. TRUST CARLEEN H BREWER REV. TRUST	3S106B 200 17769 SW BROOKMAN RD. Sherwood, OR 97140

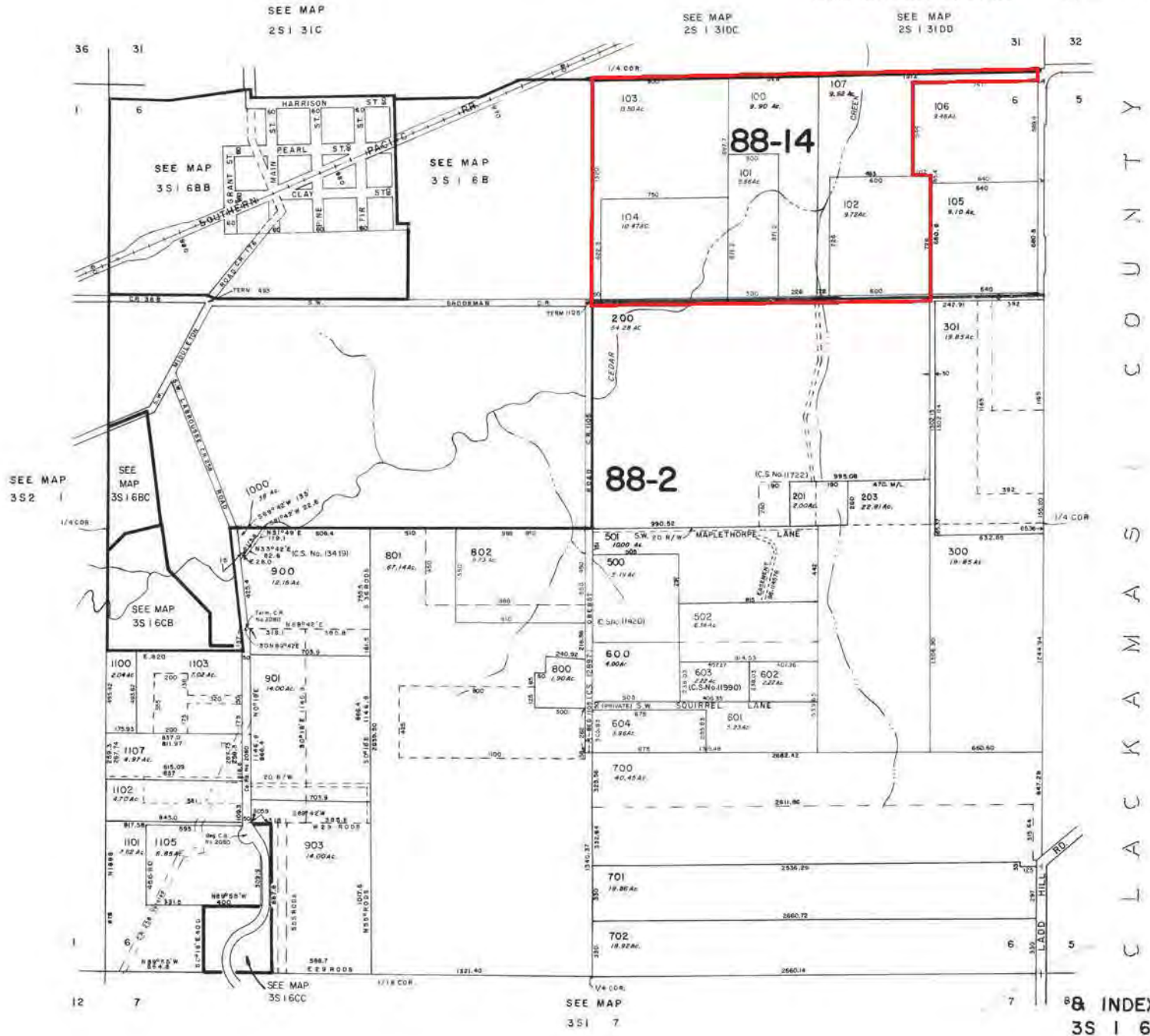


WASHINGTON COUNTY ASSESSOR'S MAPS

SECTION 6 T3S R1W W.M.
WASHINGTON COUNTY OREGON
SCALE 1"=400'

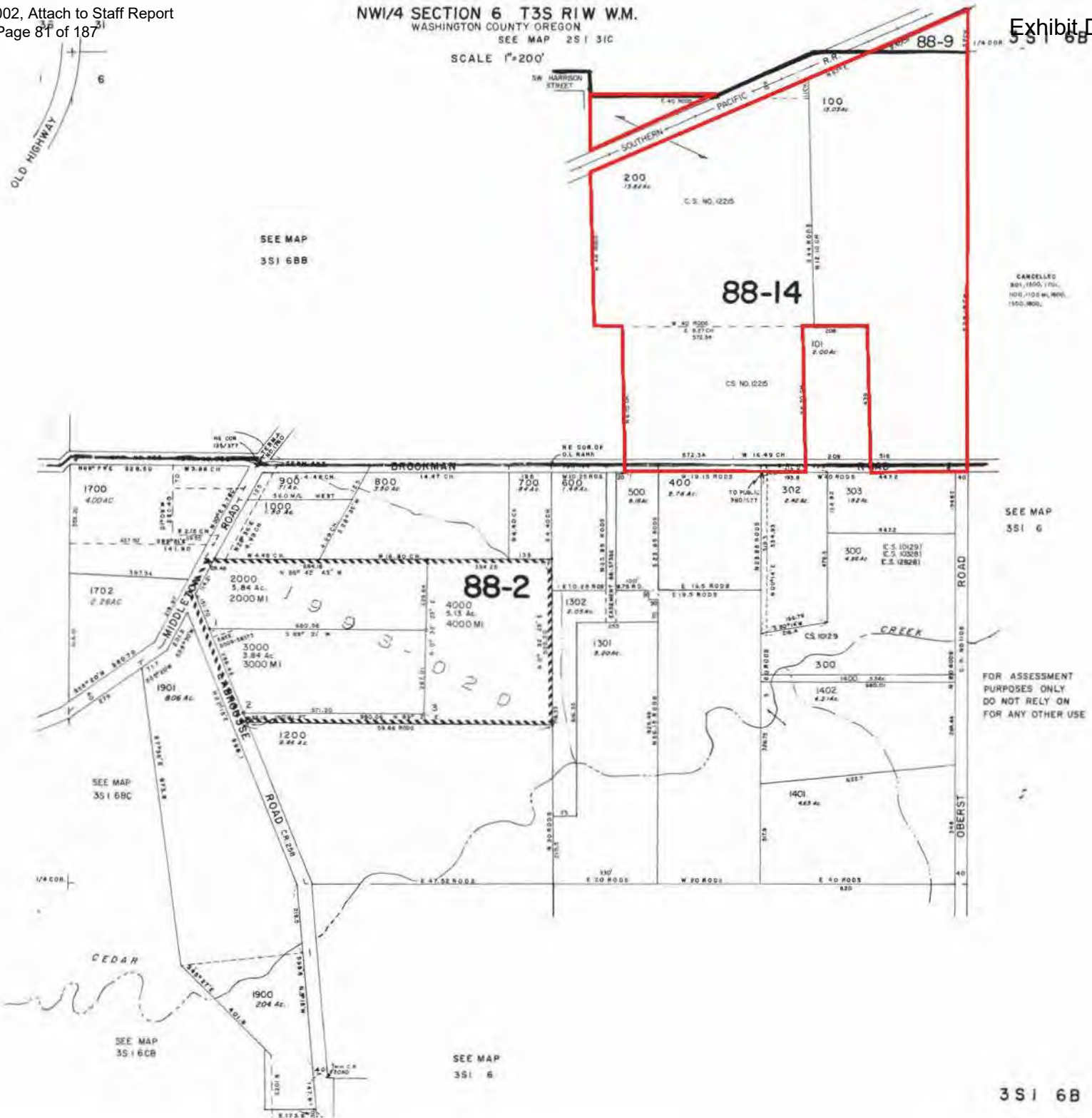
FOR ASSESSMENT PURPOSES ONLY
DO NOT RELY ON FOR ANY OTHER USE

CANCELLED 1906, 1290,
1104, 1104, 902, 302, 703, 400,
304.



NW1/4 SECTION 6 T3S R1W W.M.
WASHINGTON COUNTY OREGON
SEE MAP 2S1 31C

SCALE 1"=200'





WASHINGTON COUNTY ASSESSOR'S CERTIFICATIONS

THIS SECTION IS TO BE COMPLETED BY COUNTY ASSESSOR'S OFFICE

**CERTIFICATION OF PROPERTY OWNERSHIP
(All Methods)**

I hereby certify that the attached petition for a proposed boundary change (annexation) of the territory described in Attachment A of the petition contains the names of the owners* of the land area within the annexation area described, as shown on the last available complete assessment roll.

NAME: TED FOSTER

TITLE: GIS TECH

DEPARTMENT: CARTOGRAPHY

COUNTY OF: WASHINGTON

DATE: 2/1/17

* "Owner" means the legal owner of record or, where there is a recorded a land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

ANNEXATION CERTIFIED

BY TF

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


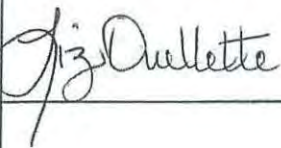
We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Gerald J Ouellette	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17045 SW Brookman Road Sherwood OR 97140	3S10600 00100	9.90 AC	\$355,170
	Liz A Ouellette	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Bonnie J David</i>	Bonnie J. David			✓	17117 SW Brookman Road Sherwood OR 97140	3S10600 00101	5.86 AC	\$302,440

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Charles W. Bissett</i>	Charles W. Bissett			X	16871 SW Brookman Road Sherwood, OR 97140	3S1060000102	9.72 AC	\$ 261,700
<i>Louise M. Bissett</i>	Louise M. Bissett			X				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Teresa Jaynes-Lockwood</i>	Teresa Jaynes-Lockwood	X			17495 SW Brookman Road Sherwood OR 97140	3S10600 00103	13.50 AC	\$490,140

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.


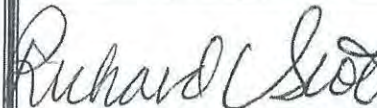
LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Linda R Scott			X	17433 SW Brookman Road Sherwood OR 97140	3S10600 00104	10.47AC	\$263,820
	Richard L Scott			X	✓	✓	✓	✓

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.


LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
		Rosemary Rubsam				17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
		Barbara Rubsam			✓				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

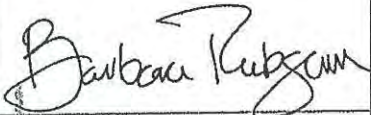

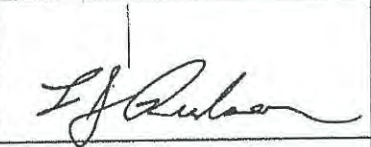
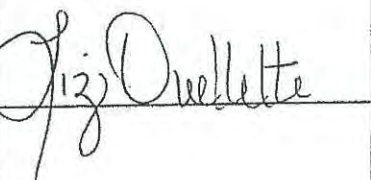
LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ____ OF ____

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Barbara Rubsam			✓	17033 SW Brookman Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	Linda Chronister			✓				
	Larry Rubsam			✓				
	Liz Ouellette			✓				
	All on behalf of Rosemary Rubsam							

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Gerald J. Ouellette</i>	Gerald J. Ouellette	✓			17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Elizabeth A. Ouellette</i>	Elizabeth A. Ouellette			✓				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Wayne K Chronister</i>	Wayne K. Chronister			X	17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Linda A. Chronister</i>	Linda A. Chronister			X				

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Sherwood Land LLC				17601 SW Brookman Road Sherwood OR 97140	3S106B0 00100	13.03 AC	\$241,450
	by George L. Lorange			X	8212 NW Fruit Valley Rd Vanc., WA 98665			

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE 1 OF 1

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>George W Boyd</i>	George W Boyd Revocable Living Trust	X			17769 SW Brookman Road Sherwood OR 97140	3S106B0 00200	15.82 AC	\$229,320
<i>Carleen H Brewer 3-25-16</i>	Carleen H Brewer Revocable Living Trust			X	same	same	same	same

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

THIS SECTION IS TO BE COMPLETED BY COUNTY ASSESSOR'S OFFICE

CERTIFICATION OF LEGAL DESCRIPTION AND MAP
(All Methods)

I hereby certify that the description of the property included within the attached petition (located on Assessor's Map 35106 + 35106B) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

NAME TED FOSTER
TITLE GIS TECH
DEPARTMENT CARTOGRAPHY
COUNTY OF WASHINGTON
DATE 2/1/17

ANNEXATION CERTIFIED

BY TF

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY



AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #3591

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

EXHIBIT A

Annexation Parcel

A tract of land located in the northwest one-quarter and in the northeast one-quarter of Section 6, Township 3 South, Range 1 West, and in the southwest one-quarter of Section 31, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Parcel 1:

Beginning at the one-quarter corner common to said sections 6 and 31, also being the southwesterly corner of the Plat of "Abney Revard No. 2", thence along the north line of said section 6 and the City of Sherwood City Limits, South 88°45'45" East 2647.18 feet to the east line of said section 6 and the Washington County-Clackamas County line; thence leaving the City of Sherwood city limits along the said east line of said section 6, South 01°51'49" West 50.00 feet to the easterly extension of the north line of Deed Book 1182 Page 951; thence along said easterly extension and the north line of said Deed, North 88°45'45" West 766.59 feet to the west line of said Deed; thence along said west line, South 01°51'49" West 554.81 feet to the north line of Document Number 87-027469; thence along said north line, South 88°45'45" East 107.00 feet to the east line of said Deed; thence along said east line and the southerly extension thereof, South 01°51'49" West 746.00 feet to the southerly right-of-way line of Brookman Road (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 2308.30 feet to the southerly extension of the east line of Document Number 87-037951; thence along said southerly extension and the east line of said Deed, North 02°23'45" East 459.00 feet to the northeast corner thereof; thence along the north line of said Deed, North 88°50'38" West 208.00 feet to the northwest corner thereof; thence along the west line of said Deed and the southerly extension thereof, South 02°23'45" West 459.00 feet to the southerly right-of-way line of Brookman Road (County Road No. 493) (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 594.24 feet to the southerly extension of the east line of Document Number 2011-080743; thence along said southerly extension and the east line of said Deed, North 01°07'39" East 479.83 feet to the northeast corner of said Deed; thence along the north line of said Deed, North 89°52'17" West 54.60 feet to the east line of the Plat of "Middleton"; thence along the east line of said Plat, North 00°07'56" East 485.66 feet to the southeasterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline), also referenced as **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4", and the City of Sherwood city limits; thence along said southeasterly right-of-way line, North 68°14'32" East 1260.43 feet; thence continuing along said southerly right-of-way line and along the City of Sherwood city limits, North 66°48'03" East 46.53 feet to the northwest corner of Lot 97 of the Plat of "Abney Revard No. 2", being an angle point of the southerly line of the City of Sherwood city limits; thence along the west line of said Lot 97 and the City of Sherwood city limits, South 01°15'43" West 120.84 feet to the Point of Beginning.

Parcel 2:

Beginning at said **Point 'A'**, which bears South 00°07'56" West 234.85 feet from the southerly southwest corner of Tract 'U' of the Plat "Woodhaven No. 4"; thence along the east line of the Plat of

“Middleton”, North 00°07’56” East 64.66 feet to the northwesterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline) and the **True Point of Beginning**; thence continuing along said east line, North 00°07’56” East 170.19 feet to the southerly southwest corner of Tract ‘U’ of the Plat “Woodhaven No. 4”, and the City of Sherwood city limits; thence along the southerly line of said Tract ‘U’ and the City of Sherwood city limits, South 87°19’51” East 381.87 feet to the northwesterly right-of-way line of said Railroad (30.00 feet from centerline); thence leaving the City of Sherwood city limits along said northwesterly right-of-way line, South 68°14’32” West 411.14 feet to the True Point of Beginning.

The above described tracts of land contain 92.30 acres, more or less (of which 2.71 acres is existing right-of-way and 89.59 acres is private property).

01/06/2017



Michael Kalina



RENEWS: 6/30/17

ANNEXATION CERTIFIED

BY VF

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

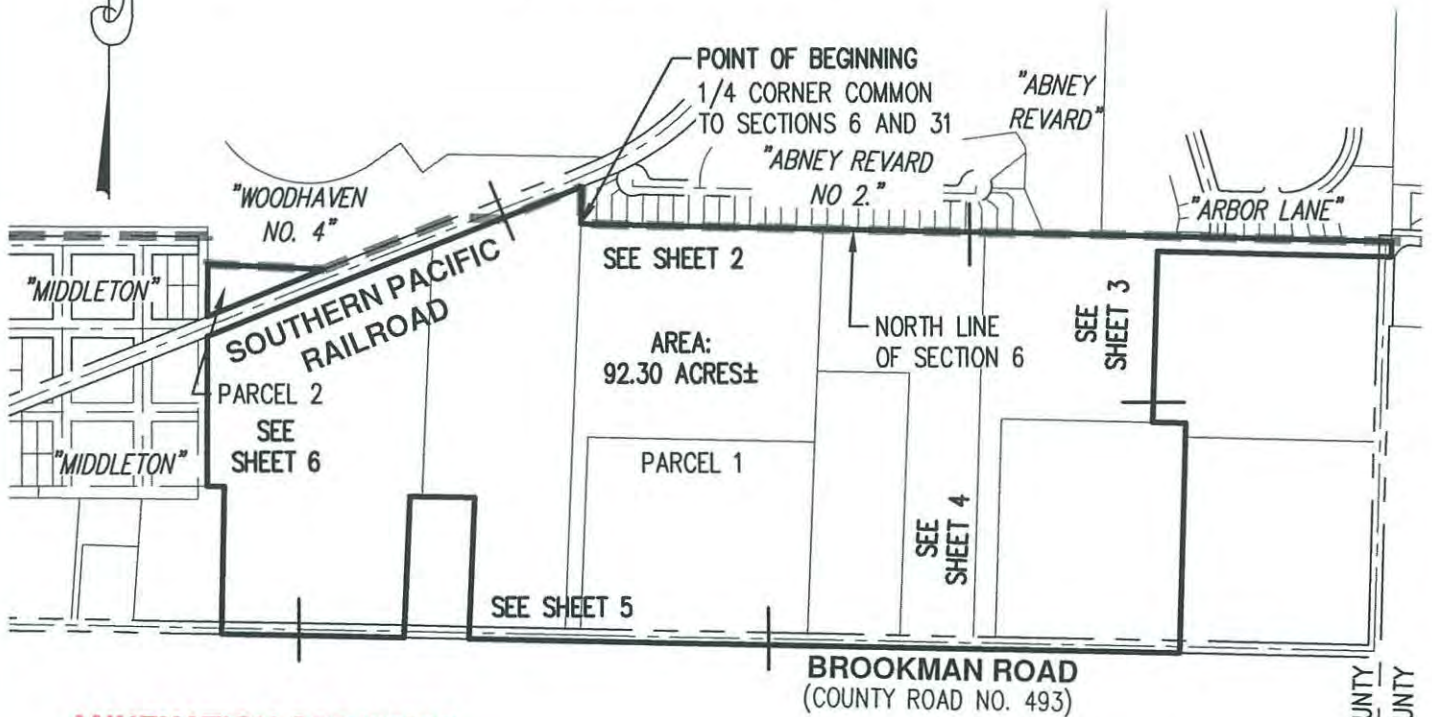
EXHIBIT B

SHEET 1 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND
 NE 1/4 OF SECTION 6, T3S, R1W, AND
 IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M.,
 WASHINGTON COUNTY, OREGON



SCALE 1" = 600 FEET



ANNEXATION CERTIFIED

BY TF

FEB 01 2017

**WASHINGTON COUNTY A & T
 CARTOGRAPHY**

01/06/2017

**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

Michael Kalina

**OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17**

LEGEND

--- CITY OF SHERWOOD
 --- CITY LIMITS

AREA TABLE

TOTAL AREA: 92.30 ACRES±
 RIGHT-OF-WAY AREA: 2.71 ACRES±
 PROPERTY AREA: 89.59 ACRES±

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

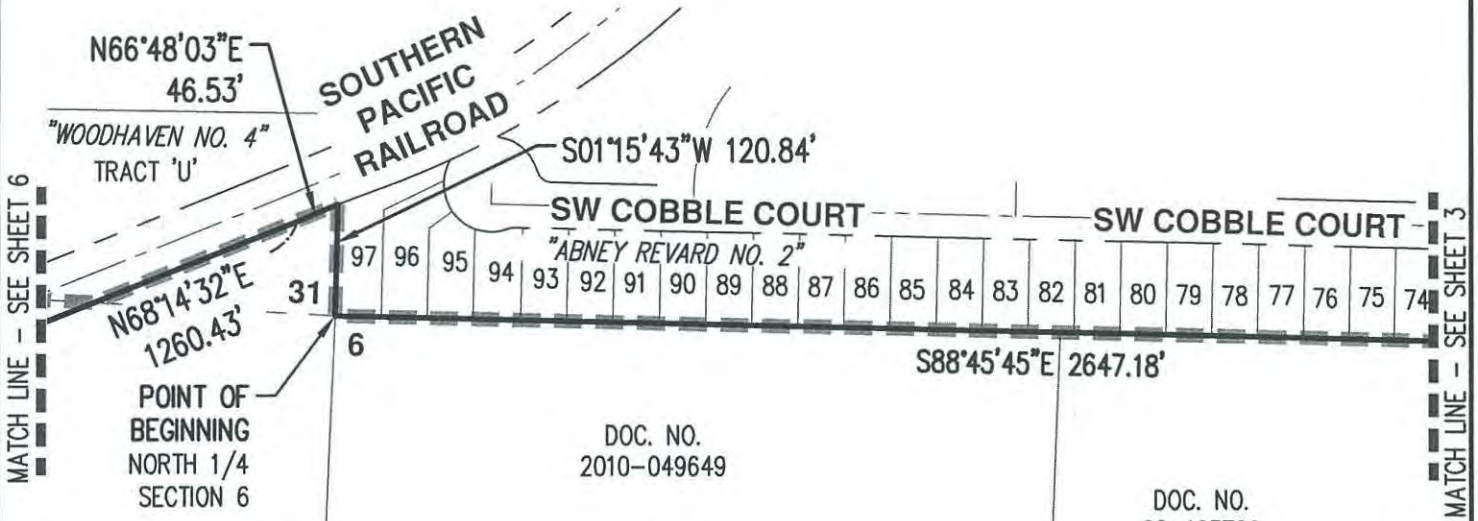
AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD SUITE 100
 TUALATIN, OR 97062 www.aks-eng.com
 PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 2 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



DOC. NO.
2005-079964

DOC. NO.
2010-049649

DOC. NO.
98-103799

AREA:
92.30 ACRES±

PARCEL 1

ANNEXATION CERTIFIED

BY 

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

SCALE 1" = 200 FEET



LEGEND

 CITY OF SHERWOOD
CITY LIMITS

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK | CHECKED BY: RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

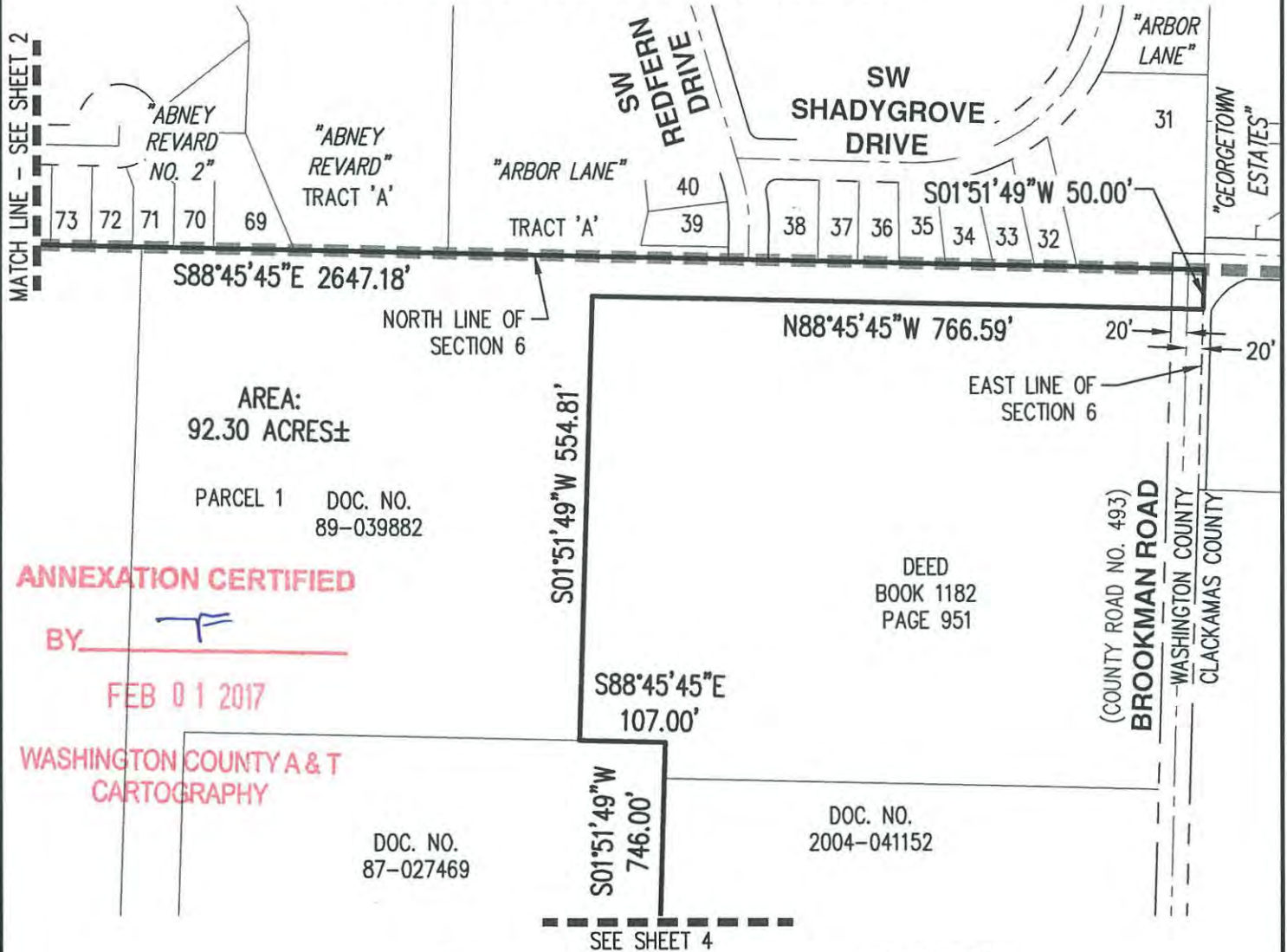
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 3 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



ANNEXATION CERTIFIED

BY _____

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

DEED
BOOK 1182
PAGE 951

DOC. NO.
87-027469

DOC. NO.
2004-041152

SEE SHEET 4

LEGEND

--- CITY OF SHERWOOD CITY LIMITS

01/06/2017

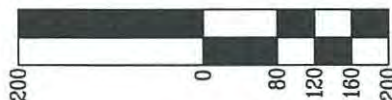
**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17



SCALE 1" = 200 FEET



BROOKMAN AREA ANNEXATION

DRAWN BY: MSK CHECKED BY: RDR DWG: 3591 ANNEX EXHIBIT JOB: 3591

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 4 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON

SCALE 1" = 200 FEET



LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

ANNEXATION CERTIFIED

BY 

FEB 01 2017

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

AREA:
92.30 ACRES±

PARCEL 1

DOC. NO.
99-109559

DOC. NO.
98-103799

DOC. NO.
89-039882

DOC. NO.
87-027469

S88°45'45"E
107.00'

S01°51'49"W 746.00'

DOC. NO.
2004-041152

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

MATCH LINE - SEE SHEET 5

N88°50'38"W 2308.30'

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY:MSK | CHECKED BY:RDR | DWG: 3591 ANNEX EXHIBIT | JOB: 3591

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 5 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON

SCALE 1" = 200 FEET



PARCEL 1

AREA:
92.30 ACRES±

DOC. NO.
2005-079964

DOC. NO.
2010-049649

DOC. NO.
97-038339

N88°50'38"W
208.00'
S02°23'45"W 459.00'
N02°23'45"E 459.00'

DOC. NO.
87-037951

DOC. NO.
2010-058473

(COUNTY ROAD NO. 493)
BROOKMAN ROAD

MATCH LINE - SEE SHEET 6

MATCH LINE - SEE SHEET 4

N88°50'38"W
594.24'

N88°50'38"W 2308.30'

ANNEXATION CERTIFIED

BY Michael Kal

FEB 01 2017

WASHINGTON COUNTY A & T
CARTOGRAPHY

LEGEND

--- CITY OF SHERWOOD
--- CITY LIMITS

01/06/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY:MSK | CHECKED BY:RDR | DWG:3591 ANNEX EXHIBIT | JOB: 3591

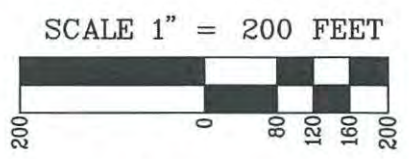
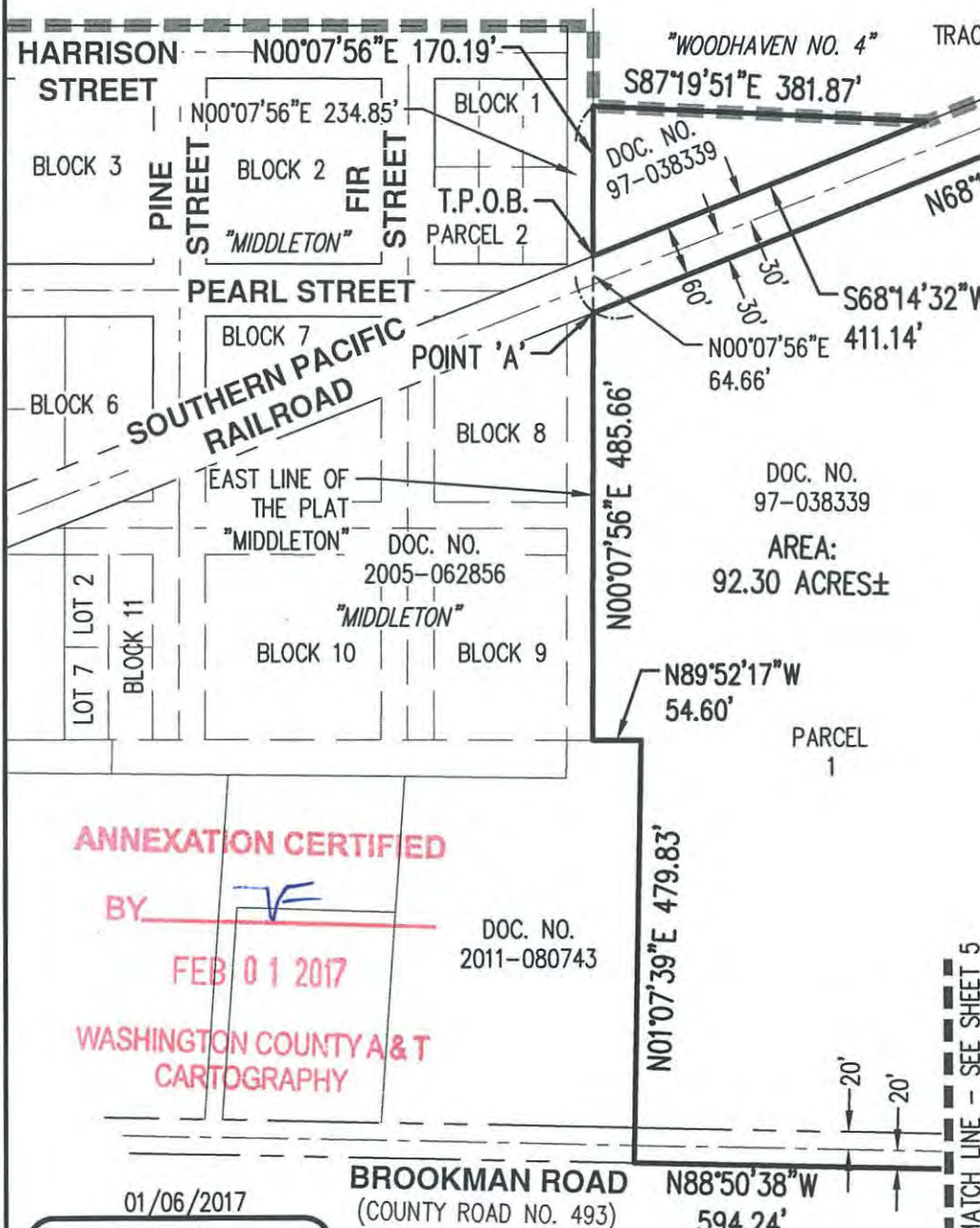
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD SUITE 100
TUALATIN, OR 97062 www.aks-eng.com
PHONE: 503.563.6151 FAX: 503.563.6152



EXHIBIT B

SHEET 6 OF 6

A TRACT OF LAND LOCATED IN THE NW 1/4 AND NE 1/4 OF SECTION 6, T3S, R1W, AND IN THE SW 1/4 OF SECTION 31, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON



LEGEND

--- CITY OF SHERWOOD CITY LIMITS

ANNEXATION CERTIFIED
 BY VF
FEB 01 2017
 WASHINGTON COUNTY A & T
 CARTOGRAPHY

DOC. NO. 2011-080743

01/06/2017
 REGISTERED PROFESSIONAL LAND SURVEYOR

Michael Kalina
 OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/17

BROOKMAN AREA ANNEXATION

DRAWN BY: MSK	CHECKED BY: RDR	DWG: 3591 ANNEX EXHIBIT	JOB: 3591
AKS ENGINEERING & FORESTRY, LLC			
12965 SW HERMAN RD		SUITE 100	
TUALATIN, OR 97062		www.aks-eng.com	
PHONE: 503.563.6151	FAX: 503.563.6152		

THIS SECTION IS TO BE COMPLETED BY COUNTY ASSESSOR'S OFFICE

**CERTIFICATION OF ASSESSED VALUE
(Triple Majority Method)**

I hereby certify that the attached petition for a proposed boundary change (annexation) of the territory described in Attachment A of the petition contains the current assessed value for the properties within the annexation area described, consistent with the last available complete assessment roll.

NAME: Theresa Ellis

TITLE: Property Tax Supervisor

DEPARTMENT: Assessment and Taxation

COUNTY OF: Washington

DATE: April 13, 2016



APR 13 2016

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


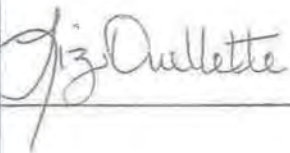
We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Gerald J Ouellette	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17045 SW Brookman Road Sherwood OR 97140	3S10600 00100	9.90 AC	\$355,170
	Liz A Ouellette	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				



FE 4.13.16


NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

- PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Sherwood Land LLC				17601 SW Brookman Road Sherwood OR 97140	3S106B0 00100	13.03 AC	\$241,450
	GEORGE L. LORANGE			X	8212 NW FINE VALLEY RD VANC., WA 98665			



FE 4.13.16

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

Ordinance 2017-002, Attach to Staff Report
March 21, 2017, Page 106 of 187

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

- PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Teresa Jaynes-Lockwood</i>	Teresa Jaynes-Lockwood	X			17495 SW Brookman Road Sherwood OR 97140	3S10600 00103	13.50 AC	\$490,140



NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

Ordinance 2017-002, Attach to Staff Report
March 21, 2017, Page 107 of 187

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:


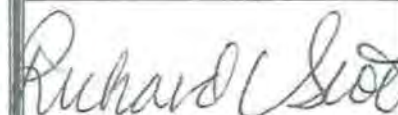
We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	Linda R Scott			X	17433 SW Brookman Road Sherwood OR 97140	3S10600 00104	10.47AC	\$263,820
	Richard L Scott			X	✓	✓	✓	✓



NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

Ordinance 2017-002, Attach to Staff Report
March 21, 2017, Page 108 of 187

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Bonnie J. David</i>	Bonnie J. David			✓	17117 SW Brookman Road Sherwood OR 97140	3S10600 00101	5.86 AC	\$302,440



NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

Ordinance 2017-002, Attach to Staff Report
March 21, 2017, Page 109 of 187

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>By W Boyd</i>	George W Boyd Revocable Living Trust	X			17769 SW Brookman Road Sherwood OR 97140	3S106B0 00200	15.82 AC	\$229,320
<i>Carleen H Brewer 3-25-16</i>	Carleen H Brewer Revocable Living Trust			X	same	same	same	same



4-13-16

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number

THIS SECTION IS TO BE COMPLETED BY COUNTY ASSESSOR'S OFFICE

**CERTIFICATION OF ASSESSED VALUE
(Triple Majority Method)**

I hereby certify that the attached petition for a proposed boundary change (annexation) of the territory described in Attachment A of the petition contains the current assessed value for the properties within the annexation area described, consistent with the last available complete assessment roll.

NAME: Theresa Ellis

TITLE: Property tax Supervisor

DEPARTMENT: Assessment + Taxation

COUNTY OF: Washington County

DATE: January 6th, 2017



TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

- PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter

PAGE ___ OF ___

SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
		PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
<i>Charles W. Bissett</i>	Charles W. Bissett			X	16871 SW Brookman Road Sherwood, OR 97140	351050000102	9.72 AC	\$ 261,700
<i>Louise M. Bissett</i>	Louise M. Bissett			X				



NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.


TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

- PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
		Rosemary Rubsam				17033 SW Brookman Road Sherwood, OR 97140	351060000107	9.92 AC	\$72,000
		Barbara Rubsam			✓				



Ⓜ 19-17

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

PO - Property Owner

RV - Registered Voter

OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Gerald J. Ouellette</i>	Gerald J. Ouellette	✓			17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Elizabeth A. Ouellette</i>	Elizabeth A. Ouellette			✓				



Ⓟ 19-17

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

TO THE COUNCIL OF THE CITY OF SHERWOOD, OREGON:

We, the undersigned owner(s) of the property described in **Attachment A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Sherwood.

LEGEND:

- PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter

PAGE ___ OF ___

THREE SEPARATE 1/3 INTEREST ALL AS TENANTS IN COMMON	SIGNATURE	PRINTED NAME	I AM A			ADDRESS	PROPERTY DESCRIPTION		ASSESSED VALUE
			PO	RV	OV		PARCEL NUMBER	PARCEL SIZE	
	<i>Wayne K. Chronister</i>	Wayne K. Chronister			X	17033 SW Brookman Road Sherwood, OR 97140	3S1060000107	9.92 AC	\$72,000
	<i>Linda A. Chronister</i>	Linda A. Chronister			X				



Handwritten initials/signature

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.



TITLE COMPANY INFORMATION



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Ouellette Gerald J	Bldg #	1	Of	1
CoOwner	: Ouellette Liz A	Ref Parcel Number	: 3S10600 00100		
Site Address	: 17045 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W	S: 06	Q: QQ:
Mail Address	: PO Box 1468 Sherwood Or 97140	Parcel Number	: R0586100		
Telephone	:	County	: Washington (OR)		

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
:Ouellette Gerald J	:09/18/1998	103799	:	:Bargain & Sal	:\$85,000	:Conventi
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 F2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TLO
 Subdivision/Plat :
 School District : Sherwood
 Class Code : Single Family Res
 Land Use : 6411 For,Farm Use,Improved
 Legal : ACRES 9.90, FORESTLAND-POTENTIAL
 : ADDITIONAL TAX LIABILITY
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$820,770
 Mkt Structure : \$206,690
 Mkt Total : \$1,031,130
 %Improved : 20
 M50AssdTotal : \$344,830
 Levy Code : 08814
 14-15 Taxes : \$4,961.65
 Millage Rate : 14.4942

PROPERTY CHARACTERISTICS

Bedrooms	: 6	Year Built	: 1991	Attic SqFt	:
Bathrooms	: 5.00	EffYearBlt	: 1991	Deck SqFt	: 364
Heat Method	: Forced	BsmFin SF	:	ExtFinish	: Wood Std Shtg
Foundation	: Concrete Ftg	BsmUnfinSF	:	Const Type	: Wd Stud/shtg
Lot Acres	: 9.90	Bldg Sq Ft	: 3,356	Roof Shape	: Gable/hip
Lot SqFt	: 431,244	1stFlrSF	: 1,991	Roof Matl	: Composition
Garage Type	: Attached	UpperFISF	: 1,365	InteriorMat	: Drywall
Garage SF	: 461	Porch SqFt	: 52	Paving Matl	: Gravel



Fidelity National Title

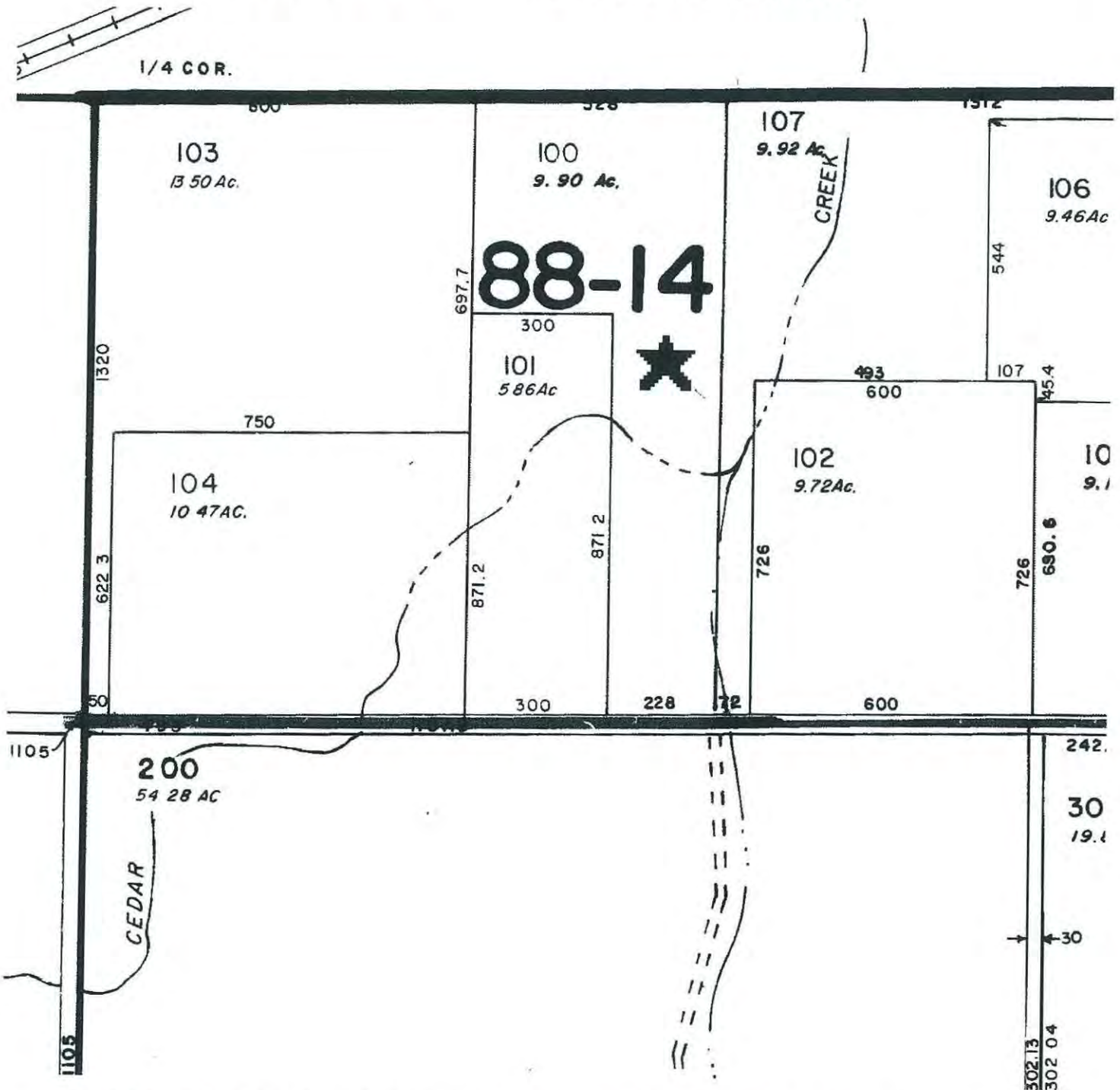
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586100

Ref Parcel Number : 3S10600 00100



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

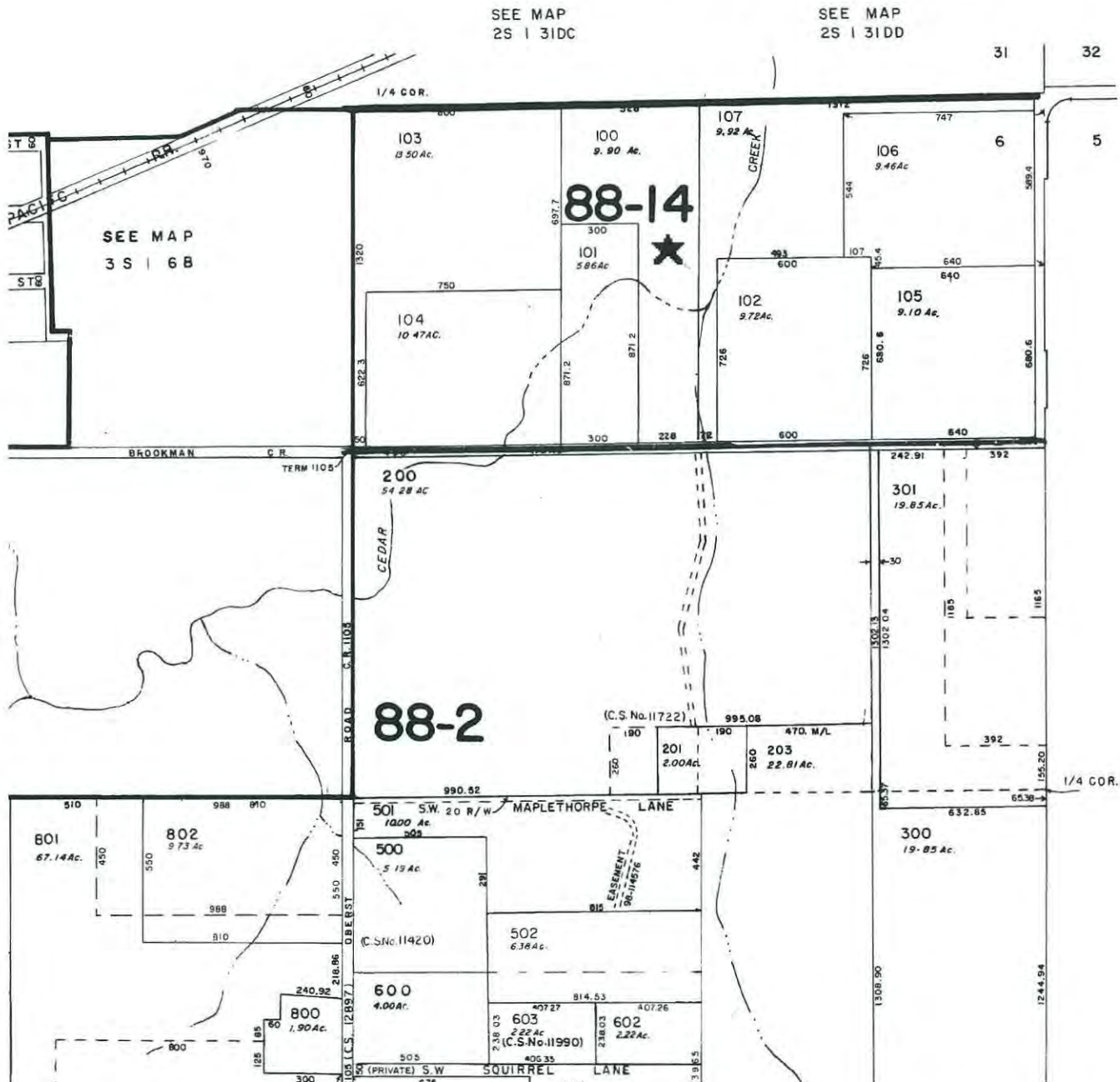


Parcel #: R0586100

Ref Parcel Number : 3S10600 00100

FOR ASSESSMENT PURPOSES ONLY
DO NOT RELY ON FOR ANY OTHER USE

CANCELLED 1200, 1290,
1104, 1106, 902, 202, 703, 400,
204,



A M A S C O U N T Y

The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

SEP 18 1998

OREGON TITLE INS. CO.



OREGON TITLE Insurance Company

After Recording, Return to:
Gerald and Liz Ouellette
17045 SW Brookman Road
Sherwood, OR 97140

Until a change is requested, tax statements shall be sent to the following address:

SAME AS ABOVE

STATUTORY BARGAIN AND SALE DEED
(Individual)

STATE OF OREGON }
County of Washington } SS

I, Jerry R. Hansen, Director of Assessment and Taxation and Eschscholtz County Clerk for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Jerry R. Hansen, Director of Assessment and Taxation, Eschscholtz County Clerk

Doc : 98103799
Rect: 217156 36.00
09/18/1998 02:30:14pm

(Above Space Reserved for Recorder's Use)

Gerald J Ouellette, Liz A Ouellette and Rosemary Rubsam

conveys to
Gerald J Ouellette and Liz A Ouellette, as tenants by the entirety

the following described real property in the State of Oregon and County of Washington :

That portion of the North half of the Northeast quarter of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

BEGINNING at the Southwest corner of the North half of the Northeast quarter of said Section 6; thence East along the South line there, 1100 feet to the true place of beginning; thence East along said South line 228 feet; thence North parallel to the East line of said Section 6, a distance of 1320 feet; thence West along the North line of said Section 6, a distance of 528 feet; thence South parallel to the East line of said Section 6, a distance of 448.8 feet; thence East along a line parallel with the North line of said Section 6, a distance of 300 feet; thence South parallel to the East line of said Section 6, a distance of 871.2 feet to the true point of beginning.

Tax Account Number(s): R586100

The true consideration for this conveyance is \$0.00

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

DATED this 14 day of September, 1998.

Gerald J Ouellette
Gerald J Ouellette
Rosemary Rubsam
Rosemary Rubsam

Liz A Ouellette
Liz A Ouellette

(Continued)

Order No.: 128795w

1-2

STATUTORY BARGAIN AND SALE DEED
(CONTINUED)

ACKNOWLEDGEMENTS (Continued)

Order No.: 128795w

SEP 10 1998

STATE OF OREGON, COUNTY OF _____) ss.
The foregoing instrument was acknowledged before me this 14 day of September by Gerald
J Ouellette and Liz A Ouellette.

Laura J Weber
Notary Public for Oregon
My Commission Expires:



STATE OF OREGON, COUNTY OF _____) ss.
The foregoing instrument was acknowledged before me this 14 day of September 1998 by
Rosemary Rubsam.

Laura J Weber
Notary Public for Oregon
My Commission Expires:



2



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: David Bonnie J	Bldg #	1	Of	1
CoOwner	:	Ref Parcel Number	: 3S10600 00101		
Site Address	: 17117 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W	S: 06	Q: QQ:
Mail Address	: 17117 SW Brookman Rd Sherwood Or 97140	Parcel Number	: R0586119		
Telephone	:	County	: Washington (OR)		

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
:David Bonnie J	:09/23/1999	109559	:\$320,000	:Warranty	:\$153,000	:Conventi
:Weston Lowell E	:	9620155	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 F2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TLO
 Subdivision/Plat :
 School District : Sherwood
 Class Code : Single Family Res
 Land Use : 6411 For,Farm Use,Improved
 Legal : ACRES 5.86, FORESTLAND-POTENTIAL
 : ADDITIONAL TAX LIABILITY
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$384,450
 Mkt Structure : \$151,120
 Mkt Total : \$537,630
 %Improved : 28
 M50AssdTotal : \$293,640
 Levy Code : 08814
 14-15 Taxes : \$4,197.39
 Millage Rate : 14.4942

PROPERTY CHARACTERISTICS

Bedrooms	: 2	Year Built	: 1976	Attic SqFt	:
Bathrooms	: 2.00	EffYearBlt	: 1976	Deck SqFt	: 704
Heat Method	: Heat Pump	BsmFin SF	: 1,352	ExtFinish	: Wood Std Shtg
Foundation	: Concrete Ftg	BsmUnfinSF	:	Const Type	: Wd Stud'shtg
Lot Acres	: 5.86	Bldg Sq Ft	: 2,875	Roof Shape	: Complex
Lot SqFt	: 255,262	1stFlrSF	: 1,523	Roof Matl	: Comp Shingle
Garage Type	: Attached	UpperFISF	:	InteriorMat	: Drywall
Garage SF	: 520	Porch SqFt	:	Paving Matl	: Concrete



Fidelity National Title

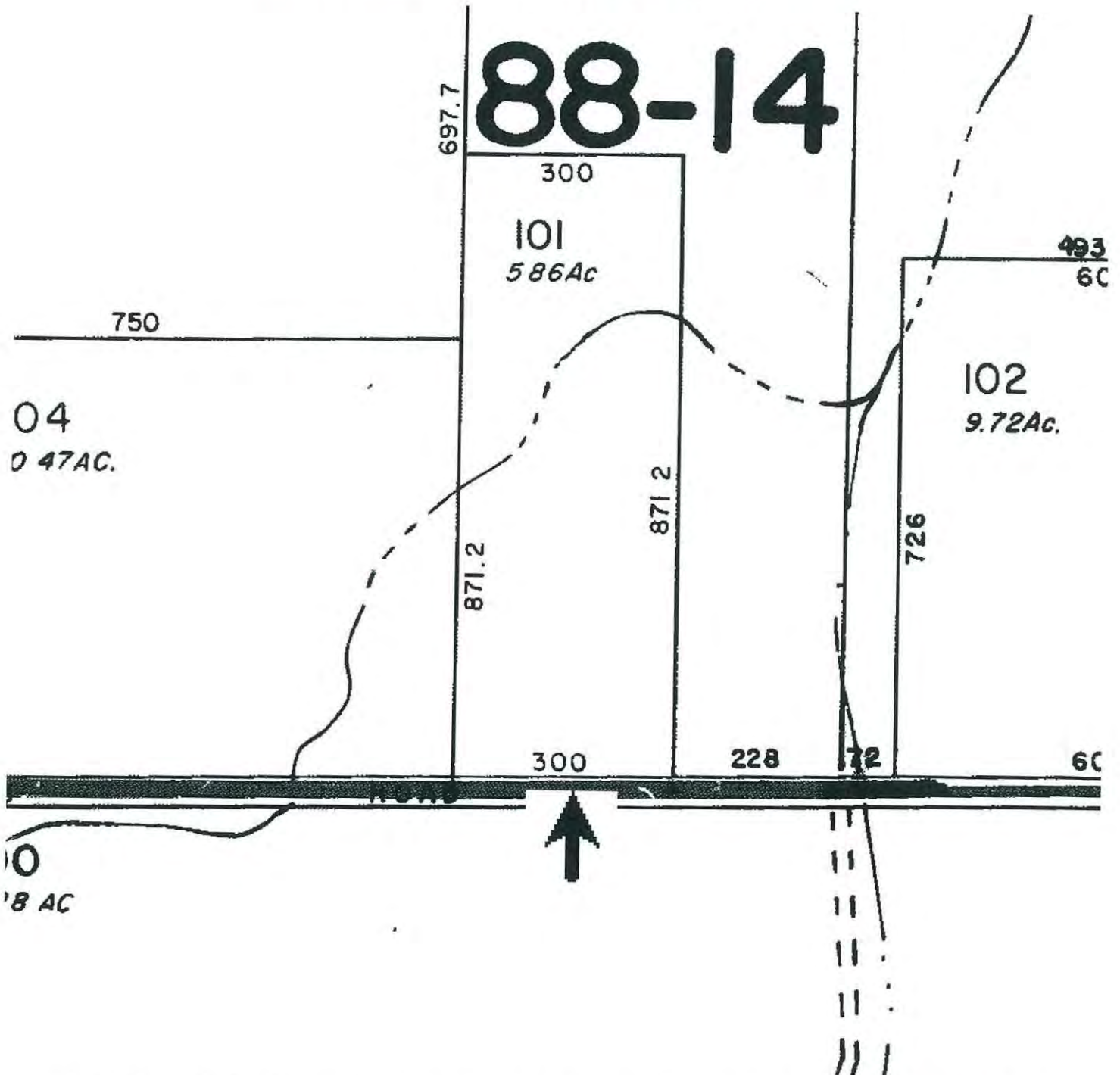
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel # : R0586119

Ref Parcel Number : 3S10600 00101



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

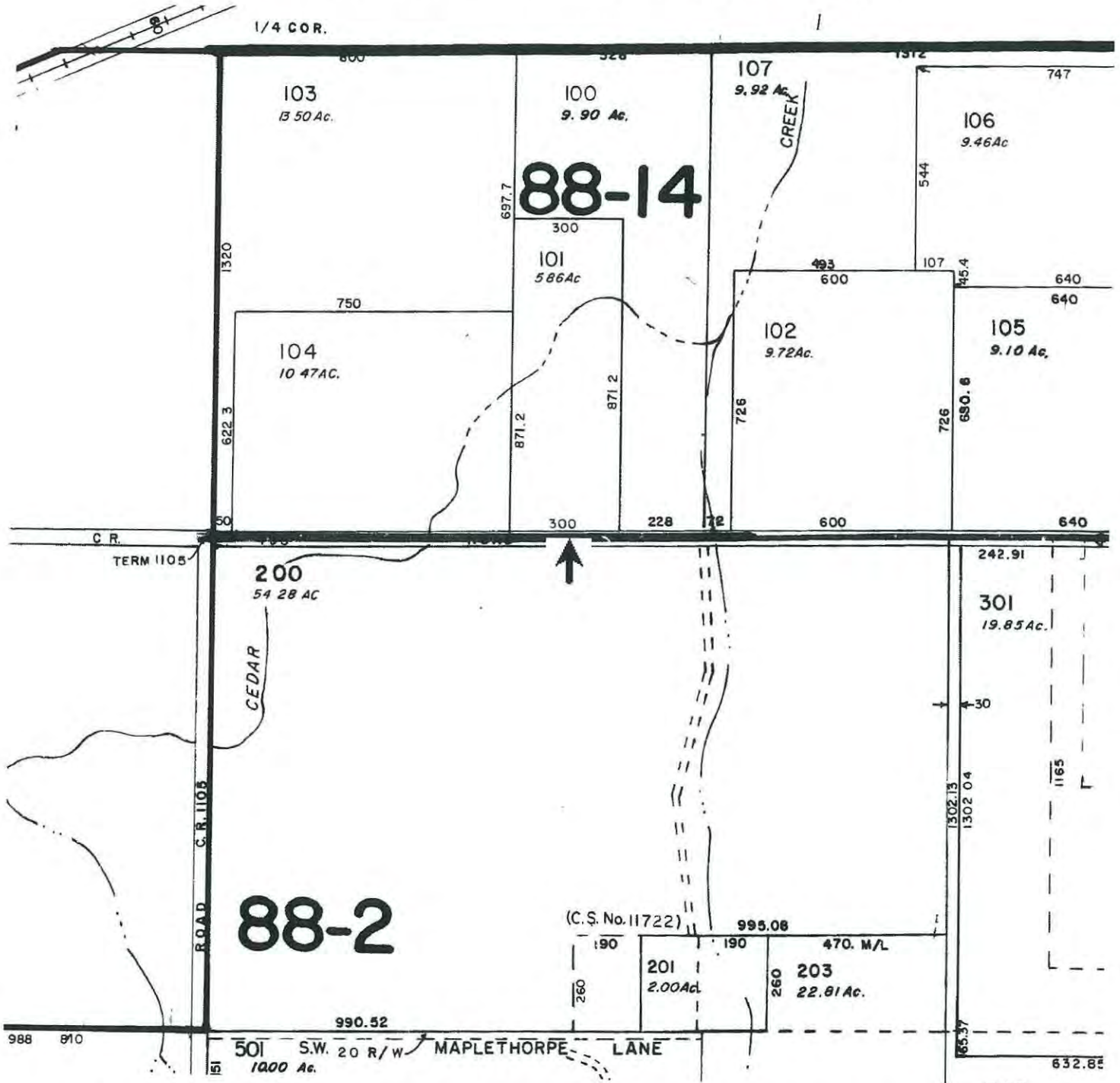
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586119

Ref Parcel Number : 3S10600 00101



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

SEP 23 1999

DL
330
20

Title Order No. 99174161
Escrow No. 99174161

After Recording Return To:
Mr. and Mrs. Douglas K. David
17117 SW Brookman Road
Sherwood, Oregon 97140

Name, Address, Zip
Until a change is requested all tax statements shall be sent to the following address:
Mr. and Mrs. Douglas K. David
17117 SW Brookman Road
Sherwood, Oregon 97140

Name, Address, Zip

STATE OF OREGON }
County of Washington } SS

I, Jerry R. Hansen, Director of Assessment and Taxation and Washington County Clerk for said county, do hereby certify that the within instrument of writing was received and recorded in book for records of said county.

Jerry R. Hansen, Director of Assessment and Taxation, Washington County Clerk

Doc : 99109559
Rect : 240564 361.00
09/23/1999 02:32:23pm

4C

49174161-W

Pacific NW Title

STATUTORY WARRANTY DEED

Emma J. Weston, Grantor, conveys and warrants to Douglas K. David and Bonnie J. David, Grantee, the following described real property free of encumbrances, except as specifically set forth herein situated in Washington County, Oregon, to wit:

See Exhibit A attached hereto and made a part hereof.

This property is free from encumbrances, EXCEPT: 1999-2000 Taxes, a lien not yet payable; Rights of the public in and to any portion of the premises lying within the boundaries of SW Brookman Road; All matters arising from any shifting in the course of Cedar Creek including but not limited to accretion, reliction and avulsion;

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is \$320,000.00. (Here comply with the requirements of ORS 93.030)

Dated this September 20th, 1999

Emma J. Weston by Duaine Stanley Weston
Emma J. Weston by Duaine Stanley Weston,
Her attorney in fact

STATE OF OREGON }
County of Washington } SS

WASHINGTON COUNTY
REAL PROPERTY TRANSFER TAX
\$320.00 9-23-99
FEE PAID DATE

On this September 20th, 1999, before me, the undersigned, personally appeared the within named Duaine Stanley Weston, attorney in fact for Emma J. Weston known to me to be the identical individuals who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

Yvonne M. Clifford
Notary Public for the State of Oregon
My commission expires: 6/23/01

OFFICIAL SEAL
YVONNE M. CLIFFORD
NOTARY PUBLIC - OREGON
COMMISSION NO. 301361
MY COMMISSION EXPIRES JUNE 23, 2001

1-3

ORSTWD

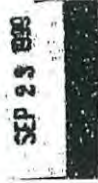


Exhibit A

A tract of land situated in Section 6, Township 3 South, Range 1 West of the Willamette Meridian, Washington County, Oregon, more particularly described as follows, to-wit:

Beginning at the Southwest corner of that certain tract described in deed to Charles H. Hays recorded in Book 124, page 444, Deed Records of Washington County, Oregon, being also the Southwest corner of the North one-half of the Northeast quarter of said Section 6; thence East along the South line thereof, 800 feet to the true point of beginning of the tract herein described; thence East along said South line 300 feet to a point; thence North and parallel with the West line of the Northeast quarter of said Section 6 a distance of 871.2 feet to a point; thence West and parallel with North line of said Section 6 a distance of 300 feet to a point; thence South and parallel with said West line, 871.2 feet to the true point of beginning.

SEP 23 1995

15-545-54

CERTIFICATION OF VITAL RECORD
CENTER FOR HEALTH STATISTICS
CERTIFICATE OF DEATH

Local File Number **011444** State File Number _____

1. DECEDENT'S NAME: **Lowell Eugene WEBSTON** SEX: **Male** DATE OF BIRTH: **June 19, 1925**

2. SOCIAL SECURITY NUMBER: [REDACTED] AGE: **74** (Year) **Mo.** (Month) **Day** (Day) PLACE OF BIRTH: **Creston, Iowa**

3. DEATH INFORMATION: DATE OF DEATH: **June 19, 1995** PLACE OF DEATH: **Decedent's Home**

4. DEATH CERTIFICATE INFORMATION: YES NO

5. FACILITY NAME: [REDACTED] HOSPITAL: Inpatient Outpatient Clinic Other

6. DECEDENT'S USUAL OCCUPATION: [REDACTED] KIND OF BUSINESS/INDUSTRY: [REDACTED] MARITAL STATUS: Married Never Married Widowed Divorced

7. RESIDENCE - STATE: **Oregon** COUNTY: **Washington** CITY, TOWN OR LOCATION: **Sherwood** STREET AND NUMBER: **17117 SW Brookman Rd.**

8. HOME CITY: [REDACTED] ZIP CODE: **97140** WAS DECEDENT OF HISPANIC ORIGIN? YES NO

9. FATHER'S NAME: [REDACTED] MOTHER'S NAME: [REDACTED] INFORMANT'S NAME: [REDACTED]

10. METHOD OF DISPOSITION: Burial Cremation Removal from State Donation Other

11. PLACE OF DISPOSITION: **Willamette National Cemetery** LOCATION: **Portland, Oregon**

12. SIGNATURE OF FUNERAL SERVICE LICENSED OR PERSON ACTING AS SUCH: **Zentho Bellman** LICENSE NUMBER: **3050** ADDRESS AND ZIP OF FACILITY: **LINCOLN WILLAMETTE FUNERAL DIRECTORS, 9775 SE MT SCOTT, PORTLAND, OR 97266**

13. DATE FILED: **JUN 26 1995** WBS GIFT MADE? YES NO

14. TO BE COMPLETED BY CERTIFYING PHYSICIAN: TIME OF DEATH: **9:30 PM** WAS MEDICAL EXAMINER NOTIFIED? YES NO

15. TO BE COMPLETED ONLY BY MEDICAL EXAMINER: TIME OF DEATH: _____ DATE PRONOUNCED DEAD: _____

16. NAME, TITLE, ADDRESS AND ZIP OF CERTIFYING PHYSICIAN: **Nancy Crumacker, M.D., 6475 SW Borland St. Suite M Tualatin, Oregon 97062**

17. IMMEDIATE CAUSE OF DEATH: **[REDACTED]**

18. MANNER OF DEATH: Natural Accident Suicide Homicide Other

19. DATE OF INJURY: _____ TIME OF INJURY: _____ PLACE OF INJURY: _____

THIS IS A TRUE AND EXACT REPRODUCTION OF THE DOCUMENT OFFICIALLY REGISTERED AT THE OFFICE OF THE CLACKAMAS COUNTY REGISTRAR.

DATE ISSUED: JUN 26 1995

3

Thomas M. Troxel
THOMAS M. TROXEL
COUNTY REGISTRAR
CLACKAMAS COUNTY, OREGON



Northwest Title Company

STATUTORY WARRANTY DEED

JAMES A. MORRIS and PATRICIA E. MORRIS

conveys and warrants to CHARLES W. BISSETT, Jr. and LOUISE M. BISSETT, husband and wife Grantor, Grantee.

the following described real property free of liens and encumbrances, except as specifically set forth herein:

A tract of land in the Northeast quarter of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

Beginning at the Southwest corner of the North half of the Northeast quarter of said Section 6; thence East along the South line thereof, 1400 feet to the true place of beginning; thence East along said South line, 600 feet; thence North parallel to the East line of said Section 6, a distance of 726 feet; thence West parallel with the North line of said Section 6, a distance of 600 feet; thence South parallel to the East line of said Section 6, a distance of 726 feet to the true place of beginning.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

This property is free of liens and encumbrances, EXCEPT: Current "Potential Forest Land" tax status, Rights of the public to premises lying below the high water mark of Cedar Creek, Rights of the Public to Roads and Highways, Mortgage to Department of Veterans as recorded in Fee No. 80018096 which the Grantee hereby agrees to assume according to terms and provisions; Judgement in favor of Pacific Western Bank Case No. 86-1-250
The true consideration for this conveyance is \$ 116,754.49

DATED this 26 day of May, 19 87

James A. Morris
JAMES A. MORRIS

Patricia E. Morris
PATRICIA E. MORRIS

STATE OF OREGON, County of Yamhill)ss.

CORPORATE ACKNOWLEDGMENT
STATE OF OREGON, County of _____)ss.

The foregoing instrument was acknowledged before me this 26 day of May 19 87 by James A. Morris and Patricia E. Morris

The foregoing instrument was acknowledged before me this _____ day of _____ 19 _____ and by _____ of _____ a corporation, on behalf of the corporation.



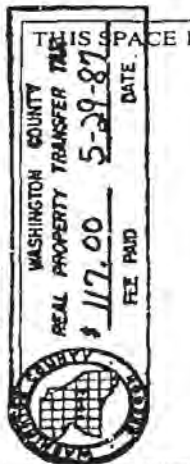
Kathleen Pickus
Notary Public for Oregon
My commission expires: 5-5-91

Notary Public for Oregon
My commission expires: _____

Title Order No. 361458
Escrow No. 12986

After recording return to:
NORTHWEST TITLE COMPANY
601 E. Hancock
Newberg, OR 97132
NAME, ADDRESS, ZIP

Until a change is requested all tax statements shall be sent to the following address:
Mr. & Mrs. Charles W. Bissett, Jr.
RT. 3 Box 84L
Sherwood, OR 97140
NAME, ADDRESS, ZIP



STATE OF OREGON }
County of Washington } SS

I, Donald W. Mason, Director of Assessment and Taxation and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Donald W. Mason, Director of Assessment and Taxation, Ex-Officio County Clerk

1987 MAY 29 PM 3:50

MAY 29 1987

50-177
EX-177

Recorded By
First American Title Insurance Company of Oregon
361458



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Jaynes-Lockwood Teresa	Bldg #	1	Of	1
CoOwner	:	Ref Parcel Number	: 3S10600 00103		
Site Address	: 17495 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W	S: 06	Q: QQ:
Mail Address	: PO Box 284 Seaside Or 97138	Parcel Number	: R0586137		
Telephone	:	County	: Washington (OR)		

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
:Jaynes-Lockwood Teresa	:06/30/2010	49649	:\$3,834	:In Lieu of For	:	:
:Rcm Dev LLC	:08/30/2005	105248	:\$2,160,000	:Contract of S	:	:
:Lockwood Teresa Jaynes	:06/23/1995	43200	:	:Warranty	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 F2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TLO
 Subdivision/Plat :
 School District : Sherwood
 Class Code : Single Family Res
 Land Use : 1910 Res,Potential Development,Improved
 Legal : ACRES 13.50

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$1,353,810
 Mkt Structure : \$152,320
 Mkt Total : \$1,506,130
 %Improved : 10
 M50AssdTotal : \$475,870
 Levy Code : 08814
 14-15 Taxes : \$6,897.37
 Millage Rate : 14.4942

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Year Built	: 1975	Attic SqFt	:
Bathrooms	: 3.00	EffYearBlt	: 1975	Deck SqFt	:
Heat Method	: Heat Pump	BsmFin SF	:	ExtFinish	: Wood Std Shtg
Foundation	: Concrete Ftg	BsmUnfinSF	:	Const Type	: Wd Stud'shtg
Lot Acres	: 13.50	Bldg Sq Ft	: 2,414	Roof Shape	: Hip
Lot SqFt	: 588,060	1stFlrSF	: 2,414	Roof Matl	: Composition
Garage Type	: Attached	UpperFISF	:	InteriorMat	: Drywall
Garage SF	: 528	Porch SqFt	:	Paving Matl	: Concrete



Fidelity National Title

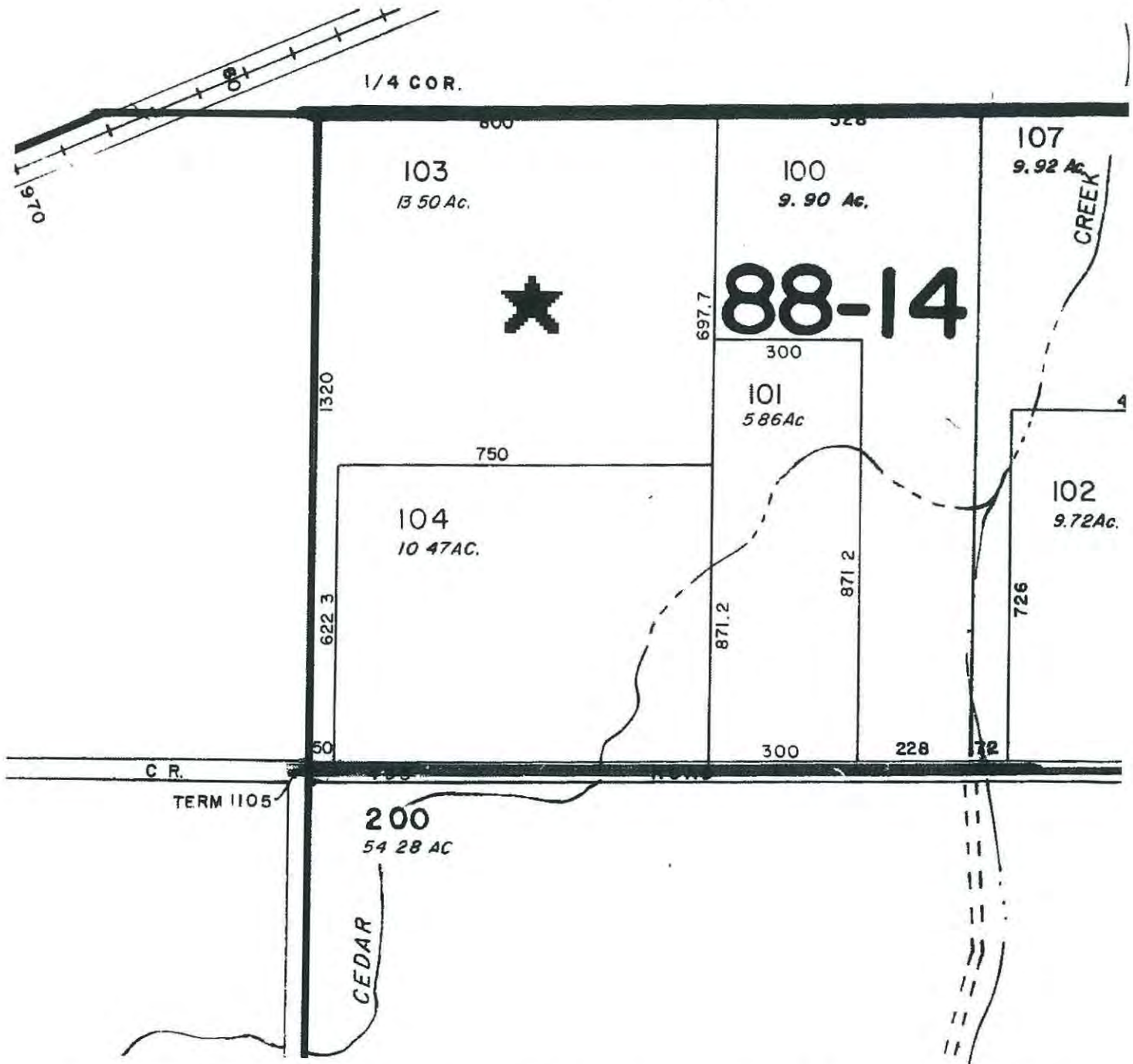
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586137

Ref Parcel Number : 3S10600 00103



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586137

Ref Parcel Number : 3S10600 00103

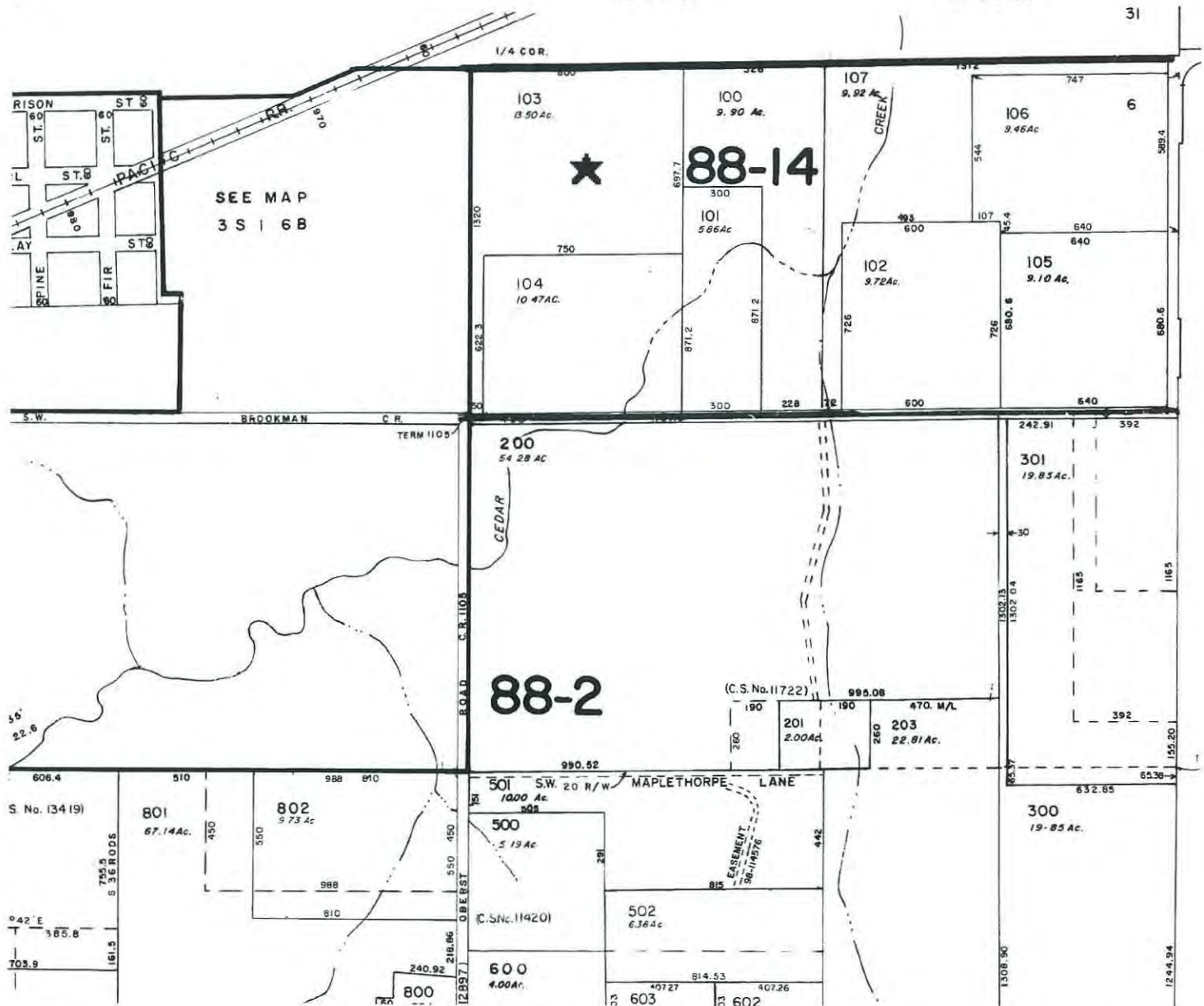
SCALE 1"= 400'

FOR ASSESSMENT PURPOSES ONLY
DO NOT RELY ON FOR ANY OTHER USE

MAP
31C

SEE MAP
2S 1 31DC

SEE MAP
2S 1 31DD



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

Washington County, Oregon
06/30/2010 03:31:43 PM 2010-049649
D-CFA Crt=1 Stn=11 C WHITE
\$15.00 \$5.00 \$11.00 \$15.00 - Total = \$46.00



01496359201000496490030035
I, Richard Hobemicht, Director of Assessment and
Taxation and Ex-Officio County Clerk for Washington
County, Oregon, do hereby certify that the within
instrument of writing was received and recorded in the
book of records of said county.
Richard Hobemicht, Director of Assessment and
Taxation, Ex-Officio County Clerk



After recording return to:

Eiph
Daniel J. Drazan, Esq.
Dunn Carney Allen Higgins & Tongue LLP
851 SW Sixth Avenue, Suite 1500
Portland, OR 97204

**Until a change is requested, all
tax statements shall be sent to:**

Teresa Jaynes-Lockwood
P.O. Box 284
Sherwood, OR 97138

DEED IN LIEU OF FORFEITURE

THIS DEED IN LIEU OF FORFEITURE (this "Deed") is given by SHERWOOD LAND, LLC, an Oregon limited liability company ("Grantor"), to TERESA JAYNES-LOCKWOOD ("Grantee").

For valuable consideration other than money, the receipt and sufficiency of which is hereby acknowledged (the true and actual consideration paid for this conveyance is \$0.00), Grantor hereby grants, conveys, releases, quit claims, and warrants forever unto Grantee, her successors and assigns, all of its right, title, and interest in and to the real property and all improvements thereon with street address 17495 SW Brookman Road, Sherwood, Oregon 97140, Tax Account No. R586137, in Washington County, Oregon, and more particularly described as follows:

That portion of the North half of the Northeast quarter of Section 6, Township 3 South, Range 1 West, of the Willamette Meridian, Washington County, Oregon, described as follows:

Beginning at the Southwest corner of the said North half of the Northeast quarter of Section 6; thence East, along the South line of the said North half of the Northeast quarter a distance of 50 feet to the true point of beginning of the tract to be described; thence North, parallel to the North-South center section line of said Section 6, a distance of 622.3 feet to a point; thence East, parallel with the South line of the said North half of the Northeast quarter, a distance of 750 feet, more or less, to the West line of that tract of land conveyed to Lowell E. Weston, et ux, by deed recorded in Book 962, Page 155, Records of Washington County; thence North along the West line of the Weston tract and the northerly extension thereof, a distance of 697.7 feet, more or less, to the North line of said Section 6; thence West along the North section line, a distance of 800 feet, more or less, to the

North quarter corner of said section; thence South, parallel to the North-South section centerline, a distance of 1,320 feet, more or less, to the South line of the North half of the Northeast quarter of said Section 6; thence East along said South line, a distance of 50 feet to the true point of beginning (the "Property").

Grantor hereby knowingly and voluntarily waives all rights, if any, under ORS 93.905-93.945, and hereby surrenders and delivers possession of the Property to Grantee. Grantor further declares that this conveyance is freely and fairly made, and Grantor is not acting under any misapprehension as to the legal effect of this Deed, nor under any duress, undue influence, or misrepresentation of Grantee. Grantor acknowledges that by way of this Deed, Grantor has transferred to Grantee all of Grantor's right, title, and interest in and to the Property, as set forth in that certain Land Sale Contract dated August 29, 2005, between Grantee and Grantor's predecessors in interest, RCM Development, LLC, an Oregon limited liability company, and Double D Development, Inc., an Oregon corporation, with the Purchasers' interest transferred to Grantor by that certain Assignment of Purchasers' Rights dated August 29, 2005, and amended by that certain First Amendment to Land Sale Contract dated December 1, 2008 (collectively, the "Land Sale Contract"). A Memorandum of Land Sale Contract was recorded on August 30, 2005, as Document Number 2005-105248 in the real property records of Washington County, Oregon (the "Memorandum"). This Deed shall remove the Memorandum from title to the Property.

Grantor acknowledges that the Land Sale Contract is in default, that Grantor is unable to make the payments, and has agreed to execute this Deed in favor of Grantee. This conveyance is not intended and shall not be construed to be a mutual rescission of the Land Sale Contract, and Grantee shall retain all previous payments made pursuant to the Land Sale Contract with no obligation to return such payments to Grantor. Grantor represents that Grantor is the Purchaser under the Land Sale Contract, that Grantor has not assigned any of its rights in the Land Sale Contract to any other party, and that the Property is free of all encumbrances, except for the following real property taxes:

1. Taxes for the year 2008-2009: Unpaid Balance: \$3,834.72; and
2. Taxes for the year 2009-2010: Unpaid Balance: \$6,052.46.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY

THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

IN WITNESS WHEREOF, Grantor has executed this Deed dated as of this 15 day of June, 2010.

GRANTOR:

SHERWOOD LAND, LLC,
an Oregon limited liability company

By: [Signature]
Name: George L. LORANCE
Title: member

STATE OF Oregon)
) ss
County of Clackamas)

I certify that I know or have satisfactory evidence that on this 15th day of June, 2010, George L Lorance (name of person) is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the Member (type of authority, e.g., officer, trustee, etc.) of SHERWOOD LAND, LLC, an Oregon limited liability company, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.



[Signature]
Notary Public For Oregon



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Scott Linda R	Bldg #	1	Of	1
CoOwner	: Scott Richard L	Ref Parcel Number	: 3S10600 00104		
Site Address	: 17433 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W	S: 06	Q: QQ:
Mail Address	: 17433 SW Brookman Rd Sherwood Or 97140	Parcel Number	: R0586146		
Telephone	:	County	: Washington (OR)		

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
: Scott Linda R	: 08/02/2010	58473	:	: Warranty	:	:
: Scott Trust	: 04/02/2003	50889	:	: Warranty	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 F2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TLO
 Subdivision/Plat :
 School District : Sherwood
 Class Code : Single Family Res
 Land Use : 6411 For, Farm Use, Improved
 Legal : ACRES 10.47, FORESTLAND-POTENTIAL
 : ADDITIONAL TAX LIABILITY
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$734,400
 Mkt Structure : \$116,990
 Mkt Total : \$855,100
 %Improved : 14
 M50AssdTotal : \$256,130
 Levy Code : 08814
 14-15 Taxes : \$3,712.40
 Millage Rate : 14.4942

PROPERTY CHARACTERISTICS

Bedrooms	: 3	Year Built	: 1976	Attic SqFt	: 720
Bathrooms	: 2.00	EffYearBlt	: 1976	Deck SqFt	:
Heat Method	: Heat Pump	BsmFin SF	:	ExtFinish	: Wood Std Shtg
Foundation	: Concrete Ftg	BsmUnfinSF	:	Const Type	: Wd Stud/shtg
Lot Acres	: 10.47	Bldg Sq Ft	: 1,958	Roof Shape	: Gable
Lot SqFt	: 456,073	1stFtrSF	: 1,238	Roof Matl	: Composition
Garage Type	: Attached	UpperFISF	:	InteriorMat	: Drywall
Garage SF	: 636	Porch SqFt	: 72	Paving Matl	: Concrete



Fidelity National Title

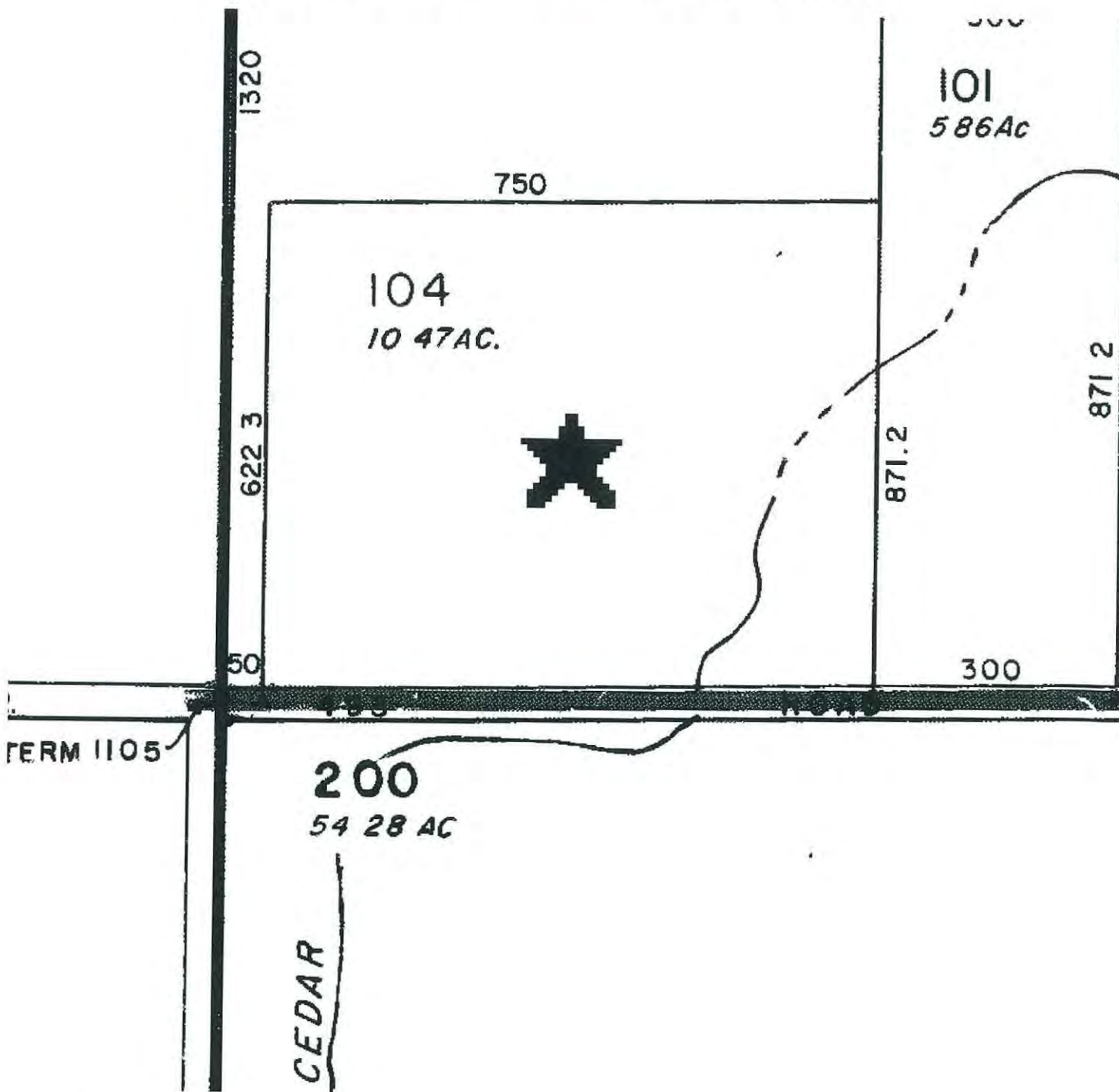
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586146

Ref Parcel Number : 3S10600 00104



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

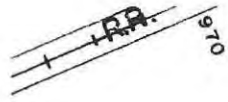
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

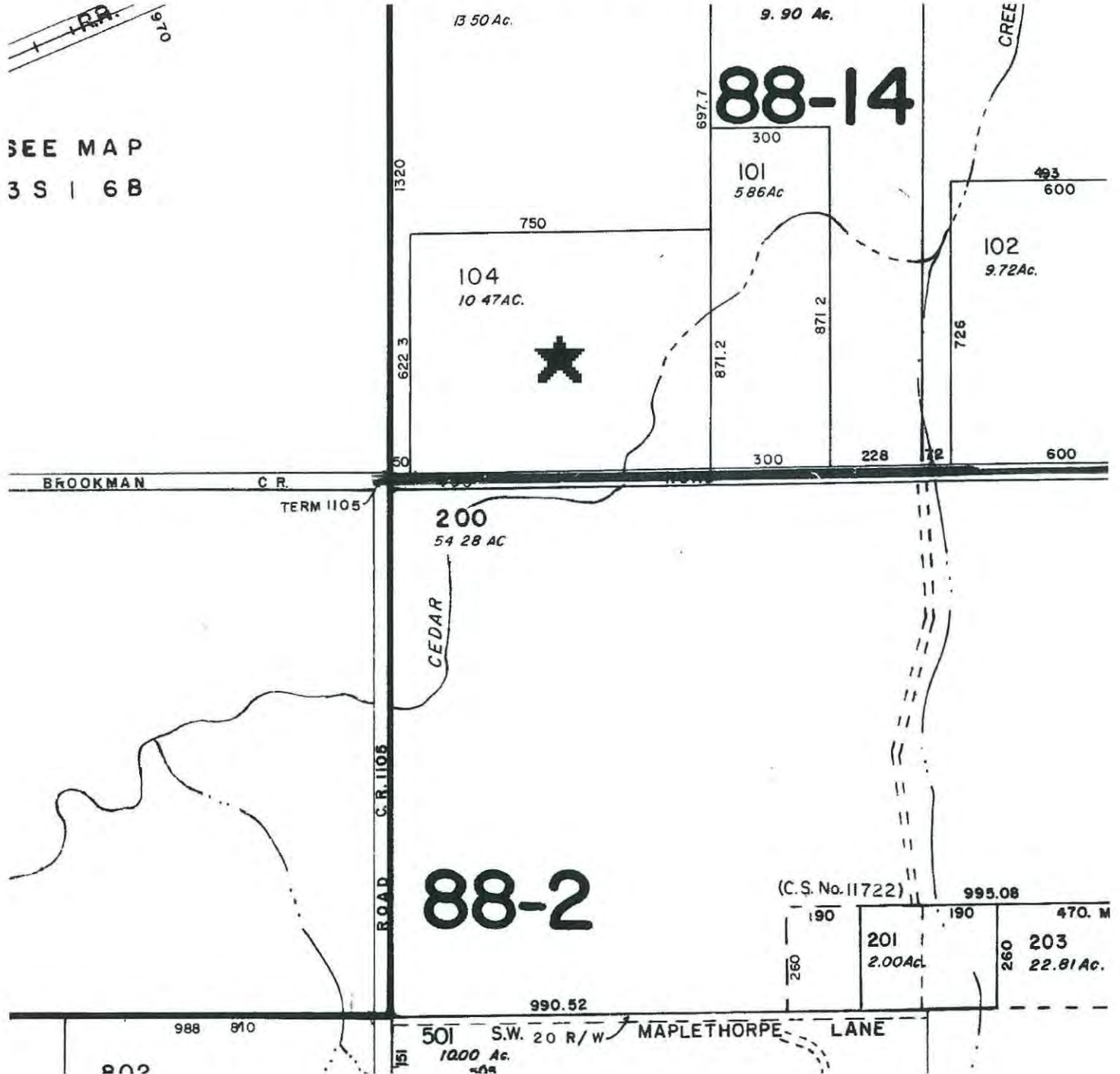


Parcel #: R0586146

Ref Parcel Number : 3S10600 00104



SEE MAP
3 S | 6 B



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

Washington County, Oregon **2010-058473**
08/02/2010 10:14:31 AM
D-DW Cnt=1 Stn=21 RECORDS1
\$10.00 \$5.00 \$11.00 \$18.00 - Total = \$41.00



01506207201000684730020021

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk



Linda Scott, Trustee
Scott Living Trust
17433 SW Brookman Road
Sherwood, OR 97140-8801

Richard Scott, Trustee
Scott Living Trust
3401 Crawford SE
Salem, OR 97302
Grantors' Name and Address

Linda Scott
17433 SW Brookman Road
Sherwood, OR 97140-8801

Richard Scott
3401 Crawford SE
Salem, OR 97302
Grantees' Name and Address

AFTER RECORDING, RETURN TO:
Richard A. Carlson
Attorney at Law
4040 Douglas Way
Lake Oswego, or 97035

Until requested otherwise, send all tax statements to:
Linda & Richard Scott
17433 SW Brookman Road
Sherwood, OR 97140-8801

WARRANTY DEED - STATUTORY FORM

Linda R. Scott and Richard L. Scott, Trustees of the Scott Living Trust, **Grantor**, convey and warrant to Linda R. Scott and Richard L. Scott, as equal tenants in common without a right of survivorship, **Grantee**, the following described real property free of encumbrances, except as specifically set forth herein, located at 17433 SW Brookman Road, Sherwood, Washington County, Oregon, more particularly described as follows:

That portion of the North half of the Northeast quarter of Section 6, Township 3 South, Range 1 West, of the Willamette Meridian, Washington County, Oregon, described as follows: Beginning at the Southwest corner of the said North half of the Northeast quarter, a distance of 50 feet to the true point of beginning of the tract to be described; thence North, parallel to the North-South center section line of said Section 6, a distance of 622.3 feet to a point; thence East, parallel with the South line of the said North half of the Northeast quarter, a distance of 750 feet, more or less, to the West line of that tract of land conveyed to Lowell E. Weston, et ux, by deed recorded in Book 962, page 155; Records of Washington County, thence South along the West line of the Weston tract, a distance of 622.3 feet more or less, to the South line of the North half of the Northeast quarter of said section 6; thence West along the South line of the North half of the Northeast

quarter of said Section 6, a distance of 750 feet, more or less, to the true point of beginning, in the County of Washington, State of Oregon; EXCEPTING THEREFROM any portion thereof lying within the boundaries of public roads.

The property is free from encumbrances, except those of record.

The true consideration for this conveyance is \$0, pursuant to the General Judgment of Unlimited Separation (Stipulated) entered in Linda Ruth Scott and Richard Lawrence Scott, Washington County Circuit Court Case No. C091964DRC.

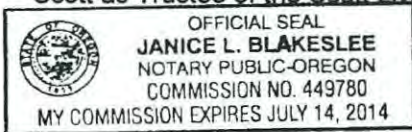
BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300 , 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009.

Dated this 15th day of July, 2010.

Linda R. Scott

STATE OF OREGON, County of Clatsop) ss.

This instrument was acknowledged before me on July 15, 2010, by Linda R. Scott as Trustee of the Scott Living Trust.



Janice L. Blakeslee
Notary Public

STATE OF OREGON, County of Marion) ss.

This instrument was acknowledged before me on Richard Scott, 2010, by Richard L. Scott as Trustee of the Scott Living Trust.

Kaylyn Kimball
Notary Public



89-39882

Washington County



STEWART TITLE

AFTER RECORDING, RETURN TO:

Rosemary Rubsam et al
7185 SW 103rd Avenue
Beaverton, OR 97005

UNTIL FURTHER NOTICE, ALL FUTURE
TAX STATEMENTS SHALL BE SENT TO:

Rosemary Rubsam et al
7185 SW 103rd Avenue
Beaverton, OR 97005
TAX ACCOUNT # 3S16 00107

STATUTORY WARRANTY DEED

DANIEL M. MARTIN, Grantor, conveys and warrants to ROSEMARY RUBSAM & BARBARA RUBSAM, as to a 1/3 interest, AND GERALD J. OUELLETTE & ELIZABETH A. OUELLETTE, husband & wife, as to a 1/3 interest, AND WAYNE K. CHRONISTER & LINDA A. CHRONISTER, husband and wife, as to a 1/3 interest, ALL AS TENANTS IN COMMON, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in Washington County, Oregon, to-wit:

See Exhibit "A" attached hereto and by this reference made a part hereof

The said property is free from encumbrances EXCEPT: 1) 1989-90 taxes, a lien not yet payable; 2) Any additional tax or penalties in the event tax classification for forest land use is disqualified; 3) Rights of the public to any portion lying within road ways; 4) All matters arising from any shifting in course of Cedar Creek;

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

The true consideration for this conveyance is \$ 41,000.00.

Dated this 24th day of August, 1989.

Daniel M. Martin

Daniel M. Martin

STATE OF OREGON
County of CLACKAMAS

	WASHINGTON COUNTY	
	REAL PROPERTY TRANSFER TAX	
	\$ 4100	8-28-89
	FEE PAID	DATE



Personally appeared the above named DANIEL M. MARTIN and acknowledged the foregoing instrument to be his voluntary act and deed.

Deborah L. Schaben
Notary Public for State of OREGON
My commission expires 1/6/91.

10-16
41-
ST

Stewart Title
89025331-W
D8

20 1989

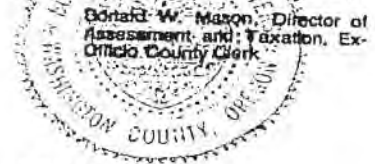
Order No. 89025331-W

EXHIBIT "A"

That portion of the North one-half of the Northeast one-quarter of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:
 Beginning at the Southwest corner of the North one-half of the Northeast one-quarter of said Section 6; thence East, along the South line of said North one-half 1400 feet to the Southwest corner of that tract conveyed to Elmer Larry Countryman, et ux, by Deed recorded August 15, 1975 in Book 1039, page 17, said point being the true point of beginning of the tract described herein; thence North, along the West line of said Countryman tract, 726 feet to the Northwest corner thereof; thence East, along the North line of said Countryman tract 493 feet to the most Westerly Southwest corner of that tract conveyed to Byron D. Gregory, et ux, by deed recorded July 14, 1977 in Book 1182, page 951; thence North, along the West line of said Gregory tract, 544 feet to the Northwest corner thereof; thence East, along the North line of said Gregory tract, 747 feet to the Northeast corner thereof, said point being on the East line of Section 6; thence North on the East line of said Section 6, a distance of 50 feet to the Northeast corner thereof; thence West along the North line of said Section 6, a distance of 1312 feet, more or less, to the Northeast corner of that tract conveyed to Thomas Ames Curran, et ux, by Contract recorded January 9, 1978, Fee No. 78-918; thence South along the East line of said Curran tract, 1320 feet to the Southeast corner thereof, said point being on the South line of the North one-half of said Northeast one-quarter of Section 6; thence East along said South line, 72 feet, more or less, to the true point of beginning.

STATE OF OREGON }
 County of Washington } SS

I, Donald W. Mason, Director of Assessment and Taxation and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.



Doc : 89039882
 Rect: 16805 57.00
 08/28/1989 10:03:03AM

2

THIS CONTRACT IS BEING RE-RECORDED TO CORRECT LEGAL DESCRIPTION
CONTRACT - REAL ESTATE

THIS IS A DUPLICATE COPY OF THAT CONTRACT RECORDED 12-20-77 IN BOOK: 1226, PAGE: 268
THIS CONTRACT, Made this 16th day of December, 1977, between
CHARLES DAVID HAYS

and DANIEL M. MARTIN, hereinafter called the seller,

and hereinafter called the buyer,

WITNESSETH: That in consideration of the mutual covenants and agreements herein contained, the seller agrees to sell unto the buyer and the buyer agrees to purchase from the seller all of the following described lands and premises situated in Washington County, State of Oregon, to-wit: That portion of the North one-half of the Northeast one-fourth of Section 6, Township 3 South, Range 1 West, of the Willamette Meridian, Washington County, Oregon, described as follows:

Beginning at the Northeast corner of said Northeast one-fourth of Section 6, thence West along North line 1312 feet to a point which point is also 1328 feet East on North line of said section from the North one-fourth corner; thence South parallel the East line of Section 6, 1320 feet to the centerline of Brookman Road, also known as County Road 493; thence East along centerline of said road 72 feet to a point; thence North, parallel to East line of Section 6, 726 feet to a point; thence East, parallel to the North line of Section 6, a distance of 493 feet to a point; thence North parallel to East line of Section 6, 544 feet to a point; thence East, parallel to the North Section line, 747 feet to a point on the Easterly line of said Right of Way of County Road 493, in its Northerly extension; thence North along East line of said Right of Way 50 feet to point of beginning. SEE LEGAL DESCRIPTION ATTACHED HERETO AS EXHIBIT "A" WHICH BY REFERENCE SHALL BE A PART HEREOF AND SHALL REPLACE DESCRIPTION LISTED ABOVE.

for the sum of THIRTY THOUSAND and no/100-----Dollars (\$ 30,000.00) (hereinafter called the purchase price) on account of which FIVE THOUSAND and no/100-----Dollars (\$ 5,000.00) is paid on the execution hereof (the receipt of which is hereby acknowledged by the seller), and the remainder to be paid to the order of the seller at the times and in amounts as follows, to-wit:

Monthly installments of not less than \$156.25 per month, such payments including interest on the unpaid balance at the rate of seven and one-half (7-1/2%) percent per annum accruing from the date of this agreement. The first of such payments shall be \$555.55 on January 15, 1977, and each payment shall be applied first to interest to the date of payment and the balance to principal. Commencing December 15, 1983, and in each month thereafter, the monthly payment shall be not less than \$231.75. Buyer shall arrange and pay for a survey of the actual boundaries of the subject premises. Buyer shall pay for title insurance to be purchased as part of this transaction. (Over for other terms and conditions).

The buyer warrants to and covenants with the seller that the real property described in this contract is (B) for an organization or (even if buyer is a natural person) for business or commercial purposes other than agricultural purposes. The buyer shall be entitled to possession of said lands on 1 day after execution of this agreement. he is not in default under the terms of this contract. The buyer agrees that at all times he will keep the buildings on said premises, now or hereafter erected, in good condition and repair and will not suffer or permit any waste or strip thereof; that he will keep said premises free from mechanic's and all other liens and save the seller harmless therefrom and reimburse seller for all costs and attorney's fees incurred by him in defending against any such liens; that he will pay all taxes hereafter levied against said property, as well as all water rents, public charges and municipal liens which hereafter lawfully may be imposed upon said premises, all promptly before the same or any part thereof become past due; that at buyer's expense, he will insure and keep insured all buildings now or hereafter erected on said premises against loss or damage by fire (with extended coverage) in an amount not less than \$----- in a company or companies satisfactory to the seller, with loss payable first to the seller and then to the buyer as their respective interests may appear and all policies of insurance to be delivered to the seller as soon as insured. Now if the buyer shall fail to pay any such liens, costs, water rents, taxes, or charges or to procure and pay for such insurance, the seller may do so and any payment so made shall be added to and become a part of the debt secured by this contract and shall bear interest at the rate aforesaid, without waiver, however, of any right arising to the seller for buyer's breach of contract. The seller agrees that at his expense and within 1 day from the date hereof, he will furnish unto buyer a title insurance policy insuring (in an amount equal to said purchase price) marketable title in and to said premises in the seller on or subsequent to the date of this agreement, save and except the usual printed exceptions and the building and other restrictions and easements now on record, if any. Seller also agrees that when said purchase price is fully paid and upon request and upon surrender of this agreement, he will deliver a good and sufficient deed conveying said premises in fee simple unto the buyer, his heirs and assigns, free and clear of encumbrances as of the date hereof and free and clear of all encumbrances since said date placed, permitted or arising by, through or under seller, excepting, however, the said easements and restrictions and the taxes, municipal liens, water rents and public charges so assumed by the buyer and further excepting all liens and encumbrances created by the buyer or his assigns.

(Continued on reverse)

*IMPORTANT NOTICE: Delete, by lining out, whichever phrase and whichever warranty (A) or (B) is not applicable. If warranty (A) is applicable and if the seller is a creditor, as such word is defined in the Truth-in-Lending Act and Regulation Z, the seller MUST comply with the Act and Regulation by making required disclosures for this purpose, use Stevens-Ness Form No. 1308 or similar unless the contract will become a first lien to finance the purchase of a dwelling in which event use Stevens-Ness Form No. 1307 or similar.

CHARLES DAVID HAYS
2698 Chambers
Eugene, Oregon - 97405
SELLER'S NAME AND ADDRESS

DANIEL M. MARTIN
4001 N.E. Halsey
Portland, Oregon
BUYER'S NAME AND ADDRESS

After recording return to:
CHARLES DAVID HAYS
2698 Chambers
Eugene, Oregon - 97405
NAME, ADDRESS, ZIP

Until a change is requested all tax statements shall be sent to the following address:
CHARLES DAVID HAYS
2698 Chambers
Eugene, Oregon - 97405
NAME, ADDRESS, ZIP

STATE OF OREGON,
County of } ss.

I certify that the within instrument was received for record on the day of , 19, at o'clock M., and recorded in book on page or as file/reel number Record of Deeds of said county. Witness my hand and seal of County affixed.

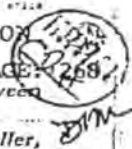
By Recording Officer
Deputy

AUG 28 1989

89025331-K
DS
Stevens-Ness

For log, ble copy see Book 1226 Page 268

89-39830
Washington County



And it is understood and agreed between said parties that time is of the essence of this contract, and in case the buyer shall fail to make the payments above required, or any of them punctually within ten days of the time limited therein, or fail to keep any agreement herein contained, then the seller at his option shall have the following rights: (1) to declare this contract null and void; (2) to declare the whole unpaid principal balance of said purchase price with the interest thereon at once due and payable and (3) to enforce this contract by suit in equity, and in any of such cases, all rights and interest created or then existing in favor of the buyer as against the seller hereunder shall utterly cease and determine and the right to the possession of the premises above described and all other rights acquired by the buyer hereunder shall revert to and remain in said seller without any act of re-entry, or any other act of said seller to be performed and without any right of the buyer of return, reclamation or compensation for amounts paid on account of the purchase of said property as absolutely, fully and perfectly as if this contract and such payments had never been made, and in case of such default all payments theretofore made on this contract are to be retained by and belong to said seller as the agreed and reasonable rent of said premises up to the time of such default. And the said seller, in case of such default, shall have the right immediately, or at any time thereafter, to enter upon the land aforesaid, without any process of law, and take immediate possession thereof, together with all the improvements and appurtenances thereon or thereto belonging.

The buyer further agrees that failure by the seller at any time to require performance by the buyer of any provision hereof shall in no way affect his right hereunder to enforce the same, nor shall any waiver by said seller of any provision hereof be held to be a waiver of any succeeding breach of any such provision, or as a waiver of the provision itself.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ 30,000.00

In case suit or action is instituted to foreclose this contract or to enforce any of the provisions hereof, the buyer agrees to pay such sum as the court may adjudge reasonable as attorney's fees to be allowed plaintiff in said suit or action and if an appeal is taken from any judgment or decree of the trial court, the buyer further promises to pay such sum as the appellate court shall adjudge reasonable as plaintiff's attorney's fees on such appeal.

In construing this contract, it is understood that the seller or the buyer may be more than one person; that if the context so requires, the singular pronoun shall be taken to mean and include the plural, the masculine, the feminine and the neuter; and that generally all grammatical changes shall be made, assumed and implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, said parties have executed this instrument in duplicate; if either of the undersigned is a corporation, it has caused its corporate name to be signed and its corporate seal affixed hereto by its officers duly authorized thereunto by order of its board of directors.

Charles David Hays
CHARLES DAVID HAYS

Daniel M. Martin
DANIEL M. MARTIN

"Seller"

"Buyer"

NOTE—The sentence between the symbols (), if not applicable, should be deleted. See ORS 93.030.

STATE OF OREGON,
County of Washington } ss.
December 15, 1977

STATE OF OREGON, County of _____ } ss.
_____, 19____

Personally appeared, the above named DANIEL M. MARTIN

Personally appeared _____ and _____ who, being duly sworn, each for himself and not one for the other, did say that the former is the president and that the latter is the secretary of _____ a corporation and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Personally appeared the foregoing instrument to _____ voluntary act and deed.

Notary Public for Oregon
My commission expires 2-30-81

Notary Public for Oregon
My commission expires: _____

Terms & Conditions (cont.)

Property Taxes. In addition to the above described payments for principal and interest, Buyer shall pay monthly an amount toward principal equal to one-twelfth of the then assessed property tax on the premises. Seller shall pay the real property taxes when due; and said amounts paid will be added to the contract balance due to the Seller. All other municipal liens, such as water rents, public charges or special assessments, which hereafter lawfully may be imposed upon these premises shall be the liability of Buyer. All monthly payments of property taxes, principal and interest shall be on the 15th day of each month.

Tax Deferral. Prior to execution of this agreement, the premises have qualified for reduced property tax charges because of classification as forest land. Buyer shall assume and pay any deferred property taxes which may be charged against the premises because the land no longer qualifies as forest land for property tax deferral purposes.

Subordination. Seller agrees to subordinate his interests in the premises created by this contract at any time after the principal balance due is less than \$24,000.00, to a first mortgage from a bank or other financial institution, if so requested by Buyer. Seller and Buyer must mutually agree upon the specific lending institution and the first mortgage must be solely to finance development of an improvement on the premises. Buyer shall pay for any and all surveys or other costs arising from said subordination.

Prepayment. At any time during the life of this contract, Buyer shall have the right to pay the unpaid balance of principal due or any portion thereof. If such payment in any calendar year exceeds \$4,800.00, Buyer shall pay to Seller at the close of that calendar year a sum equal to the additional amount of income tax liability, federal and state, incurred in that year because of the prepayment of principal under the contract.

See Attached Addendum for other terms and conditions.

AUG 21 1977

ADDENDUM TO HAYS--MARTIN CONTRACT

Condition of Premises. Buyer accepts the land and all other aspects of the property in their present condition, AS IS, without any representations or warranties, express or implied. Buyer has determined from sources other than Seller the applicable zoning, building, housing, and other regulatory ordinances and laws, and he accepts the property with full awareness of these ordinances and laws. Buyer has determined from sources other than Seller suitability of the premises for septic tank approval, availability of well water and suitability of the premises as a buildable lot in compliance with local ordinances and laws.

Improvements. The buyer shall have the right to make improvements to and upon the property during the term of this contract; provided, however, that the buyer shall hold the seller harmless and release the seller from any and all liabilities for any improvements made to this property during the term of this contract.

STATE OF OREGON,

County of WASHINGTON

} ss.

FORM NO. 23 - ACKNOWLEDGMENT
STEEB-NESS LAW FIRM CO., PORTLAND, ORE.

BE IT REMEMBERED, That on this 18th day of December, 1977, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Charles David Hays

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.



[Signature]
Notary Public for Oregon.
My Commission expires 6/1/78

Order No. 89023786-W

REVISED EXHIBIT "A"

That portion of the North one-half of the Northeast one-quarter of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:
Beginning at the Southwest corner of the North one-half of the Northeast one-quarter of said Section 6; thence East, along the South line of said North one-half 1400 feet to the Southwest corner of that tract conveyed to Elmer Larry Countryman, et ux, by Deed recorded August 15, 1975 in Book 1039, page 17, said point being the true point of beginning of the tract described herein; thence North, along the West line of said Countryman tract, 726 feet to the Northwest corner thereof; thence East, along the North line of said Countryman tract 493 feet to the most Westerly Southwest corner of that tract conveyed to Byron D. Gregory, et ux, by deed recorded July 14, 1977 in Book 1182, page 951; thence North, along the West line of said Gregory tract, 544 feet to the Northwest corner thereof; thence East, along the North line of said Gregory tract, 747 feet to the Northeast corner thereof, said point being on the East line of Section 6; thence North on the East line of said Section 6, a distance of 50 feet to the Northeast corner thereof; thence West along the North line of said Section 6, a distance of 1312 feet, more or less, to the Northeast corner of that tract conveyed to Thomas Ames Curran, et ux, by Contract recorded January 9, 1978, Fee No. 78-918; thence South along the East line of said Curran tract, 1320 feet to the Southeast corner thereof, said point being on the South line of the North one-half of said Northeast one-quarter of Section 6; thence East along said South line, 72 feet, more or less, to the true point of beginning.

Charles David Hays
Charles David Hays

Daniel M. Martin
Daniel M. Martin

STATE OF OREGON,
County of ~~Washington~~ *Clackamas* } ss.

FORM NO. 23 - ACKNOWLEDGMENT
STEVENS-NEWS LAW PUB. CO. - PORTLAND, ORE.

BE IT REMEMBERED, That on this 22nd day of August, 1989, before me, the undersigned, a Notary Public in and for said County and State, personally appeared ~~the~~ *within* named Charles David Hays and Daniel M. Martin

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

STATE OF OREGON } ss
County of Washington

Deborah F. Schaller
Notary Public for Oregon
My Commission expires 1/6/91

I, Donald W. Mason, Director of Assessment and Taxation and the Official Recorder of Conveyances for said County, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.



Doc : 89039880
Rect: 16805
08/28/1989 10:03:03AM 26.00

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That CHARLES DAVID HAYS

hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by DANIEL M. MARTIN, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Washington and State of Oregon, described as follows, to-wit:

See Exhibit "A" attached hereto and by this reference made a part hereof.

THIS DEED IS GIVEN IN FULFILLMENT OF THAT CERTAIN CONTRACT OF SALE, BETWEEN CHARLES DAVID HAYS AND DANIEL M. MARTIN, RECORDED: DEC. 20, 1977, BOOK: 1226, PAGE: 268

*** any liens or encumbrances suffered or created by contract purchaser after recording of said contract 12720777 Book: 1226, Page: 268.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances EXCEPT: Any additional taxes or penalties and interest, should this land no longer be classified for Forest Land Use; The Rights of the Public to any roadways; All matters resulting in any shifting of Cedar Creek, including accretion, reliction & avulsion; AND *** and that grantor will warrant and forever defend the said premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ 30,000.00. However, the actual consideration consists of or includes other property or value given or promised which is the whole or part of the consideration intended to which, if applicable, should be added.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 7th day of August, 1989; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

X Charles David Hays
Charles David Hays

(If executed by a corporation, affix corporate seal)

STATE OF OREGON, }
County of Clackamas } ss.
August 7th, 19 89

STATE OF OREGON, County of _____) ss.
_____, 19 _____

Personally appeared _____ and _____, who, being duly sworn, each for himself and not one for the other, did say that the former is the _____ president and that the latter is the _____ secretary of _____

Personally appeared the above named Charles David Hays

and acknowledged the foregoing instrument to be _____ voluntarily act and deed.

and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

(OFFICIAL SEAL) Notary Public for Oregon
My commission expires: 1/6/91

(OFFICIAL SEAL) Notary Public for Oregon
My commission expires: _____

GRANTOR'S NAME AND ADDRESS
GRANTEE'S NAME AND ADDRESS
After recording return to:
Daniel M. Martin
NAME, ADDRESS, ZIP
Mail a change is requested all tax statements shall be sent to the following address:
Daniel M. Martin
NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of _____
I certify that the within instrument was received for record on the _____ day of _____, 19_____, at _____ o'clock _____ M., and recorded in book _____ on page _____ or as file/reel number _____ Record of Deeds of said county.
Witness my hand and seal of County affixed.

Recording Officer
By _____ Deputy

Order No. 89023786-W

REVISED EXHIBIT "A"

That portion of the North one-half of the Northeast one-quarter of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

Beginning at the Southwest corner of the North one-half of the Northeast one-quarter of said Section 6; thence East, along the South line of said North one-half 1400 feet to the Southwest corner of that tract conveyed to Elmer Larry Countryman, et ux, by Deed recorded August 15, 1975 in Book 1039, page 17, said point being the true point of beginning of the tract described herein; thence North, along the West line of said Countryman tract, 726 feet to the Northwest corner thereof; thence East, along the North line of said Countryman tract 493 feet to the most Westerly Southwest corner of that tract conveyed to Byron D. Gregory, et ux, by deed recorded July 14, 1977 in Book 1182, page 951; thence North, along the West line of said Gregory tract, 544 feet to the Northwest corner thereof; thence East, along the North line of said Gregory tract, 747 feet to the Northeast corner thereof, said point being on the East line of Section 6; thence North on the East line of said Section 6, a distance of 50 feet to the Northeast corner thereof; thence West along the North line of said Section 6, a distance of 1312 feet, more or less, to the Northeast corner of that tract conveyed to Thomas Ames Curran, et ux, by Contract recorded January 9, 1978, Fee No. 78-918; thence South along the East line of said Curran tract, 1320 feet to the Southeast corner thereof, said point being on the South line of the North one-half of said Northeast one-quarter of Section 6; thence East along said South line, 72 feet, more or less, to the true point of beginning.

STATE OF OREGON }
County of Washington } SS

I, Donald W. Mason, Director of Assessment and Taxation and Ex-Officio, Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.



Doc : 89039881
Rect: 16805
08/28/1989 10:03:03AM 16.00



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Sherwood Land LLC	Bldg #	Of
CoOwner	:	Ref Parcel Number	: 3S106B0 00100
Site Address	: 17601 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W S: 06 Q: NW QQ:
Mail Address	: 8212 NW Fruit Valley Rd #D Vancouver Wa 98665	Parcel Number	: R0586459
Telephone	:	County	: Washington (OR)

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
:Sherwood Land LLC	:06/22/2007	69303	:\$1,628,750	:Special Warr	:\$1,900,000	:Construct
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 E2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TL0
 Subdivision/Plat :
 School District : Sherwood
 Class Code :
 Land Use : 6611 For,Designated Forest,Improved
 Legal : ACRES .27, CODE SPLIT, FORESTLAND,
 : SMALL TRACT FORESTLAND, POTENTIAL
 : ADDITIONAL TAX LIABILITY

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$25,660
 Mkt Structure :
 Mkt Total : \$25,660
 %Improved :
 M50AssdTotal : \$25,660
 Levy Code : 08809
 14-15 Taxes : \$417.38
 Millage Rate : 16.5148

PROPERTY CHARACTERISTICS

Bedrooms	:	Year Built	:	Attic SqFt	:
Bathrooms	:	EffYearBlt	:	Deck SqFt	:
Heat Method	:	BsmFin SF	:	ExtFinish	:
Foundation	:	BsmUnfinSF	:	Const Type	:
Lot Acres	:.27	Bldg Sq Ft	:	Roof Shape	:
Lot SqFt	:11,761	1stFtrSF	:	Roof Matl	:
Garage Type	:	UpperFISF	:	InteriorMat	:
Garage SF	:	Porch SqFt	:	Paving Matl	:



Fidelity National Title

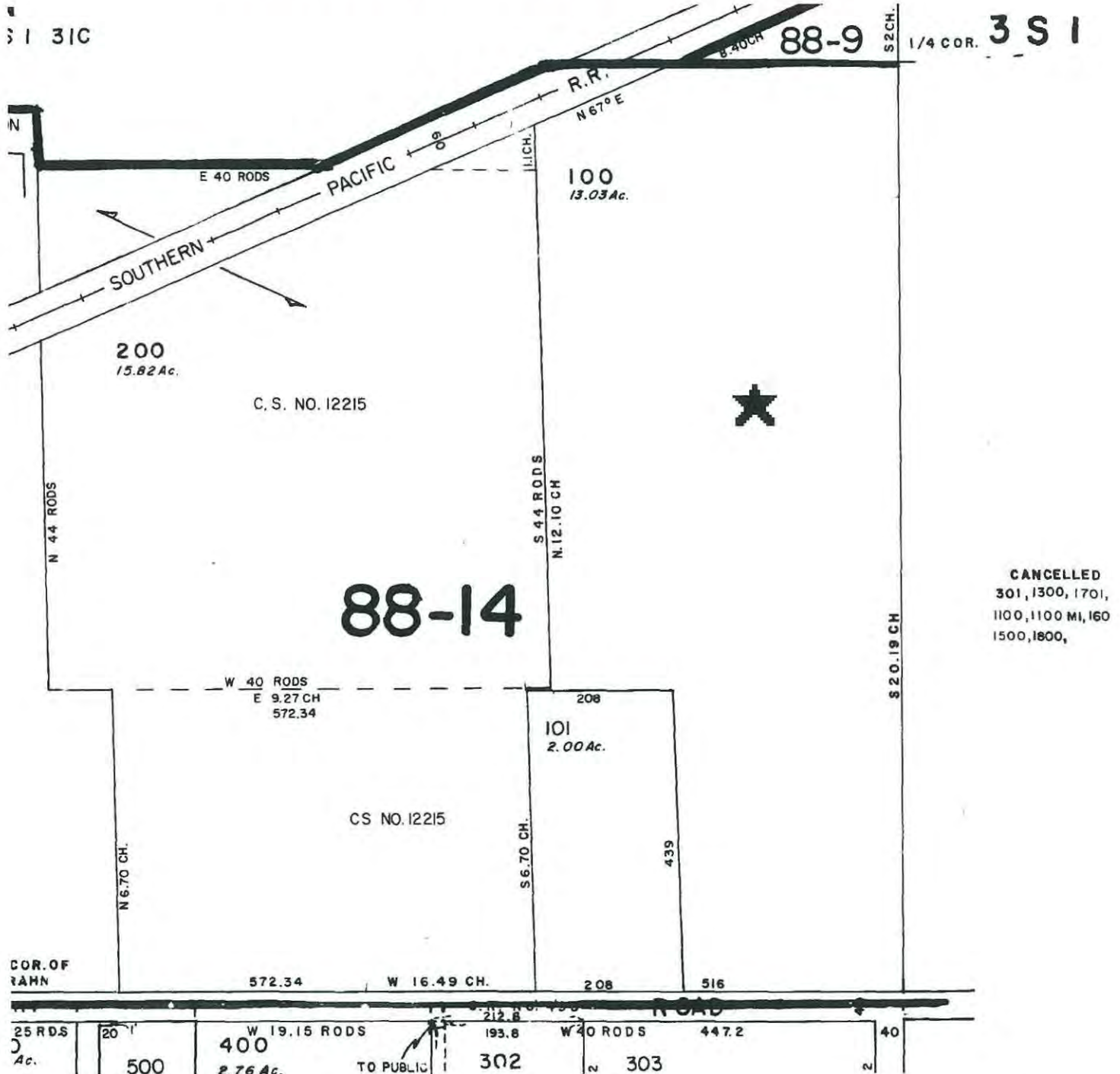
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586431

Ref Parcel Number : 3S106B0 00100



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

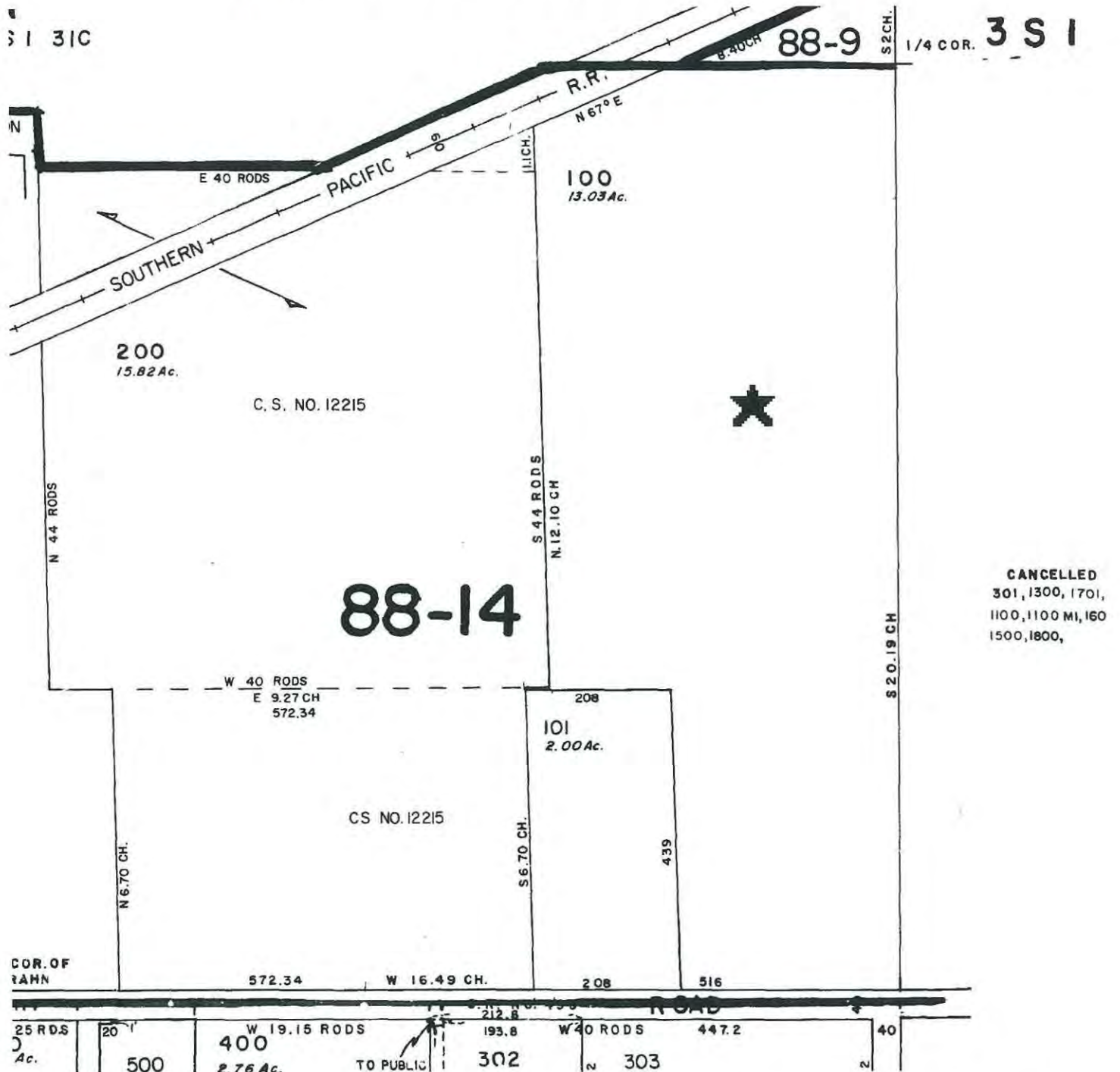
Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586459

Ref Parcel Number : 3S106B0 00100



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

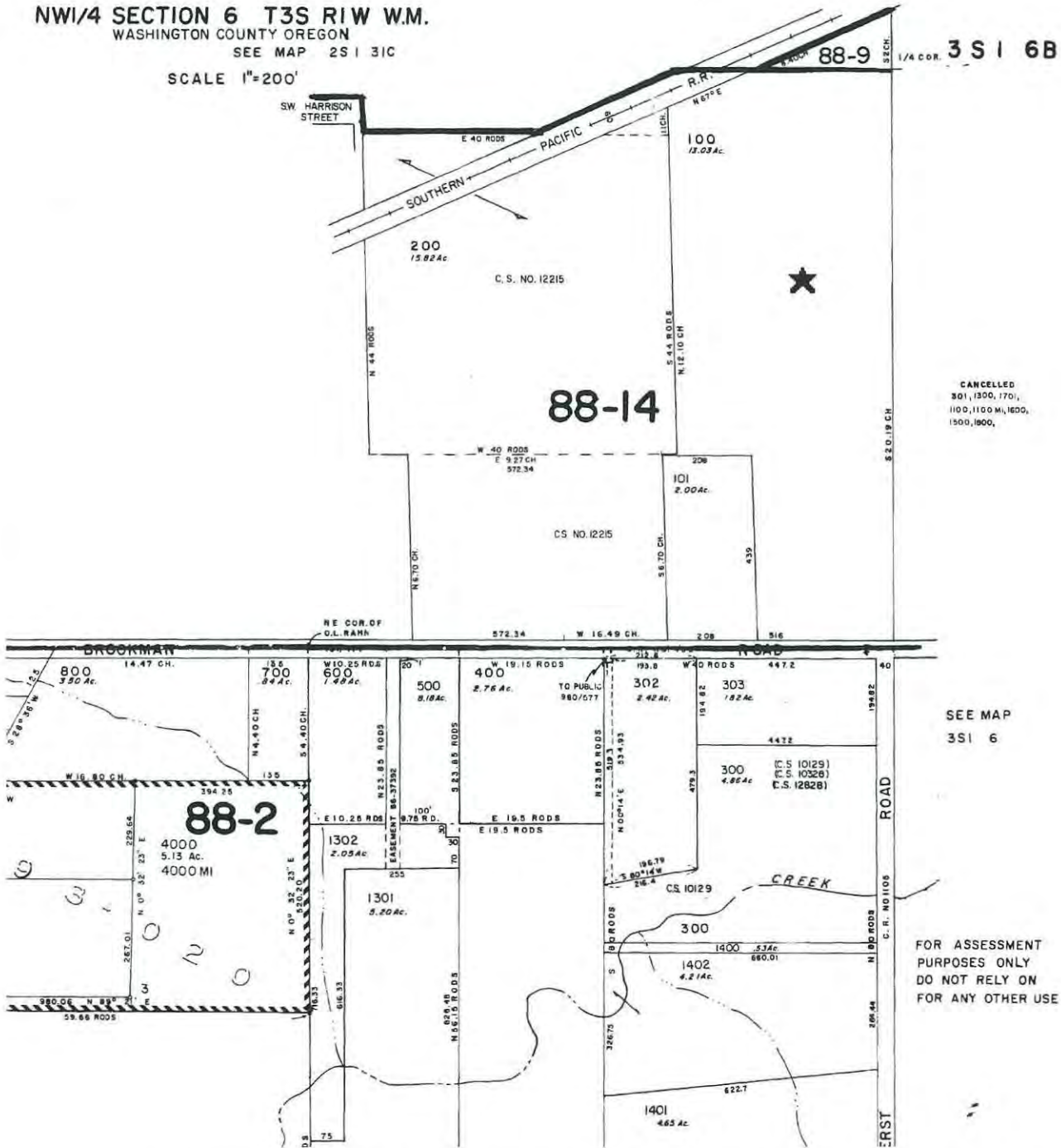


Parcel #: R0586431

Ref Parcel Number : 3S106B0 00100

NW1/4 SECTION 6 T3S RIW W.M.
WASHINGTON COUNTY OREGON
SEE MAP 2S1 31C

SCALE 1"=200'



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

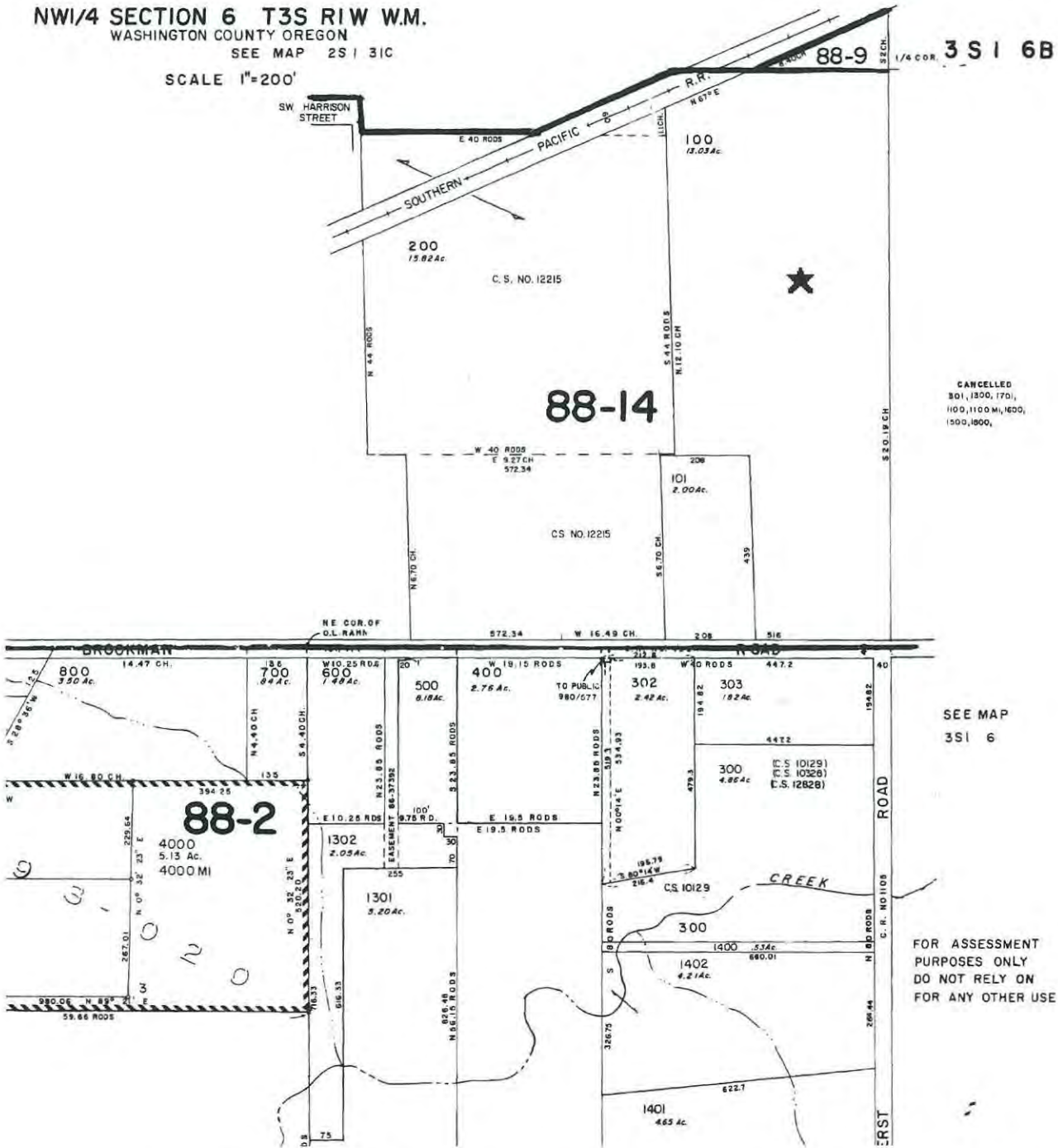


Parcel #: R0586459

Ref Parcel Number : 3S106B0 00100

NW1/4 SECTION 6 T3S RIW W.M.
WASHINGTON COUNTY OREGON
SEE MAP 2S1 31C

SCALE 1"=200'



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

30
=6

1,629

Washington County, Oregon
07/11/2005 10:33:23 AM 2005-079964
D-C Cnt=1 Str=7 K GRUNEWALD
\$30.00 \$6.00 \$11.00 \$1,629.00 - Total = \$1,676.00



00799704200500799640060068

After Recording Return To:

Stuart K. Cohen, Esq.
Landye Bennett Blumstein LLP
1300 SW Fifth Ave, Suite 3500
Portland, OR 97201

I, Jerry Hanson, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Jerry R. Hanson, Director of Assessment and Taxation, Ex-Officio County Clerk



W 823300

RECORDED BY
TICOR TITLE INSURANCE

MEMORANDUM OF LAND SALE CONTRACT

DATE: July 8, 2005

BETWEEN: John A. and Eleanor G. Yeager, Co-Trustees of the Revocable Living Trust of John A. Yeager and Eleanor G. Yeager dated September 2, 1993 ("Seller")

AND: Sherwood Land, LLC, an Oregon limited liability company ("Purchaser")

Pursuant to a Land Sale Contract dated 7-8, 2005, Seller sold to Purchaser all of Seller's interest in that certain real property in Washington County, Oregon described in the attached Exhibit A. If not earlier paid, all amounts owed under this Contract shall be due and payable at such time as set forth in the Contract.

The true and actual consideration for this conveyance is \$1,628,750.00.

THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS, WHICH, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND EXISTENCE OF FIRE PROTECTION FOR STRUCTURES.

Until a change is requested, all tax statements shall be sent to the following address:

Sherwood Land, LLC
c/o Double D Development, Inc.
Dennis L. Derby
12670 SW 68th Parkway, Suite 100
Portland, Oregon 97223



WASHINGTON COUNTY
REAL PROPERTY TRANSFER TAX
\$ 1629.00 7-11-05
FEE PAID DATE

MEMORANDUM OF LAND SALE CONTRACT



Property Tax Account Numbers: R0586431 & R0586459

PURCHASER

SELLER

Sherwood Land, LLC
an Oregon limited liability

Revocable Living Trust of
John A. and Eleanor G. Yeager
dated September 2, 1993

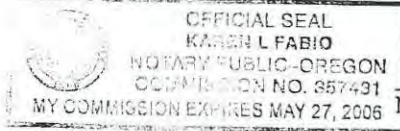
By: [Signature]
Dennis L. Derby,
Authorized Representative

[Signature]
John A. Yeager, ^{co} Trustee

[Signature]
Eleanor G. Yeager, ^{co} Trustee
CO

STATE OF OREGON)
County of Washington) ss.

This instrument was acknowledged before me on 7-8, 2005, by John A. Yeager, as ^{* co-trustee} Trustee of Revocable Living Trust of John A. Yeager and Eleanor G. Yeager, Dated September 2, 1993



[Signature]
NOTARY PUBLIC FOR OREGON

STATE OF OREGON)
County of Washington) ss.

NOTARY

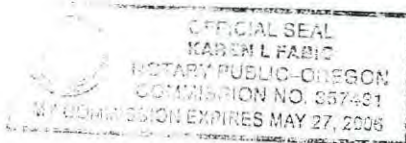
This instrument was acknowledged before me on 7-8, 2005, by Eleanor G. Yeager, as ^{* co-trustee} Trustee of Revocable Living Trust of John A. Yeager and Eleanor G. Yeager, Dated September 2, 1993



[Signature]
NOTARY PUBLIC FOR OREGON

STATE OF OREGON)
County of Washington) ss.

This instrument was acknowledged before me on 7-8, 2005, by Dennis L. Derby, as the authorized representative of Sherwood Land, LLC.



[Signature]
NOTARY PUBLIC FOR OREGON


MEMORANDUM OF LAND SALE CONTRACT



Purchaser:

Sherwood Land LLC
an Oregon Limited Liability

By  _____
Rcm Development LLC, member
Randall C. Myers, manager

By  _____
George L. Lorange, member



STATE OF OREGON,
County of Washington } ss.

On 7-8-05 before me personally appeared Randall C Myers
member of Sherwood Land LLC and RCM Development LLC
whose identity was established to my satisfaction, and who executed the foregoing instrument, acknowledging to me that the same was executed freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal on the date first written above.

Karen J. Fabus
Notary Public for Oregon
My commission expires _____

NO PART OF ANY STEVENS-NESS FORM MAY BE REPRODUCED IN ANY FORM OR BY ANY ELECTRONIC OR MECHANICAL MEANS.

FORM No. 23 - ACKNOWLEDGMENT, INDIVIDUAL EA

© 1992-2001 STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR www.stevensness.com

STATE OF OREGON,
County of Washington } ss.

On 7-8-05 before me personally appeared George L. Lorange
member of Sherwood Land LLC
whose identity was established to my satisfaction, and who executed the foregoing instrument, acknowledging to me that the same was executed freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal on the date first written above.

Karen J. Fabus
Notary Public for Oregon
My commission expires 05-27-08

NO PART OF ANY STEVENS-NESS FORM MAY BE REPRODUCED IN ANY FORM OR BY ANY ELECTRONIC OR MECHANICAL MEANS.

FORM No. 23 - ACKNOWLEDGMENT, INDIVIDUAL EA

© 1992-2001 STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR www.stevensness.com



EXHIBIT "A" FOR COMPLETE LEGAL DESCRIPTION

Being a part of the Donation Land Claim of Charles Talmage in Section 31, Township 2 South, Range 1 West and Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, and being particularly bounded and described as follows, to-wit:

Beginning at the one-quarter section corner on the North line of said Section 6, Township 3 South, Range 1 West of the Willamette Meridian and running thence South on one-half section line 20.19 chains; thence West 16.49 chains; thence North 6.70 chains; thence East 9.27 chains; thence North 12.10 chains to the right-of-way of the S.P. & S. (formerly the P & W V R R); thence following the South boundary line of said right-of-way North 67° East 8.40 chains to the East line of the Southwest one-quarter of said Section 31, Township 2 South, Range 1 West of the Willamette Meridian and thence South 2 chains to the point of beginning, EXCEPTING THEREFROM that tract described as follows, to-wit:

Beginning at the one-quarter section corner on the North line of said Section 6, Township 3 South, Range 1 West of the Willamette Meridian and running thence South on one-half section line 20.19 chains; thence West 516 feet to the true point of beginning; thence West 572.34 feet; thence North 6.70 chains; thence East 572.34 feet; thence South 6.70 chains to the point of beginning. ALSO EXCEPTING that tract conveyed to John A. Yeager, et ux, by Deed recorded February 22, 1971 in Book 807 page 355, Records of Washington County, Oregon.



ASSIGNMENT OF PURCHASERS' RIGHTS

On this 8 day of July, 2005, Double D Development, Inc., an Oregon corporation and RCM Development, LLC, an Oregon limited liability company, as Buyers, hereby assign all of their right, title and interest in the Land Sale Contract, dated July 8, 2005 with John A. And Eleanor G. Yeager, Co-Trustees of the Revocable Living Trust of John A. and Eleanor G. Yeager as Seller, to Sherwood Land, LLC., an Oregon limited liability company.

Double D Development, Inc.

By: [Signature]
Dennis L. Derby, President

RCM Development, LLC.

By: [Signature]
Randy C. Myers, Member

We hereby consent to the assignment set forth above.

Revocable Living Trust of John A. and Eleanor G. Yeager

[Signature] Trustee
John A. Yeager, Co-Trustee
Co

[Signature] Trustee
Eleanor G. Yeager, Co-Trustee
Co

Washington County, Oregon
06/22/2007 10:23:00 AM
D-DW Crt#1 8th=16 D HOFFMAN
\$5.00 \$8.00 \$11.00 - Total = \$22.00

2007-069303



01131513200700693030010011
Richard Hobsenicht, Director of Assessment and
Taxation and Ex-Officio County Clerk for Washington
County, Oregon, do hereby certify that the within
instrument of writing was received and recorded in the
book of records of said county.
Richard Hobsenicht, Director of Assessment and
Taxation, Ex-Officio County Clerk



1165

RECORDING REQUESTED BY:
Fidelity National Title Company of Oregon
{GRANTOR'S NAME:
Yeager

GRANTEE'S NAME:
Sherwood Land LLC

SEND TAX STATEMENTS TO:
Sherwood Land LLC
5 Centerpointe Drive #280
Lake Oswego, OR 97035

AFTER RECORDING RETURN TO:
Sherwood Land LLC
5 Centerointe Dr #280, Lake Oswego, OR
97035

Escrow No: 20070000660-FTPOR08

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY SPECIAL WARRANTY DEED IN FULFILLMENT OF CONTRACT

John A Yeager and Eleanor G Yeager, as Co-Trustees to the Revocable Living Trust of John A Yeager and Eleanor G Yeager, dated 9/2/1993

Grantor, conveys and specially warrants to Sherwood Land LLC, an Oregon Limited Liability Company, Grantee, the following described real property, free of encumbrances created or suffered by the Grantor except as specifically set forth below, situated in the County of Washington, State of Oregon:

Being a part of the Donation Land Claim of Charles Talmage in Section 31, Township 3 South, Range 1 West and Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, and being particularly bounded and described as follows, to-wit:

Beginning at the one-quarter section corner on the North line of said Section 6, Township 3 South, Range 1 West of the Willamette Meridian and running thence South on one-half section line 20.19 chains; thence West 16.49 chains; thence North 6.70 chains; thence East 9.27 chains; thence North 12.10 chains to the right-of-way of the S.P., & S. (formerly the P&W VRR); thence following the South boundary line of said right-of-way North 67° East 8.40 chains to the East line of the Southwest one-quarter of said Section 31, Township 2 South, Range 1 West of the Willamette Meridian and thence South 2 chains to the point of beginning.

EXCEPTING THEREFROM that tract described as follows, to-wit:

Beginning at the one-quarter section corner on the North line of said Section 6, Township 3 South, Range 1 West of the Willamette Meridian and running thence South on one-half section line 20.19 chains; thence West 516 feet to the true point of beginning; thence West 572.34 feet; thence North 6.70 chains; thence East 572.34 feet; thence South 6.70 chains to the point of beginning.

ALSO EXCEPTING THEREFROM that tract conveyed to John A. Yeager, et ux, by Deed recorded February 22, 1971 in Book 807, Page 355, Records of Washington County, Oregon.

THE TRUE CONSIDERATION FOR THIS CONVEYANCE IS IN FULFILLMENT OF THAT CERTAIN CONTRACT RECORDED JULY 11, 2005 AS 2005-079964, WASHINGTON COUNTY, OREGON in the amount of \$1,628,750.00. (See ORS 93.030)
DATED: 0-21-2007

Revocable Living Trust of John A Yeager and Eleanor G Yeager dated 9/2/1993

By: John A. Yeager
John A Yeager, Co-Trustee

By: Eleanor G. Yeager
Eleanor G Yeager, Co-Trustee



State of Oregon County of Clackamas
This instrument was acknowledged before me on June 21, 2007 by John A Yeager and Eleanor G Yeager, as Co-Trustees of the Revocable Living Trust of John A Yeager and Eleanor G Yeager dated 9/2/1993

Kathi J Lawrence
Notary Public of Oregon



70000660-08
This instrument filed for record by Fidelity National Title Company as an accommodation only. It has not been examined as to its execution or as to its effect upon the title.



Fidelity National Title

Company Of Oregon

Prepared By :
 Date : 3/3/2015

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Boyd George W	Bldg #	1	Of	1
CoOwner	: Brewer Carleen H	Ref Parcel Number	: 3S106B0 00200		
Site Address	: 17769 SW Brookman Rd Sherwood 97140	T: 03S	R: 01W	S: 06	Q: NW QQ:
Mail Address	: PO Box 85 Tualatin Or 97062	Parcel Number	: R0586468		
Telephone	:	County	: Washington (OR)		

TRANSFER HISTORY

Owner(s)	Date	Doc #	Price	Deed	Loan	Type
: Boyd George W	: 04/25/1997	38339	:	: Warranty	:	:
: Boyd George W	: 04/23/1997	37165	: \$128,900	: Warranty	:	:
: State of Oregon F-44462	:	86037837	: \$128,900	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

PROPERTY DESCRIPTION

Map Page Grid : 714 E2
 Census Tract : 321.03 Block: 3
 Neighborhood : 4TL0
 Subdivision/Plat :
 School District : Sherwood
 Class Code : Single Family Res
 Land Use : 5414 Agr, Farm Unzoned, Improved
 Legal : ACRES 15.82, UNZONED
 : FARMLAND-POTENTIAL ADDITIONAL TAX
 : LIABILITY

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$876,370
 Mkt Structure : \$80,070
 Mkt Total : \$963,980
 %Improved : 8
 M50AssdTotal : \$222,640
 Levy Code : 08814
 14-15 Taxes : \$3,226.98
 Millage Rate : 14.4942

PROPERTY CHARACTERISTICS

Bedrooms	: 3	Year Built	: 1954	Attic SqFt	:
Bathrooms	: 2.00	EffYearBlt	: 1954	Deck SqFt	:
Heat Method	: Electric	BsmFin SF	: 1,280	ExtFinish	: Wood Std Shtg
Foundation	: Concrete Ftg	BsmUnfinSF	:	Const Type	: Wd Stud\shgt
Lot Acres	: 15.82	Bldg Sq Ft	: 3,198	Roof Shape	: Gable
Lot SqFt	: 689,119	1stFirSF	: 1,918	Roof Matl	: Comp Shingle
Garage Type	:	UpperFISF	:	InteriorMat	: Drywall
Garage SF	:	Porch SqFt	:	Paving Matl	:



Fidelity National Title

Company Of Oregon

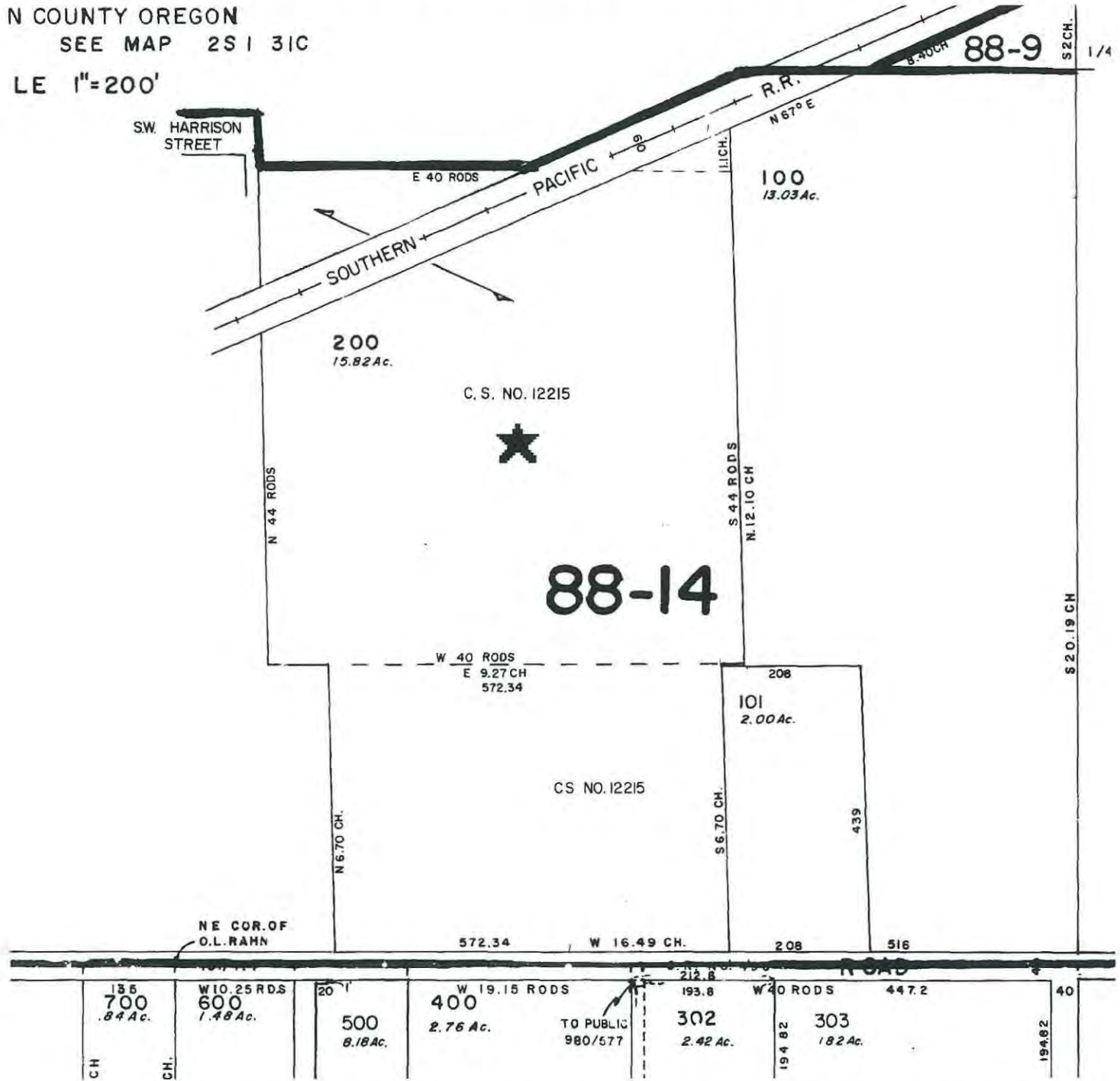
900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
 Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586468

Ref Parcel Number : 3S106B0 00200

N COUNTY OREGON
 SEE MAP 2S 1 31C
 LE 1"=200'



The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title

Company Of Oregon

900 SW 5th Ave., Mezzanine Level Portland, Oregon 97204
Phone: (503) 227-LIST (5478) E-mail: csrequest@fnf.com



Parcel #: R0586468

Ref Parcel Number: 3S106B0 00200

NW/4 SECTION 6 T3S RIW W.M.
WASHINGTON COUNTY OREGON

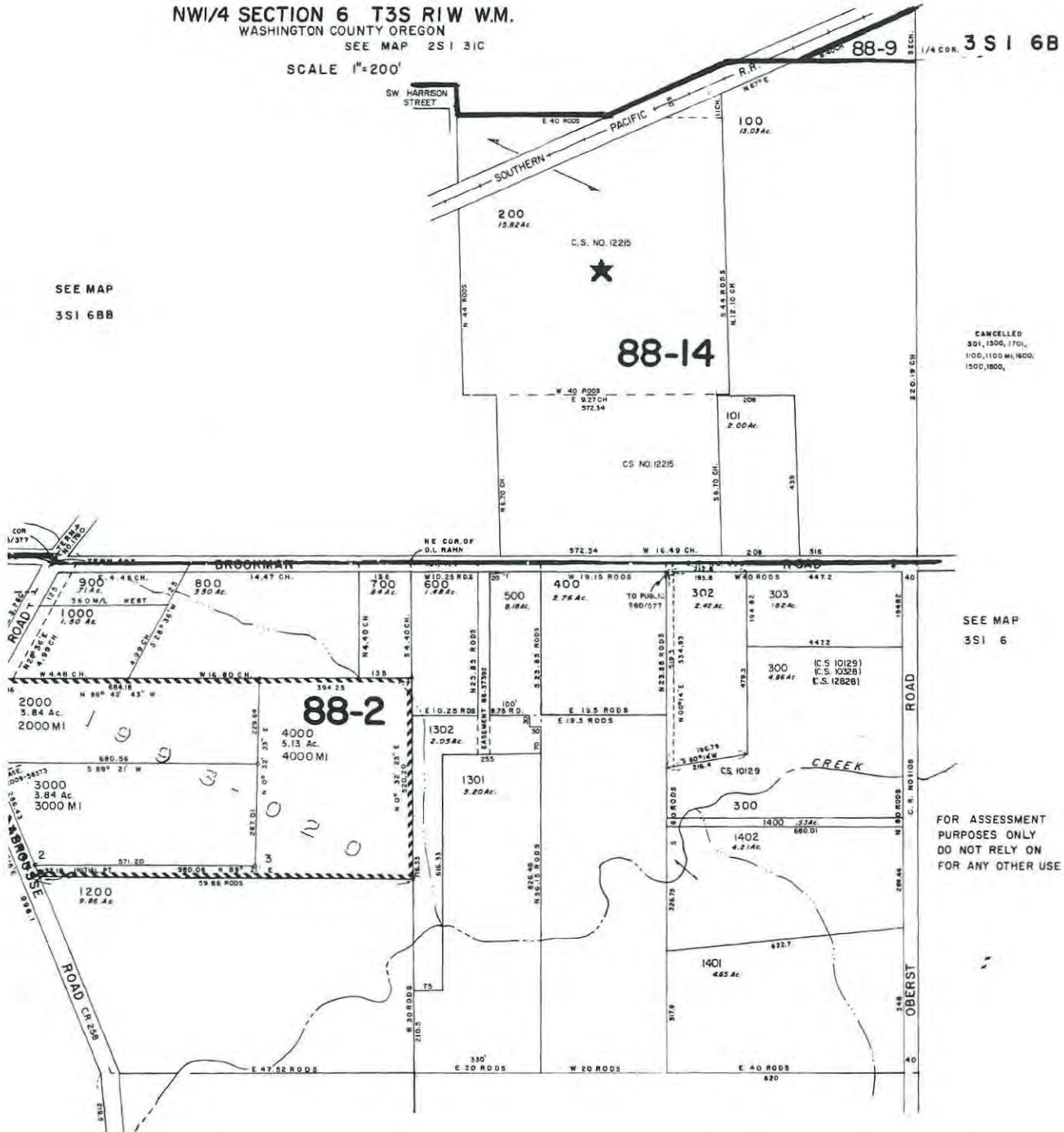
SEE MAP 2S1 31C

SCALE 1"=200'

88-9 1/4 COR. 3S1 6B

SEE MAP
3S1 6BB

CANCELLED
301, 1300, 1700,
1100, 1100 M, 1600,
1500, 1600,



SEE MAP
3S1 6

FOR ASSESSMENT
PURPOSES ONLY
DO NOT RELY ON
FOR ANY OTHER USE

The map is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



228
1

The true consideration for
this conveyance is \$-None-

STATE OF OREGON }
County of Washington } SS

I, Jerry R. Hanson, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Jerry R. Hanson
Jerry R. Hanson, Director of Assessment and Taxation, Ex-Officio County Clerk

Doc : 97038339
Rect: 185119 38.00
04/25/1997 02:28:34pm

Until a change is requested,
all tax statements are to be
sent to the following:
George W. Boyd and Carleen H. Brewer
PO Box 85
Tualatin, OR 97062

After recording, return to:
George W. Boyd and Carleen H. Brewer
PO Box 85
Tualatin, OR 97062

STATUTORY WARRANTY DEED

George W. Boyd, Grantor, conveys and warrants to George W. Boyd and Carleen H. Brewer, each as to an undivided one-half interest as tenants in common, Grantees, the following described real property free of encumbrances except as specifically set forth herein situated in Washington County, State of Oregon, to wit:

Parcel I: A tract of land in Section 6, Township 3 South, Range 1 West of the Willamette Meridian, Washington County, Oregon, described as follows: Beginning at the quarter section corner on the north line of said Section 6, Township 3 South, Range 1 West of the Willamette Meridian; and running thence South on half section line, 20.19 chains; thence West 516 feet to the true place of beginning; thence West 572.34 feet; thence North 6.70 chains; thence East 572.34 feet; thence South 6.70 chains to the place of beginning.

PAGE 1 - STATUTORY WARRANTY DEED

1-2



APR 25 1997

Parcel II: Part of Section 6, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows: Commencing at a stake 30 feet North and 30 feet East of the northeast corner of Block 1, in the Town of Middleton, Oregon; running thence due East to a stake 40 rods; from thence due South to a stake 44 rods; from thence due West to a stake 40 rods; from thence due North to the place of beginning, 44 rods. EXCEPTING therefrom a strip of land 60 feet wide running from Northeast to Southwest as described in deed to the Portland and Willamette Valley Railroad Company, recorded in Book 31, Page 217, on May 23, 1891.

SUBJECT ONLY TO THE FOLLOWING ENCUMBRANCES: Rights of the public in and to that portion of the premises herein described lying within the limits of Brookman Road, County Road No. 493.

The true consideration for this conveyance is \$-NONE-. However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

DATED this 25 day of April, 1997.

George W. Boyd
GEORGE W. BOYD

STATE OF OREGON)
) ss.
County of Washington)

This instrument was acknowledged before me on 25 day of April, 1997 by George W. Boyd.

Dean C. Werst
Notary Public for Oregon
My commission expires: 1-9-99


OFFICIAL SEAL
DEAN C. WERST
NOTARY PUBLIC-OREGON
COMMISSION NO. 040265
MY COMMISSION EXPIRES JAN. 9, 1999
PAGE 2 - STATUTORY WARRANTY DEED

2



Connie Randall

From: Ken and Christy Reckard <kandcreckard@comcast.net>
Sent: Thursday, March 02, 2017 6:26 PM
To: Connie Randall
Subject: Brookman Road Annexation (AN16-01) Comments

Importance: High

Follow Up Flag: Follow up

Flag Status: Flagged

Dear Ms. Randall:

Thank you for notifying us of the requested annexation of property along Brookman Road. We truly appreciate the prior notice and having an opportunity to express our concerns and opposition.

While we can appreciate the property owners' desires to profit from their land, we are quite concerned about the effects annexation will most certainly cause. Clearly, since the annexation application was submitted by a developer, The Holt Group, the land in question will be developed promptly, consequently leading to population increases to our town. Since Sherwood already has a traffic congestion issue along with overpopulated schools, we strongly oppose annexation of the Brookman Road properties.

Granted, the new school bond was accepted to improve our schools' infrastructure. However, even the new schools will not tolerate additional population, but rather the present population. Thus, adding more students as a result of additional housing will negate the new bond and result in overpopulation once again.

Additionally, traffic in the area of Brookman Road has increased dramatically even without the advent of new housing. Development will simply add to the problem and create more risk of accidents. Brookman is not built for high traffic with its twists and turns and cannot be safely traversed with increased traffic.

Finally, increasing the population in general in Sherwood will put more strain and pressure on all of our services, including police, fire, water, and, of course, City Hall. While higher population may, in theory, bring more tax dollars, the amount of financial outflow required to serve the additional development will surely outweigh the increased tax dollars.

In short, we do not endorse the annexation of Brookman Road at this time and ask that you deny the application submitted. Thank you for your consideration and for helping us keep Sherwood the lovely town we all created.

Regards,
Ken and Christy Reckard

Connie Randall

From: Jeremy Romig <jkromig@gmail.com>
Sent: Thursday, March 09, 2017 2:15 PM
To: Connie Randall
Subject: Brookman Annexation

Follow Up Flag: Follow up
Due By: Thursday, March 09, 2017 4:00 PM
Flag Status: Flagged

To whom it may concern,

I have so many questions it's hard to know where to begin. It's frustrating to think you have a voice in your community and in turn find out you don't. I understand the law has changed but why can't we stand up and stay true to the residents of Sherwood. We have voted people in that represent us, as a community stand for. I hope with that what we have said in our voting down such growth is heard in return.

Part of what makes Sherwood a wonderful place to live is it isn't over populated like a lot of other cities around us. With opening up Brookman and the west side of 99 to developers we are letting go of what it is that makes us special. I understand growth happens but to what end? Do we really need to continue to push the growth. If adding 1,000 new dwellings is actually what we are doing, I beg for you to listen to your community and why we live here. I hope that isn't the direction we are headed. If we add on can we meet in the middle. Maybe add some new neighborhoods but not such a high quantity?

We have the power to make our city what we want of it. Look at walmart. We have one but it's not a 24 hour store. I appreciate that. We can allow builders in but can we cap how many they can build. Not pack it like a sardine can.

My children are invested in this community and I love that. I'm invested. I love living here. We want to keep it a small beautiful place to raise our children. Continue to make it magazine worthy. But as flattered as Sherwood may be about being one of the best smaller communities to live, we are changing just that. Over the years we have watched Beaverton become so massive. Is that our direction? Bringing in more trimet, stop lights, more congestion to already congested roads.

We are starting to get ready to build a new high school; are we going to add on a new elementary/middle school as well? Other cities with this amount of growth take on 2 high schools. At least if we build onto an already over crowded school system, let's get out of a small town mind set that is one school. Let's divide.

Thank you,
Karen Romig

Connie Randall

From: Karen Romig <jkromig@hotmail.com>
Sent: Thursday, March 09, 2017 5:47 PM
To: Connie Randall
Subject: Brookman Area Annexation

Follow Up Flag: Flag for follow up
Due By: Thursday, March 09, 2017 4:00 PM
Flag Status: Flagged

I have so many questions it's hard to know where to begin. It's frustrating to think you have a voice in your community and in turn find out you don't. I understand the law has changed but why can't we stand up and stay true to the residents of Sherwood. We have voted people in that represent us, as a community stand for. I hope with that what we have said in our voting down such growth is heard in return.

Part of what makes Sherwood a wonderful place to live is it isn't over populated like a lot of other cities around us. With opening up Brookman and the west side of 99 to developers we are letting go of what it is that makes us special. I understand growth happens but to what end? Do we really need to continue to push the growth. If adding 1,000 new dwellings is actually what we are doing, I beg for you to listen to your community and why we live here. I hope that isn't the direction we are headed. If we add on can we meet in the middle. Maybe add some new neighborhoods but not such a high quantity?

We have the power to make our city what we want of it. Look at walmart. We have one but it's not a 24 hour store. I appreciate that. We can allow builders in but can we cap how many they can build. Not pack it like a sardine can. My children are invested in this community and I love that. I'm invested. I love living here. We want to keep it a small beautiful place to raise our children. Continue to make it magazine worthy. But as flattered as Sherwood my be about being one of the best smaller communities to live, we are changing just that. Over the years we have watched Beaverton become so massive. Is that our direction? Bringing in more trimet, stop lights, more congestion to already congested roads.

We are starting to get ready to build a new high school; are we going to add on a new elementary/middle school as well? Other cities with this amount of growth take on 2 high schools. At least if we build onto an already over crowded school system, let's get out of a small town mind set that is one school. Let's divide.

Thank you,
Karen Romig

Sent from my iPhone

Planning Department, Sherwood City Hall

Re: Brookman Annexation

March 9, 2017

As a homeowner in the Middleton/Woodhaven area for 9 years I am particularly concerned about the traffic impact this proposed annexation will have on our neighborhood. The current proposed annexation is being presented alongside the original concept plan and studies from 2008. Traffic volumes on Hwy 99w and Sunset Blvd have already significantly increased in the past 9 years. The original 2008 concept plan also included the entire inclusion and development of Brookman Rd from Hwy 99w to Ladd Hill. This current annexation only benefits the eight landowners who wish to sell to a developer and is a modified portion of the original Brookman annexation. References made to the Brookman Addition concept plan provide little insight into the impact of the current proposed annexation and the number of homes The Holt Group is proposing to build.

In reviewing the current proposal and Senate Bill 1573, under Policy Objectives, I have the following concerns. **Letter a: Focus growth on areas contiguous to existing development rather than “leap frogging” over developable property.** The proposed annexation has no direct access to any existing residential development or city street. While the proposed property may border the current city limits, no road connection can be made. This proposed annexation will be surrounded by rural land owners and county road access. Brookman Rd would not be a safe road for any child to ride their bike or walk to school along. This annexation would be an isolated development with no real connection to any Sherwood neighborhood.

Letter f: “Provide proper access and traffic circulation to all new development.” The response that improvements are needed is vague and outlines no clear plan. Citing a 2008 concept plan and study is referencing information that is not relevant to this current proposal. Any new homes in the Brookman annexation would only have access to Brookman Rd, a county road with clear safety concerns if increased traffic is volume proposed.

The addition of a new subdivision of homes and drivers needing access to Hwy 99w and Sunset Blvd will have a huge impact on residents of Brookman Rd and Middleton Rd. I would like to know exactly how Brookman Rd and the proposed “neighborhood route” of Middleton Rd will now be impacted and/or improved and made safe for current residents. Will Middleton Rd, currently a school zone, have multiple safe crosswalks, speed bumps and enforced speed zones? Will Brookman Rd be developed and widened from Hwy 99w to Ladd Hill? How will new residents access Brookman Rd from Hwy 99w? Unless an additional intersection is added by ODOT at Hwy 99w and Brookman Rd, new residents will utilize Sunset Blvd and Middleton Rd as an access road to and from Hwy 99w, making Middleton Rd a high traffic street. I must mention that Middleton Rd, which connects into Timbrel Ln, is a road that hundreds of children cross everyday to attend Middleton Elementary. Timbrel Ln is also the main crosswalk at Sunset Blvd for all the children attending Middleton Elementary from the other side of

RECEIVED MAR 09 2017

Exhibit J

Sunset Blvd. Middleton Rd is a residential street and should not be utilized as an extension of Sunset Blvd. I am kept up at night by the thought that The Holt Group will build these homes and then the residential neighborhood surrounding Middleton Rd, the students at Middleton Elementary, and the rural residents of Brookman Rd will bear the burden of the traffic impact of this current Brookman annexation.

I would like to close by reminding the elected city council and the planning department that in addition to my specific neighborhood concerns, that the major concerns of Sherwood as a whole and the issues we face in our overcrowded schools and lacking infrastructure also need to be addressed. A majority of Sherwood voters have rejected the Brookman annexation in previous elections due to genuine concerns such a large development will have on our community. Senate Bill 1573 may give a developer the ability to avoid voters but we can't ignore the real problems Sherwood has regarding our schools, infrastructure and the consequences of rapid growth. These issues will not go away even if a developer can brush them aside. I do not believe that Senate Bill 1573 should be used as a loophole to avoid Sherwood voters and bypass the concerns of a majority of Sherwood residents and homeowners. The Brookman annexation would financially benefit a few but would not benefit Sherwood as a whole. I know Sherwood will continue to grow and expand but there are better options for new development that would continue growth with existing Sherwood neighborhoods.

Thank you,

Stephanie Gengler

Connie Randall

From: Wendy Wells <wendywells7@gmail.com>
Sent: Friday, March 10, 2017 11:20 AM
To: Connie Randall
Subject: Brookman Annexation: File No: AN 16-01

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ms. Randall,

I hope this finds you enjoying the bright sunshine on a Friday morning.

I am writing you to share my concerns regarding the planned Annexation of 100 plus acres off Brookman Road.

I have lived in the Brookman area since the early 80's. My husband and I purchased our home on Oberst in 1990 and raised our two girls here. We have seen a lot of growth over the years. I am not opposed to growth and recognize it is a sign of progress.

I am very concerned to learn the plans to improve Brookman Road if the City is in fact planning to add a significant number of new homes in the area. The road is narrow, currently has no center stripe, no fog lines and no shoulder. The road today is heavily traveled by folks attempting to shorten the distance or avoid stop lights to access Tonquin, Tualatin Sherwood and Ladd Hill Roads. Many drivers today ignore the 25 mile an hour sign on the section near Ladd Hill, the 15 mile an hour recommended speed on the 90 degree curve, the 35 mile and hour speed limit on the section near HWY 99 and blow through the stop sign at the Railroad tracks near Middleton. The roads many twists and turns and hills with blinded viability make for a rather precarious journey at today's traffic volumes. Accessing Brookman from Oberst Road is currently exciting as traffic speeds over the top of the blind hill, making one anticipate being T-boned if turning to Hwy 99 or rear ended if heading to Ladd Hill.

I look to the City of Sherwood to insure, together with Washington County, a top priority is placed to improve Brookman Road safety. This is required for those who will access the new development and those who live in the community today. Speed enforcement will be key. Potentially your transportation planners may need to consider installing speed bumps to keep speed levels down. A stop sign at the 90 degree turns. It would be highly desirable to improve the sight lines over the current hills and curves. A widening of the road should be considered, as the road is currently utilized by runners and walkers, who today require one way traffic, on the narrow road to allow oncoming traffic pass them. I trust any planned high density housing for this area will justify the placement of a new traffic signal light at HWY99 at Brookman/Chapman Road.

Thank you for recording my concerns as the City evaluates this future development.

Wendy Wells
24895 SW Oberst Rd,
Sherwood, Or 97140
503-522-1917

Connie Randall

From: Stephen Kuske <Stephen.Kuske@evergreenps.org>
Sent: Friday, March 10, 2017 4:20 PM
To: Connie Randall
Subject: Brookman Area Annexation

City Council,

As are a lot of Sherwood residents, I am concerned about the Brookman Road Annexation proposal. I understand the reason the Holt Group has proposed it, as it will make a small group of people a lot of money. As to the affect it will have on our Sherwood community, I can only see a great number of problems associated it the project. I will outline them below.

1. Sherwood residents have voted against this proposal three times by wider margins each time. Our community has spoken and has resoundingly said that they do not want this annexation. I understand someone has changed “the rules” by suddenly not requiring a vote of people, but to accept this change, knowing that the people who vote for the people who will make this decision, is tantamount **political malpractice**. Our citizens **do not want this**.

2. Bigger is not better. While it may put a few more dollars in the city coffers, expanding the city in this way will not make the city better, just larger and more congested. We **do not** want a Potterville, we want a Bedford Falls. We value our small-town feel.

3. The new high school is not being built to accommodate this many new families. I’m sure you will be hearing this from multiple sources, so I will not site facts that you already have on hand. We care about our schools and care about overcrowding.

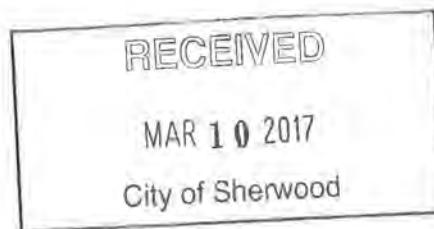
4. Many houses in that part of Sherwood will be negatively affected by the cutting down of hundreds of trees in that area. Many have purchased their homes in large part because of the beautiful trees and expansive views that are a part of the landscape of that area. We want to keep our Bedford Falls and not turn it into Potterville to line the pockets of developers.

5. We want a City Council that will fight for the wishes of it’s citizens!! To sit back and say that it is “progress,” or that City Council Members have little control over what happens in this process is shameful. Stand up for your voters or they won’t stand up for you the next time you run for any office. We trusted you when we voted for you. Now we need you to fight for us.

Thank you for your time. My hope is that someone can stand up and just say, “Sherwood Citizens have been very clear. We cannot support this annexation.” Please do the right thing.

Sincerely,

Steve Kuske
17562 SW Inkster Road,
Sherwood, Oregon



Sherwood City Council Members,

I am unable to attend the meeting on March 21st to speak for the Brookman Road Annexation project, so I am doing all I can to convey my thoughts and feelings on this issue.

I am a 15 year old student at Sherwood High school. Citizens my age rarely get a chance to voice their opinions, so I feel comfortable stating that I represent most of the minors of Sherwood, who currently make up over 60% of the population.

Our class sizes are enormous. We often have as many as 35-40 students in a regular period. Many students, including myself, are forced to eat our lunches in the hallways or even outside because the lunchroom is crowded with students. The new High School will be built to combat this, but the capacity of the new school is planned to be around 2000 students. If the annexation passes, the school will be over its limit before it even opens.

I am personally disappointed that the elected officials of Sherwood would even consider this proposal, blatantly going against their community's wishes, intentionally overcrowding schools and ruining the beautiful, small town of Sherwood for some extra money. I would like to have the knowledge that the political leaders who run my town can be trusted to overcome personal greed and do what is right for the community.

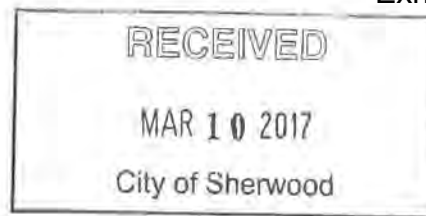
The annexation has been declined no less than three times with an increasing majority each time by the citizens of Sherwood, with the last attempt failing three to one. If that isn't indication that the citizens of Sherwood disagree with it, then I don't know what is. If this proposal passes, it would be more than a disappointment; it would be an outrage. If our representatives cannot be trusted to represent our opinions, then we don't want them to be in office. If you allow the annexation to pass, be prepared for a recall election.

The citizens of Sherwood like our small community, our trees and forests, and our reasonable class sizes. Shouldn't we keep these things the way they are? *These are the reasons that the annexation is so persistent.* People want to live in Sherwood because of these attributes that few other towns can compete with. Please, do the right thing. Represent the wishes of your citizens at the meeting on March 21st.

**Thank you for hearing and considering my view,
Brandon Kuske**

**17562 SW Inkster Drive
Sherwood, OR, 97140**

A handwritten signature in cursive script that reads "Brandon Kuske".



March 10, 2017

Mayor Clark, Sherwood City Council Members, and Sherwood Citizens,

My husband and I moved to Sherwood 17 years ago. As a couple planning to start a family, we were looking for a small town with many child-centered activities, and a caring community with good schools. We found this area and have made it our home.

As the community has grown, we have had increasing concerns about a possible shift from the small community to a larger disjointed city. We do not want our Sherwood to become like many other communities experiencing unwanted growth.

The proposal for the annexation of the properties along Brookman Road is just that, unwanted growth.

This proposal has been voted down three times, with an ever increasing majority each time. I'm sad to see that since it no longer requires a vote of the people, it is being proposed again just a year after it was voted down for a third time.

The proposed new homes that this annexation would bring would be devastating to our community. The families moving into a new neighborhood would increase our public school population beyond what our schools will be equipped to handle. Our current high school population is at 1770 students. Many of the classrooms have 40 or more students. Our new high school is being built to accommodate 2000 students. Currently there are new homes being built near Edy Ridge Elementary School and Laurel Ridge Middle School which will put the new high school at or above capacity when it opens. An additional neighborhood of families would put our brand new high school into the same overcrowded conditions our current high school struggles with now.

I am sorry that I cannot attend the meeting on March 21st. My children are performing at the Sherwood District Band Festival at Sherwood High School that night. If last year's concert was any indication, we will be in the "Standing Room Only" area, in the already overcrowded school, to experience our children's concert.

I certainly hope that our City Council members and Mayor will represent the citizens that voted them into their City Council positions. The Sherwood City Council should stand up for what the majority of Sherwood voters have already said, that we do NOT want this annexation.

A handwritten signature in cursive script that reads "Michelle Percey".

Michelle Percey (Kuske)

17562 SW Inkster Drive Sherwood, Oregon 97140

To: Connie Randall, Planning Manager

From: Philip Lapp

Date: March 10, 2017

Subject: Brookman Rd Annexation AN16-01

Sherwood City Council,

Please consider the following issues and concerns when reaching a decision regarding the annexation of the Brookman Rd properties into the City of Sherwood.

For almost 60 years I have owned and operated an agricultural business on 60 acres on the south side of Brookman Rd. across from the properties involved. As I have testified before the City Council before, I have grave concerns about the effect development of this land will have on my ability to continue farming this land.

- This land is currently in various aged hazelnuts. The orchard has been subject to EFB (Eastern Filbert Blight) requiring extensive pruning and chemical applications to try to maintain a productive orchard. Trees that cannot be saved are removed and EFB resistant trees are replanted in order to bring the orchard back to full production. It takes seven to ten years for these trees to reach this stage. As you can see, this is not a short term project, but one which maintains the full agricultural potential for the land.
- All approved methods are employed which include: heavy pruning and chipping the pruning using high-powered machinery; spraying approved fungicides on a regular basis.
- Burning diseased prunings.
- Mowing, leveling and otherwise preparing the orchards for harvest
- Harvesting the crop.

All of these practices produce loud noise, odors, smoke and dust which, although approved and accepted by the agricultural community, are offensive to the city dweller. Most of the current owners of the subject properties moved here to be “out in the country” and have accepted the conditions of living next door to agricultural land.

Their properties create a buffer between the developed City and my agricultural operation. If this property is developed, that buffer will be forever lost and the conflict between urban and rural will intensify. Unfortunately, this will have a huge impact on my ability to continue my agricultural operation.

There are also some other issues that should be addressed:

- Traffic on Brookman Rd and the impact it will have on the road itself as well as the already busy intersections at Ladd Hill Rd and 99W.
- The voice of the citizens. This annexation has been voted down THREE times by the citizens of Sherwood.

Please consider the impact development of this land will have on my ability to continue my agricultural operation and the livability of the City of Sherwood and reject this annexation proposal.

Sincerely,

Philip Lapp

17400 SW Brookman Rd.

Sherwood, OR 97140

Connie Randall

From: Mel Taylor <meltaylor100@ymail.com>
Sent: Saturday, March 11, 2017 1:40 AM
To: Connie Randall
Cc: Mike Taylor
Subject: Written Statements on Brookman Annexation AN16-01
Attachments: Annexation Public Comment Letter.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Connie,

I am attaching written Statements on the Brookman Annexation. I might be too late to get them into the staff report, I didn't notice the deadline for that until I sat down to draft my written statements on the annexation.

Use my comments if you can. I will also mail them before the end of the comment period or bring them to the hearing.

I am sorry that the comments are so long, but it sounded like if I didn't raise issues, and provide evidence, I would not be able to bring those issues up in the future.

Thanks,
Melvin Taylor
541.225.7722
Meltaylor100@ymail.com

Melvin Taylor
16464 SW Brookman Rd
Sherwood OR 97140
March 10, 2017

Planning Department
City Hall
22560 SW Pine Street
Sherwood, OR 97140

Re: Brookman Annexation Comments/Concerns, Case File AN 16-01
Staff Contact, Connie Randall

After reviewing the above referenced application for annexation on Brookman Rd, that has been submitted to the City of Sherwood for approval, I have some concerns that I feel were not addressed in the application. My concerns deal with the applicant's plan to connect the 90 +/- acre development onto an old, narrow, rural county road that is already inadequate and unsafe. My concerns involve the following sections of the City of Sherwood City of Sherwood Comprehensive Plan (Chapter 3, section B.2). Sub sections a, c, f, g. and h.

I own property on Brookman Rd, and during the five years that I have lived here, there have been three elections on annexing our property. By increasingly wide margins, the people in Sherwood have voted "no, No, NO" on annexing land in the Brookman Concept Plan and UGB into the city. My read on why the voters were opposed to the annexation is that the roads and schools are already at capacity, so it does not make sense to add more density, until improvements are made to the infrastructure to accommodate the growth.

And now, months after the last clear NO, there is a new way to do the annexation. I don't want to comment on the annexation legal process, but I share the concern of the people in Sherwood about how the development will occur. I personally am in favor of the annexation and development, and someday I hope to do the same with my property at the east, "S" turn end of Brookman Rd. My comments/concerns are about how the applicant is hoping to do the development, and the impact it will have on the other property owners on Brookman who will potentially develop in the years ahead.

If you think that you can just connect the new development onto the existing Brookman Rd, and that is what I see in the application, you need to think again. And despite of the Sherwood Planning "Code" that for years, has required city planners to incorporate stubbed out streets etc. to accommodate the next increment of growth, I don't see any stubbed-out streets, except

for Redfern that would allow this area to be developed. And I am not sure that the planners planned on adding 90 acres of development off Redfern. What is the plan?

The applicant keeps referring to the original Brookman Concept Plan, which was an integrated plan to develop the entire 256 acres as a unit. The Brookman Concept Plan was never intended to support development that started in the middle and then someday connect it to the rest of the world. The Brookman Concept plan required a completely redesigned and upgraded Brookman Rd, that conceptually connected to Ladd Hill Rd, to make it wider and take out one of the 90 degree blind corners on the "S" turn end of Brookman Rd. Mentioning in an application, that there was an approved plan, does not make Brookman Rd any wider. The Brookman Concept Plan did call for connecting the development to Brookman Rd, but not before it was upgraded and reconfigured to handle the new growth.

Sub section a. of the Comprehensive plan discourages "leap frogging", for good reason. It is true that the land is contiguous, to the city, but there is no road access, except for a narrow county road. If the road is not improved all the way to the development, that is leap frogging. The application states that it "includes all territories that must be annexed in order to locate infrastructure and right-of-way access for services necessary for development of the territory". And it does not include any additional infrastructure or ROW to allow for the widening of Brookman Rd. It just says that "access is available on Brookman Rd." That tells me that the applicant has no plan for how improvements will be done to Brookman Rd. How are those needed improvements going to happen?

Sub Section f. required the applicant to show how they will "Provide proper access and traffic circulation to all new development." In response to this requirement the applicant said: "Transportation and circulation improvements needed to serve the future development of the annexation area have been identified in the City's Brookman Addition Concept Plan and Transportation System Plan, which will be reviewed at time of a future development application. What does this mean, and who's development? If they didn't include any additional infrastructure of ROW in the application, there will be nothing to review. They are hoping they can get by with connecting their city onto a narrow rural road. The ROW for the narrowest residential road in the development will be wider than the ROW for Brookman Rd, which will be the collector for the whole 90-acre medium density development. The Sherwood Comprehensive Plan outlines a commonsense way to do development. Follow it.

A related concern that I have is, if the road is not improved now, and new development is allowed to be connected to it, when it comes my turn to annex/develop, I will be asked to fill out the same form that that these eight property owners have filled out. And I will be asked how I am going to comply with sub section g. which is: Establish policies for the orderly extension of community services and public facilities to areas where new growth is to be encouraged, consistent with the ability of the community to provide necessary services. New

public facilities should be available in conjunction with urbanization in order to meet future needs. The City, Washington county, and special service districts should cooperate in the development of a capital improvements program in areas of mutual concern. Lands within the urban growth boundary shall be available for urban development concurrent with the provision of the key urban facilities and services.

The applicant's response to this plan guideline is no response at all! Their response was: "The extension of community services and public facilities to serve the Brookman area were considered concurrently with the Brookman Area Concept Plan and found to be available or able to be appropriately extended with the future development of the area." They are saying that the road is available, and mention the Brookman Concept Plan again. The Brookman Concept Plan has a completely upgraded and reconfigured Brookman Rd in it. By saying that the road is "available" does not make it adequate. The applicant is completely dodging the issue of the inadequate road and hopes no one will call them on it. And someday when I fill out the form to develop my property, I bet that just mentioning the Brookman Concept Plan and saying a road is available will not work for me. But if it works for this applicant, it would only be right to let me get away with the same thing.

Lots of people like Brookman Rd the way it is, and on nice days there is a steady stream of joggers, bikers, families walking dogs, people walking...there are marathons that use the road. I like the rural character of the road and lots of others do too. But some people use it as a connector, and it is not safe. It is narrow, with blind corners, and hills that leave blind spots. In the last four years, I have had to replace three mailboxes that were hit by passing cars/trucks, I assume that is because the road is narrow, without shoulders. And, I am afraid that even with the existing traffic that we have now, it is just a matter of time before someone walking or biking gets hit. If one or two people wanted to build on Brookman Rd, it wouldn't make sense to improve it. Before 90 acres of medium density residential is connected to the road, and develop it from the middle out, there needs to be a new concept plan developed for how that will happen. If you are going to quote the old Brookman Concept Plan, do what it requires, upgrade the road.

And there is no traffic control where Brookman intersects Highway 99W, and there was a serious injury-accident there last Wednesday, when a truck tried to get onto the highway, during the evening traffic rush. Adding 90 acres of new development will just make that situation worse. I am not opposed to the development of the land. But I think that the development should be done in accordance with the Sherwood Comprehensive Plan, and not by just mentioning the Brookman Concept Plan.

If these comments could be included in the staff report I would appreciate it.

Melvin Taylor, 541.225.7722 Meltaylor100@ymail.com



NOTICE OF APPLICATION AND REQUEST FOR COMMENTS

Notice Date: March 1, 2017
Please submit comments by: March 10, 2017

Notice is hereby given that the **Sherwood City Council** will conduct a public hearing consistent with ORS 222, Senate Bill 1573, and Metro Code 3.09 on **Tuesday, March 21, 2017** to consider a proposal by property owners within the Brookman Area to annex approximately 92.30 acres into the City of Sherwood.

Case File No.:	AN 16-01	Tax Map/Lot:	WCTM 3S106 – Tax lots 100, 101, 102, 103, 104, and 107 WCTM 3S106B – Tax lots 100 and 200
Applicant:	The Holt Group, Inc. PO Box 61426 Vancouver, WA 98666	General Location:	The properties are generally located north of SW Brookman Road, south of the current city limits, west of the “S” curve, and east of the Southern Pacific Railroad

Staff Contact: **Connie Randall, Senior Planner** 503-625-4208
randallc@sherwoodoregon.gov

Proposal: A proposal by the applicant to annex eight parcels of land and the adjacent right of way totaling 92.30 acres into the City of Sherwood under the annexation method detailed in Senate Bill 1573 and ORS 222. Under this method, 100% of the landowners have petitioned the City to be annexed.

Project Information: <http://www.sherwoodoregon.gov/planning/project/brookman-area-annexation>

Applicable Code Criteria: The Oregon Revised Statutes (ORS 222) guide the process for annexations and Senate Bill 1573 provide specific criteria for deciding city boundary changes. Metro, the regional government for this area, also has legislative authority to provide criteria for reviewing annexations (Metro Code 3.09). In addition, consistency with the City of Sherwood Comprehensive Plan Growth Management policies for urbanization are analyzed against the request.

COMMENTS – Brookman Annexation AN 16-01

- No comment
- We encourage approval of this request.
- Please address the following concerns should this application be approved:

- We encourage denial of this request for the following reasons:

Please feel free to attach additional sheets as needed to complete your comments.

Comments by:	<u>Tom Mooney</u>	Date:	<u>MARCH 1, 2017</u>
Address:	<u>8445 SW ELIASSON RD</u>	Tel.:	<u>503 259 1419</u> (optional)
	<u>WILSONVILLE OR 97070</u>	Email:	<u>thomas.mooney@tufr.com</u> (optional)

Connie Randall

From: HENDRICKSON Jill M <Jill.M.HENDRICKSON@odot.state.or.us>
Sent: Thursday, March 02, 2017 9:24 AM
To: Connie Randall
Subject: RE: AN 16-01 Brookman Annexation - Request for Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Connie,

The Outdoor Advertising Sign Program at ODOT does not have any comment on this application at this time.

Thank you for the opportunity for input and have a great weekend.

Jill

Jill Hendrickson | Program Coordinator | Outdoor Advertising Sign Program | Right of Way Section
Oregon Dept of Transportation | 4040 Fairview Industrial Drive SE, MS-2 | Salem, OR 97302
Voice: 503.986.3635 | Alt: 503.986.3656 | Fax: 503.986.3625

From: Connie Randall [mailto:RandallC@SherwoodOregon.gov]
Sent: Wednesday, March 01, 2017 2:55 PM
To: Andrea Kuehnel; Andrew Stirling; 'anita.huffman@dsl.state.or.us'; baldwinb@trimet.org; EBELING Robert W; Bob Galati; Brad Crawford; brian.moore@pgn.com; Craig Christensen; Craig Sheldon; crbelt@bpa.gov; d5b@nwnatural.com; gordon.hill@pgn.com; humphreysj@CleanWaterServices.org; Jason Waters; HENDRICKSON Jill M; Jo Guediri; Karen Mohling; Kevin_Rolph@kindermorgan.com; Kristin Leichner; MOHS Kurt A; Larry_Klimek@fws.gov; 'michaela.skiles@oregonmetro.gov'; mwerner@gwrr.com; Naomi_Vogel@co.washington.or.us; paulette.Copperstone@oregonmetro.gov; 'pjohanson@sherwood.k12.or.us'; r2g@nwnatural.com; raindrops2refuge@gmail.com; Region 1 DEVREV Applications; rfagliano@sherwood.k12.or.us; Richard Sattler; BRUMLEY Seth A; spieringm@CleanWaterServices.org; stephen_roberts@co.washington.or.us; Tom Mooney; Tom Pessemier; tumpj@trimet.org
Subject: FW: AN 16-01 Brookman Annexation - Request for Comments

Good Afternoon,

The City of Sherwood Planning Department is requesting agency comments on a request by property owners within the Brookman Area to annex approximately 92.30 acres into the City of Sherwood. The City Council will hold a public hearing consistent with ORS 222, Senate Bill 1573, and Metro Code 3.09 on Tuesday, March 21, 2017 at 7:00 PM.

Detailed project information can be found online at: <http://www.sherwoodoregon.gov/planning/project/brookman-area-annexation>

If you have comments on this proposal, please respond by **March 10, 2017** in order to be included in the City Council staff report. Comments will be accepted up to and during public hearing.

Exhibit R

Thank you in advance for your time,
Connie

Connie Randall

Planning Department

Planning Manager

City of Sherwood

(503) 625-4208

randallc@sherwoodoregon.gov





Engineering Annexation Application Comments

To: Connie Randall, Planning Department Manager

From: Bob Galati, P.E., City Engineer

Project: Brookman Annexation (AN16-01)
Submittal Review Comments

Date: February 15, 2017

Engineering staff has reviewed the information provided for the above cited project. Review of the proposed annexation materials is based on data of existing City infrastructure and the proposed improvements necessary to provide services to the area covered by the annexation request.

The criteria for information is to provide an explanation of the utility needs, a description of the proposed utility system needed to serve the annexation area and ability to service areas beyond, and an associated cost estimate of the added system in terms of construction and maintenance to the City.

City of Sherwood Engineering Department comments are as follows:

Sanitary Sewer

The City's Sanitary Master Plan (dated September 2016) indicates that sanitary service will be provided by the extension of an existing 15" diameter sanitary mainline located at the southern City limits boundary between Redfern Drive and Greengate Drive.

The Sanitary Master Plan shows the proposed extension of a 15" diameter line through the Brookman area following the stream corridor intersecting with Brookman Drive and continuing north towards Hwy 99W. Construction of the 15" diameter mainline to the City's southern City limits has already occurred as a City capital improvement project.

The Brookman area has access to existing City sanitary mainline utilities which have the capacity to provide public utility service.

Water

The City's Water Master Plan ("Draft" dated 2015) indicates that water service will be provided by the extension of existing 12" diameter water mainlines located within Ladd Hill Road, Inkster Drive, and Old Highway 99W.

The "Draft" Water Master Plan shows a mainline system capable of serving the Brookman area. Complexities with the design and construction include crossing the railroad right-of-way, wetland corridor and stream crossings, and the need for looping for system pressure/flow balancing.

Project: Brookman Area Annexation
Date: February 15, 2017
Page: 2 of 2

The Brookman area has access to existing City water mainline utilities which have the capacity to provide public utility service. A certain amount of extending existing water system will be required to provide full access.

Storm Sewer

The Brookman Concept Plan indicates that the development will be serviced by several regional storm water treatment facilities. The location and number of the facilities are predicated on the phase of development under which they are being constructed. Out of phase development relative to treatment basin limits should be avoided.

The Brookman area has access to existing stormwater drainage corridors.

Transportation

The City's Transportation System Plan (dated June 2014) and Washington County (WACO) TSP are referenced and indicate the type of future transportation impacts. These impacts include future ROW needs, intersection impacts (Hwy 99W), and out of phase roadway development issues.

The Brookman area has access to existing transportation facilities, but these facilities will need major expansion and upgrading to bring them into conformance with future needs (i.e., traffic flows and road section configuration).

Conclusion

The Brookman area has access to existing City utility and transportation facilities, which appear to have capacity to provide service, but will require a certain level of extension and expansion to make usable.

END OF COMMENTS

DISCLAIMER: The comments provided above are initial in nature and are in no way binding as to what conditions may or may not be imposed upon the development in a Notice of Decision or approval.

Connie Randall

From: Sambo Kirkman <Sambo_Kirkman@co.washington.or.us>
Sent: Tuesday, March 07, 2017 3:00 PM
To: Connie Randall
Subject: AN 16-01 Brookman Annexation - Request for Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Connie,

In the Annexation Ordinance, please make sure there is a reference to the City's endorsement of special district annexations so that when the applicant submits their CWS annexation there is not a delay. If the language is not in the Ordinance other jurisdictions have had to draft a separate R&O. Let me know if you need me to provide the language.

Regards,

Sambo Kirkman | Associate Planner

(503) 846-3593 direct | sambo_kirkman@co.washington.or.us

From: Connie Randall [<mailto:RandallC@SherwoodOregon.gov>]

Sent: Wednesday, March 01, 2017 2:55 PM

To: Andrea Kuehnel; Andrew Stirling; 'anita.huffman@dsl.state.or.us'; baldwinb@trimet.org; Bob Ebeling; Bob Galati; Brad Crawford; brian.moore@pgn.com; Craig Christensen; Craig Sheldon; crbelt@bpa.gov; d5b@nwnatural.com; gordon.hill@pgn.com; humphreysj@CleanWaterServices.org; Jason Waters; Jill Hendrickson (); Jo Guediri; Karen Mohling; Kevin_Rolph@kindermorgan.com; Kristin Leichner; kurt.A.MOHS@odot.state.or.us; Larry_Klimek@fws.gov; 'michaela.skiles@oregonmetro.gov'; mwerner@gwrr.com; Naomi Vogel; paulette.Copperstone@oregonmetro.gov; 'pjohanson@sherwood.k12.or.us'; r2g@nwnatural.com; raindrops2refuge@gmail.com; Region1DEVREVApplications@odot.state.or.us; rfragliano@sherwood.k12.or.us; Richard Sattler; Seth.A.BRUMLEY@odot.state.or.us; spieringm@CleanWaterServices.org; Stephen Roberts; Tom Mooney; Tom Pessemier; tumpj@trimet.org

Subject: FW: AN 16-01 Brookman Annexation - Request for Comments

Good Afternoon,

The City of Sherwood Planning Department is requesting agency comments on a request by property owners within the Brookman Area to annex approximately 92.30 acres into the City of Sherwood. The City Council will hold a public hearing consistent with ORS 222, Senate Bill 1573, and Metro Code 3.09 on Tuesday, March 21, 2017 at 7:00 PM.

Detailed project information can be found online at: <http://www.sherwoodoregon.gov/planning/project/brookman-area-annexation>

If you have comments on this proposal, please respond by **March 10, 2017** in order to be included in the City Council staff report. Comments will be accepted up to and during public hearing.

Thank you in advance for your time,
Connie

Exhibit T

Connie Randall

Planning Department

Planning Manager

City of Sherwood

(503) 625-4208

randallc@sherwoodoregon.gov





WASHINGTON COUNTY OREGON

March 10, 2017

Connie Randall, Planning Manager

City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

Dear Ms Randall:

Washington County staff support the annexation of the eight parcels in the Brookman concept plan area into the City of Sherwood, with the following conditions:

- Brookman Road is identified as a 5-lane arterial in the County Transportation System Plan. Therefore as development occurs, the County requests that improvements be made in accordance with the County's TSP.
- As an arterial, access directly onto Brookman Road is intended to be limited. Prior to development, City of Sherwood should determine a road network and access management plan that implements the County's access standards. The County's Development Code (section 501-8.5) states that: "Direct access to arterial roads shall be from collector or other arterial streets."

The Washington County TSP identifies the I-5 to 99W connection as a refinement area, because the alignment of the planned Southern Arterial has not yet been determined. Until that decision is made, Brookman Road will serve an important role as an arterial. If at some point in the future the Southern Arterial is planned and funded, the role of Brookman Road could be reevaluated.

The County looks forward to coordinating with the City of Sherwood as this area develops.

Sincerely,

A handwritten signature in black ink that reads "Erin Wardell".

Erin Wardell, Principal Planner

Department of Land Use & Transportation
Planning and Development Services • Long Range Planning
155 N First Avenue, Suite 350, MS 14, Hillsboro, OR 97124-3072
phone: 503-846-3519 • fax: 503-846-4412
www.co.washington.or.us/lut • lutplan@co.washington.or.us

Exhibit U

Connie Randall

From: Jim Rose <jerose@sherwood.k12.or.us>
Sent: Wednesday, March 15, 2017 9:06 AM
To: Connie Randall
Cc: Julia Hajduk
Subject: Re: Sherwood School Bond Question

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Connie,

It was nice to meet you yesterday. Thanks for taking a moment to talk with me at the Chamber breakfast.

I appreciate the question about if the district factored in the expected growth of the district due to planned development. The answer is yes. As part of the work that Davis Demographics has done for the district over the last two years they have included construction that is underway as well as planned/expected developments. As we moved forward all of the expected development that was included in the Davis Demographics report, including the Brookman Road Concept Plan, was factored into our building needs when the district chose to ask the community to support the 2016 Capital Improvement bond.

Please let me know if you have questions I can help with.

Thanks.

Jim



On Mon, Mar 13, 2017 at 4:16 PM, Connie Randall <RandallC@sherwoodoregon.gov> wrote:

Good Afternoon Mr. Rose,

I left you a voice mail regarding this issue earlier today, but wanted to follow-up with an email.

As you probably know, the City has received a request from property owners north of Brookman Road to annex their property into the City, consistent with the Brookman Road Concept Plan. Property in this area has tried and failed to annex into the City on three occasions. One of the things the City has heard from residents is concern about the impact any future development will have on the school system. In reviewing the District's "10-Year Student Population Projections by Residence" (May 11, 2016) document, it appears that the

Exhibit V

development of 1,088 single-family homes in the Brookman area was considered and included in the District's student population projection.

The City has been asked about the impact of development on the school bond. Specifically, "Did the school bond assume development in the Brookman area?" I have been unable to locate any information on the Districts' or school bond's website regarding any development assumptions that were made. Can you provide any information regarding the potential impact of development in the Brookman area?

Thanks in advance for your assistance,

Connie Randall

Planning Department

Planning Manager

City of Sherwood

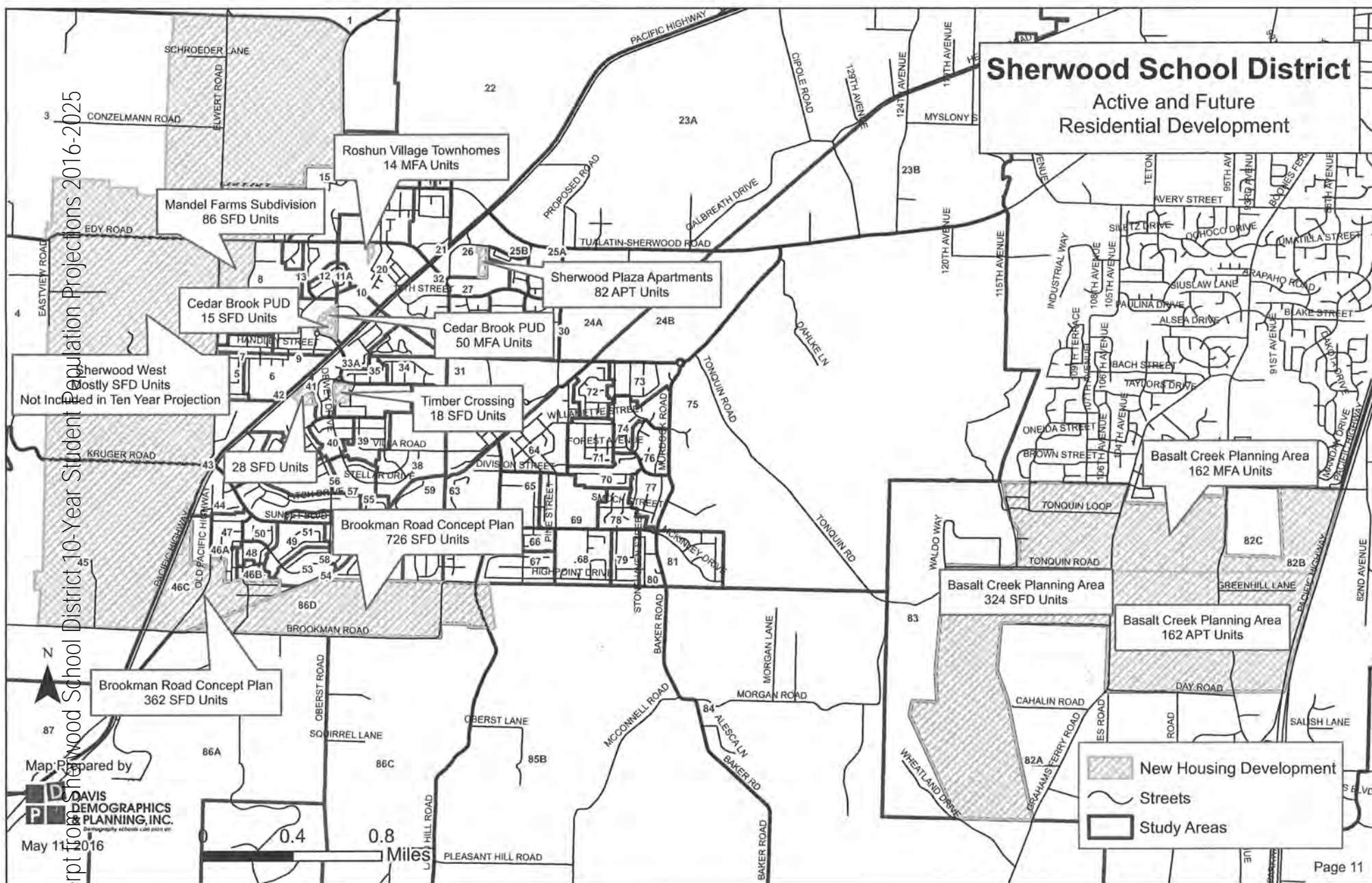
[\(503\) 625-4208](tel:5036254208)

randallc@sherwoodoregon.gov



NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.

Excerpt from Sherwood School District 10-Year Student Population Projections 2016-2025



Connie Randall

From: george lorance <georgelrance@aol.com>
Sent: Monday, March 20, 2017 1:14 PM
To: Connie Randall
Subject: City Council Meeting

Ladies and gentlemen,

It is my understanding from other Brookman Addition property owners that we have the Council's support on the annexation of this important piece of Sherwood's future. I am very pleased to hear that and really appreciate it. This move forward will allow more folks to enjoy the beautiful environment that you folks have helped provide for the citizens of Sherwood. The schools will benefit from a broader tax base. More jobs will occur due to construction and support following that in the form of retail and service jobs. Not to mention the positive light that will be shined on future expansion of the area for Metro to consider. It has been 15 years I believe since this area was brought into the UGB and is sorely needed to provide the pent up demand for housing in Sherwood. Thank you for your support.

Sincerely,

George L. Lorance
Property owner on Brookman Rd.

Connie Randall

From: louise bissett <billnweezie@msn.com>
Sent: Tuesday, March 21, 2017 8:30 AM
To: Connie Randall
Subject: Brookman Rd

We would like to thank the City Councilors for there support of annexation of Brookman Rd

Charles & Louise Bissett

Sent from my iPhone

Connie Randall

From: Sylvia Murphy
Sent: Tuesday, March 21, 2017 9:19 AM
To: City Council
Cc: Joseph Gall; Julia Hajduk; Connie Randall; Josh Soper
Subject: FW: Annexation-Ord. 2017-002 Brookman Annexation

Council Members, See message below. I will include this written testimony as part of the public hearing record for tonight's meeting.

*Sylvia Murphy, MMC, City Recorder
City of Sherwood
murphys@sherwoodoregon.gov
Ph: 503-625-4246
Fax: 503-625-4254*

From: Liz Ouellette [mailto:liz.ouellette222@gmail.com]
Sent: Tuesday, March 21, 2017 9:11 AM
To: Sylvia Murphy <MurphyS@SherwoodOregon.gov>
Subject: Annexation

To: Sherwood City Counsel -

We are in support of the annexation of our property into the Sherwood City limits.

Our area was brought into the Urban Growth Boundary in 2002 in order to accommodate an identified region wide need for additional land, to provide housing and additional jobs. We live right on the boarder of the City, and we have homes right up to our property line. This took away from the feeling we used to have before the homes were there.

As Sherwood has become a very desirable town to live, population growth in the region is inevitable and the community will continue to grow.

We have been in the middle of this for many years. Ups and downs. We have been torn... Truth be told, we really feel this area would be an asset to the city. With Cedar creek and the beautiful trees, the promise of walking trails and more. The design of a real livable addition to the City of Sherwood, we feel this area would be an asset to the city and its citizens now and in the future.

Sincerely -

Gerald and Liz Ouellette

Connie Randall

From: Terry Stewart <terrystewart1@gmail.com>
Sent: Tuesday, March 21, 2017 4:36 PM
To: Connie Randall
Subject: RE: Annexation of 92.30 acres within the Brookman Addition Concept Plan Area

I am writing in support of the proposed annexation of 8 tax lots (92.30 acres) and adjacent Brookman Road Right-Of-Way within the Brookman Addition Concept Plan Area.

No one can argue that the Portland Metro area has been in the midst of a housing crisis for more than 3 years, with each year being worse than the last. According to data collected from the Regional Multiple Listing Service of Portland, the inventory of available homes for sale (active listings) throughout the Metro area has been between 1 and 2 months for the past 24 months. 6 months inventory is considered to be a level (normal) market, not a buyers or sellers market. The Metro area has not seen 6 months inventory since February of 2012 and with each year since, the inventory has continued to decline.

Sherwood has not been spared and is far worse than many other areas. Currently, within the city limits there are 28 active listings in the MLS. 12 of those homes are proposed or in the beginning of the construction stage. Of the remaining 16, 7 homes are priced under \$500,000 and 2 of those are more than 45-50 years old. Not much to choose from and this month is no different than the past months.

With the hundreds of thousands of people that have moved and are estimated to move into the Portland Metro area, prices will continue to skyrocket unless the supply of homes is increased.

Sincerely,

Terry Stewart, Broker
Oregon Realty Co
(Cell) [503-810-1287](tel:503-810-1287) (Fax) [1-866-251-4002](tel:1-866-251-4002)

LICENSED IN THE STATE OF OREGON
30+ Years in Real Estate and Over 200 Million in Closed Sales

Dear City of Sherwood City Council Members,

Thank you for your past support of the Brookman Addition Concept Plan area. I do believe it was originally 113 acres and that has been reduced to 92.3 acres. Sherwood is bound to grow some from time to time for, alas, people do populate.

There are going to be so many opponents with all of their “woe is me” objections to this addition. I do hope they only have one offspring. I was fascinated before the last vote concerning Brookman Annexation how vigorously the opponents campaigned. My favorite sign out on Edy Rd. at the 4-way stop said “DON’T BE TRICKED... WILL ADD 5000 PEOPLE”. (Someone was in desperate need of math-tutoring for I do believe that comes out to 20 residents per dwelling.)

Back before all the development from 1996-2001 from 99W in on Sunset, Sherwood was a podunk little town. I’m glad the city council and planning commission had that great vision to make Sherwood into what it is today and I’m confident the city council will exercise its best judgement in continuing to let Sherwood grow. Thank you for letting me add my comments to this meeting.

Carleen Brewer

Connie Randall

From: Sylvia Murphy
Sent: Thursday, March 23, 2017 4:23 PM
To: City Council
Cc: Joseph Gall; Josh Soper; Connie Randall
Subject: FW: Brookman Annexation -- Please read and consider!

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Council Members, see message below. Staff will include written testimony into the Council record for Ord. 2017-001 at the second reading scheduled for April 4.

Sylvia Murphy, MMC, City Recorder
City of Sherwood
murphys@sherwoodoregon.gov
Ph: 503-625-4246
Fax: 503-625-4254

From: B Humphrey [mailto:brickhumphrey@yahoo.com]
Sent: Thursday, March 23, 2017 3:06 PM
To: City Council <CityCouncil@SherwoodOregon.gov>
Cc: Krisanna Clark <ClarkK@SherwoodOregon.gov>; Krisanna Clark (Contact) <sherwoodmayorclark@gmail.com>
Subject: Brookman Annexation -- Please read and consider!

Dear Mayor and City Councilors,

I attended Tuesday's council meeting (my first in Sherwood), and plan to attend the April 4th meeting as well. I am concerned that even before you read this, your mind may already be made up regarding how to vote on the Brookman annexation proposal. I beg that you will read my email with an open mind, and consider my following suggestions.

I am a Sherwood resident who is opposed to the annexation, simply because it is contrary to how we as citizens have voted – three times. I also understand the restrictions and implications of SB 1573, and the very difficult position that puts you in. However, I still maintain there are some very good and practical reasons for you to vote against the annexation.

In listening to many of your comments from Tuesday's meeting, it seems as though you are quite concerned (and rightly so) that a "no" vote would trigger a lawsuit from the Holt group, and that lawsuit may be successful. Nonetheless, I maintain that as elected officials your first priority is to represent the will of the people, not make decisions based on fear of the possibility of a lawsuit, or fear of how successful that lawsuit may be.

A "no" vote may well bring about civil action from the Holt Group. If so, at THAT time you can decide how aggressively Sherwood should counter the lawsuit, if at all. If you desire, you could make a quick settlement, without allocating \$60,000.00 toward legal fees. At a minimum, a "no" vote would force the hand of the Holt group. Please don't let them off the hook so easily. Let's not worry about how aggressively we will (or won't) counter a hypothetical lawsuit until the lawsuit actually exists. This allows you, for now, to follow the obvious

Exhibit BB

will of your constituents. Should a lawsuit come about and you decide to quickly settle, you can do so knowing that you still did your best to represent the will of your constituents.

As a practical matter, a “no” vote will buy you time. I know we have all heard how unsuccessful (for now) similar challenges to SB 1573 from other municipalities have been. However, in buying time with a “no” vote, you will be given at least *some* more time to see if those legal decisions will be appealed, and how successful they may be.

A “no” vote also buys you time to involve the media. I would love to see a 7-0 “no” vote, then let the PR folks at the Holt group explain why they are so aggressive in attempting to thwart your will, as well as the will of Sherwood voters. Make them fight that PR battle, at least for a while. It may well be bad business for them. Keep in mind, this is the same Holt Group that on Tuesday said they will welcome public input on future proposed development. They have *already received* public input regarding future proposed development. Three times we’ve said we don’t want it to happen – at least for now. Force them to explain that contradiction in the media. We have an opportunity to publicly expose the Holt group for what they’re really doing – listening to us only when it benefits them, and being tone deaf to our voice when it doesn’t suit their financial purposes.

Be courageous. Don’t bend so quickly. Force their hand. Make them work a little harder for it. Vote no.

Sincerely,

James Humphrey

Concerned Sherwood Citizen

(503)758-4636

NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH AND MONUMENT THE NORTH AND WEST LINES OF T.L. '107' RECORDED AS FEE NO. 89-39880.

MONUMENTS SHOWN AS FOUND WERE TIED FROM A RANDOM TRAVERSE ON APRIL 18 AND 25, 1989.

THE BOUNDARY WAS RESOLVED AS FOLLOWS:

THE SOUTH LINE WAS ESTABLISHED BY HOLDING THE STONES AS SHOWN.

THE NORTH LINE WAS ESTABLISHED BY HOLDING THE STONE AND THE 1 1/4" IRON PIPE AS SHOWN.

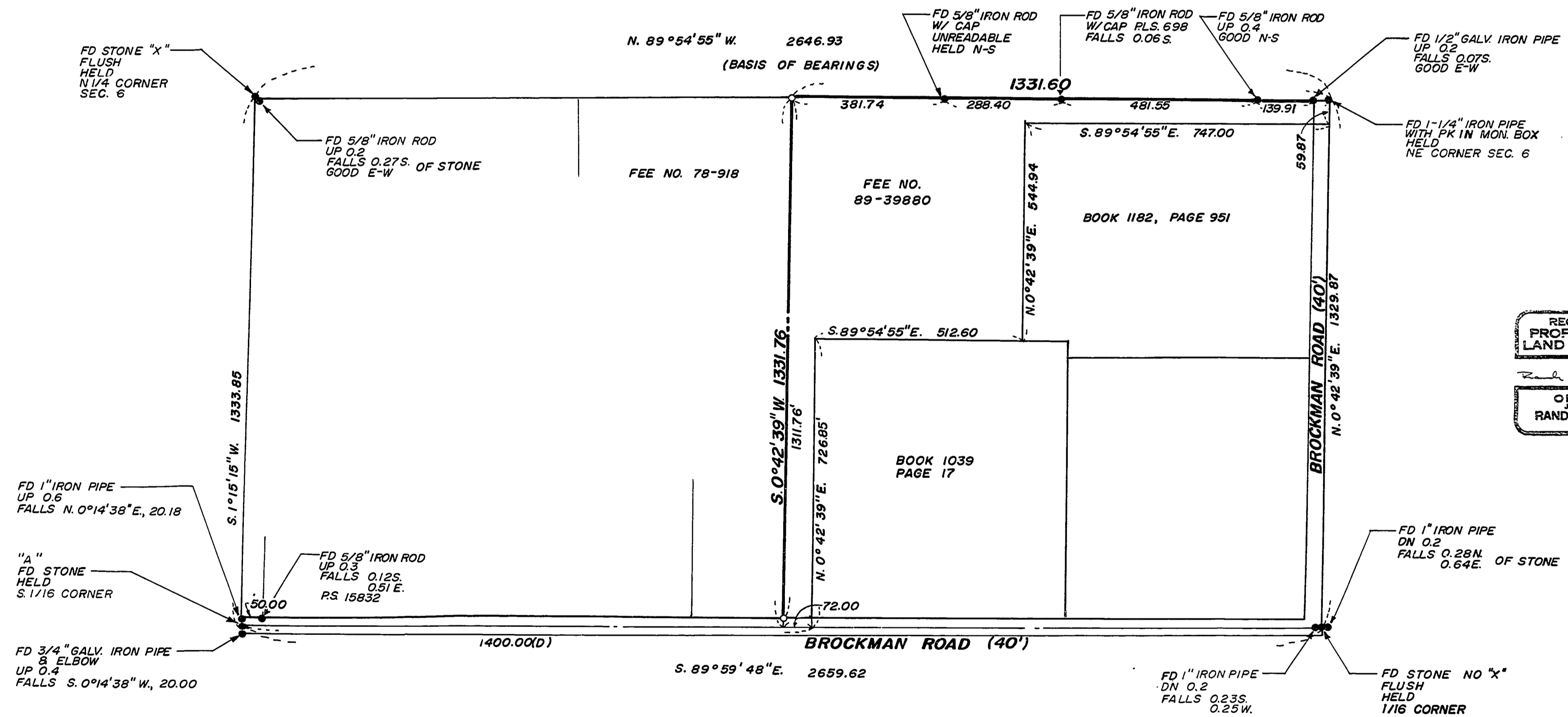
THE WEST LINE WAS ESTABLISHED BY HOLDING DEED DISTANCE FROM THE STONE LABELED "A" AND PARALLEL TO THE EAST LINE OF SECTION 6.

REFERENCE SURVEYS: 7341 15832 16296 19393 22875

LEGEND

- SET 5/8" X 30" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "W.B. WELLS & ASSOC., INC."
- FOUND MONUMENT AS NOTED.
- (D) DENOTES DEED DATA.

6-351-46
23,506
B



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 25, 1988
RANDY L. ROHNER
2107

COUNTY SURVEYOR
RECEIVED 11-13-89
ACCEPTED FOR FILING
11-15-89.

DESIGNED : N/A
RESOLVED : M.J.B.
DRAWN : M.J.B.
DATE : 10-25-89
SCALE : 1" = 200'
FILE NO. : 89-99
REVISED : _____

SITUATED IN THE NE 1/4 OF SECTION 6 T.3S., R.1W., W.M.
COUNTY OF WASHINGTON STATE OF OREGON
BASIS OF BEARINGS: C.S. 15832
BASIS OF DATUM: N/A

A RECORD OF SURVEY

W.B.WELLS
AND ASSOCIATES, INC.
ENGINEERS
SURVEYORS
4230 NE FREMONT STREET, PORTLAND, OREGON
15001-294-4998

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

33327
1/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO RETRACE AND MONUMENT THE CENTERLINE AND RIGHTS-OF-WAY OF A PORTION OF SW BROOKMAN ROAD COUNTY ROAD NUMBERS 388, 433 AND 493.

BASIS OF BEARINGS:

S 00°00'00" W, BETWEEN THE 2 INCH BRASS DISK AT THE SECTION CORNER COMMON TO SECTIONS 5 AND 6, T3S, R1W, W.M. AND SECTIONS 31 AND 32, T2S, R1W, W.M., WASHINGTON COUNTY, OREGON, IN A MONUMENT BOX AT CENTERLINE STATION 0+19.78 20.00 FEET LEFT, AND THE STONE AT THE NORTH ONE-SIXTEENTH SECTION CORNER COMMON TO SECTIONS 5 AND 6, T3S, R1W, W.M., WASHINGTON COUNTY, OREGON, AT CENTERLINE STATION 13+49.87 20.00 FEET LEFT, PER THE NOTES OF COUNTY ROAD 493.

SW BROOKMAN ROAD C.R. 433 - 40.00 FEET WIDE:

FOR CENTERLINE HELD A LINE BETWEEN THE 1-1/4 INCH BUGGY AXLE AT STATION 2+54.10, BEING ANGLE POINT 1 OF COUNTY ROAD NUMBER 433, AND THE 1 INCH IRON PIPE AT STATION 10+25.79.

BASIS OF STATIONING:

HELD 2+54.10 AT THE 1-1/4 INCH BUGGY AXLE PER COUNTY ROAD NUMBER 433.

FOR THE RIGHTS-OF-WAY, HELD A LINE BETWEEN THE 2" BRASS DISK MARKING THE NORTHEAST CORNER OF SECTION 6 AT STATION 0+00.00 (SECTION LINE) AND THE 5/8 INCH IRON ROD AT STATION 8+26.06 (SECTION LINE). SAID LINE WAS OFFSET 40.00 FEET NORTHERLY AND 10.00 FEET SOUTHERLY.

COUNTY ROAD ROAD NUMBER 433 HAS A DEFINED CENTERLINE AND WAS RETRACED USING FOUND ORIGINAL MONUMENTS. THE PLATS OF GEORGETOWN ESTATES, ARBOR LANE, VAN DOLAH ACRES, PARTITION PLAT 1994-015, AND PARTITION PLAT 1999-098 HELD THE SECTION LINE AS DEPICTED ON SHEETS 2 AND 3, AND DID NOT FIND THE MONUMENTS FOR COUNTY ROAD NUMBER 433.

A BASE WIDTH OF 40.00 FEET WAS HELD FOR THE RIGHT-OF-WAY WIDTH, EXCEPT WHERE MODIFIED BY PLAT OR DEDICATION DOCUMENT.

BASIS OF STATIONING FOR SECTION LINE ALIGNMENT: ASSUMED 0+00.00 AT THE NORTHEAST CORNER OF SECTION 6.

SW BROOKMAN ROAD C.R. 493 - 40.00 FEET WIDE:

THE BEGINNING POINT OF C.R. 493 AT STATION 0+00.00 WAS RETRACED BY INTERSECTING A LINE PARALLEL WITH AND 20.00 FEET WESTERLY OF, THE EAST LINE OF SECTION 6, T3S, R1W, W.M., AND WITH A LINE PARALLEL WITH AND 20.00 FEET NORTHERLY OF, THE NORTH LINE OF SECTION 6, T3S, R1W, W.M.

THE ANGLE POINT AT STATION 13+50.12 WAS RETRACED BY INTERSECTING A LINE PARALLEL WITH AND 20.00 FEET WESTERLY OF, THE EAST LINE OF SECTION 6 WITH A LINE BETWEEN THE STONE AT STATION 13+49.87 20.00 FEET LEFT AND THE STONE IN A MONUMENT BOX AT CENTERLINE STATION 39+89.50 ANGLE POINT.

HELD A LINE BETWEEN THE STONE IN A MONUMENT BOX AT CENTERLINE STATION 39+89.51 ANGLE POINT AND THE STONE IN A MONUMENT BOX AT CENTERLINE STATION 62+46.71 TERMINUS POINT OF COUNTY ROAD 493.

A BASE WIDTH OF 40.00 FEET WAS HELD FOR THE RIGHT-OF-WAY WIDTH, EXCEPT WHERE MODIFIED BY PLAT OR DEDICATION DOCUMENT.

BASIS OF STATIONING:

HELD 0+00.00 AT THE BEGINNING POINT PER COUNTY ROAD NUMBER 493.

SW BROOKMAN ROAD C.R. 388 - 40.00 FEET WIDE:

THE BEGINNING POINT OF COUNTY ROAD NUMBER 388 STATION 0+00.00 WAS DETERMINED AS THE INTERSECTION OF THE FOLLOWING TWO LINES:

1. FOR ONE-SIXTEENTH LINE, HELD A LINE BETWEEN THE 1 INCH IRON PIPE AT THE RECOGNIZED CENTER NORTH ONE-SIXTEENTH CORNER IN SECTION 1, T3S, R2W, AND THE 1-1/4 INCH IRON PIPE AT THE NORTH ONE-SIXTEENTH CORNER COMMON TO SECTION 1, T3S, R2W, AND SECTION 6, T3S, R1W, W.M.
2. HELD A LINE BETWEEN A POINT 30.00 FEET SOUTHEASTERLY FROM THE 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BASE . . ." AND A POINT 30.00 FEET NORTHWESTERLY FROM THE 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "WESTLAKE CONSULTANTS" AT STATION 0+22.41 20.05 FEET RIGHT, SAID LINE WAS EXTENDED NORTHEASTERLY TO SAID ONE-SIXTEENTH LINE.

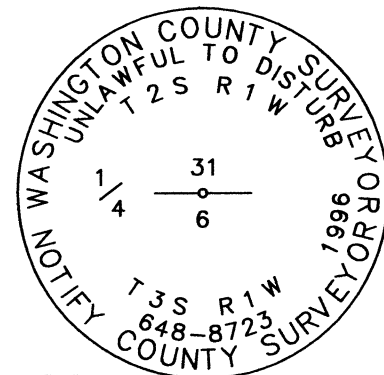
HELD THE LINE ALONG THE AFOREMENTIONED ONE-SIXTEENTH LINE FROM STATION 0+00.00, EASTERLY TO ANGLE POINT 1 OF COUNTY ROAD NUMBER 388. SAID ANGLE POINT 1 WAS RETRACED BY HOLDING RECORD DISTANCE FROM THE ORIGINAL LOCATION OF THE RAILROAD TRACKS THAT APPEAR TO HAVE BEEN REPLACED SINCE THE ESTABLISHMENT OF COUNTY ROAD 388 IN 1901. HELD 529.4 FEET FROM THE 1-1/4 INCH IRON PIPE TO RETRACE THE CENTERLINE OF THE RAILROAD TRACKS IN 1936 PER SURVEY NUMBER 7341. HELD 522.06 FEET FROM SAID CENTERLINE OF RAILROAD TRACKS ALONG THE AFOREMENTIONED ONE-SIXTEENTH LINE TO RETRACE ANGLE POINT 1 PER COUNTY ROAD 388 AT STATION 8+40.44 ANGLE POINT.

HELD RECORD DATA PER COUNTY ROAD 388 FROM STATION 8+40.44 ANGLE POINT TO STATION 8+68.82 ANGLE POINT.

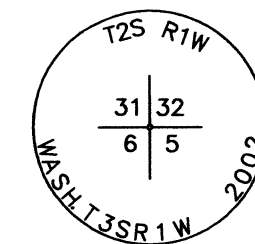
HELD A LINE BETWEEN CENTERLINE STATION 8+68.82 ANGLE POINT AND A POINT 20.00 FEET NORTHERLY OF THE 5/8 INCH IRON ROD AT STATION 11+84.90 20.00 FEET RIGHT, SAID LINE WAS EXTENDED EASTERLY. THE TERMINUS POST AND STONE SET IN COUNTY ROAD NUMBER 388 WAS SEARCHED FOR AND NOT FOUND. SAID TERMINUS WAS NOT RETRACED IN THIS SURVEY.

A BASE WIDTH OF 40.00 FEET WAS HELD FOR THE RIGHT-OF-WAY WIDTH, EXCEPT WHERE MODIFIED BY PLAT OR DEDICATION DOCUMENT.

BASIS OF STATIONING: HELD 0+00.00 AT THE BEGINNING POINT PER COUNTY ROAD NUMBER 388, PER THE NOTES OF COUNTY ROAD NUMBER 388.

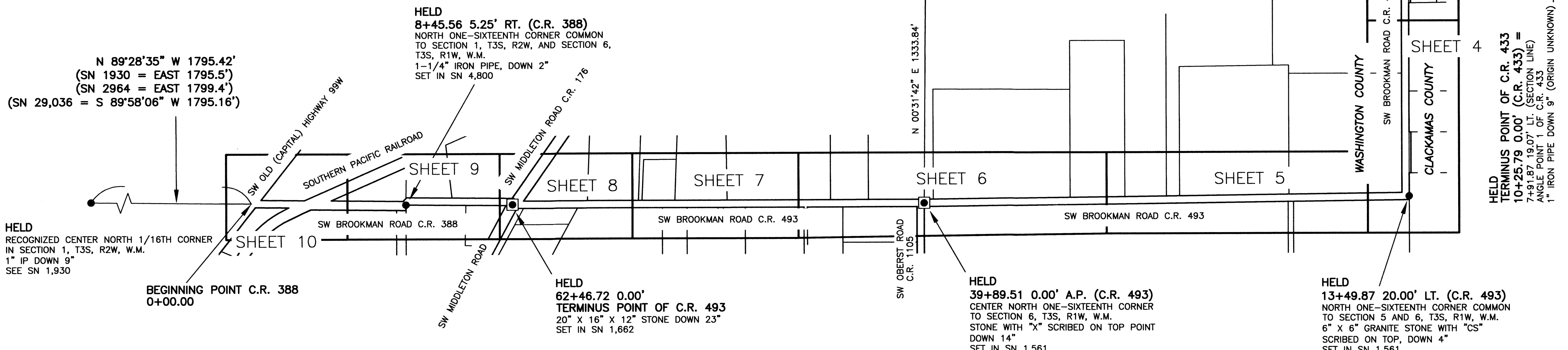


HELD ONE-QUARTER CORNER 3-1/4" ALUMINUM DISK STAMPED AS SHOWN, SET IN U.S.B.T. BOOK 10, PAGE 241, ENTRY 89



HELD 0+19.78 20.00' LT. (C.R. 493) = 0+00.00 0.00' (SECTION LINE) SECTION CORNER 2" BRASS DISK STAMPED AS SHOWN SET IN U.S.B.T. ENTRY 2002-002

HELD 2+54.10 0.00' (C.R. 433) = 0+00.08 39.96' LT. (C.R. 493) = 0+20.18 19.48' LT. (SECTION LINE) ANGLE POINT 1 OF C.R. 433 1-1/4" BUGGY AXLE DOWN 16" SET IN C.R. 433



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX

WASHINGTON COUNTY SURVEYOR'S OFFICE
 ACCEPTED FOR FILING 4-27-2018
 SCALE: 1" = 500'

REGISTERED PROFESSIONAL LAND SURVEYOR
 Scott M. Young
 OREGON JANUARY 14, 2003
 SCOTT M. YOUNG 58586
 RENEWS: 6/30/2018

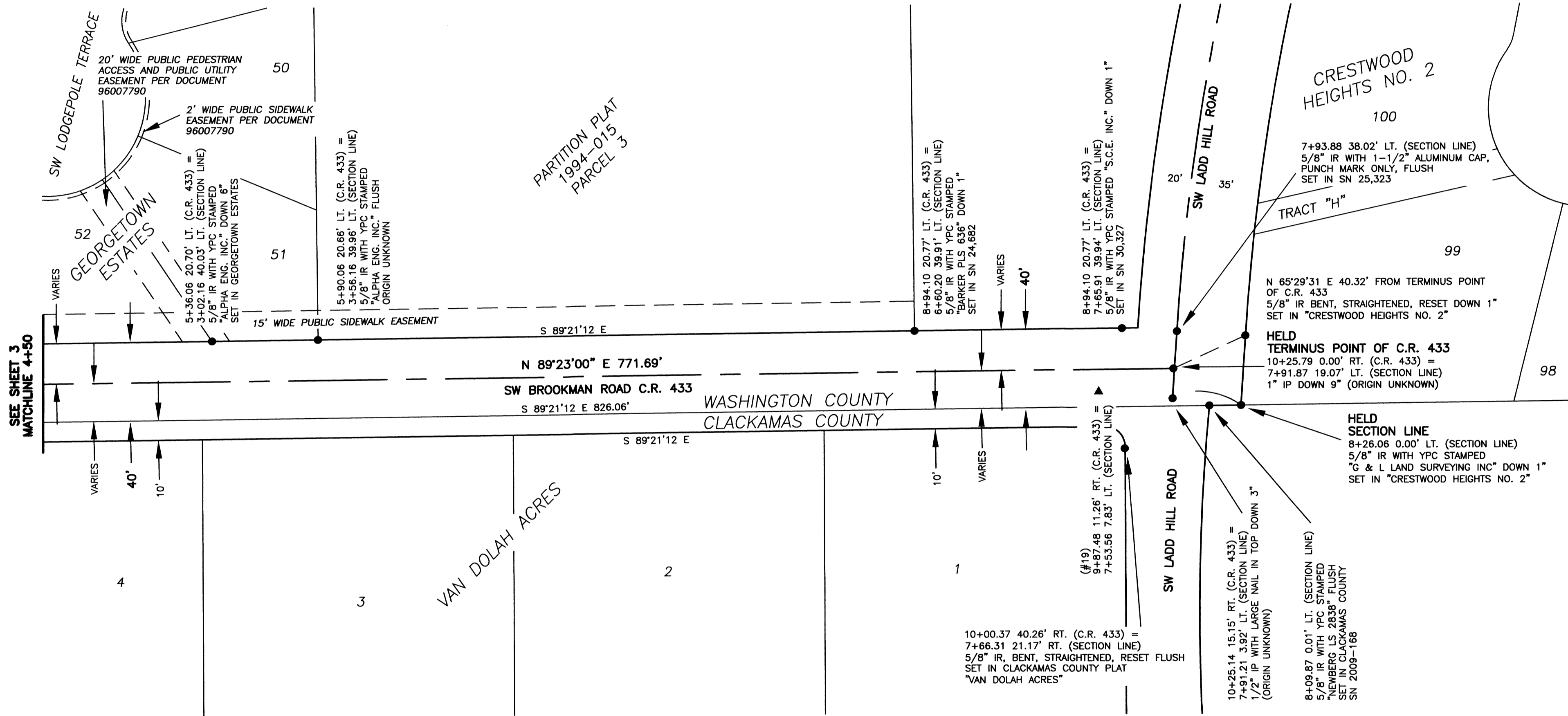
CALCULATIONS CM
 DRAWN BY CM
 CHECKED BY JK
 CHECKED BY SY
 SCALE: 1" = 500'
 DATE: 4-11-2018
 SHEET: 1 OF 10

WASHINGTON COUNTY SURVEYOR
 DEPARTMENT OF LAND USE AND TRANSPORTATION
 155 NORTH FIRST AVENUE, SUITE 350
 HILLSBORO, OREGON 97124
 (503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

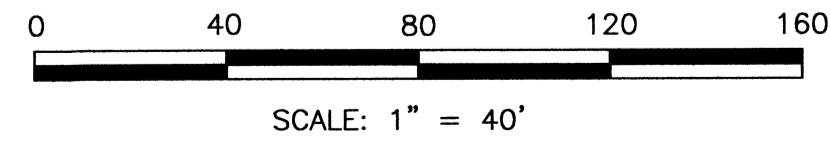
33327
2/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



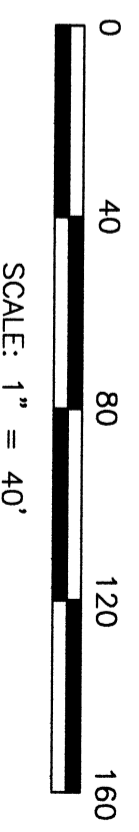
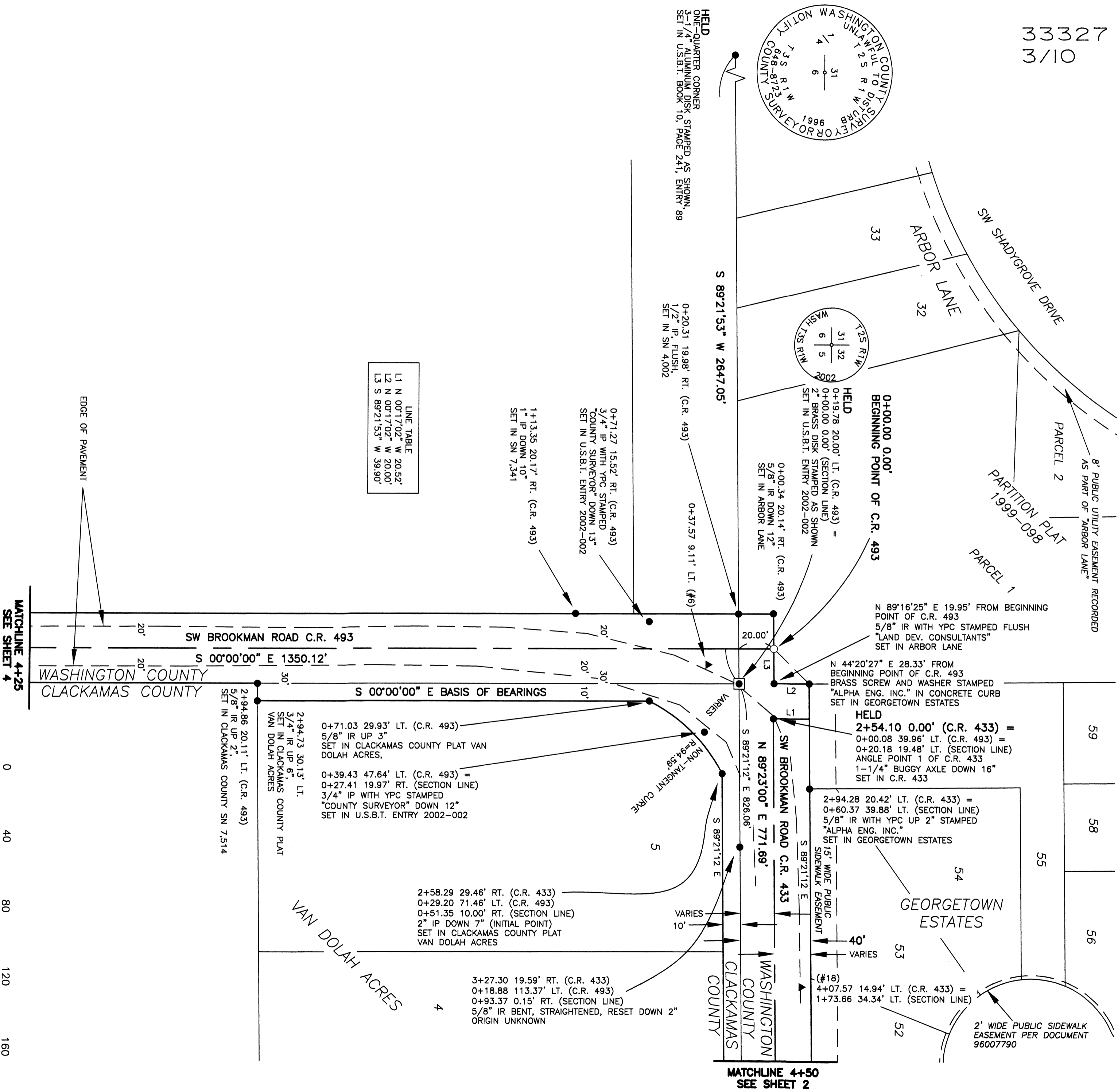
REGISTERED PROFESSIONAL LAND SURVEYOR OREGON JANUARY 14, 2003 SCOTT M. YOUNG 58586 RENEWS: 6/30/2018	CALCULATIONS	CM
	DRAWN BY	CM
	CHECKED BY	JK
	CHECKED BY	SY
	SCALE:	1" = 40'
	DATE:	4-11-2018
	SHEET:	2 OF 10

	WASHINGTON COUNTY SURVEYOR
	DEPARTMENT OF LAND USE AND TRANSPORTATION
	155 NORTH FIRST AVENUE, SUITE 350
	HILLSBORO, OREGON 97124
	(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON

33327
3/10



LEGEND

- SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED
- FOUND MONUMENT AS NOTED
- ▲ SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE" UNLESS OTHERWISE NOTED
- SURVEY NUMBER
- SN IRON ROD
- IR IRON PIPE
- IP C.R. COUNTY ROAD
- YPC YELLOW PLASTIC CAP
- RPC RED PLASTIC CAP
- MONUMENT BOX

REGISTERED PROFESSIONAL LAND SURVEYOR

Scott M. Young

OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
585886

RENEW: 6/30/2018

CALCULATIONS CM

DRAWN BY CM

CHECKED BY JK

CHECKED BY SY

SCALE: 1" = 40'

DATE: 4-11-2018

SHEET: 3 OF 10

WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

MATCHLINE 4+25
SEE SHEET 4

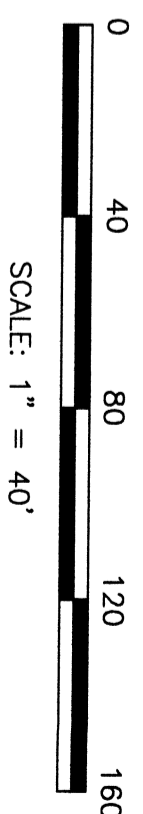
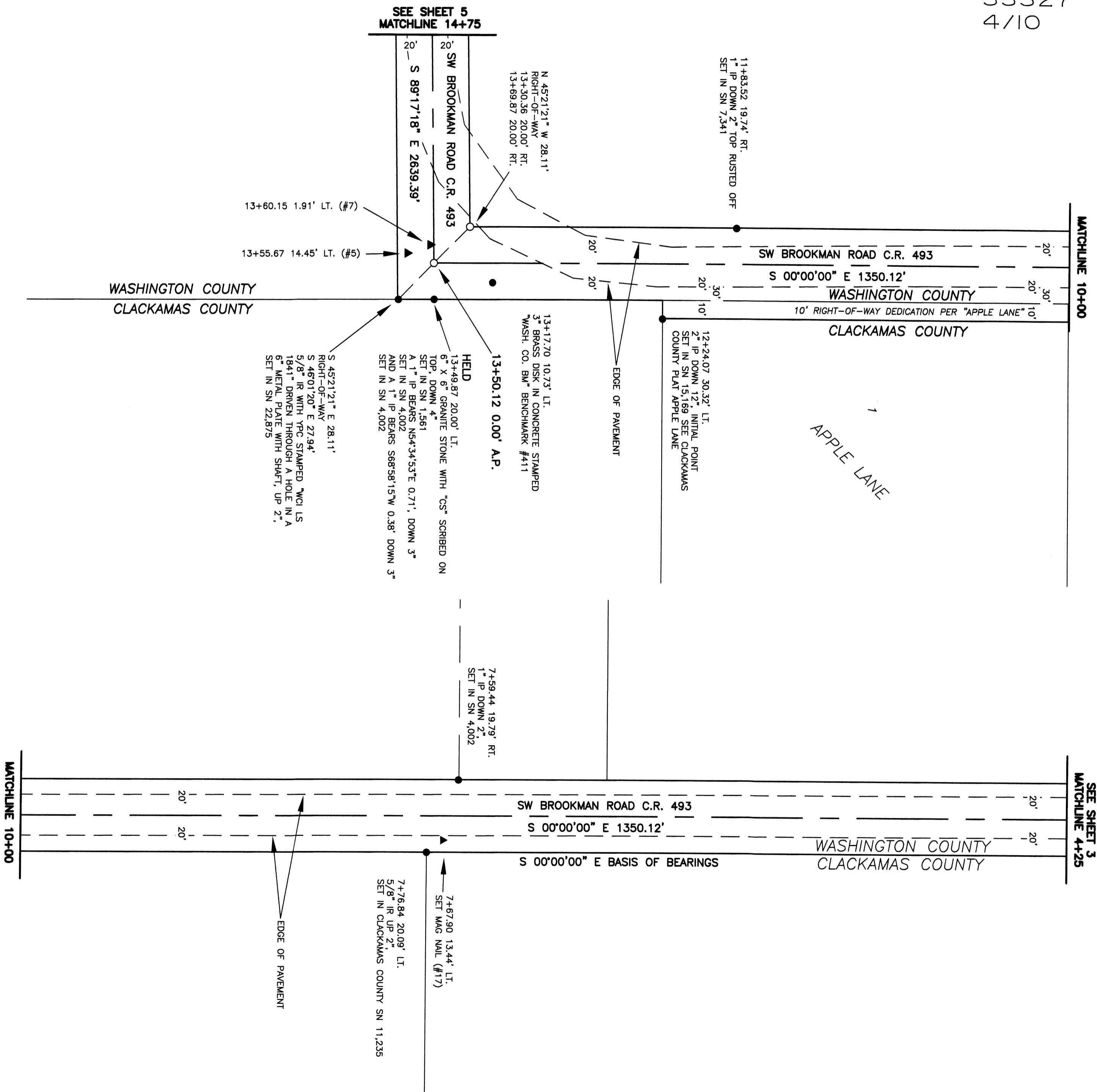
MATCHLINE 4+50
SEE SHEET 2

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



33327
4/10



LEGEND

- SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED
 - FOUND MONUMENT AS NOTED
 - ▲ SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED
- | | |
|------|--------------------|
| SN | SURVEY NUMBER |
| IR | IRON ROD |
| IP | IRON PIPE |
| C.R. | COUNTY ROAD |
| YPC | YELLOW PLASTIC CAP |
| RPC | RED PLASTIC CAP |
| □ | MONUMENT BOX |

REGISTERED PROFESSIONAL LAND SURVEYOR
Scott M. Young
OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWALS: 6/30/2018

CALCULATIONS	CM
DRAWN BY	CM
CHECKED BY	JK
CHECKED BY	SY

SCALE: 1" = 40'
DATE: 4-11-2018
SHEET: 4 OF 10

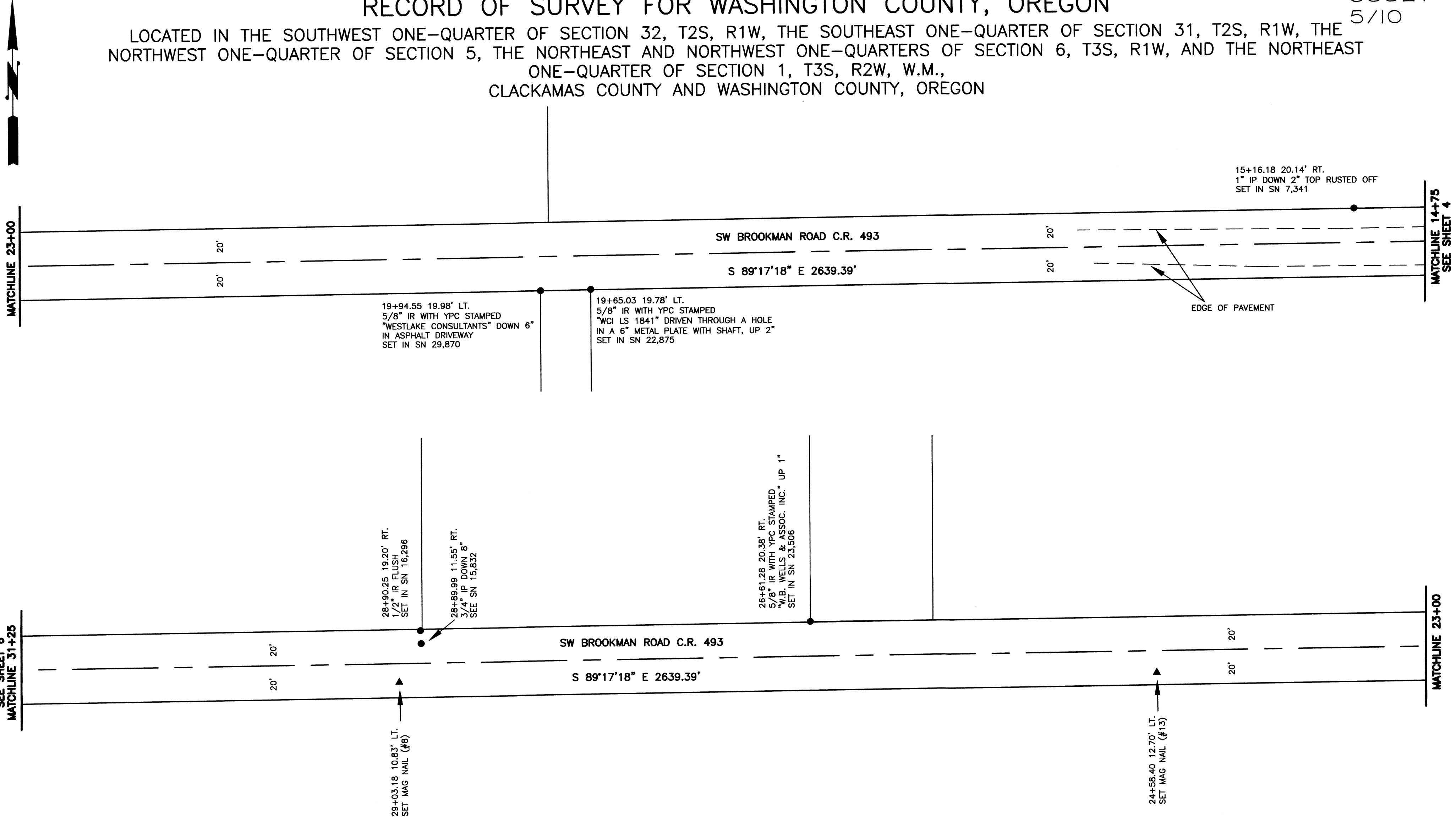


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

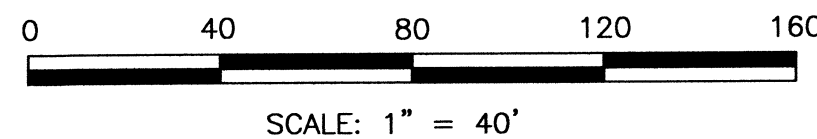
33327
5/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



REGISTERED PROFESSIONAL LAND SURVEYOR

Scott Young
OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWS: 6/30/2018

CALCULATIONS CM
DRAWN BY CM
CHECKED BY JK
CHECKED BY SY

SCALE: 1" = 40'
DATE: 4-11-2018
SHEET: 5 OF 10

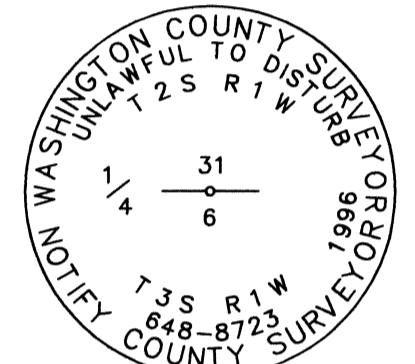
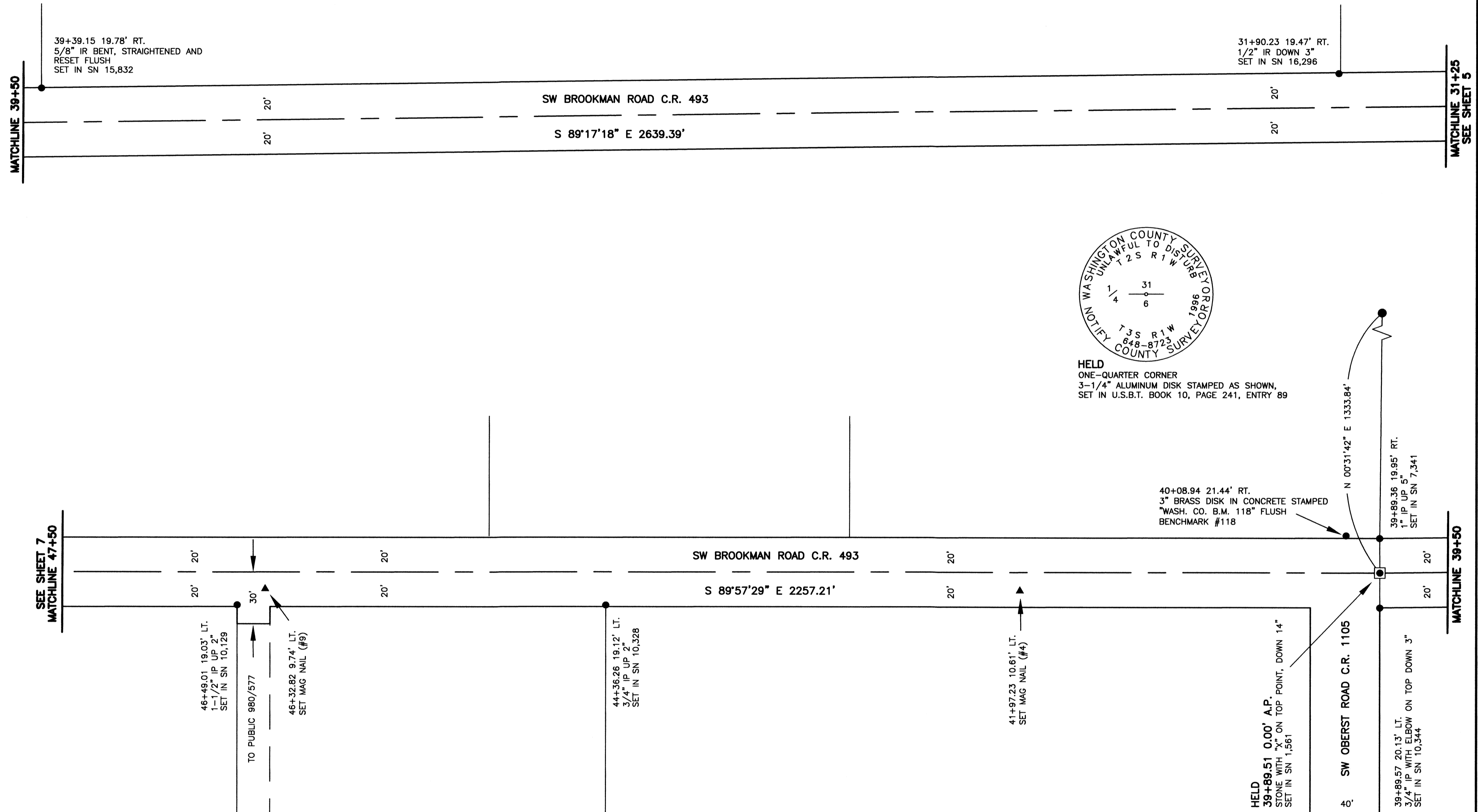


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

33327
6/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M.,
CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



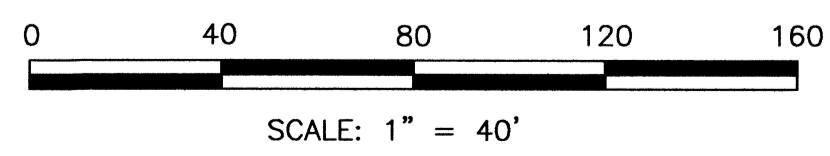
HELD
ONE-QUARTER CORNER
3-1/4" ALUMINUM DISK STAMPED AS SHOWN,
SET IN U.S.B.T. BOOK 10, PAGE 241, ENTRY 89

40+08.94 21.44' RT.
3" BRASS DISK IN CONCRETE STAMPED
"WASH. CO. B.M. 118" FLUSH
BENCHMARK #118

HELD
39+89.51 0.00' A.P.
STONE WITH "X" ON TOP POINT, DOWN 14"
SET IN SN 1,561

LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



REGISTERED PROFESSIONAL LAND SURVEYOR <i>Scott Young</i> OREGON JANUARY 14, 2003 SCOTT M. YOUNG 58586 RENEWS: 6/30/2018	CALCULATIONS CM DRAWN BY CM CHECKED BY JK CHECKED BY SY
	SCALE: 1" = 40' DATE: 4-11-2018 SHEET: 6 OF 10

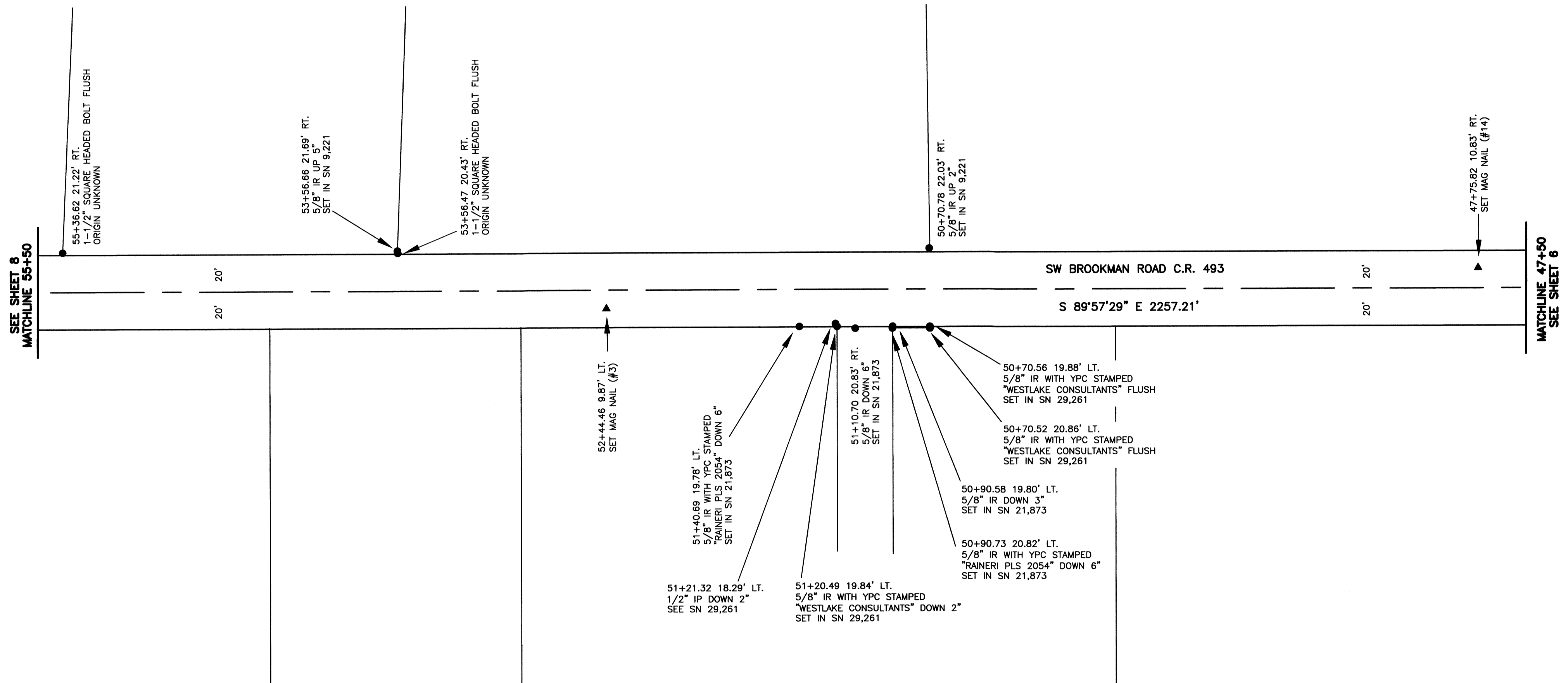


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

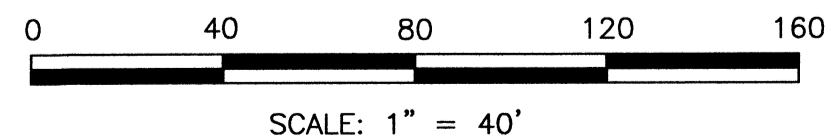
33327
7/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



REGISTERED PROFESSIONAL LAND SURVEYOR

Scott Young

OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWS: 6/30/2018

CALCULATIONS	CM
DRAWN BY	CM
CHECKED BY	JK
CHECKED BY	SY
SCALE:	1" = 40'
DATE:	4-11-2018
SHEET:	7 OF 10

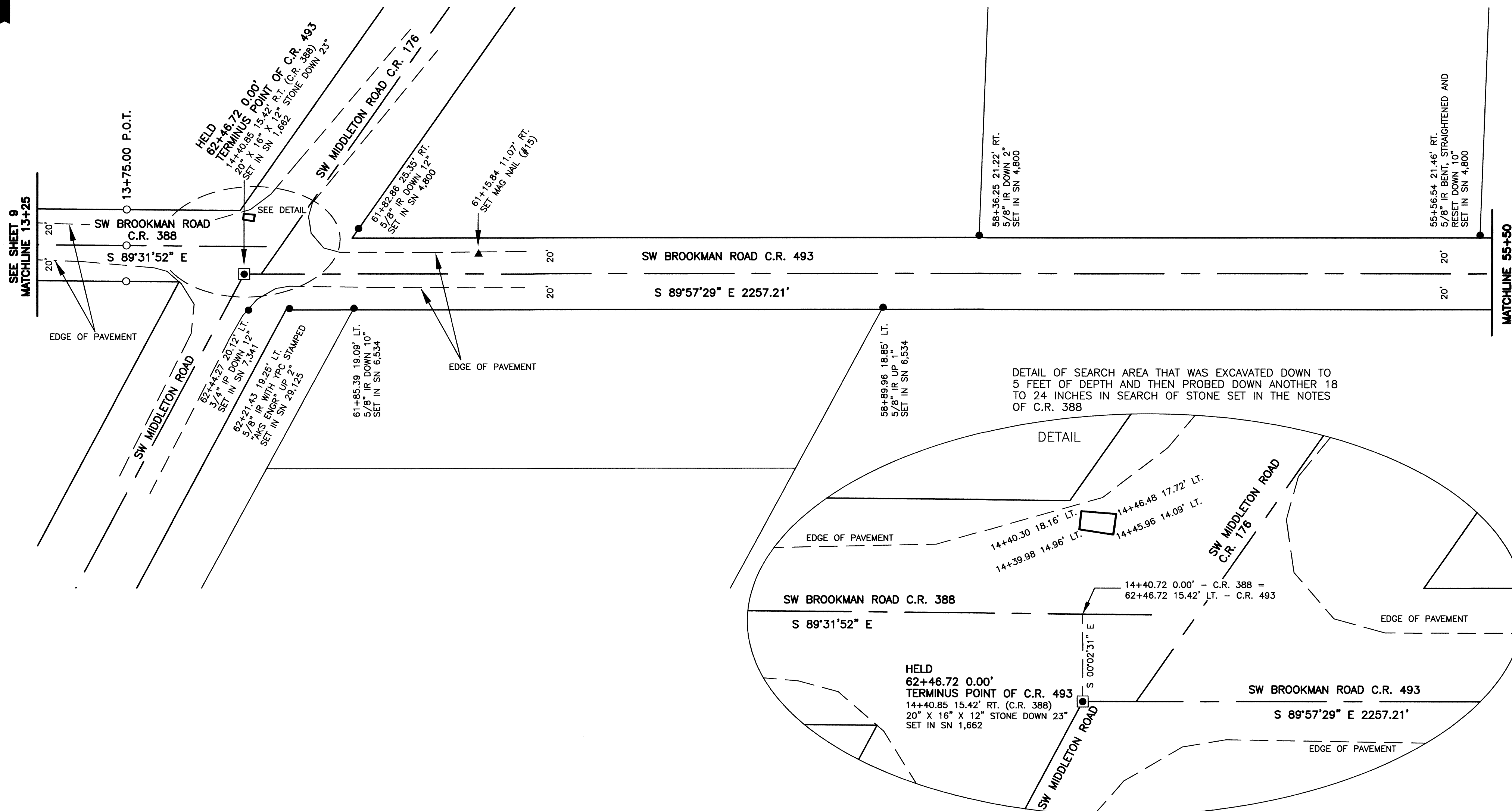


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

33327
8/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



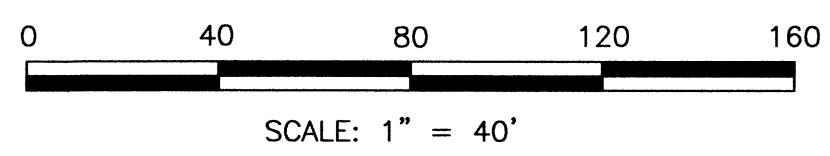
SEE SHEET 9
MATCHLINE 13+25

MATCHLINE 55+50
SEE SHEET 7

DETAIL OF SEARCH AREA THAT WAS EXCAVATED DOWN TO 5 FEET OF DEPTH AND THEN PROBED DOWN ANOTHER 18 TO 24 INCHES IN SEARCH OF STONE SET IN THE NOTES OF C.R. 388

LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



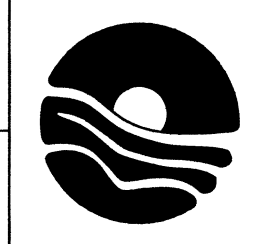
REGISTERED PROFESSIONAL LAND SURVEYOR

Scott Young
OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWS: 6/30/2018

CALCULATIONS CM
DRAWN BY CM
CHECKED BY JK
CHECKED BY SY

SCALE: 1" = 40'
DATE: 4-11-2018
SHEET: 8 OF 10

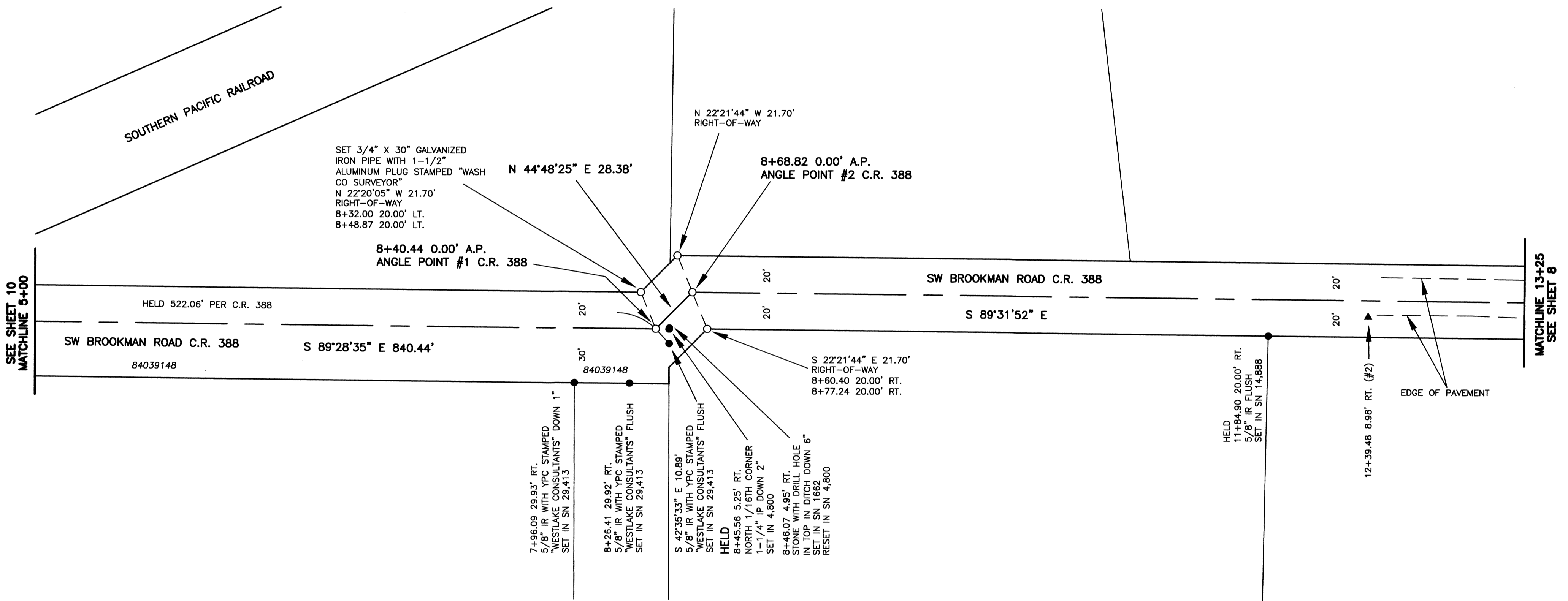


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

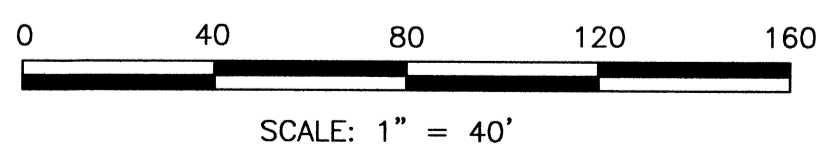
33327
9/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



REGISTERED PROFESSIONAL LAND SURVEYOR

Scott M. Young

OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWS: 6/30/2018

CALCULATIONS	CM
DRAWN BY	CM
CHECKED BY	JK
CHECKED BY	SY
SCALE:	1" = 40'
DATE:	4-11-2018
SHEET:	9 OF 10

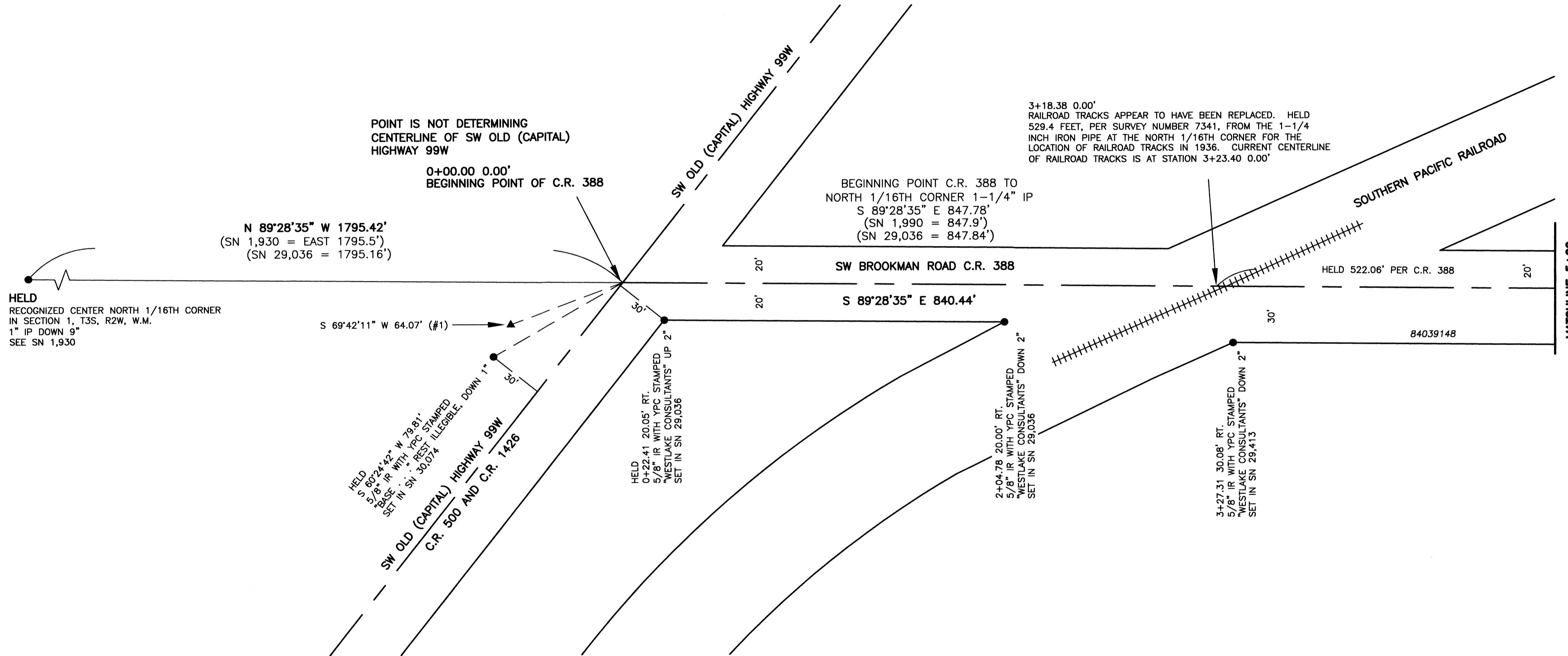


WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

RECORD OF SURVEY FOR WASHINGTON COUNTY, OREGON

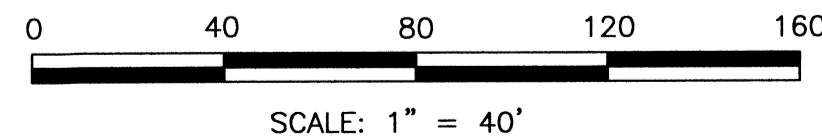
33327
10/10

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 32, T2S, R1W, THE SOUTHEAST ONE-QUARTER OF SECTION 31, T2S, R1W, THE NORTHWEST ONE-QUARTER OF SECTION 5, THE NORTHEAST AND NORTHWEST ONE-QUARTERS OF SECTION 6, T3S, R1W, AND THE NORTHEAST ONE-QUARTER OF SECTION 1, T3S, R2W, W.M., CLACKAMAS COUNTY AND WASHINGTON COUNTY, OREGON



LEGEND

○	SET 3/4" X 30" GALVANIZED IRON PIPE WITH YPC STAMPED "COUNTY SURVEYOR" UNLESS OTHERWISE NOTED	SN	SURVEY NUMBER
●	FOUND MONUMENT AS NOTED	IR	IRON ROD
▲	SET 1/2" X 24" IR WITH RPC STAMPED "COUNTY TRAVERSE", UNLESS OTHERWISE NOTED	IP	IRON PIPE
		C.R.	COUNTY ROAD
		YPC	YELLOW PLASTIC CAP
		RPC	RED PLASTIC CAP
		□	MONUMENT BOX



REGISTERED PROFESSIONAL LAND SURVEYOR

Scott M. Young

OREGON
JANUARY 14, 2003
SCOTT M. YOUNG
58586

RENEWS: 6/30/2018

CALCULATIONS CM
DRAWN BY CM
CHECKED BY JK
CHECKED BY SY

SCALE: 1" = 40'
DATE: 4-11-2018
SHEET: 10 OF 10



WASHINGTON COUNTY SURVEYOR
DEPARTMENT OF LAND USE AND TRANSPORTATION
155 NORTH FIRST AVENUE, SUITE 350
HILLSBORO, OREGON 97124
(503) 846-8723

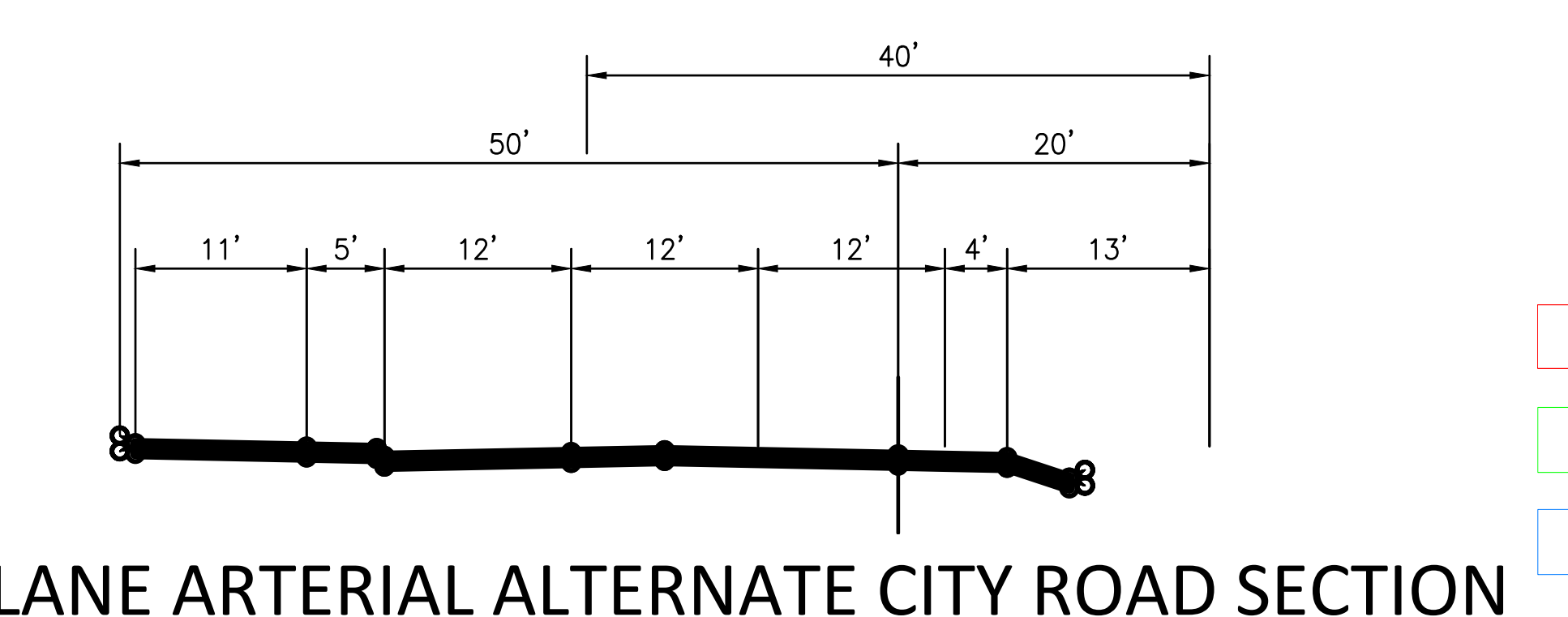
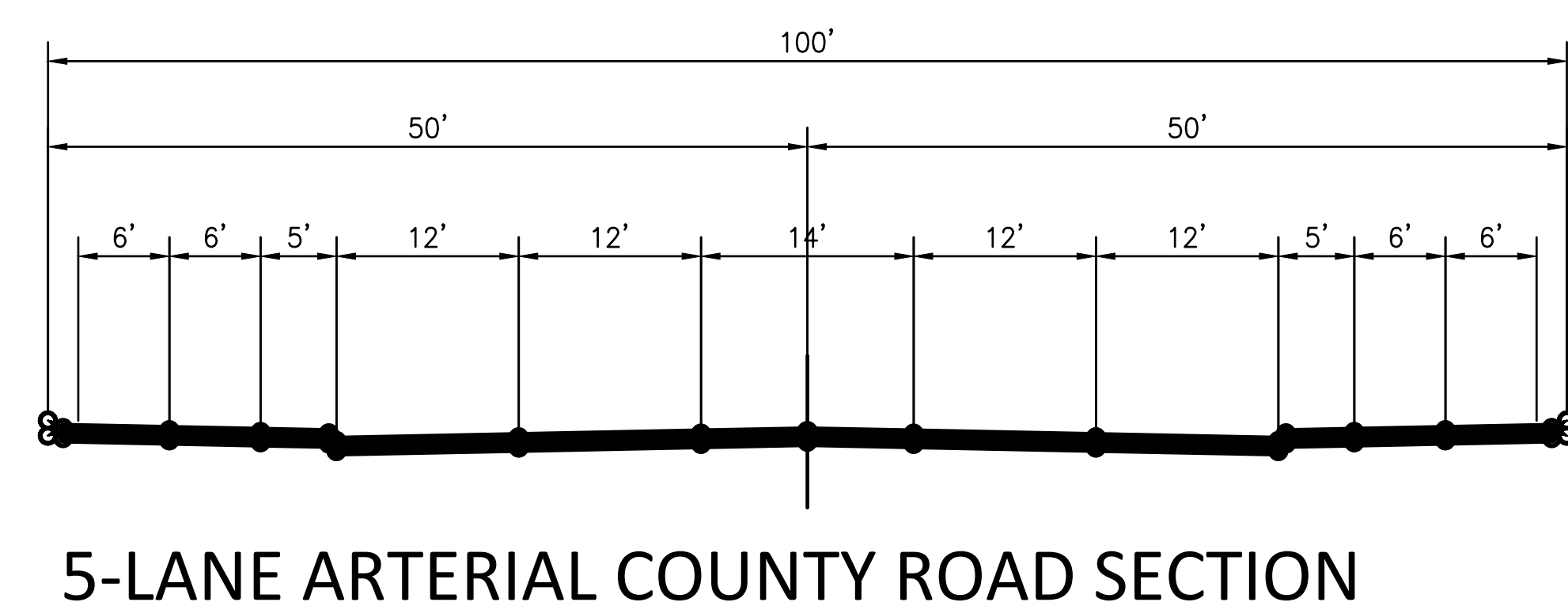
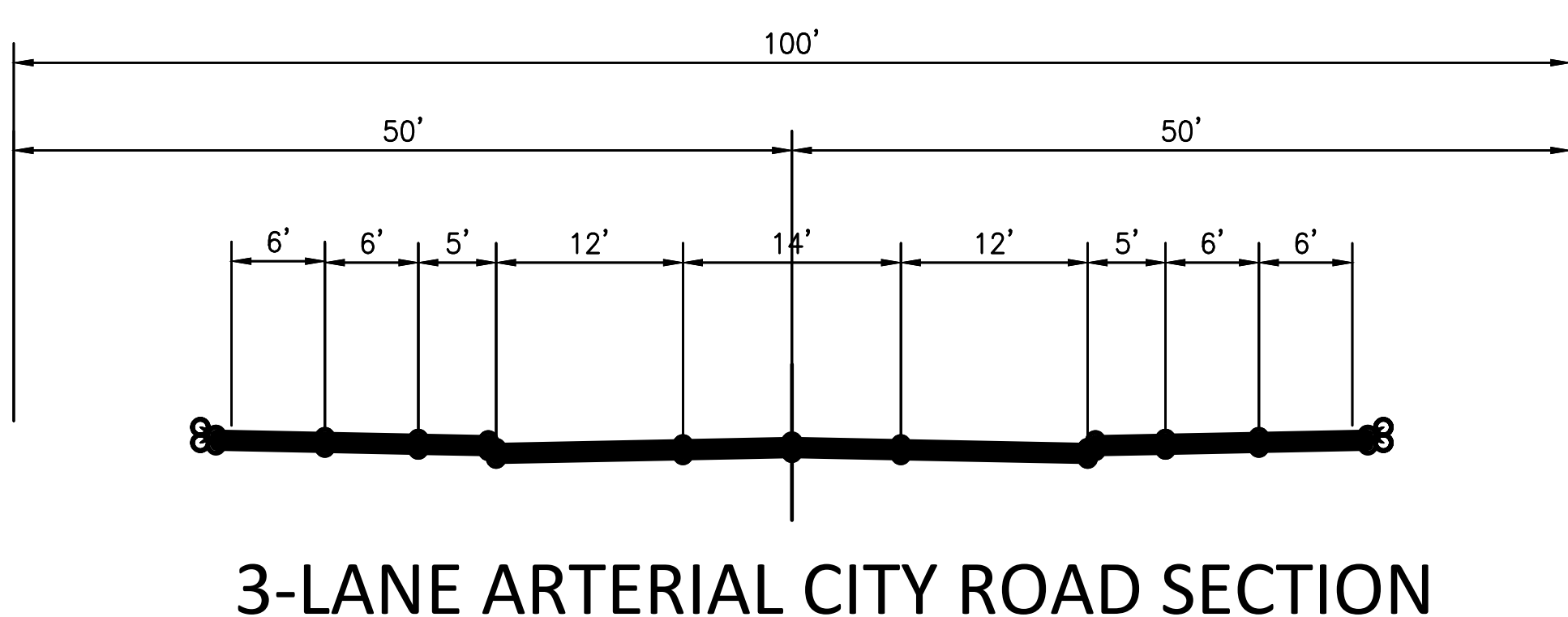
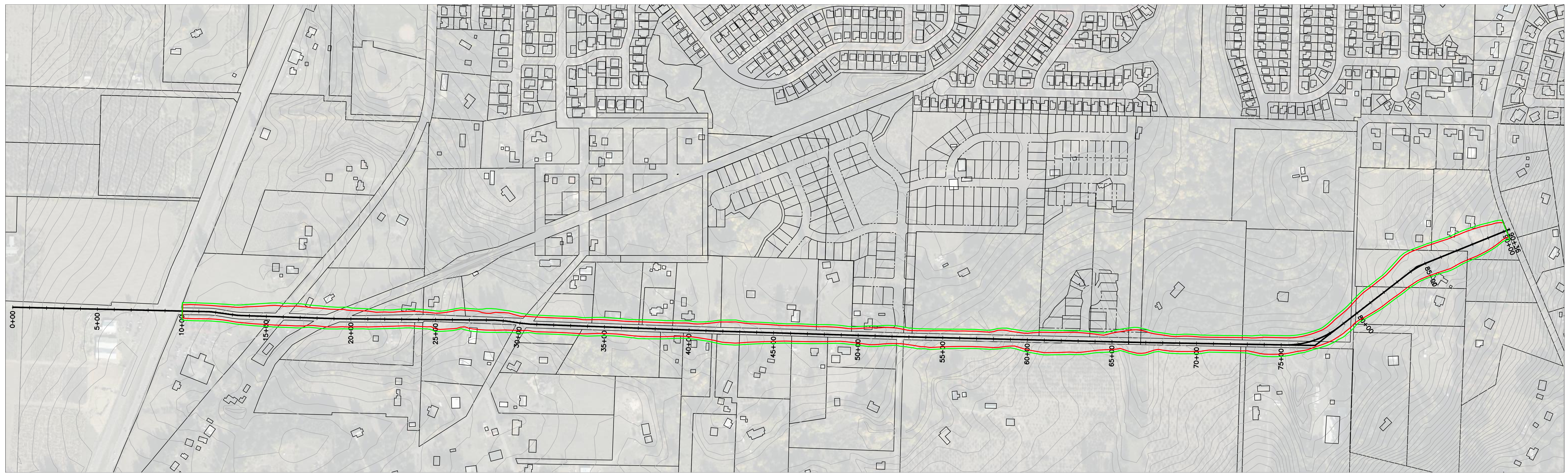
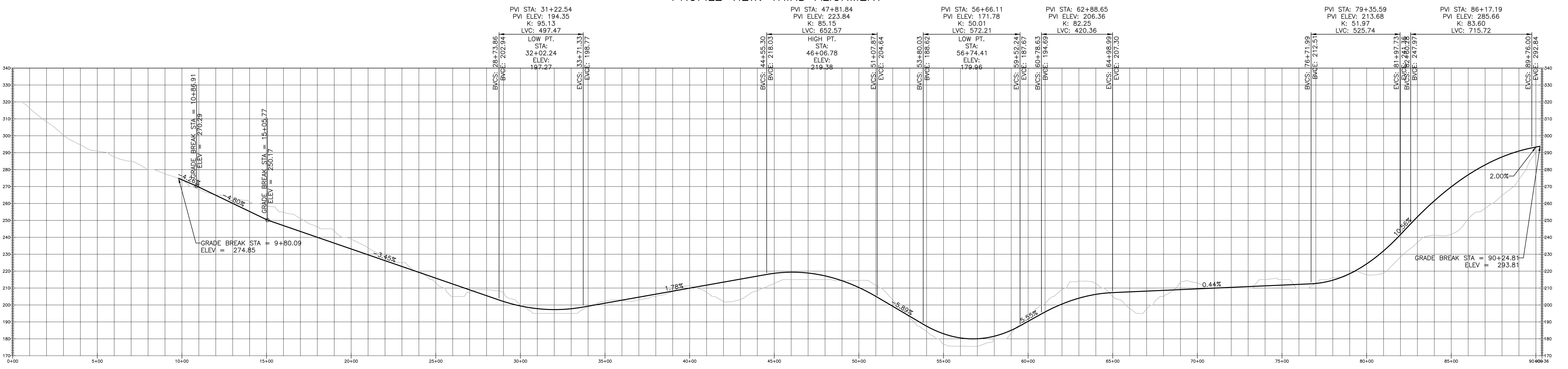
APPENDIX A.

BROOKMAN ROAD ALIGNMENT CROSS SECTIONS



OCTOBER 2019 DRAFT FOR INTERNAL DISCUSSION BROOKMAN ROAD ALIGNMENT STUDY - THIRD ROADWAY ALIGNMENT

PROFILE VIEW: THIRD ALIGNMENT







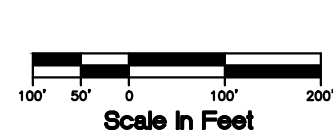
THIRD BROOKMAN ROAD ALIGNMENT

- 3-LANE ARTERIAL CITY ROAD SECTION
- 5-LANE ARTERIAL COUNTY ROAD SECTION
- 3-LANE ARTERIAL ALTERNATE CITY ROAD SECTION

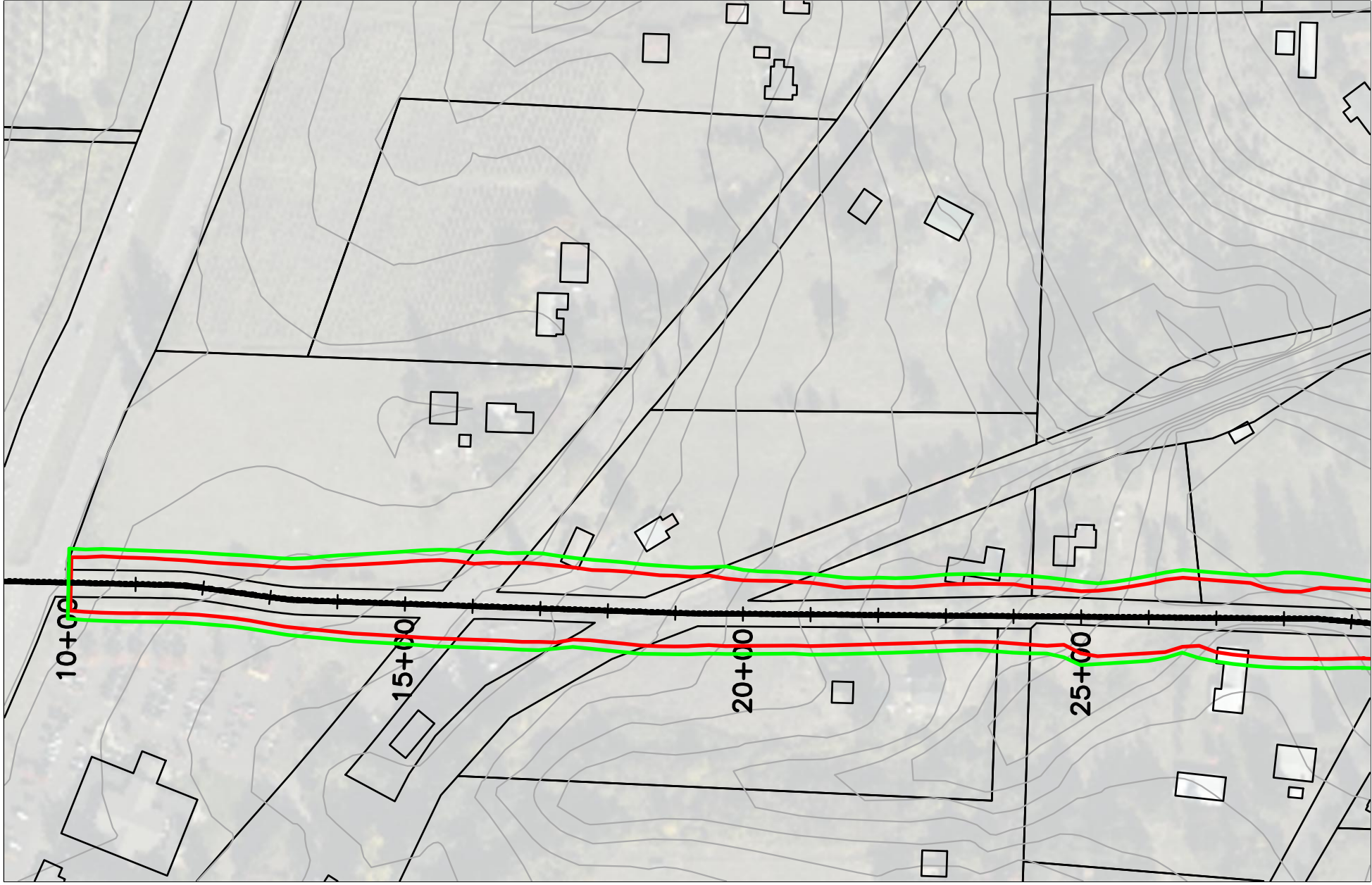
Scale in Feet

818 SECOND AVE, SUITE 200
SEATTLE, WA 98104
T 206.222.8888
F 206.222.8888
www.avn.com

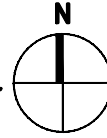
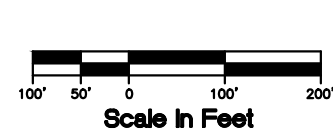
-  BROOKMAN ROAD ALIGNMENT
-  3-LANE ARTERIAL CITY ROAD SECTION
-  5-LANE ARTERIAL COUNTY ROAD SECTION
-  3-LANE ARTERIAL ALTERNATE CITY ROAD SECTION



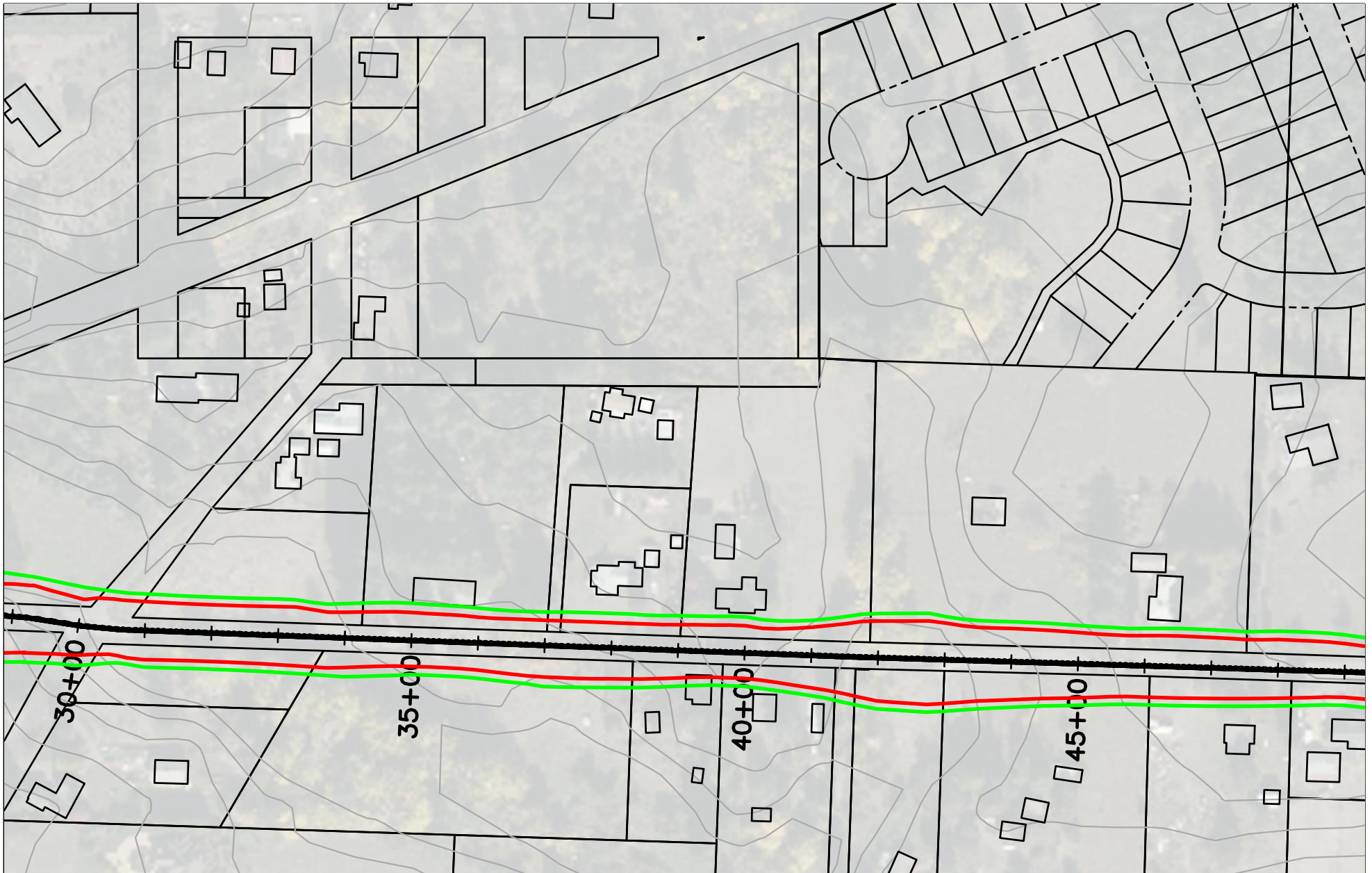
 
616 SECOND AVE. SUITE 200
SEATTLE, WA 98104
T 206.288.2125
F 206.288.2125
www.avalog.com






- BROOKMAN ROAD ALIGNMENT**
- 3-LANE ARTERIAL CITY ROAD SECTION
 - 5-LANE ARTERIAL COUNTY ROAD SECTION
 - 3-LANE ARTERIAL ALTERNATE CITY ROAD SECTION

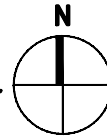
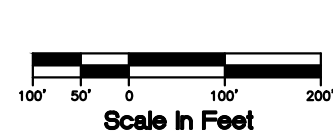


©16 SECOND AVE. SUITE 200
SEATTLE, WA 98104
T 206.228.2155
F 206.228.2155
www.ewinsign.com



BROOKMAN ROAD ALIGNMENT

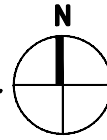
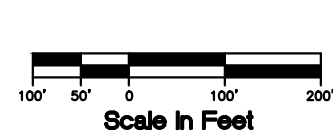
-  3-LANE ARTERIAL CITY ROAD SECTION
-  5-LANE ARTERIAL COUNTY ROAD SECTION
-  3-LANE ARTERIAL ALTERNATE CITY ROAD SECTION



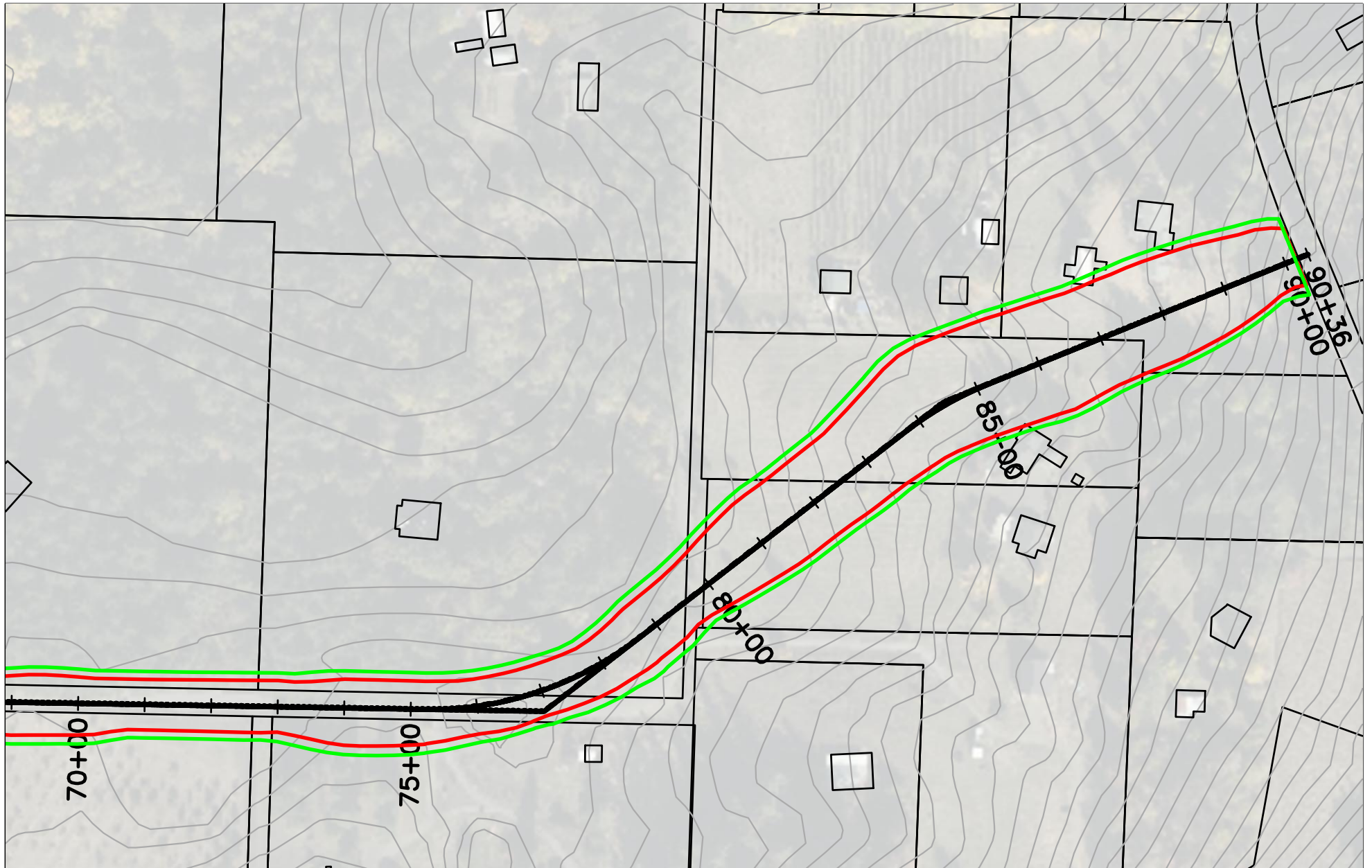
 
616 SECOND AVE. SUITE 200
SEATTLE, WA 98104
T 206.288.2125
F 206.288.2125
www.miegroup.com



- BROOKMAN ROAD ALIGNMENT**
- 3-LANE ARTERIAL CITY ROAD SECTION
 - 5-LANE ARTERIAL COUNTY ROAD SECTION
 - 3-LANE ARTERIAL ALTERNATE CITY ROAD SECTION

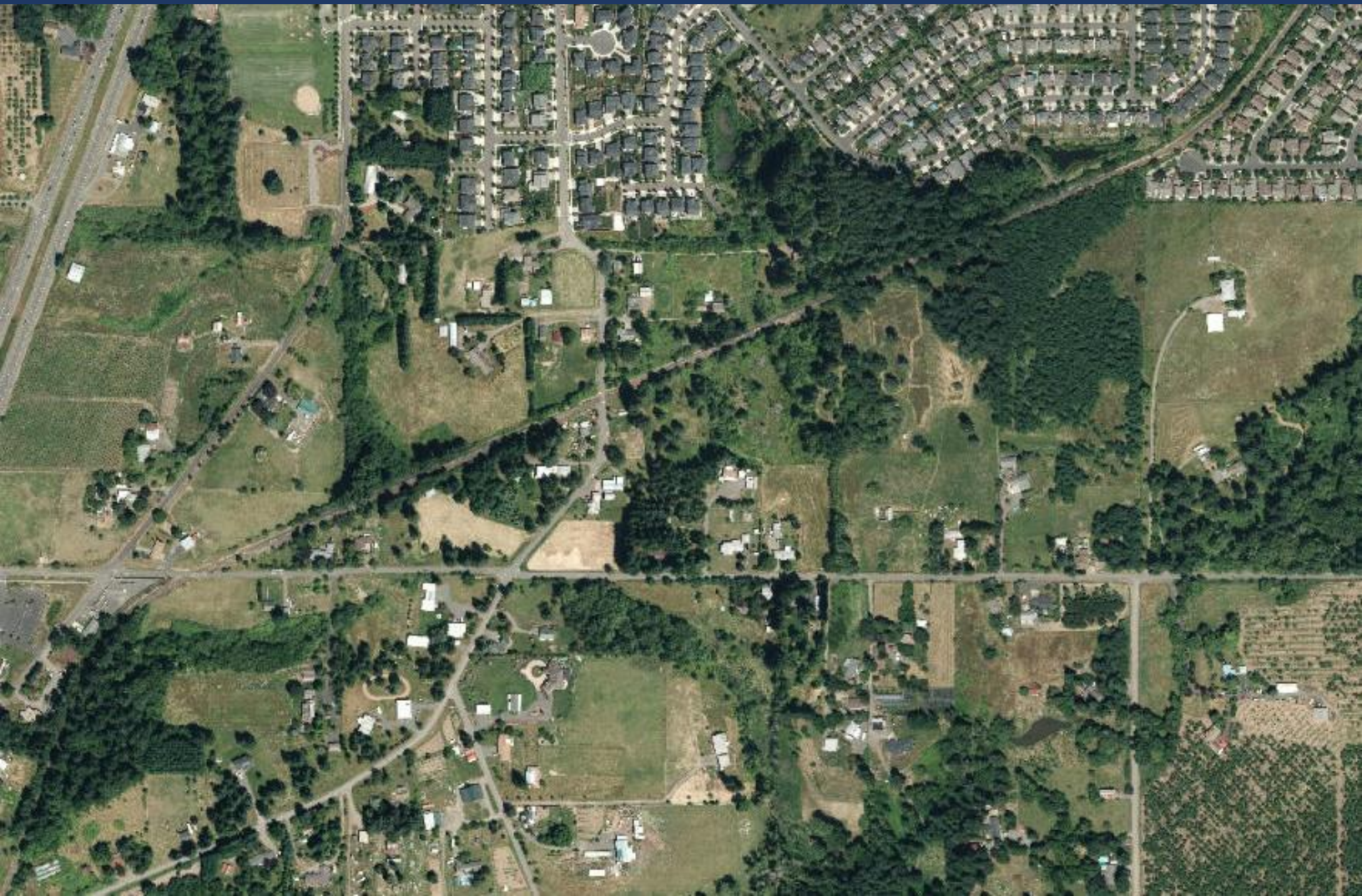


616 SECOND AVE. SUITE 200
SEATTLE, WA 98104
T 206.461.1100
F 206.461.1105
www.evolveign.com



B.1

ADDENDUM TO THE BROOKMAN ADDITION CONCEPT PLAN





City of
Sherwood
Oregon

Home of the Tualatin River National Wildlife Refuge

B.1

ADDENDUM TO THE BROOKMAN ADDITION CONCEPT PLAN



PROJECT PURPOSE

The purpose of this document is to summarize analysis and identify changes, as applicable, to the alignment and road classification of SW Brookman Road. As the alignment could also affect future land use designations, land uses were also evaluated to determine whether changes to the land use designations identified in the adopted Brookman Addition Concept Plan should also be modified.

In 2019, the City of Sherwood received a Metro 2040 Community Planning grant to refine the Concept Plan. Many factors have changed since the adoption of the Brookman Concept Plan in 2010 including the new Sherwood High School, ODOT requirements for a connection with Highway 99W, Washington County changes to the classification of Brookman Road, annexation requests, and land-use applications for new developments. In a coordinated effort with Washington County, ODOT, and Metro, the City began an effort to analyze the alignment and possible design of Brookman Road.

The following goals provided direction during the plan refinement process.

1. Developing and analyzing potential design concepts for Brookman Road.
2. Identifying an alignment that best reflects the future transportation needs of the community.
3. Providing multi-modal transportation facilities.
4. Minimizing impacts to properties in the Concept Plan area.
5. Reviewing zoning compatibility against potential alignments.
6. Aligning the final recommendation with City and County transportation plans.

The Sherwood TSP and Brookman Addition Concept Plan originally identified the future function

of SW Brookman Road as a three-lane collector facility with bicycle and pedestrian improvements. The Washington County TSP and I-5/99W Connector Study (included as part of Metro's 2018 Regional Transportation Plan) identify SW Brookman Road as a 5-lane arterial in the future. Following this designation by the County, the Sherwood TSP was amended to designate SW Brookman Road as a 5-lane arterial; constructing the road as a three-lane arterial but reserving additional road right-of-way for five lanes. In addition to widening SW Brookman Road to accommodate either a three-lane or five-lane cross-section, the Sherwood TSP and other planning documents have identified the need to realign SW Brookman Road slightly to the north to provide safe geometrics for turning movements to and from side streets.

This document is organized into the following sections:

1. **Background**, which provides the context for completing this project.
2. **Public Engagement**, which covers the two engagement opportunities over the course of the project and overall themes that emerged.
3. **Brookman Road Design Alternatives**, which summarizes the cross-section alternatives and roadway alignments analyzed for the project.
4. **Transportation Analysis**, which highlights key points from the evaluation of future conditions to determine the long-term roadway and intersection capacity and operational needs from the transportation analysis prepared by DKS and Associates.
5. **Implementation**, which includes the final recommendation and next steps for implementation.

BACKGROUND

The Brookman Addition Concept Plan, adopted by the city Council in June 2009, is a guide for the creation of a new 250-acre community in Sherwood. The Concept Plan identifies the general location and intensity of future land uses, including medium-low to high density residential, mixed use commercial, employment, parks, and open space. A conceptual layout of basic infrastructure systems including transportation, trails, utilities, and stormwater management has been integrated with future land uses. The Concept Plan follows a 2002 decision by Metro to bring the area into the regional urban growth boundary (UGB).

The 2009 concept planning effort included a comprehensive review of the existing inventory of land use, Goal 5 resources, transportation and public facilities, a market study, and a survey of the needs of current residents and property owners. The Concept Plan also identified future land uses, public facilities, including parks and open space, civic uses, and transportation corridors. Until annexation occurs, the Brookman area will remain in unincorporated Washington County. Since the Plan's adoption, the City has applied zoning to land annexed into the Sherwood City Limits consistent with the general land use categories identified within the Concept Plan and Sherwood Comprehensive Plan. Those areas are already in various stages of development

The Concept Plan and the City's Transportation System Plan designates Brookman Road as a collector roadway with the OR 99W/Brookman Road intersection realigned approximately 1,300 feet to the north of the existing intersection.

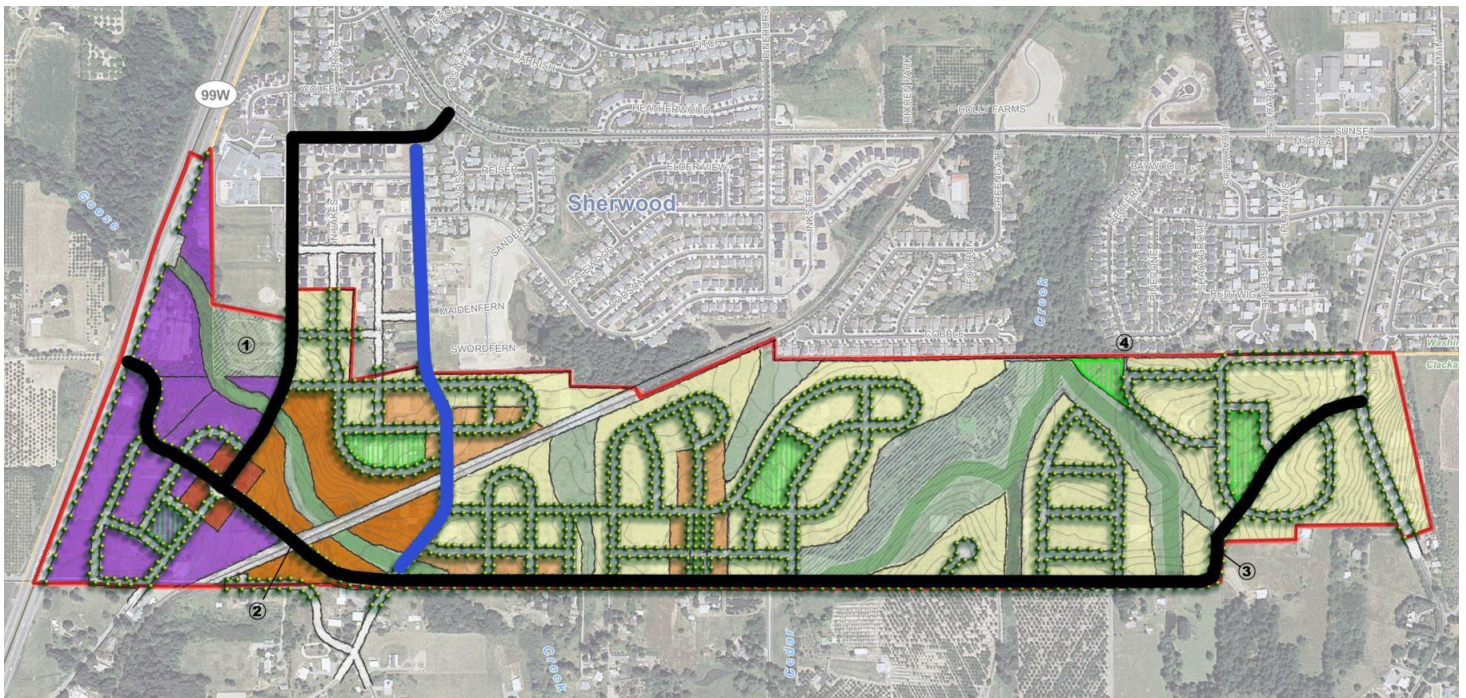
Brookman Road is intended to serve as the primary east-west connection between OR 99W and Ladd Hill Road. Figure 1 illustrates the proposed location of the road constructed as a three-lane collector. The realigned Brookman Road would also include a new grade separated crossing of the railroad tracks. The plan also proposed a physically separated multi-use pathway for bicyclists and pedestrians running parallel to Brookman Road.

Since the adoption of the 2009 Concept Plan, the Washington County TSP states access spacing and other requirements will need to be evaluated on a case by case basis. Along collector roadways, access spacing should be a minimum of 100

The long-term intent was to reevaluate the Concept Plan in a coordinated multi-agency effort to determine the future function, general capacity, and design needs for Brookman Road and as a three-lane roadway and as a possible five-lane Arterial.

feet and a maximum of 400 feet to meet City of Sherwood and Washington County standards. The Concept Plan achieves these standards, with several minor exceptions. Access spacing greater than 400 feet occurs along green spaces where motor vehicle access will not be provided, as well as at the grade-separated rail crossing on Brookman Road. The long-term intent was to reevaluate the Concept Plan in a coordinated multi-agency effort to determine the future function, general capacity, and design needs for Brookman Road as a three-lane roadway and as a possible five-lane Arterial.

However, as development has begun in the Brookman Area, the City is attempting to address a lack of uniform street classifications for Brookman Road. Additionally, the City is seeking to review the current land uses to assure they are still appropriate as the area builds out. This review includes an analysis of the potential urban development and the intersection of an additional arterial road with OR 99W (Pacific Highway). During the development of the Brookman Addition Concept Plan the location of a southern arterial i-5 connector was not known and the Concept Plan indicated Brookman Road could serve as a collector roadway and that the existing intersection of SW Brookman Road and 99W be realigned north to avoid conflicts with the southern arterial. Since the adoption of the Concept Plan, SW Brookman Road has been designated as a 5-lane arterial by both the Washington County and City of Sherwood transportation system plans to provide for future flexibility. Both recognized that additional multi-agency planning efforts were needed to reevaluate the needs of SW Brookman Road and refine the Concept Plan.



Brookman Addition Concept Plan

Functional Street Classification

Notes:

1. Existing Cemetery (Constrained Land)
2. Railroad Crossing (Grade Separated)
3. All street alignments are conceptual.
4. Redfern connection is pedestrian, bicycle and emergency access only.

Legend

High Density Residential 24 du/ac			Neighborhood Parks (Locations are conceptual)
Medium Density Residential- High 11 du/ac			Constrained Lands (Goal 5 resource lands, subject to on-site verification)
Medium Density Residential- Low 8 du/ac			Constrained Lands (Vegetated corridor proxy, subject to on-site verification)
Commercial / Mixed Use			Constrained Lands (Potential wetlands, subject to on-site verification)
Employment			Collector
			Neighborhood Roads



Figure 1: 2009 Brookman Additional Concept Plan Functional Street Classification and Zoning

PUBLIC ENGAGEMENT

The planning process engaged local landowners and residents at two events during the project: in-person stakeholder meetings during the project initiation phase of the project and an online open house to vet potential Brookman Road alignments. Public information, including information about opportunities to provide input, was distributed through established City communication channels and direct mailings to area addresses. A project webpage on the Sherwood website served as an informational portal through the plan refinement process.

Stakeholder Meetings – June 12, 2019

At the outset of the planning process, the project team met with developers currently active in the Brookman area, landowners, residents, and businesses in the plan area. These in-person

interviews provided insights into key issues and opportunities along the Brookman Road corridor. Several key themes emerged from the stakeholder interviews:

- » **Brookman Road is not safe in its current condition.** Due to a variety of users, the lack of right-of-way creates an unsafe road. High vehicle speeds, restricted site lines, and tight curves add to a consensus that immediate improvements are needed to address safety.
- » **The vision should reflect the area.** Participants articulated a vision for the future of Brookman Road which included safety for all users, including wildlife; a primarily residential road that incorporates scenic qualities; a practical design that is not overbuilt; and serves local land uses.

- » **Any future design should accommodate growth.** As Sherwood grows, there should be a long-term vision in place of where growth should occur and what improvements need to be made to accommodate that growth. However, road improvements could be focused on improving capacity within the UGB, not in periphery locations such as Brookman Road.
- » **Consider connections to the north of Brookman.** Some participants identified a potential connection to the area using Redfern Place.
- » **Clarity on the cost of the project.** The size and potential cost of modifying Brookman Road from its current conditions to an arterial should be clear and transparent.
- » **Transparency from the City.** Several participants requested frequent and transparent communication from City staff regarding current and future planning efforts for the area.

A summary of the meeting is included as **Attachment 1** to this addendum.

Online Workshop – April 2020

A public workshop was planned in March of 2020 to discuss potential Brookman Road design alternatives. Prior to holding the meeting, State of Oregon requirements to reduce the spread of COVID-19 restricted large gatherings. As a result, the in-person event was hosted as an online open house, which provided the same information as what would have been presented at the in-person event. An online event was produced as a PowerPoint presentation that the public could view. A draft of this was first presented to the City Council on April 7, 2020. The presentation was hosted on the City website and the community was encouraged to provide comments to the consulting team. The online open house was available from April 15, 2020 through May 4, 2020, during which two comments were received. Comments included requests for preservation of the existing community and requests that the City study the area through the prism of developer buildability.

BROOKMAN ROAD DESIGN ALTERNATIVES

Three cross section options and alignment alternatives were developed during the project to identify potential tradeoffs between various options, road configurations, and potential revisions to the existing alignment identified in the Concept Plan. The following three alternative concepts were presented as potential designs for SW Brookman Road as the area is annexed and developed. Both three- and five-lane cross sections were considered as well as multiple alignment options. Both cross sections are assumed to be constructible for any of the alignments.

Three- and five-lane options were considered because:

- » The Concept Plan identifies Brookman Road as a three-lane collector. The TSP originally included the future roadway as a three-lane collector with the western terminus north of the existing intersection, consistent with the Figure 1 of the Concept Plan.
- » Washington County has identified in its TSP that Brookman Road should be a five-lane limited access arterial along the length of the roadway. The location of Brookman Road was not identified specifically, but is assumed to be the general location of the existing alignment.

Prior to developing the Brookman Road Alignment options, the City, Washington County and ODOT coordinated to confirm that existing plans are incorporated into the alignment and cross section options. The results of this coordination informed the cross sections and alignment options, which were then vetted through the March online open house.

CROSS SECTION OPTIONS

The following cross sections provide general guidance on how Brookman Road could be constructed at some point in the future. No construction (other than what is required to be constructed as part of subdivisions already being constructed or within the entitlement process) is proposed. If construction were to occur in the future, additional site analysis and public outreach would occur as part of the formal design process.

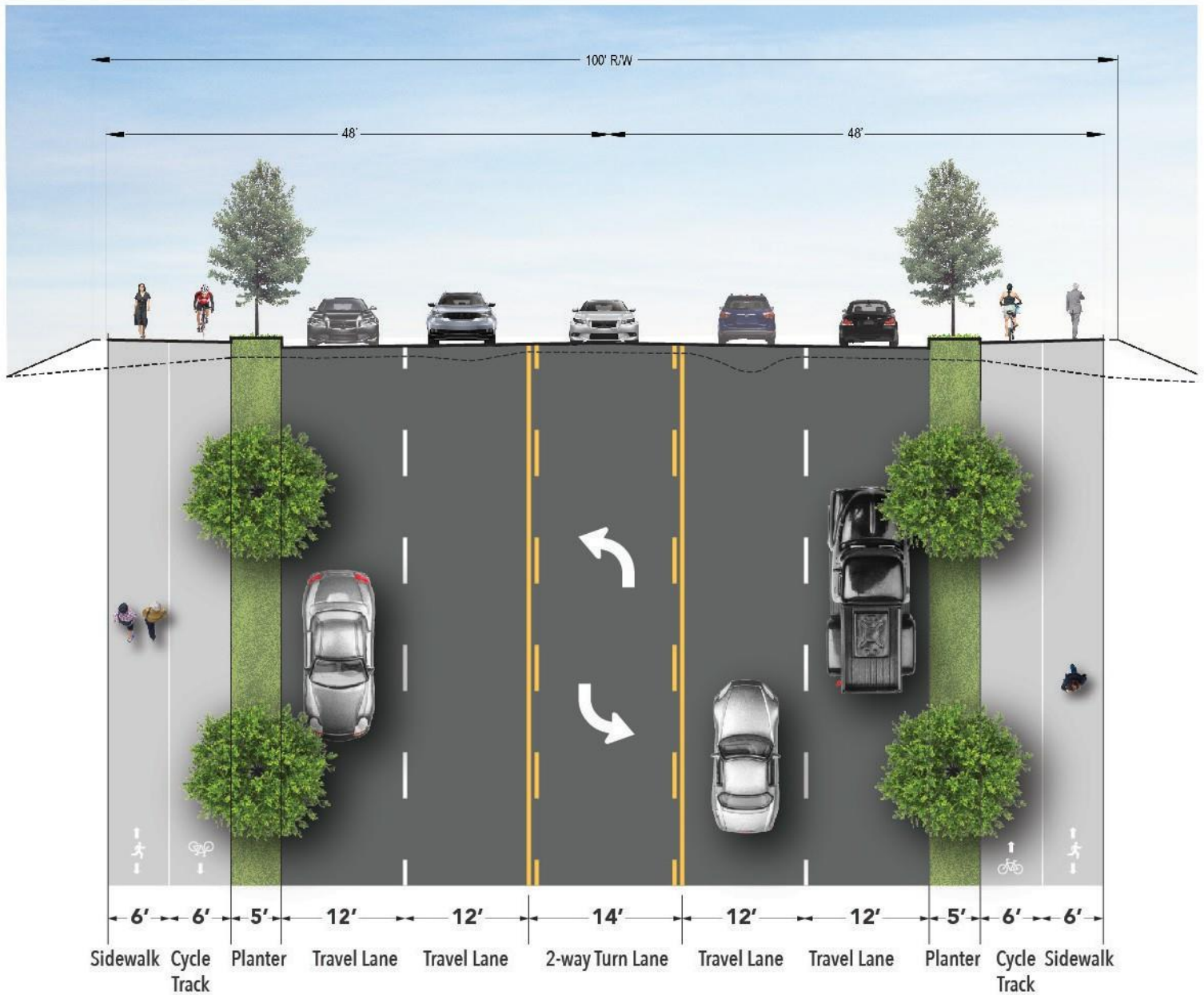


Figure 2: 5-Lane Cross Section

OPTION 1: 5-LANE CROSS SECTION

This option includes two 12-foot lanes in each direction with a 14-foot center turn lane, planting strips, six-foot cycle tracks, and six-foot paved sidewalks. In total, the road and associated improvements would be 96 feet wide. Option 1

would be built to County standards and Washington County transportation system plan designations for SW Brookman Road as a 5-lane arterial, which would also likely require access modifications to meet access spacing standards.

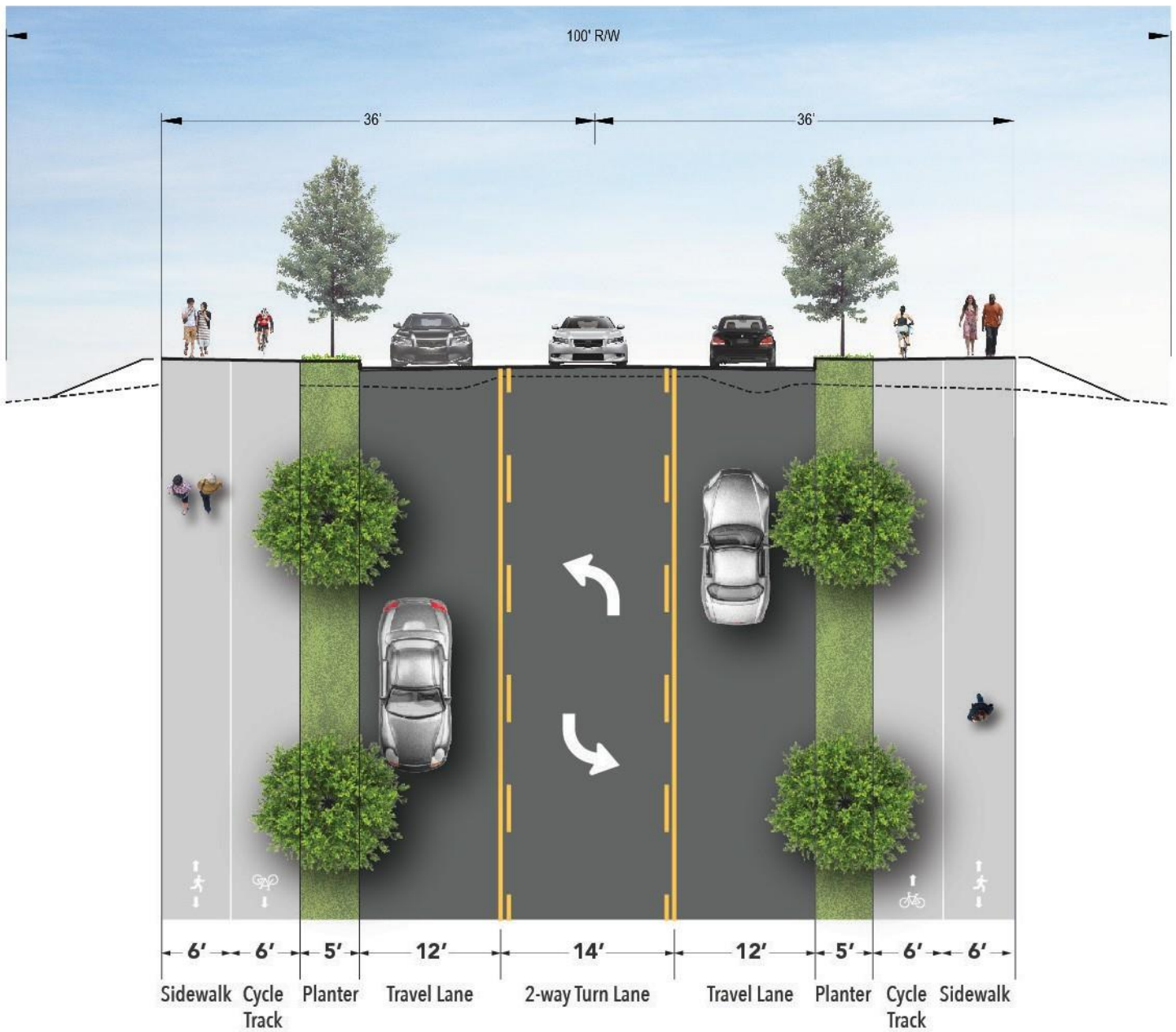


Figure 3: 3-Lane Cross Section

OPTION 2: 3-LANE CROSS SECTION (CONCEPT PLAN CROSS SECTION)

This cross section is the cross section that was adopted as part of the Brookman Addition Concept Plan and classified as a collector roadway. The three-lane cross section includes one 12-foot lane

in each direction and one 14-foot center turn lane, five-foot wide planting strip, six-foot bicycle track, and a six-foot sidewalk for a total width of 72 feet.

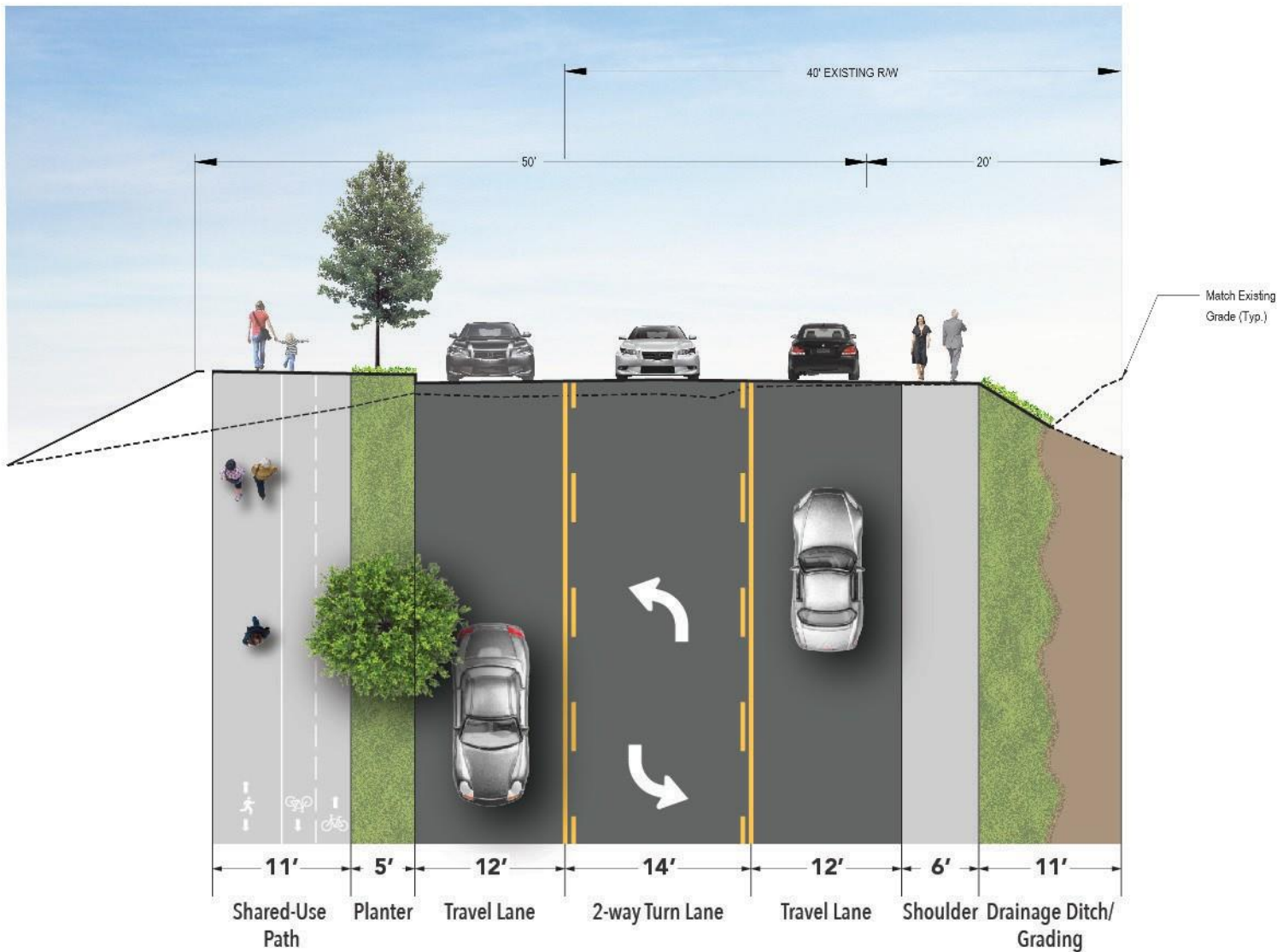


Figure 4: 3-Lane Transitional Road Cross Section

OPTION 3: 3-LANE TRANSITIONAL ROAD

Brookman Road currently serves as the southern boundary for Metro's Urban Growth Boundary (UGB). The north side of the roadway is within the existing UGB, while the south side is outside of the UGB and designation and Urban Reserve, and designation that identifies the area as potentially developable if the UGB were expanded in the future to include this land. Washington County, because it is also planning and designing facilities within the County on the edge of the UGB, has developed conceptual "transitional street concepts" that provides urban style road features for areas within the UGB while still maintaining rural standards for adjacent parcels outside of the UGB on the opposite side of the roadway. This

concept is similar to the County's transitional street concept and is consistent with the requirements for development currently underway for land within the Brookman Road City Limits.

This three-lane concept includes 12-foot travel lanes with a 14-foot center turn lane. The north side of the road contains a five-foot planting strip and an 11-foot shared-use path. The south side of the road has a six-foot shoulder and an 11-foot drainage ditch. The road and all improvements measure 70 feet in width. This option would allow for the road to expand to a 5-lane arterial consistent with the County and Sherwood TSP designation if traffic volumes increase in the future when additional road capacity is needed.



Figure 5: Brookman Road Concept Plan refinement planning recommended alignment. Full graphic attached as Appendix A

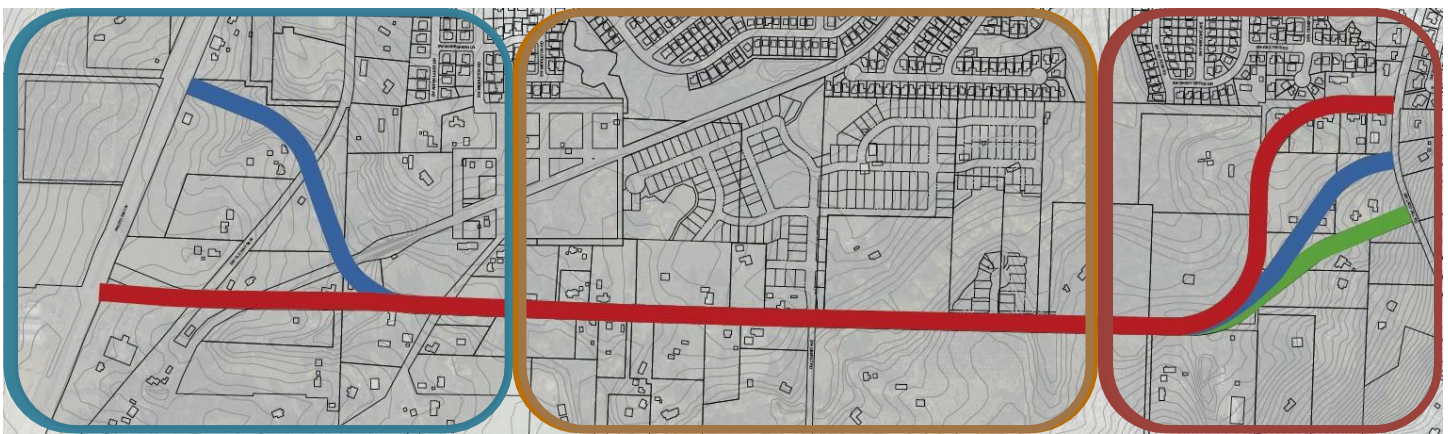


Figure 6: Brookman Concept Plan Subareas and Alignment Options Considered

CORRIDOR ANALYSIS

The Brookman Addition Concept Plan divided the area into three distinct subareas during the planning process: the western subarea, central subarea, and eastern subarea. Brookman Road also has unique design considerations within each of these areas. This analysis considered the original Brookman Road alignment recommended in the Concept Plan as well as a number of options in the western and eastern subareas to identify connections that minimized impacts to property while still meeting transportation demands.

WESTERN SUBAREA

The 2009 Concept Plan defined the western subarea as approximately 80 acres located between the two large transportation barriers, OR 99W to the west and the rail corridor to the east. The purpose of this area was to capitalize on highway access and visibility by providing



Figure 7: Western Subarea Closeup

space for business and employment opportunities. In the western subarea, SW Brookman Road would be realigned to provide better access through the sub-area and a new intersection would be constructed for SW Brookman Road and OR 99W about 1,300 feet to the north. The railroad crossing would be grade separated, requiring additional right-of-way for the approaches. By shifting the intersection, SW Brookman Road would be separated from the potential Southern Arterial connection at OR 99W.

Recommended Corridor Alignment

The intersection and alignment proposed in the Concept Plan would require extensive amounts of new right-of-way and a grade-separated over crossing. This refinement plan recommends Alignment Option 2, maintaining SW Brookman

Road’s existing right-of-way and intersection with OR 99W. This would also align with the Chapman Road intersection and future connections to Sherwood West. Under the 2009 Concept Plan, Brookman Road would cross the existing rail line at a 90-degree angle. Following meetings with the City, Washington County, and ODOT Rail Division, it was determined that the refinement plan would not require a 90-degree crossing, although bicycle paths would cross at 90-degree to ensure a safer crossing . If the intersection of SW Brookman Road and OR 99W becomes signalized in the future, there will need to be improvements on eastbound OR 99W that signals to traffic that they are entering an urban area. Representatives from Northwest Natural Gas have reviewed the recommended corridor alignment. There will be a continued need for coordination due to the existing facility along the road. To ensure there are no significant impacts to the natural gas facility and proper right-of-way is obtained on the north side of Brookman Road, a requirement of the annexation process for properties located west of the railroad tracks, north of Brookman Road to the current city boundary, will be the completion of further analysis of the roadway in the western subarea identifying road alignment and right of way needs.

Figure 8: Western Alignment Options.

Alignment Option 1, shown in blue, is consistent with the alignment proposed under the original Concept Plan.

Alignment Option 2, shown in red, follows the alignment of Brookman Road as it exists today.

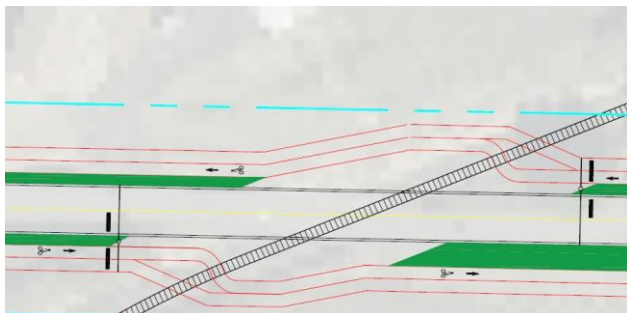


Figure 9: Recommended Rail Crossing



Figure 10: Conceptual design of the western portion of the Brookman Addition with the new Brookman Road alignment. Traffic calming measures should be reviewed to mitigate and reduce vehicle trips through the neighborhood to the north.

CENTRAL SUBAREA

The 2009 Concept Plan's central subarea was designed to be a walkable residential area that allows a mix of housing types while maintaining a lower residential density. Brookman Road would provide the primary east-west access at the southern edge of the neighborhood.

Within this area, the general alignment of Brookman Road would be maintained to minimize impacts to property and natural resources. Additionally, there are sections of this subarea that are being constructed with half-street improvements as part of adjacent subdivision development.

Recommended Corridor Alignment

This refinement plan recommends maintaining the existing road alignment. Future road construction and widening would analyze mitigation options such as a retaining wall or other measures to minimize right-of-way acquisition. Some newly approved subdivisions are already building half-street improvements on portions of the north side of Brookman Road while others are paying a fee-in-lieu for improvements that would be placed in a dedicated fund for future improvements.

EASTERN SUBAREA

Bordered by Cedar Creek to the west and Ladd Hill Road to the east, the eastern subarea is designated for single-family detached dwelling units. SW Brookman Road would still provide primary east-west access to the neighborhood with enhanced pedestrian and bicycle facilities. Currently, the eastern section of Brookman Road curves sharply to the north, traveling approximately 1,300 feet before curving sharply to the east past existing homes and connecting to Ladd Hill Road. Under the 2009 Concept Plan, SW Brookman Road would veer south to avoid using the narrow road past existing homes and that second sharp turn.

Recommended Corridor Alignment

This refinement plan recommends Alignment Option 3, which shifts the northern curve to south and shortens the connection to Ladd Hill Road. This would flatten out the first sharp curve and minimize impacts to existing residences, but would require new right-of-way acquisition to make the new connection to Ladd Hill. This recommended alignment is not currently shown in the Clackamas County TSP.

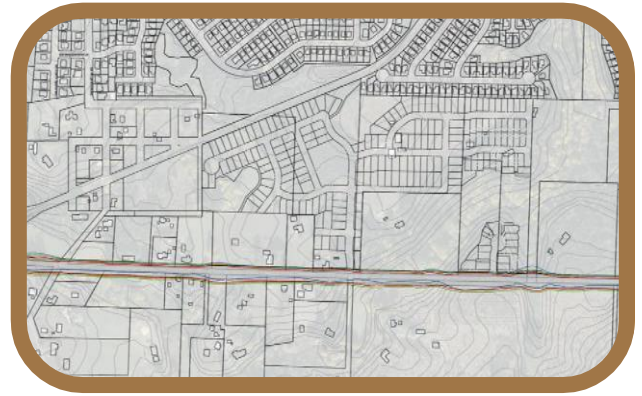


Figure 11: Central Subarea Closeup



Figure 12: Eastern Subarea Closeup



Figure 13: Eastern Alignment Options

Alignment Option 1, shown in blue, is consistent with the alignment proposed under the original Concept Plan

Alignment Option 2, shown in red, follows the alignment of Brookman Road as it exists today.

Alignment Option 3, shown in green, shows the refinement plan recommendation.



Figure 14: Study Area Intersections

TRANSPORTATION ANALYSIS

A transportation analysis was conducted for SW Brookman Road between OR 99W and SW Ladd Hill Road to evaluate corridor alternatives. The analysis inventoried existing transportation facilities including operational analysis, a review of historical plans for SW Brookman Road, and an evaluation of future conditions to determine the long-term roadway and intersection capacity and operational needs.

Four study intersections were selected along the corridor and included:

- » OR 99W (SW Pacific Hwy W) and SW Brookman Road
- » SW Old Highway 99 W and SW Brookman Road
- » SW Middleton Road and SW Brookman Road
- » SW Ladd Hill Road and SW Brookman Road

SW Brookman Road is under County jurisdiction and is classified as an arterial. The two-lane road has a posted speed of 35 mph and only a segment of built sidewalk.

Table 1: Roadway Characteristics within Study Area

Roadway	Jurisdiction	Functional Classification	Cross Section	Posted Speed (mph)	Sidewalks	Bicycle Lanes
SW Brookman Road	County	Arterial	2 lanes	35 mph	Partial*	No
OR 99W (SW Pacific Hwy W)	ODOT	Principal Arterial	4 lanes (divided)	55 mph	No	No
SW Old Highway 99 West	City	Collector	2 lanes	35 mph	No	No
SW Middleton Road	City	Neighborhood / Local ¹	2 lanes	Unposted	No	No
SW Ladd Hill Road	City	Arterial	2 lanes	Unposted	No	No

¹ SW Middleton Road is classified as a neighborhood roadway north of SW Brookman Road and designated as a local street to the south.



EXISTING FACILITIES

Existing Land Use

The Concept Plan area consists of residences located on large lots, particularly along SW Brookman Road. The area has not been fully built out and many parcels remain largely undeveloped. Immediately north of the Concept Plan area are residential subdivisions.

Existing Natural Resources

SW Brookman Road is moderately sloped as it is adjacent to Goose creek and Cedar Creek.

These landforms and drainages create a series of small hills and dips along Brookman Road. Along SW Brookman Road there are riparian corridors and habitat as well as potential wetlands. The

topography of Brookman Road makes it challenging to construct the type of facility identified in Metro's Regional Transportation Plan and Washington County and Sherwood Transportation System Plans.

Existing Access

SW Brookman Road serves as the primary east- west route through the Concept Plan area, connecting with OR 99W to the west and Ladd Hill Road to the east. Several side streets connect to SW Brookman Road and many existing homes have driveway access to Brookman.

Pedestrian Facilities

Sidewalks are present for only 500 feet of one side of SW Brookman Road in between OR 99W and Old Highway 99 West. Most of the study area lacks adequate pedestrian facilities.

Bicycle Facilities

There were no bicycle lanes or other facilities within the study area, though bicyclists have the option to share the roadway with motor vehicles. The study area as a whole lacks bicycle connectivity.

Transit Facilities

There are no transit facilities located directly within the study area, although services from TriMet and Yamhill County Transit serve Sherwood north of the study area. Daily fixed route service from TriMet is provided via Route 94 and Route 93, departing from downtown Sherwood and connecting to downtown Tigard and downtown Portland. Fixed route service from Yamhill County Transit provides connections from McMinnville to Tigard on weekdays, with two stops in Sherwood, the closest located over 2 miles from the study area. An inactive railroad crossing exists approximately 250 ft. east of 99W and Brookman Road.

Roadway Volumes

The study area roadways are used by motor vehicles, pedestrians, and bicyclists. The activity for each of these categories was recorded at each study intersection during the evening peak period (4 PM to 6 PM). Motor vehicle volumes were relatively low on SW Brookman Road during this time, although 99W carries significant volumes with over 3,700 vehicles during the evening peak. Count data indicates that little to no pedestrian activity occurs within the area and only three bicyclists were counted in total, all of them riding through the intersection at 99W and Brookman Road.

Table 2: Existing 2019 Intersection Operations

Intersection	Jurisdictional Standard	LOS	PM Peak Hour Delay	V/C
<i>Unsignalized</i>				
OR 99W (SW Pacific Hwy W) / SW Brookman Road	0.99 V/C	D / F	> 200	> 2.0
SW Old Highway 99 West / SW Brookman Road	LOS E 0.90 V/C	A / A	9.4	0.02
SW Middleton Road / SW Brookman Road	LOS E 0.90 V/C	A / A	9.6	0.11
SW Ladd Hill Road / SW Brookman Road	LOS E 0.90 V/C	A / B	10.3	0.09

Intersection Operations

Three of the four study area intersections operate within the corresponding jurisdictional standard. The intersection at OR 99W and SW Brookman Road is the only intersection that falls within ODOT jurisdiction, and has a performance target of V/C ratio (which represents the sufficiency of an intersection to accommodate vehicular demand, also known as volume to capacity) equal to or less than 0.99 outside the Town Center under the Oregon Highway Plan. All other study intersections fall under City of Sherwood jurisdiction and have a target of level of service D or a v/c ratio equal to or less than 0.85 for all way stop or roundabout intersections, and a target of level of service E or a v/c ratio equal or less than 0.90 for unsignalized two way stop controlled intersections. Level of service (LOS) is a mechanism used to determine how well a transportation facility is operating from a traveler's perspective. Typically, six levels of service are defined and each is assigned a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst.

The intersection of OR 99W and SW Brookman Road operates below the standard level of service. Excessive delays on side street movements and major street turning movements cause OR 99W and SW Brookman Road to operate well below ODOT mobility standards.

PROJECTED FUTURE CONDITIONS

Future Land Use

The Concept Plan designated future land-uses along Brookman Road including light industrial, high density residential, and medium density residential – high, however the majority of zoning consists of medium density residential – low. The Concept Plan intends to buffer lower density residential areas from the major transportation corridors with higher intensity land uses, wide sidewalks, trees, and generous landscaping.

Future Traffic

In the transportation analysis, Metro and Sherwood TSP future travel demand models were used for developing traffic volumes in the study area for the year 2040. The models generally contain regionally significant facilities, typically arterials and above, with some collector roadways. The project team reviewed network elements of the travel demand models in the study area (speeds, number of travel lanes, capacities, etc.) for consistency between facility types and with the existing roadway network and refined the models in the study area.

The baseline (2015) and future (2040) travel demand models were used to develop future year 2040 traffic volumes. The 2040 model includes regional improvements that are generally expected to be funded by 2040.

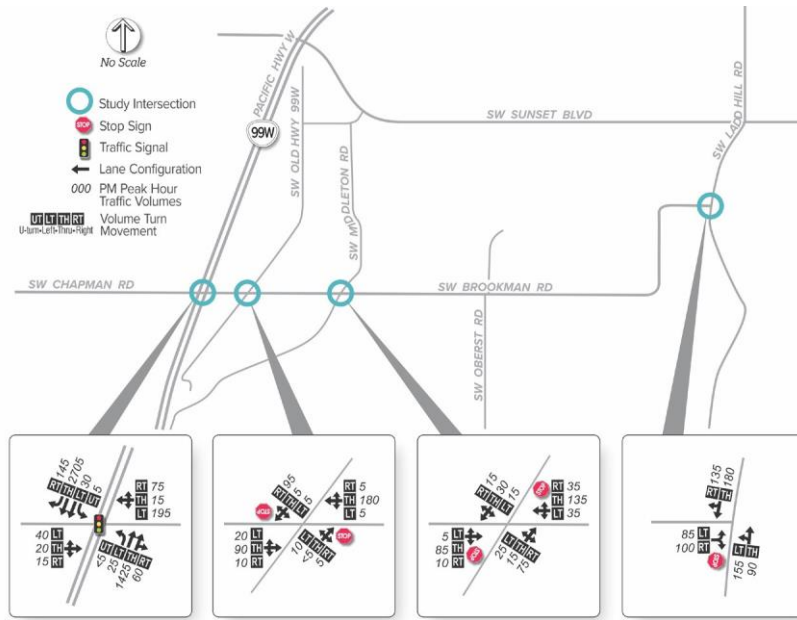


Figure 15: Future Year 2040 Peak PM Traffic Volumes

The following improvements were accounted for: The OR 99W and Brookman Road. Realign OR 99W intersection with Brookman Road a ¼-mile to the north and install a traffic signal, westbound left turn lane and southbound right turn lane. Construct grade separated rail crossing with realignment of Brookman Road (Sherwood TSP, Project D14; Brookman Concept Plan; Metro RTP, Financially Constrained Project #12047).

- » Middleton Road /Brookman Road –Move stop signs to north and south approaches and add a southbound left turn lane (Sherwood TSP, Medium-Term Project D34).
- » Ladd Hill Road /Brookman Road –All-way stop control with southbound right turn lane (Brookman Concept Plan).
- » Ladd Hill Road (Sunset Boulevard to UGB) –Upgrade to three-lane facility (Sherwood TSP, Medium-Term Project D7; Metro RTP, Financially Constrained Project #10693)
- » Sunset Boulevard (Aldergrove Avenue to Eucalyptus Terrace) –Upgrade to three-lane facility (Sherwood TSP, Medium-Term Project D15).
- » Baker Road (Sunset Boulevard to UGB) – Upgrade to two-lane facility (Sherwood TSP, Medium-Term Project D27).

The 2040 model was modified to represent each roadway network scenario described further below.

Future volumes were developed for the options, shown in Figure 2. Based on the model output, neither roadway cross-section option (three-lane or five-lane) is expected to significantly shift travel patterns to Brookman Road in the study area. Both cross-sections are expected to accommodate mostly local traffic and alleviate only some of the congestion on nearby parallel routes (Sunset Boulevard, Tualatin-Sherwood Road, etc.).

The future operating conditions at the study intersections were determined for the PM peak hour based on the 2010 Highway Capacity Manual methodology for unsignalized intersections and 2000 Highway Capacity Manual methodology for signalized intersections. Table 3 shows operational results for the Baseline scenario, where roadway configurations and cross-sections remain the same as in existing conditions while volumes increase in the year 2040.

Table 3: Future 2040 Baseline Intersection Operations

Intersection	Jurisdictional Standard	PM Peak Hour		
		LOS	Delay	V/C
<i>Signalized</i>				
OR 99W (SW Pacific Hwy W) / SW Brookman Road	0.99 V/C	D	40.7	1.06
<i>Unsignalized</i>				
SW Old Highway 99 West / SW Brookman Road	LOS E 0.90 V/C	A / B	11.5	0.14
SW Middleton Road / SW Brookman Road	LOS E 0.90 V/C	A / B	12.1	0.18
SW Ladd Hill Road / SW Brookman Road	LOS E 0.90 V/C	A	10.0	0.30

Table 4: Future Build Intersection Operations (PM Peak Hour)

Intersection	Jurisdictional Standard	3-lane Cross-section			5-lane Cross-section		
		LOS	Delay	V/C	LOS	Delay	V/C
<i>Signalized</i>							
OR 99W (SW Pacific Hwy W) / SW Brookman Road	0.99 V/C	D	52.0	1.03	D	51.5	0.99
<i>Unsignalized</i>							
SW Old Highway 99 West / SW Brookman Road	LOS E 0.90 V/C	A / B	11.5	0.13	A / B	11.7	0.17
SW Middleton Road / SW Brookman Road	LOS E 0.90 V/C	A / B	12.1	0.18	A / B	10.4	0.12
SW Ladd Hill Road / SW Brookman Road	LOS E 0.90 V/C	A	10.0	0.30	B	10.4	0.33

Table 5: Mitigated 2040 Intersection Operations (PM Peak Hour)

Intersection	Jurisdictional Standard	3-lane Cross-section		
		LOS	Delay	V/C
OR 99W (SW Pacific Hwy W) / SW Brookman Road	0.99 V/C	D	51.5	0.99

Table 6: 95th Percentile Queues at SW Brookman Road and Rail Crossing

Direction of Travel	95 th % Queue (ft)	Available storage (ft) ^a
Eastbound	75	125
Westbound	375	735

^a Measured to the nearest intersection.

Potential Mitigations

The OR 99W and SW Brookman Road intersection is forecasted to operate below standard on the side street approaches under the 3-lane cross-section scenario, while other intersections remain relatively the same in terms of operations for both scenarios. Adding dual westbound left turn lanes would mitigate 99W and Brookman Road in the 3-lane cross section scenario as shown above.

Constructing an additional left turn lane at the intersection would be more cost-effective than constructing a 5-lane cross-section on SW Brookman Road east of the intersection.

Active Rail

A railroad crossing exists approximately 250 feet east of SW Old Highway 99 West and SW Brookman Road. A queuing assessment was completed that quantified the potential impacts of queued vehicles on SW Brookman Road. The queuing assessment was based on 30-minute train frequencies with two minutes of total gate downtime for each train crossing SW Brookman Road affecting eastbound and westbound vehicle travel. Predicted traffic volumes in 2040 were used to measure the 95th percentile vehicle queues with a one lane approach at the railroad crossing in each direction.

approa

The 95th percentile eastbound queues were measured to be about 75 feet (three vehicles) in length, which could easily accommodate the available 300 feet of space between the rail crossing and SW Old Highway 99 West / SW Brookman Road. OR 99W is located 850 feet west of the rail crossing and would not be impacted by the delay caused by an active rail line. The 95th-percentile westbound queues were measured to be 375 feet, easily accommodated by the 735 feet of storage available to SW Middleton Road. If the railroad tracks were to become active in the future, queue lengths would be accommodated by existing road space and would not back up to SW Old Highway 99 West or 99W.





IMPLEMENTATION

Based on technical analysis, coordination with City, Washington County, and ODOT, the following amendments are recommended to the Concept Plan:

- » **Land Use.** The existing zoning identified in the 2009 Concept Plan should remain; no zoning changes are necessary to implement the refinement plan recommendation.
Further Action: Traffic calming measures will be reviewed and evaluated in the future western subarea to mitigate and reduce vehicle trips through the existing neighborhood to the north.
- » **Interim Design.** The 3-lane alternative road design (Option 3) should be used in the interim until a full 5-lane road is needed. Adding dual westbound left turn lanes would mitigate 99W and Brookman Road and allow the intersection to operate within the proper jurisdictional standard for level of service and volume to capacity ratio.
The interim design would feature an 11-foot shared use path on the northern side of the road.
Further Action: Amend text in the existing concept plan pages 5, 18, 20, 21-24 to reflect the interim design. Replace map on page 23 with new recommended road alignment. Update other maps within the concept plan to show the new alignment. Include the 3-lane alternative cross-section graphic as a figure.
- » **Long Term Design.** The 5-lane street design should remain as the official long-term design with an arterial designation.
Further Action: Amend pages 5, 18, 20, 21-24 to include references to a future 5-lane road. Include the 5-lane cross section graphic as a figure.

- » **Location.** The location of Brookman Road should remain the same in the central subarea and continue to provide primary east-west access at the edge of the plan area. In the western subarea, the alignment should deviate from the original Concept Plan and instead continue along its existing path. In the eastern subarea, the southernmost alignment option is preferred due to existing grades and has the least impact to existing residential development.

Further Action: Include graphics of the alignment in each subarea in the existing concept plan. Amend text on pages 18, 20, and 21 to reflect new alignment.

Further Action: To ensure there are no significant impacts to the natural gas facility and proper right-of-way is obtained on the north side of Brookman Road, a requirement of the annexation process for properties located west of the railroad tracks, north of Brookman Road to the current city boundary, will be the completion of further analysis of the roadway in the western subarea identifying road alignment and right of way needs.

- » **Rail Crossing.** The railroad crossing should be designed to protect bike and pedestrian users by having a multi-use path cross the tracks at a 90-degree angle.

Further Action: Include rail crossing designs as figure in concept plan. Add bullet point discussing recommended road alignment in relation to the railroad on page 18.

- » **Community Aspiration.** There is a community desire for efficient access and connection across Highway 99w in the Brookman and Sherwood West areas. This long-term vision of a vehicle overcrossing

warrants additional analysis and study. An overcrossing in this area needs to be reviewed comprehensively in conjunction with land-uses, travel demand in these two areas, goals and policies in the City's Transportation and Comprehensive Plans, and in coordination with Washington County, ODOT Region 1 and 2, ODOT Rail, property owners, and other identified stakeholders.

The recommended interim and long-term design of Brookman Road does not preclude an overcrossing. Speaking with representatives from ODOT Region 1 and 2, ODOT Rail, and Washington County Land Use and Transportation Department, all agencies believe an overcrossing is achievable in this area, and possibly could occur within the planned location of Brookman but will require additional analysis and study to address: location, connection to Sherwood West, facility size, impacts to surrounding land uses and existing roads, and identified as a project in City's TSP including potential funding sources.

The study area would include Brookman and the two designated urban growth expansion areas (Sherwood West and Brookman South). At this time, the current level of traffic at the intersection of Brookman and Highway 99W does not necessitate the need for a grade separation crossing, and the only funding identified for future improvements is the signalization of Brookman Road at Highway 99w.

Further Action: A comprehensive study is needed of a grade separated crossing to connect Brookman and Sherwood West, coordinated with agency partners, and to identify this project in the City's TSP, including cost estimates and funding strategies.

Following the adoption of this Refinement Plan, the City will coordinate with Clackamas County to adopt the eastern alignment within their Transportation System Plan.

A new intergovernmental agreement (IGA) or an addendum to the existing IGA will also be needed. The current IGA between Clackamas County and Washington County is specific to the existing alignment of Brookman on the border between the two.

The City of Sherwood will continue to work with new developers to either construct or pay in-lieu fees for their share of future road improvements.

The City of Sherwood, Washington County, and ODOT will continue to work together and seek funding to implement the road improvements.

The following table notes the page number, item, and recommended changes to the Sherwood Transportation Plan to reflect the outcomes of the Addendum to the Brookman Addition Concept Plan.

Page #	Item	TSP Amendments
<i>Volume 1: Sherwood Transportation System Plan</i>		
18	Figure 5	Update figure to show new Brookman Road alignment
21	Figure 6: 2035 Motor Vehicle Conditions	Update figure to show new Brookman Road alignment
36	Text in Project D14 in Table 1:	The intersection of Brookman Rd and OR 99W to be improved with the installation of a traffic signal. All traffic signals on the state highway system need to be approved by the State Traffic Engineer and design coordination with ODOT is needed to ensure that the improvements are done in a manner that improves driver expectation and safety. The design of the intersection may result in the need for additional right of way to improve the intersection alignment.
41	Figure 11: Motor Vehicle Projects	Update figure to show new Brookman Road alignment and classification
42	Figure 12: Pedestrian Projects	Update figure to show new Brookman Road alignment
43	Figure 13: Biking Projects	Update figure to show new Brookman Road alignment
44	Figure 14	Update figure to show new Brookman Road alignment
57	Figure 17: Street Functional Classification	Update figure to show new Brookman Road alignment
60	Figure 18: Local Street Connectivity	Update figure to show new Brookman Road alignment
64	Figure 19: Through Truck Routes	Update figure to show new Brookman Road alignment
72	Figure 20: 2035 Non-SOV Share	Update figure to show new Brookman Road alignment
73	Text Amendment	Function and Design of Brookman Road and Concept Plan Area Update: Brookman Road is a rural corridor that sits on the southern edge of the Urban Growth Boundary(UGB). Through the Brookman Addition Concept Plan, it was identified that the road was needed to provide access to areas south of Sunset Road. The I-5 to 99W Connector project had conceptually identified the "Southern Arterial" as the primary east-west mobility route through the area, with an alignment along or just south of Brookman Road. Since the time of those planning efforts, additional planning efforts in the Basalt Creek area have refined the eastern portion of the "Southern Arterial". The

		<p>Brookman Road Concept Plan Area underwent a multiagency refinement planning effort in 2019 and 2020. The results of that process recommended that Brookman Road should use a 3-lane "transitional" road design as the interim design until additional road capacity is needed. Brookman Road will maintain its Arterial designation, allowing widening to a five-lane arterial consistent with the Washington County and Sherwood TSP. This effort ensures the appropriate right of way can be reserved as the area is urbanized while providing accessibility to future development. While the majority of the existing road alignment would remain the same, the refinement process also recommended the following:</p> <ol style="list-style-type: none">1. A comprehensive study is needed of a grade separated crossing to connect Brookman and Sherwood West, coordinated with agency partners, and identify this project in the City's TSP, including cost estimates and funding strategies.2. To ensure there are no significant impacts to the natural gas facility and proper right-of-way is obtained on the north side of Brookman Road, a requirement of the annexation process for properties located west of the railroad tracks, north of Brookman Road to the current city boundary, will be the completion of further analysis of the roadway to identify road alignment and right-of-way needs in the western subarea.3. The intersection of Brookman Road and Ladd Hill Road be realigned approximately 700 feet to the south to flatten out a sharp curve and minimize impacts to residences.
--	--	---



Brookman Addition Concept Plan

Final Report May 2009



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

I. SUMMARY 4

II. BACKGROUND 6

 Purpose of the Concept Plan 6

 Setting 7

 Interstate 5 to 99W Connector 8

 Local Context 9

Open House #1 (October 10th, 2007)..... 9

 Regional Context..... 10

 Process and Public Involvement..... 10

III. GOALS 12

IV. CONCEPT PLAN SUMMARY 14

 Framework Plan 14

 Land Use Concepts..... 14

Land Use Metrics 16

Commercial 17

Employment 17

Residential..... 17

West Sub-Area..... 18

Central Sub-Area..... 20

East Sub-Area..... 21

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Transportation 22
 Streets 24
 Transit..... 25

Parks, Trails, and Schools..... 25

Sustainability 27

Natural Resource Protection 28

Stormwater 31

Water System 33

Sanitary Sewer System 36

V. FISCAL IMPACT ANALYSIS SUMMARY 38

 Funding Sources 39
 Local Improvement District (LID)..... 39
 County Service District 40
 Expand Developer Requirements..... 40
 Expand SDCs 40
 Transportation Utility Fees..... 40
 Bonds..... 40
 Urban Renewal District..... 41
 Property Taxes 41

VI. IMPLEMENTATION POLICIES 42

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

APPENDIX (UNDER SEPARATE COVER)

- Appendix A Public Involvement Report
- Appendix B Transportation
- Appendix C Stormwater
- Appendix D Water, Sanitary, and Sewer
- Appendix E Fiscal Impact Analysis
- Appendix F Existing Conditions, Opportunities, and Constraints Summary
- Appendix G Acknowledgements

FIGURES

Figure 1	Land Use Concept Plan	15
Figure 2	West Sub-Area	19
Figure 3	Central Sub-Area	20
Figure 4	East Sub-Area.....	21
Figure 5	Functional Street Classification	23
Figure 6	Parks, Trails and Schools	26
Figure 7	Natural Resources	30
Figure 8	Stormwater Concept Plan	33
Figure 9	Water System Network	35
Figure 10	Sanitary System Network.....	37
Figure 11	Total Costs and SDC/TIF Revenue	38

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

I. Summary

The Brookman Addition Concept Plan is a guide to the creation of a new 250-acre community in Sherwood. More specifically, it identifies the general location and intensity of future land uses, including medium-low to high density residential, mixed use commercial, employment, parks and open space. Integrated with future land uses is a conceptual layout of basic infrastructure systems including transportation, trails, utilities and stormwater management. The Concept Plan follows a 2002 decision by Metro to bring the area into the regional urban growth boundary (UGB). The central theme of the plan is to create a livable community that is an extension of existing Sherwood.

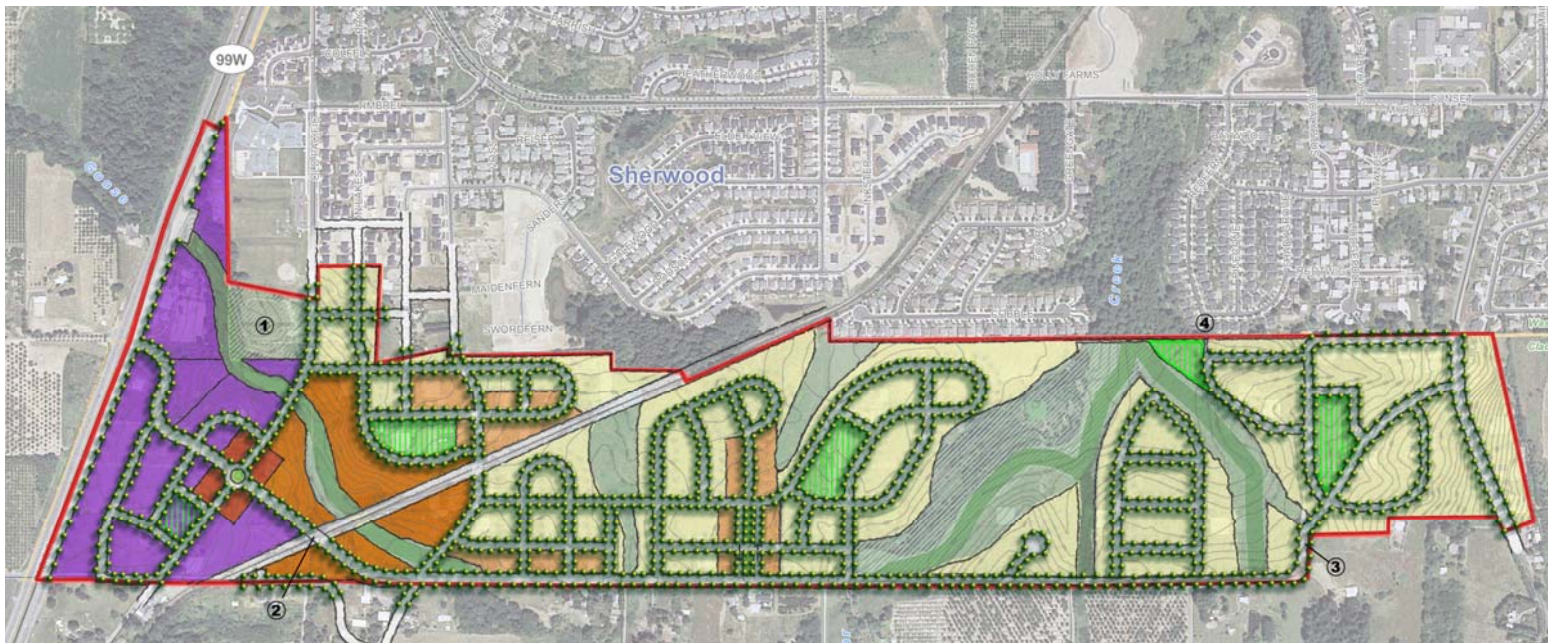
Key components of the plan are:

Future Land Uses

- Office and light industrial lands oriented toward and adjacent to Highway 99W.
- A 2-acre neighborhood serving retail mixed use center along Old Pacific Highway.
- A variety of housing ranging from single family detached to town homes to higher density condominiums and apartments.

Parks, Open Space and Natural Resource Preservation

- Four neighborhood parks totaling 8.3 acres. Nearly all residences will be within a 3-block walk of their local neighborhood park.
- Preservation of the natural resource areas, flood plains and open spaces of potential wetlands, Goose Creek, and Cedar Creek.



Brookman Addition Concept Plan

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Transportation

- Brookman Road serving as the primary east-west multimodal collector between Highway 99W and Ladd Hill Road.
- A physically separated multi-use pathway for bicyclists and pedestrians running parallel to Brookman Road.
- A plan to realign Brookman Road to create a new intersection with Highway 99W 1,300 feet north of its current location. This feature responds to the potential for the I-5 - Hwy 99 Connector to be built south of the existing Brookman Road alignment.
- As part of the Brookman realignment, a new grade separated crossing of the railroad tracks.
- An analysis of transportation improvements (on-site and off-site) needed to implement the Concept Plan, and minimize impacts to adjacent areas.
- Middleton Road serving as a primary north-south route connecting Brookman Addition with existing neighborhoods.

Trails

- An extensive off-street trail system that provides walking loops, access to open spaces, connections to the Cedar Creek regional trail, and connectivity within and between the neighborhoods.

Infrastructure

- Infrastructure plans and cost estimates for storm water, water and sanitary sewer facilities.
- A storm water plan that utilizes regional facilities and encourages low-impact development practices.
- A fiscal impact analysis and finance strategy to implement the Concept Plan.

Design

- Honoring and extending the historic Middleton small block form, a conceptual local street plan that creates small blocks, multiple connections, walkable neighborhoods, and reinforces the sense of community.



Brookman Addition Parks, Trails and Schools

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

II. Background

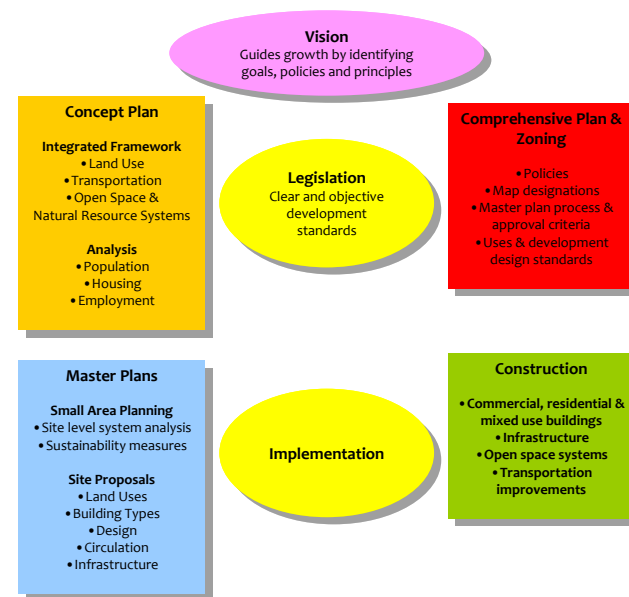
Purpose of the Concept Plan

The purpose of this Brookman Addition Concept Plan is to provide a conceptual guide to the area’s development as a new addition to Sherwood. As such, it articulates a clear and coherent vision for the area. The Concept Plan identifies future land uses, parks and trails, natural resource areas, transportation improvements, and public facilities - all guided by planning efforts developed with substantial public involvement.

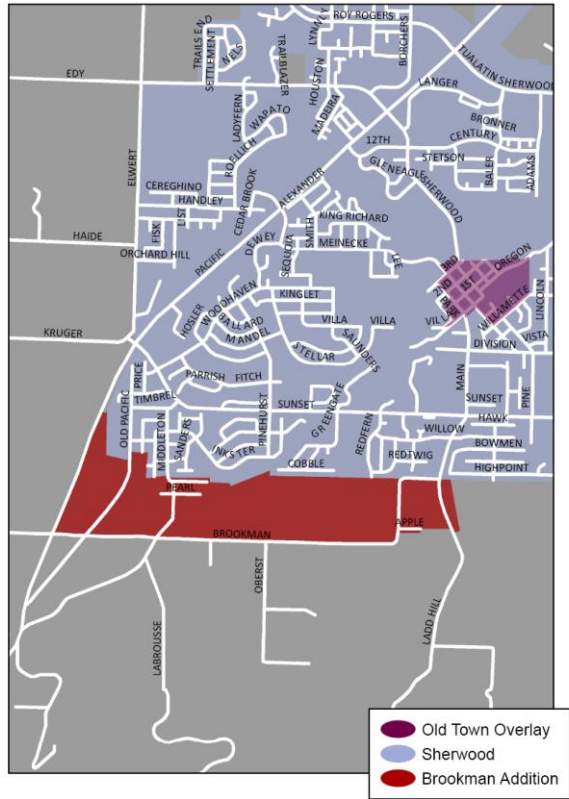
This Concept Plan implements Metro’s decision in 2002 to expand the regional urban growth boundary (Metro Ordinance 2002-969B). The Sherwood City Council initiated the public process to comprehensively plan for the area prior to annexation and development. This represents an update of a similar plan completed in 2000 for this area. The *Southern Expansion Concept Plan*, developed in 2000, was primarily for discussion purposes. While it was never fully adopted, this plan was detailed and went through a public involvement process. For those reasons, elements of that plan were considered in the development of this concept plan.

The Brookman Addition Concept Plan will be implemented through amendments to the Sherwood Comprehensive Plan, zoning and development code, and transportation system plan (TSP). Ultimately, the plan will be realized through the combined guidance of land use regulations, capital improvement planning, private sector investment and advocacy efforts by public officials and the community.

The Concept Plan was developed in coordination with many parties, including the City of Sherwood, Washington County, Oregon Department of Transportation, Raindrops to Refuge, and others. One specific area of coordination focused on the on-going I-5 - Hwy 99W Connector Study. In that study, one of the Connector alignments being considered is an alignment just south of the existing Brookman Road. The Concept Plan does not provide a preference for the ultimate alignment, rather, it simply recognizes the possibility of the Connector, and, provides specific guidance where needed. Implementation of the Plan will require continued outreach and coordination with many parties.



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT



Brookman Addition relationship to Downtown Sherwood (Old Town)

Setting

The plan area (247 acres), hereafter referred to as “Brookman Addition”, is located at the southern edge of Sherwood. A relatively narrow swath of land (only 1,300 feet wide in its north-south dimension), it is generally defined and bordered by Pacific Highway (99W) to the west, Brookman Road to the south, Ladd Hill Road to the east and existing residential development to the north.

Running north-south through the site are the Old Pacific Highway, an existing rail corridor and Cedar Creek. The land is a combination of moderately sloped areas adjacent to Goose Creek and Cedar Creek, and the lower slopes of Ladd Hill along Ladd Hill Road. These landforms and drainages create a series of small hills and dips that one experiences when traveling east-west along Brookman Road.

To the north, Brookman Addition is bordered by existing residential neighborhoods and Sherwood’s largest master planned community, Woodhaven. The area is approximately 2 miles from downtown Sherwood via the direct connection of Main Street and Ladd Hill Road (one of few continuous north-south routes in the City). Brookman Addition borders rural and agricultural lands to the south, which transition to the beautiful and visually impressive slopes and ridgeline of Ladd Hill.



Looking Southeast over the site from above Highway 99W

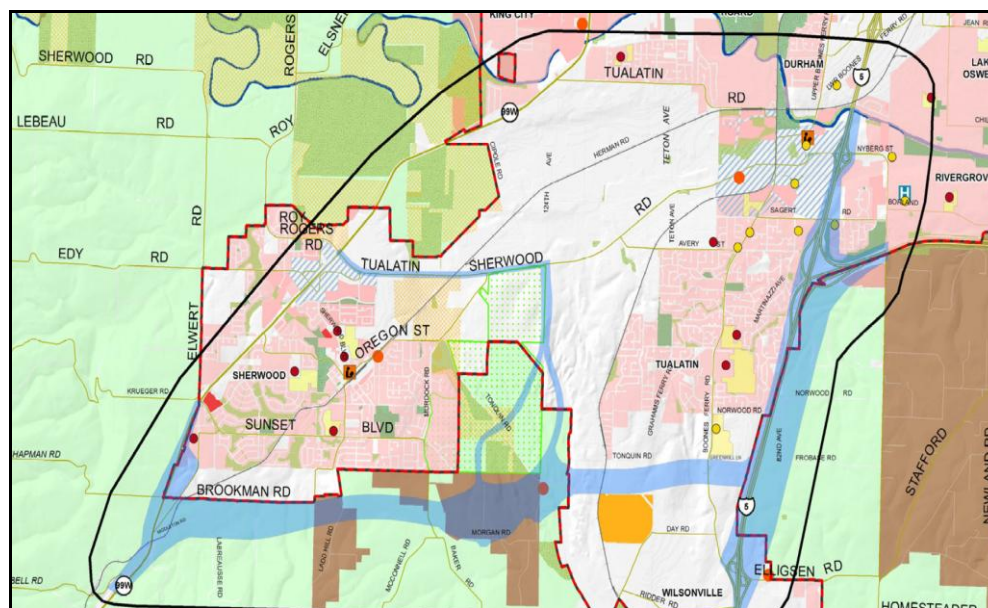
BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

With Highway 99W, a key transportation corridor in south Washington County, as its western edge, the area is centrally located between Newberg (7 miles) to the southwest and Tigard (8 miles) to the northeast. The area also enjoys good access to the jobs and services of nearby Tualatin (7 miles) and Wilsonville (8 miles). Regionally, Brookman Addition is 18 miles from downtown Portland and 14 and 18 miles from the high-tech employment centers of Beaverton and Hillsboro respectively.

Interstate 5 to 99W Connector

During the preparation of the Brookman Addition Concept Plan options were studied to address travel demand in the southwestern portion of the Portland region. Traffic demand in the southwestern portion of the region has grown substantially leading to increasingly congested conditions. This growth comes from more people living, working and moving freight in Tualatin, Sherwood and Wilsonville, and from growth throughout the region, particularly in Marion and Yamhill counties. Metro's Regional Transportation Plan and Sherwood and Tualatin's transportation plans identify the need for a transportation solution in this area to address the growing east-west travel demand. The Oregon Transportation Commission designated this as a project of statewide significance, further confirming its importance.

A joint effort between Metro, Washington County and ODOT, the *I-5 to 99W Connector Project* developed a range of alternatives including a connection south of the Brookman Addition project boundary near portions of Brookman Road (Alternative 5B). Given the project timeline, the ultimate location of the connection and its corridor was not assumed within the concept plan process. However, coordination of processes resulted in the recommendation that the existing intersection of Brookman Road and Pacific Highway be realigned to the north to avoid conflicts with a potential southern alignment.



(Blue areas represent only where corridor improvements could potentially occur)

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Steering Committee Meeting



Open House #1 (October 10th, 2007)



Local Context

Brookman Addition is contiguous with the southwest border of Sherwood in Washington County. Situated in the Tualatin Valley outside of Portland, Sherwood saw an influx of settlers in the latter part of the 19th century. Its unique spatial organization, a diagonal grid with streets running northwest-southeast and northeast-southwest, was oriented toward the new railroad line passing through the property of J.C. Smock. Hence, the town which emerged was originally known as Smockville.

In these early years, Sherwood's primary industry was a brickyard serving the building demands of Portland's growth. Most of Sherwood's commercial buildings in the nine-block area known as Old Town were built at this time. Once the brickyard closed in 1895, the economy diversified to include a fruit and vegetable cannery and tannery, which supported Sherwood until 1971. Manufacturing has since become the predominant form of industry.

In the last twenty years, Sherwood has been “discovered” as an attractive residential alternative for Portland area commuters. With its rural character and charming downtown, it was recently named as one of Money Magazine's Best Places to Live in 2007. This recognition is reflected in the significant population growth. Between 1990 and 2000, incorporated Sherwood grew from 3,093 to 11,791 residents, representing a strong annual growth rate of 14.3 percent per year (U.S. Census). According to Portland State University's Population Research Center, the population has continued to increase at a rate of 5.3 percent per year since 2000, rising to 16,115 by the summer of 2006.

Sherwood remains largely a bedroom community with limited expansion in employment uses. The residential to nonresidential tax base ratio is 80 percent residential and 20 percent non-residential (*Washington County Tax Assessor*). Job growth lags behind population growth, increasing from 6,557 in 2000 to 7,085 in 2007, a rate of 1.1 percent per year.

To anticipate and plan for this continuing growth in the Sherwood Urban Area, the Sherwood Comprehensive Plan, Part 2 (referred to as *Chapter 8: Urban Growth Boundary Additions*) supports and reinforces the adopted policies in *Chapter 4: Growth Management*. Urban growth boundary additions, including the Brookman Addition, are defined as lands that are officially added to the regional urban growth boundary (UGB). The growth management policies are intended to guide the decision-making process prior to the addition of more land and when land is ready to urbanize. Chapter 8 of the Comprehensive Plan contains the data, assumptions, policy goals, objectives, and

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

implementation strategies to accomplish the community's needs and vision as expressed in the respective concept plans. A brief narrative of each concept plan is also included to capture the unique and historical aspects of the concept planning process.

Regional Context

With the exception of modest expansions prior to 1998, the Portland metropolitan region's urban growth boundary (UGB) had largely remained unchanged since its inception. Responsible for managing the UGB, the Metro Council has since authorized more substantial additions including over 700 acres to the Sherwood urban area in two separate decisions in 2002 and 2004. Metro requires a "concept plan" prior to annexation by a local jurisdiction. A concept plan is similar to a master plan, but with less detail; it outlines the future land uses, public facilities, and other urban services, but does not mandate the specifics associated with an actual development proposal.

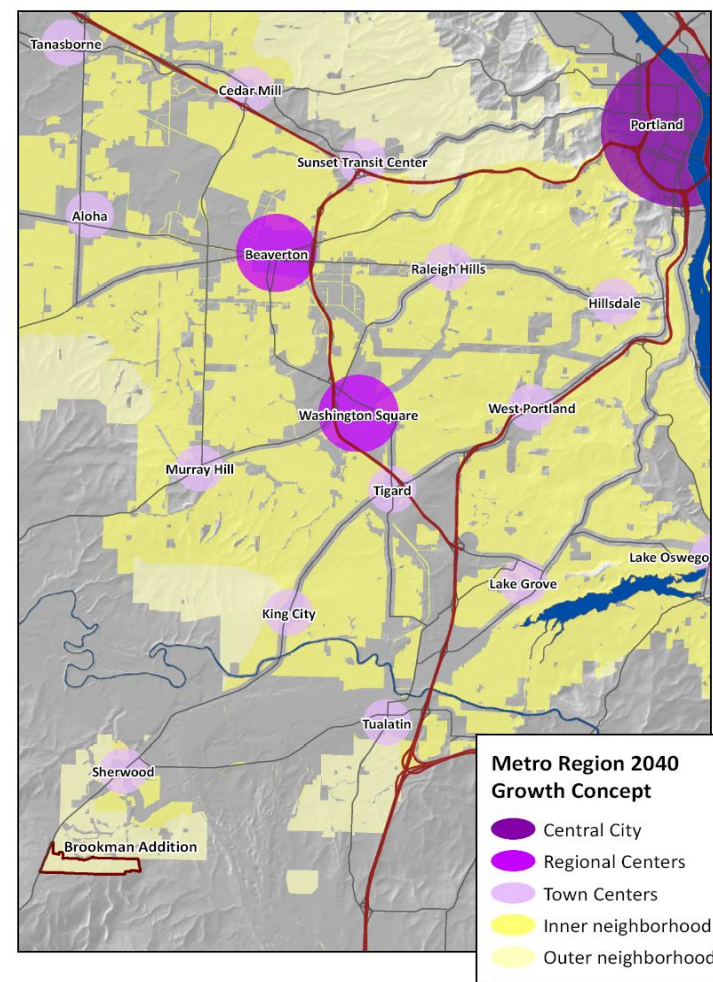
As part of the regional strategy for managing growth with land use and transportation "building blocks", Brookman Addition has been designated as an *Outer Neighborhood* design type. According to Metro's 2040 Growth Concept, new neighborhoods such as Brookman Addition are likely to have an emphasis on smaller single-family lots, mixed uses and a blend of housing types including row houses and accessory dwelling units. The growth concept distinguishes *Outer Neighborhoods* (with larger lots and fewer street connections) from the slightly more compact *Inner Neighborhoods*.

Process and Public Involvement

The Concept Plan was developed by a 16-member Steering Committee representing residents and property owners, Sherwood citizens, Woodhaven Homeowners Association, Arbor Lane Homeowners Association, Sherwood City Council and Planning Commission, Sherwood Park Board, Sherwood School District, Metro, Washington County, Clean Water Services, Oregon Department of Transportation, and Raindrops to Refuge (see Project Participants list at the beginning of this report). The committees met 7 times between May 2007 and February 2008.

In addition to the Committee meetings, additional process steps and community involvement included:

- Study area tour
- Two public open houses
- Project website with regular updates
- On-line opportunities to comment following the open houses
- City newsletter information



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

- Email notice and extensive mailing prior to each public event

Early and continuous public outreach and involvement was coordinated and timed to coincide with project tasks and key outcomes (see Appendix: *Brookman Addition Concept Plan: Work Plan Summary*).

The major milestones in the process were:

- Development of a public involvement plan
- Inventory of base conditions and projections of market demand, land use, transportation, natural resources and infrastructure needs
- Establishment of project and concept plan goals
- Development of three alternative concept plans
- Evaluation of alternatives and development of a draft concept plan incorporating the most desired elements
- Refinement of the concept plan and preparation of implementation strategies
- Submission and endorsement of the final Concept Plan and implementation strategies

Please refer to Appendix A for a summary of the public involvement process.

During the Planning Commission review of the proposal, the plan was modified to provide for the maximum amount of employment land recommended in the market analysis. The commission spent a great deal of time considering the project and changes were made to the concept based on early direction received from the Commission. Ultimately, the Commission identified issues for Council policy decision and the resulting plan within this document reflects the policy direction received.



Alternative Concept Plans were developed and evaluated at the first Open House in October of 2007

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

III. Goals

During the first Steering Committee meeting, participants were asked to evaluate the original goals of the *Southern Expansion Concept Plan* and to convey their vision for Brookman Addition. Steering Committee members related visions of a European village, natural areas, walkable neighborhoods, and the creation of a place that their children could afford to live. The project team combined this input with planning principles to create goals that would support a complete community. These goals guided the direction of the Brookman Concept Plan.

The draft Brookman Concept Plan Goals called for the planning effort to create a community that has all of the following elements:

Goal 1 - Connections to Sherwood

Brookman Addition will be related to the community character and harmonize with Sherwood.

Goal 2 - A Complete Community

Brookman Addition will be complete in its variety of housing, mix of uses, walkable streets, public facilities and shared community spaces, transportation connections, a variety of green spaces, and diversity of residents.

Goal 3 - Transition of Land Intensities

Brookman Addition will contain a variety of intensities of land use. The intensity of uses will taper down from 99W to the surrounding neighborhoods and open spaces.

Goal 4 - Transportation Choices

Multi-modal choices for walking, biking, driving and transit will be provided and connected throughout Sherwood and the larger transportation system.

Goal 5 - Parks and Green Spaces

A variety of parks, pathways along streams, protected open spaces and water quality facilities will result in a connected system.

Goal 6 - Long Term Quality

Development will be designed to be high quality and long-lasting for a livable future in the next generation. The plan encourages development guided by green principles.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Goal 7 - Consensus, Involvement and Partnerships

The process involves partnerships with service providers to produce a community supported concept plan that addresses community issues and concerns, and meets applicable state, regional, city and community planning objectives.

Goal 8 - Implementation

The concept plan shall consider the feasibility of implementation, including financing, construction, and phasing.

Using these goals, evaluation criteria for concept plan alternatives were developed. Listed below are the key elements of the draft evaluation criteria (see Appendix for complete *Brookman Concept Plan Evaluation Criteria*):

- Street, trail, and path connections between Brookman Addition and downtown Sherwood;
- Variety of housing, mix of uses, walkable streets, potential public facilities and shared community spaces, transportation connections, a village center, a variety of green spaces, and diversity of residents;
- Land uses, densities, and design treatments promote transitions of intensities of land use within the neighborhoods of Brookman Addition;
- Multi-modal choices for walking, biking, driving and transit that adhere to City, County, and ODOT standards; safe railroad crossings; and mixed use development that limits driving trips;
- A range of distributed parks serve the whole community; protected natural resources; green spaces along Cedar Creek; integrated, sustainable storm water management; and the provision of water and sanitary facilities;
- High quality, sustainable, and long-lasting development for a livable future; and
- Consensus, involvement, and partnerships to produce a community supported concept plan.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

IV. Concept Plan Summary

Framework Plan

The Brookman Addition Concept Plan is a framework for a new, urban community. The plan is comprised of maps and policies that integrate land use, transportation, open space, and green infrastructure. The approach here is to establish the broad framework and intent for the figures and concepts in this plan. Detailed development plans demonstrating compliance with the Concept Plan should be required in the implementing code.

The framework plan approach is intended to:

- Set the vision, goals and principles as requirements for all land use decisions.
- Provide for flexibility in site specific design and implementation of the Plan and code.
- Allow for phased development over a long period of time (20+ years).

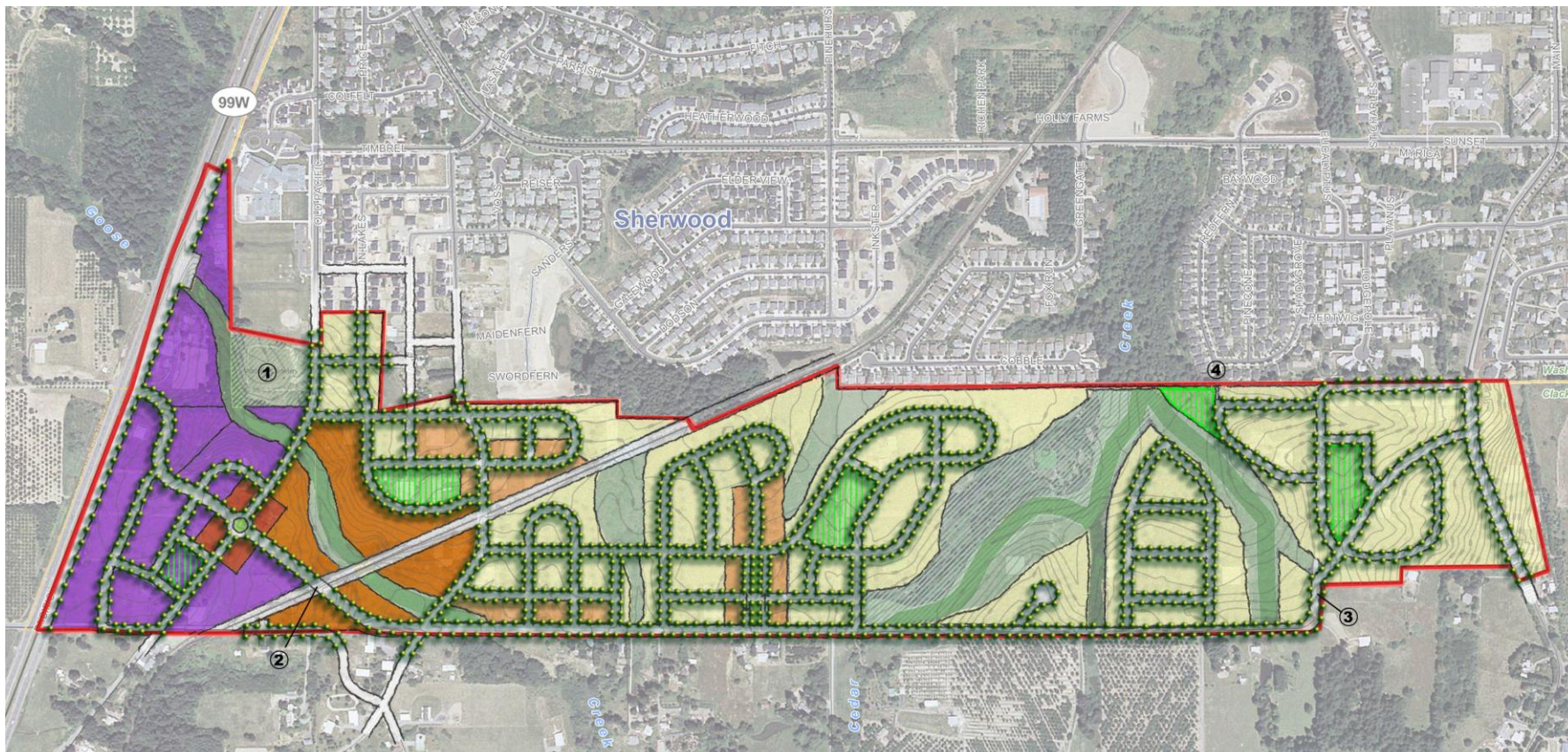
Code requirements such as urban design and form, building orientation and scale, street connectivity, block configuration, pocket parks, pedestrian connections, low impact development features, landscaping, tree preservation, and sustainable buildings will be essential to the success of the area as a walkable, mixed use community. The design of this Plan is that the flexibility is coupled with high expectations for quality development and sustainable pedestrian-oriented design.

Land Use Concepts

The Concept Plan map is the visual manifestation of the community vision for Brookman Addition. It is designed to meet plan goals and evaluation criteria. Figures 2 through 4 illustrate the land use sub areas within the Brookman Addition Concept Plan. Each has a specific focus of land use integrated with its setting and the plan's transportation and open space systems. Maps and narratives describing each of the sub areas follow this section.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 1 Land Use Concept Plan
















Brookman Addition Concept Plan

Notes:

1. Existing Cemetery (Constrained Land)
2. Railroad Crossing (Grade Separated)
3. All street alignments are conceptual.
4. Redfern connection is pedestrian, bicycle and emergency access only.

Legend

High Density Residential 24 du/ac		 Neighborhood Parks (Locations are conceptual)
Medium Density Residential- High 11 du/ac		 Constrained Lands (Goal 5 resource lands, subject to on-site verification)
Medium Density Residential- Low 8 du/ac		 Constrained Lands (Vegetated corridor proxy, subject to on-site verification)
Commercial / Mixed Use		 Constrained Lands (Potential wetlands, subject to on-site verification)
Employment		

Final-May 2008

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Land Use Metrics

Based on the acreage and land use assumptions listed below, the Brookman Addition Concept Plan has the potential at build-out to yield an estimated 1,029 jobs and 1,088 dwellings.

Table 1 Land Use Metrics

	Acres	Units/Acre ¹	Estimated Households	Jobs/Acre ²	Estimated Jobs
Commercial - Retail	2.07			14	29
Employment - Office	13.32			58	774
Employment - Industrial	13.32			17	226
Medium Density Residential Low (MDRL)	85.53	8	684		
Medium Density Residential High (MDRH)	10.39	11	114		
High Density Residential (HDR)	12.07	24	290		
Park (Community & Neighborhood) ³	8.29				
Total	144.98		1,088		1,029
Net Residential Households	1,088		Net Jobs		1,029
Net Residential Acres	108		Net Employment Acres		28.71
Density (Households/Acre)⁴	10.08		Density (Jobs/Acre)⁵		35.83

1 Units/Acre equal to the maximum density for the respective plan districts

2 Jobs/Acre numbers from Metro 2002-2022 Urban Growth Report

3 Tot lots are assumed to be part of residential developments

4 Residential density based upon residential acreage only

5 Employment density based upon commercial and employment acres only

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Commercial

The concept plan assumes the mixed use area in the West Sub-Area will be based on either Sherwood's Neighborhood Commercial (NC) plan district or a yet undeveloped mixed use plan district that will limit commercial activity similarly. Respecting and enhancing the surrounding neighborhood character and context, the NC zoning district provides for small scale retail and service uses, located in or near residential areas.

Employment

For the purposes of the metrics analysis, employment land uses are designated 50 percent office and 50 percent industrial.

The concept plan assumes the application of Sherwood's Office Commercial (OC) plan district to the office portion of the employment area:

- *The OC zoning district provides areas for business and professional offices and related uses in locations that are adjacent to housing and supported by an adequate road system.*

The concept plan assumes the application of Sherwood's Light Industrial (LI) plan district to the industrial portion of the employment area:

- *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.*

Residential

The analysis assumes maximum residential densities will be achieved in determining the estimated number of households at build-out. The concept plan assumes application of the following existing Sherwood residential plan districts to the Brookman Addition residential areas:

- *Medium Density Residential Low (MDRL): 5.5 to 8 units/acre*
- *Medium Density Residential High (MDRH): 5.4 to 11 units/acre*
- *High Density Residential (HDR): 16.8 to 24 units/acre*

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

West Sub-Area

The West Sub-Area is approximately 80 acres situated between two large transportation barriers, 99W to the west and the rail corridor to the east. The purpose of West Sub Area is to capitalize on highway access and visibility by providing space for business and employment opportunities within Brookman Addition. Easing in intensity away from the highway, the concept plan includes a complementary mix of compact residential and neighborhood-serving uses before reaching the rail tracks and primarily single family detached areas to the east.

The west end office and light industrial “edge” is envisioned as a more urban, pedestrian friendly, mixed use setting than traditional suburban industrial and/or business parks. Assuming approximately 27 acres of land dedicated to a mix of light industrial, flex and office users, the area could generate between an estimated 1,000 jobs, thereby creating potential for new residents to work near where they live. The land use mix, employment densities and design shall be oriented to warrant the extension of TriMet transit service to the area by attracting new origin and destination riders to the system. Site designs and urban forms shall create pedestrian-friendly spaces and places including outdoor areas and pedestrian connections. Buildings shall be encouraged to utilize cost effective and energy efficient green development practices. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for Brookman Addition.

The purpose of the two-acre mixed use core, or “village center”, of the West Sub-Area is to create a community destination for errands, shopping, dining and neighborly interaction. It is not designed or intended to accommodate regional retail or entertainment uses. This area shall invite neighborhood oriented retail and services that serve the daily needs of the surrounding area. “Main Street” design will include buildings oriented to the street, required weather protection and minimum building heights to create a sense of safety and enclosure, attractive streetscaping, active ground floor uses and other design elements that support pedestrian activity, place identity and economic vitality.

West Sub-Area

Design Themes

Land Use

- *Office, flex and light industrial employment uses oriented toward Hwy 99W*
- *Mixed use “village center” with neighborhood-serving retail and commercial services*
- *Mix of condominiums and apartments close to village center tapering off to town houses and single family*

Transportation

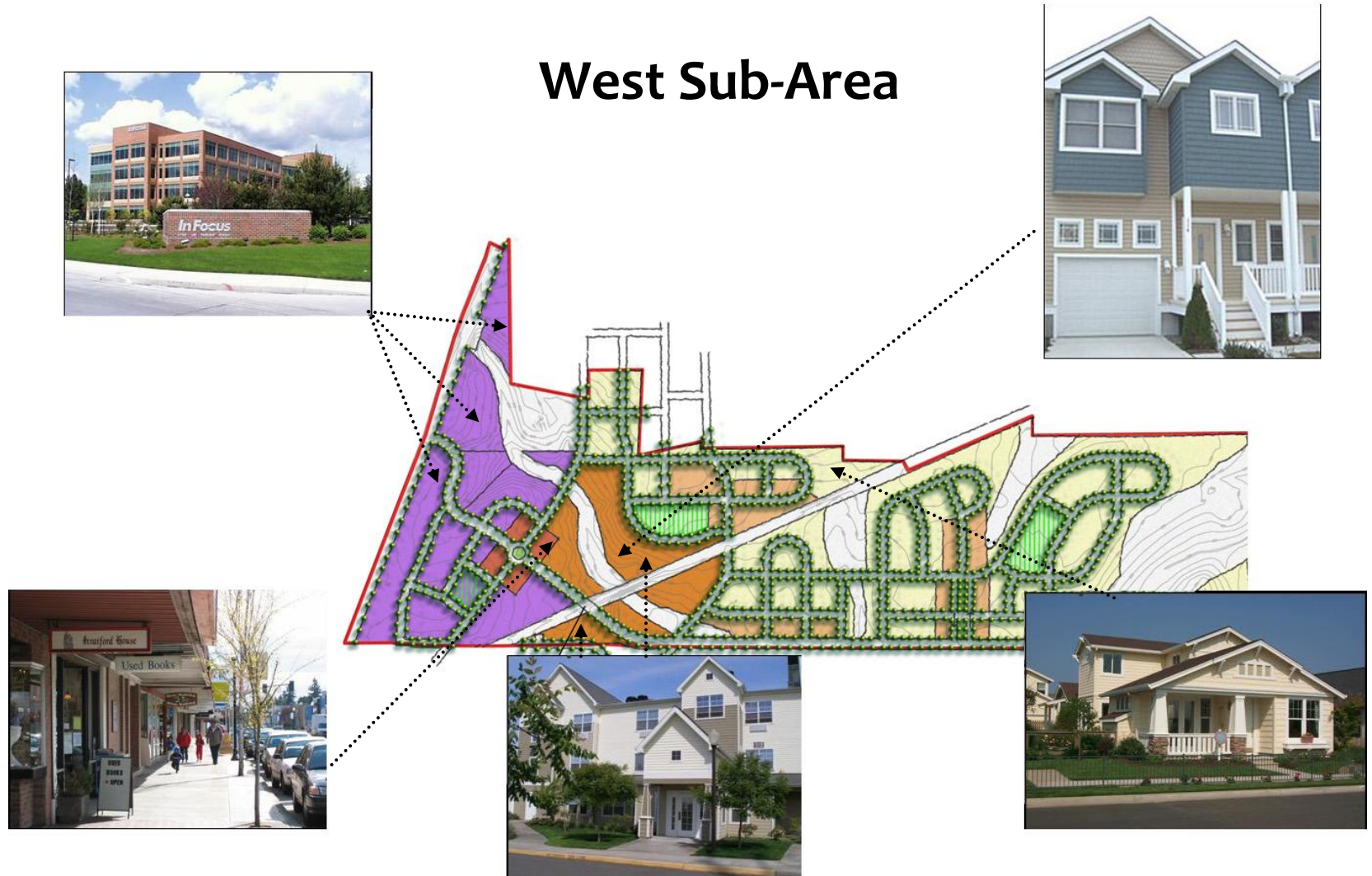
- *Brookman Road will be realigned to provide better access through the sub area*
- *The gateway to West Sub Area will be a new intersection of Brookman Road and Hwy 99W*

Parks & Open Space

- *The community will be served by two new parks*
- *A one-acre park is envisioned near the mixed use village center*
- *A neighborhood park serving nearby single family homes and town houses is envisioned just east of Middleton Road and north of the rail tracks*
- *Goose Creek shall be preserved as an open space corridor*
- *A series of off-street trails shall be linked with parks and open space*

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 2 West Sub-Area



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Central Sub-Area

Bordered by the rail tracks to the west and Cedar Creek to the east, the Central Sub-Area is designed to be a quiet, tree-lined, walkable residential area adjacent to the West Sub-Area. The neighborhood shall allow a mix of housing types while maintaining lower residential densities. Restricted home occupations encourage in-home work options and telecommuting, which establish daytime presence and activity. The neighborhood's design goals are to integrate open spaces by framing them with tree-lined streets and activating them with on looking homes. Residential developments providing housing for a range of income levels should exhibit architectural variety and incorporate green building practices.

Figure 3 Central Sub-Area



Central Sub-Area *Design Themes*

Land Use

- *Primarily single family detached residential (8 dwelling units per acre) in nature*
- *A row of medium density town houses (11 dwelling units per acre) line central green space*
- *Lower densities and/or clustering to protect tree canopies and topography*

Transportation

- *Brookman Road will provide primary east-west access at the southern edge of the neighborhood*
- *Middleton Road will provide north-south neighborhood route with existing at-grade rail crossing*
- *Rail corridor limit other north-south connections*

Parks & Open Space

- *The community will be served by one signature community park, centrally located both within the neighborhood and larger concept plan area*
- *A two-block landscaped common space lined with town houses*
- *Cedar Creek, the natural neighborhood edge to the east, shall be preserved as an open space corridor*
- *A series of off-street trails shall be linked with parks and open space*

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

East Sub-Area Design Themes

Land Use

- *Single family detached residential (8 dwelling units per acre)*
- *Lower densities and/or require clustering to protect tree canopies and topography*

Transportation

- *Brookman Road will provide primary east-west access to the neighborhood with enhanced pedestrian and bicycle facilities*
- *Safety and speed reduction elements should be included when Brookman Road is improved*
- *Ladd Hill Road will provide north-south neighborhood access*
- *Where local street connections are not feasible due to existing constraints such as Redfern Drive, bicycle pedestrian and emergency access shall be provided.*

Parks & Open Space

- *The community will be served by one neighborhood park*
- *Cedar Creek, the natural neighborhood edge to the west, shall be preserved as an open space corridor*
- *A series of off-street trails shall be*

East Sub-Area

Bordered by Cedar Creek to the west and Ladd Hill Road, generally, to the east, the East Sub-Area shall be similar to the Central Sub Area in its residential character. Further removed from retail and transportation services, the neighborhood shall maintain lower residential densities. The areas near Cedar Creek have extensive tree cover, which should be protected through the provision of larger lots and cluster-style development.

Figure 4 East Sub-Area



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

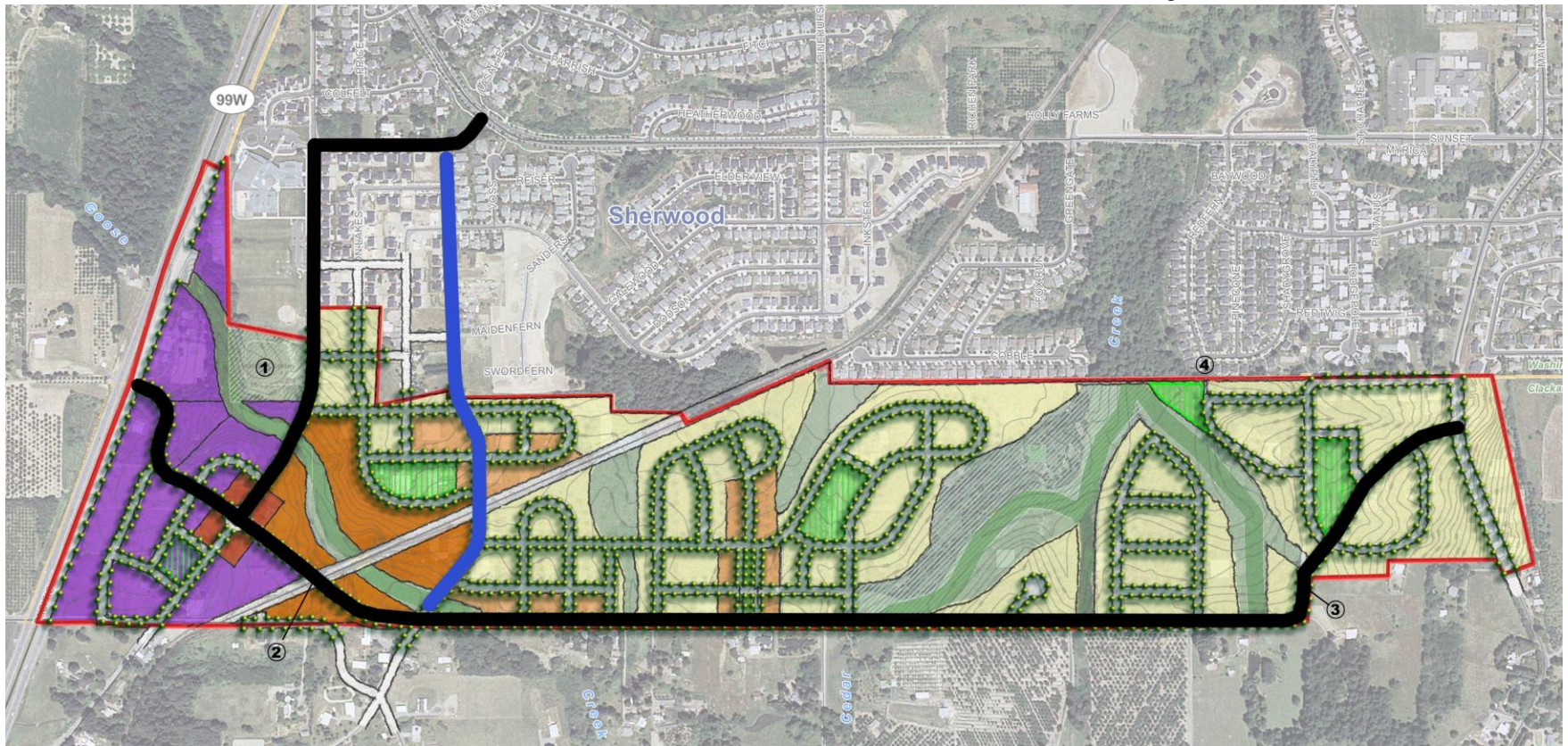
Transportation

The Brookman Addition Concept Plan fully integrates land use concepts with a multimodal transportation strategy. The plan incorporates a mix of land uses, promotes compact development, and provides for transportation facilities that support transportation options allowing residents to live without the daily use of a private automobile. In summary, the key elements of the Concept Plan transportation strategy are:

- Transportation Options
 - Provide a robust multimodal transportation network with effective internal (routes to employment, the village center, civic uses and open spaces) and external (routes to local and regional transit service, bicycle facilities) links.
 - Attract and support transit through increased residential and employment densities near potential transit stops.
- Connectivity within Brookman Addition
 - Require local street and pedestrian way connectivity.
 - Provide a system of interconnected trails and bikeways.
- Design
 - Maximize walking routes and disperse traffic with a modified street grid pattern.
 - Shorten block lengths to minimize walking distances for pedestrians and bicyclists.
 - Update the Sherwood Transportation System Plan (TSP) to include the Brookman Addition Concept Plan, provide necessary off-site improvements, and, assure continued compliance with Oregon's Transportation Planning Rule.
- Connectivity to Sherwood
 - Connect to the City's existing street system via Brookman Road, Middleton, and Old Pacific Highway.
 - Identify a local connection to Redfern Drive as an "area of special concern." Identify the extensions as appropriate for bicycle, pedestrian, and emergency access only due to the constraint of the existing street design

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 5 Functional Street Classification



Brookman Addition Concept Plan

Functional Street Classification

Notes:

1. Existing Cemetery (Constrained Land)
2. Railroad Crossing (Grade Separated)
3. All street alignments are conceptual.
4. Redfern connection is pedestrian, bicycle and emergency access only.



Final-May 2008



Legend

- | | | | |
|---|--|--|---|
| High Density Residential 24 du/ac | | | Neighborhood Parks (Locations are conceptual) |
| Medium Density Residential- High 11 du/ac | | | Constrained Lands (Goal 5 resource lands, subject to on-site verification) |
| Medium Density Residential- Low 8 du/ac | | | Constrained Lands (Vegetated corridor proxy, subject to on-site verification) |
| Commercial / Mixed Use | | | Constrained Lands (Potential wetlands, subject to on-site verification) |
| Employment | | | Collector |
| | | | Neighborhood Roads |

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Streets

The Concept Plan displays a street network, in which, street alignments are conceptual. The proposed functional classification designations for the conceptual street network are indicated in Figure 5. During the preparation of alternatives, a Neighborhood Connector street paralleling Brookman Road was evaluated. This new east-west street would have introduced a new crossing of Cedar Creek. It was not included on the final Concept Plan because the costs and environmental impacts exceeded the benefits of the new route.

A significant challenge to development of Brookman Addition is providing connections to the surrounding street network without degrading livability on residential streets. North of the site, there are several local or neighborhood route street connections that will be provided, which will increase traffic volumes on those roadways. To monitor the impacts of the Concept Plan, a screenline analysis was conducted to determine traffic volumes at key points on the system. A variety of connections and options were tested with the connections shown representing options that could be implemented without unacceptably negative impacts to the existing neighborhoods.

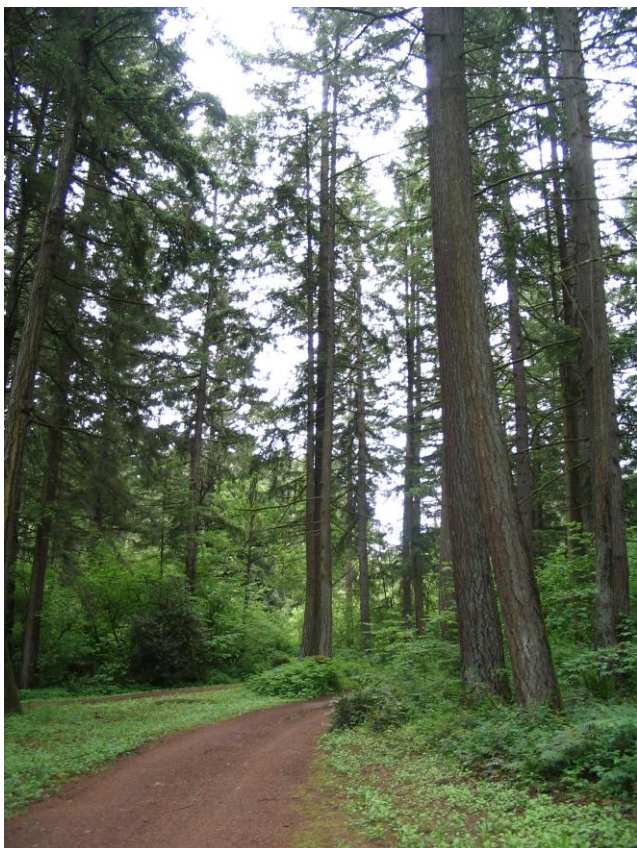
Table 2 lists the existing, future no-build, and Concept Plan weekday traffic volumes at four locations north of the site. Generally, daily traffic volumes below 2,000 to 3,000 vehicles are considered livable for residential streets. However, narrow residential streets (28 feet wide) have a lower traffic volume threshold of 1,000 vehicles per day, as adopted in the City of Sherwood TSP. Locations with traffic volumes exceeding these levels should be considered for a traffic management program (which could include the installation of traffic calming devices to manage vehicle speeds). Volumes listed in Table 2 for the Concept Plan assume that traffic calming projects and other network mitigation would be implemented with development of the Concept Plan. With the inclusion of traffic calming measures, traffic volumes will be within facility standards for most neighborhood streets.

Table 2 Residential Street Weekday 2-Way Traffic Volumes

		2007		2030
	Facility Threshold	Existing	No-Build	Concept Plan (May 2009)
SW Woodhaven Dr. south of Sunset Blvd	3,000	1,200	1,200	1,700
SW Timbrel Ln. south of Sunset Blvd	*	2,300	2,400	6,400
SW Pinehurst Dr. south of Sunset Blvd.	3,000	1,500	1,700	1,800
SW Middleton Road south of Inkster Dr.	3,000	300	400	500

* SW Timbrel lane is designated as a collector roadway in the City of Sherwood TSP. Therefore, residential street thresholds were not applied.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT



Transit

The Concept Plan anticipates future transit service by incorporating precepts of transit oriented development (TOD). In the near-term, gross residential density of the plan supports local and regional bus service. In addition, the West Sub Area includes a high concentration of potential employment oriented toward 99W and a mixed use retail center along Old Hwy 99. In the long-term, this area is designed to potentially attract a spur of Tri-Met's Westside Express Service (WES) commuter rail. Specifics of transit service will depend on the actual rate and type of development built, Tri-Met resources and policies, and, consideration of local options.

Please refer to Appendix B for the complete transportation technical memorandum.

Parks, Trails, and Schools

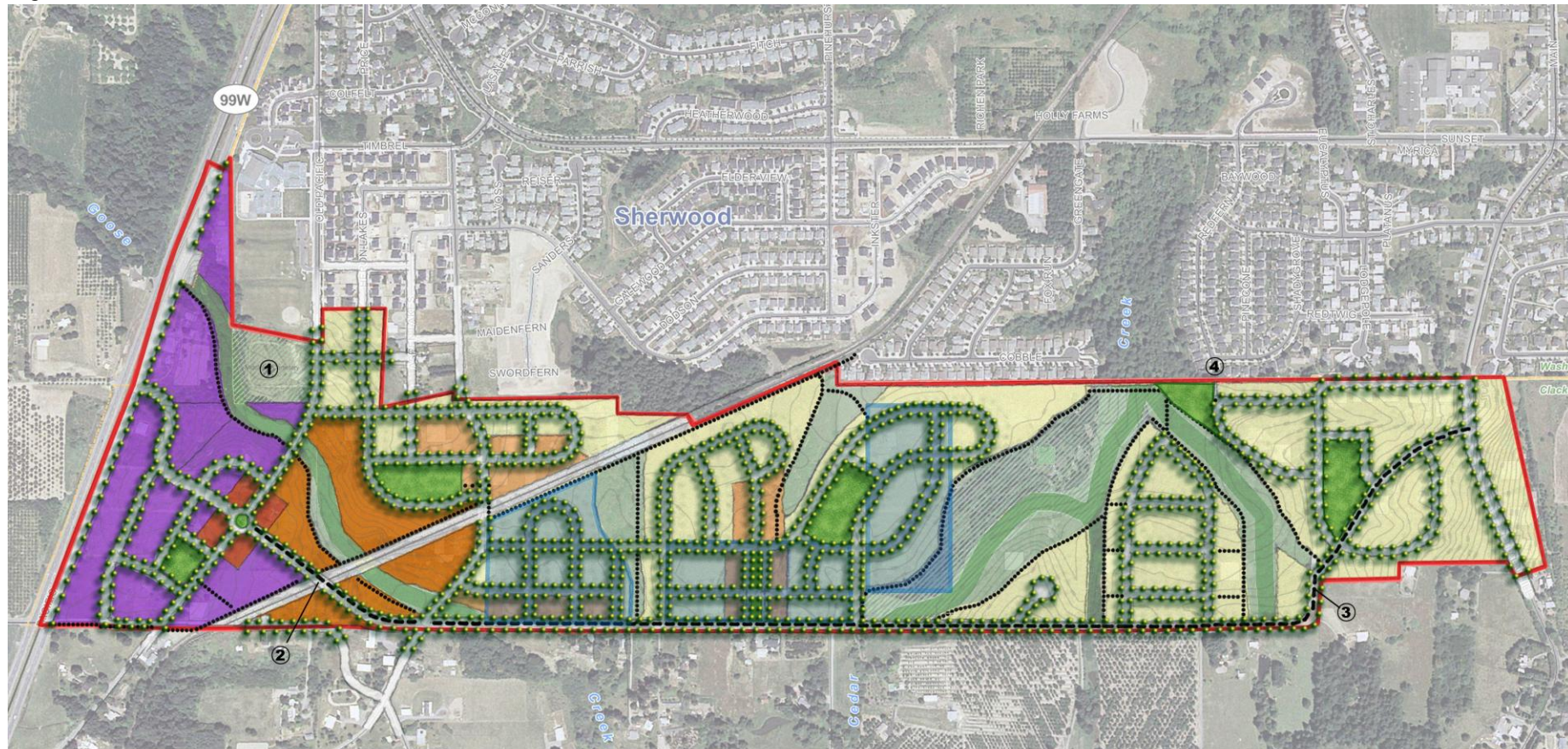
The Parks, Trails, and Schools Framework (Figure 6) is intended to provide an interconnected network of open spaces, pathways, and civic spaces. This “green network” provides:

- scenic amenities
- community gathering places
- access to nature
- tree and natural area preservation
- green spaces near the system of trails and pedestrian connections
- open spaces which complement buildings and the urban built environment
- opportunities to incorporate innovative stormwater management

Five neighborhood parks are proposed. Two of these parks are located in the West Sub Area - one park serves the more dense mixed use area, while the other serves the less dense residential area. One neighborhood park is included in the Central Sub Area and two are located in the East Sub Area. It is assumed that tot lots will be incorporated into individual residential developments to supplement the proposed parks. Open spaces along Goose Creek and Cedar Creek provide natural neighborhood boundaries. The trails and off-street paths link the parks and three sub areas of the plan. Many participants at the open house placed a high priority on trails. Brookman Road was a specific concern, so the plan includes a separated multi-use pathway along Brookman Road. The alternative sites shown for an elementary school are conceptual. They are ideas for locations that would work well with the plan, but do not endorse a specific site location or anticipate zoning to ensure a specific location.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 6 Parks, Trails and Schools



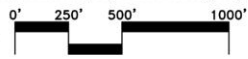
Brookman Addition Concept Plan

Parks, Trails and Schools

All park, trail and school locations are conceptual.

Notes:

- 1. Existing Cemetery (Constrained Land)
- 2. Railroad Crossing (Grade Separated)
- 3. All street alignments are conceptual.
- 4. Redfern connection is pedestrian, bicycle and emergency access only.



Final-May 2008

Legend

- High Density Residential 24 du/ac
- Medium Density Residential- High 11 du/ac
- Medium Density Residential- Low 8 du/ac
- Commercial / Mixed Use
- Employment
- Alternative Sites for 10-acre Elementary School (Locations are conceptual and for illustrative purposes only)
- Neighborhood Parks (Locations are conceptual)
- Constrained Lands (Goal 5 resource lands, subject to on-site verification)
- Constrained Lands (Vegetated corridor proxy, subject to on-site verification)
- Constrained Lands (Potential wetlands, subject to on-site verification)
- Brookman Multi-Use Path
- Off-Street Trails

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

According to the U.S. Green Building Council, buildings in the United States account for:

- 65% of electricity consumption
- 36% of energy use
- 30% of greenhouse gas emissions
- 30% of raw materials use
- 30% of waste output
(136 million tons annually)
- 12% of potable water consumption

Sustainability

Sustainability is a key theme in the Brookman Addition Concept Plan. One of the adopted goals explicitly promotes long term sustainability by promoting high quality long-lasting development and green building practices. Underlying all of the plan goals and principles is a commitment to building a more self-sufficient enduring community within the local and regional economy and environment.

The final plan assumes that sustainable practices will be a combination of private initiatives (such as LEED certified buildings), public encouragement through facilitation, incentives and possibly requirements (green streets and low impact development policies), and public-private partnerships. It is recommended that Sherwood employ incentives, education and policy support as much as possible for promoting sustainability within Brookman Addition. Some initiatives will require regulation and City mandates, but caution and balance should be used. Ultimately, it is up to the private sector to support and invest in sustainable development. Brookman Addition's legacy as a model of sustainable design will depend on the built projects that are successful in the marketplace and help generate the type of reputation that the community desires and deserves.

The key to fulfilling the above-listed goal will be in the implementation. For the City's part, implementation strategies that support sustainable design will be included within the Sherwood Comprehensive Plan policies and Code provisions. Some of these strategies will be "required" while other are appropriate to "encourage." Examples of these sustainability strategies include:

- Green Building
- Energy efficiency
- Water conservation
- Compact development
- Solar orientation
- Green streets/infrastructure
- Adaptive reuse of existing buildings/infrastructure
- Alternative transportation
- Pedestrian/Cyclist friendly developments
- Natural drainage systems
- Tree preservation and planting to "re-establish" a tree canopy
- Minimizing impervious surfaces

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

During the preparation of this plan, the steering committee emphasized the importance of sustainability by recommending the following: “Brookman Addition will be a green development. The City and partners will create a Sustainability Implementation Plan that includes the above-cited sustainability strategies. The City will consider creation of a Task Force to prepare the plan.

Natural Resource Protection

Development of Brookman Addition must be balanced with the preservation of key elements of the natural environment. The identification and mapping of natural resources including habitat areas and riparian corridors informed the concept plan process and helped determine those lands unsuitable for development. Figure 7 illustrates the inventory of natural resources within a one-mile radius of the Brookman Addition plan area.

The purpose of this section is to lay out a suite of strategies for ensuring that the future built environment respects the legacy of the natural landscape. Possible strategies could include:

- As appropriate, amend the City’s Wetland Inventory and Comprehensive Plan Natural Resource Inventory to include Brookman Addition’s natural resources as identified and mapped, thereby subjecting new development to Wetlands, Habitat and Natural Resource Standards of the Sherwood Municipal Code (Chapter 16.144).
- Designate and reserve areas for Concept Plan parks and open space on the Comprehensive Plan Recreation Plan Map.
- Identify, define, and map protected zones for lands deserving of protection but which are not yet protected from development, with development rights transferable to a developable zone.
- Include site development specifications within medium and high density zones to encourage greater preservation and development of vegetation (e.g. trees).
- Define the medium density residential-low zone to:
 - Maximize and expand natural resources areas
 - Encourage preservation of intact tree stands, farmland parcels and land adjacent to protected natural resource areas.
- Define medium and high density development zones so as to encourage clustering of units on a site and expanding contiguous open space.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

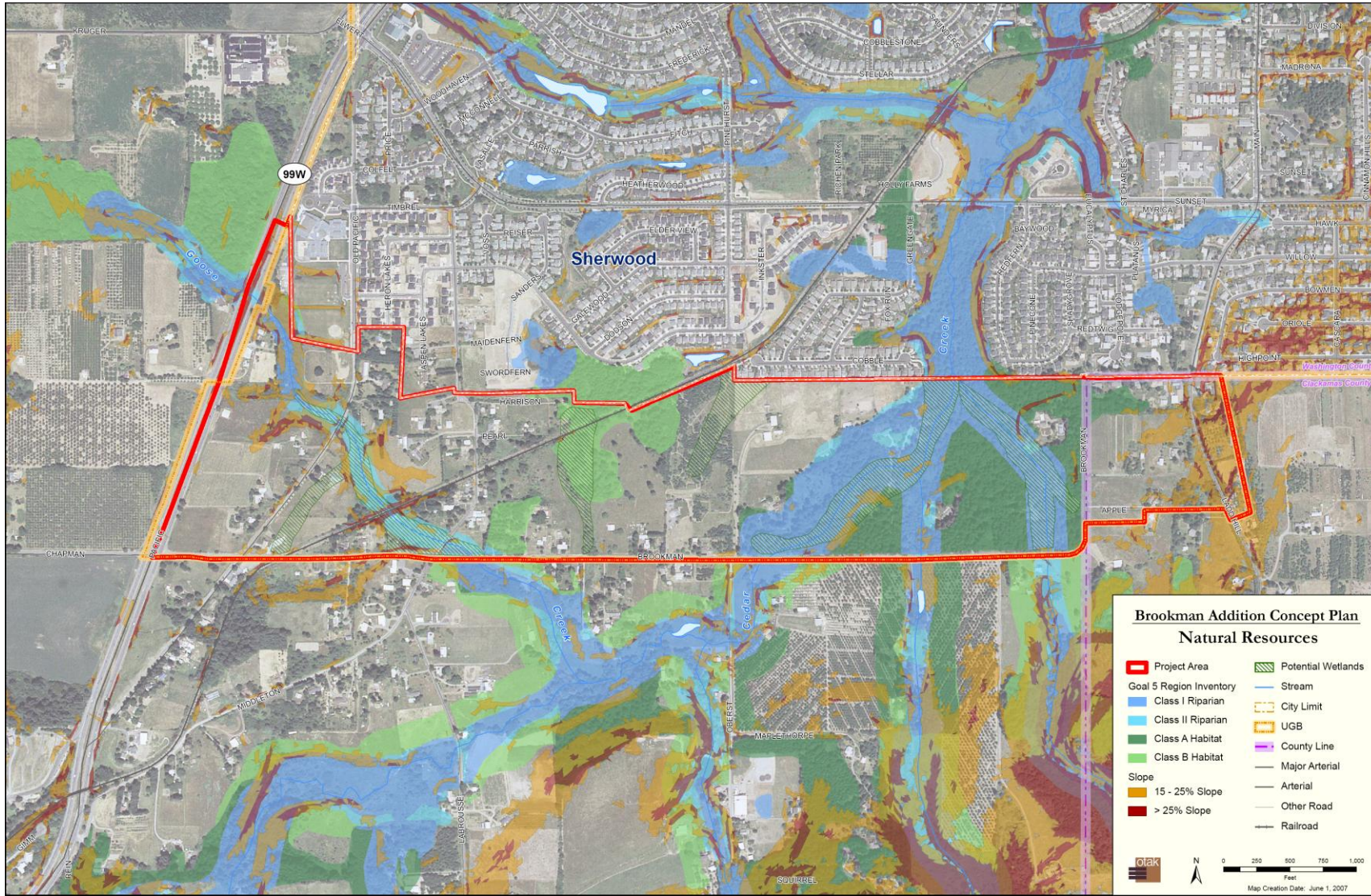


- Require a natural resource inventory and protection plan for new development proposals in low and medium development zones.
- Require monitoring for any new development to ensure that there are no increases in stormwater runoff, thereby encouraging developers to design new developments to accomplish this protection by:
 - Incorporating low-impact development (LID) practices
 - Minimizing impermeable surfaces
 - Protecting and increasing vegetation on stream banks
- Work with land conservancies (e.g. Three Rivers Conservancy) to protect land adjacent to Cedar Creek.
- Encourage, provide incentives, and/or require cluster development and other techniques that will preserve open space and tree canopy in the Cedar Creek area.



BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 7 Natural Resources



Note: Information used for most map layers are based on generalized information from a variety of sources. In all cases, on-site verification will be required to determine the extent and location of resources.

*Examples of Multi-functional Regional
Stormwater Facilities*



Stormwater Wetland



Terraced Outdoor Seating



Water Feature along a Trail

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Stormwater

The Stormwater Management Strategy for Brookman Addition is consistent with the adopted Stormwater Management Plan. The strategy describes the recommended stormwater management tools to be applied within Brookman Addition. The following goals were incorporated into the stormwater management strategy with respect to parks and green spaces:

- Regional stormwater facilities should be designed to blend with the other uses of the open space area, and can be designed as a water feature that offers educational or recreational opportunities.
- Protection of natural resource areas consistent with the City of Sherwood's Goal 5 program and other priority resource areas identified by the Steering Committee.
- Sustainable, system-based solutions such as regional stormwater management and other low-impact development practices.

The recommended Stormwater Management Strategy for Brookman Addition is to collect and convey all runoff from the site primarily within the road right-of-way (R.O.W.), and then route stormwater to regional detention and water quality facilities. After all runoff has been treated and detained, it will be discharged into natural drainage ways adjacent to each facility. Design of the regional stormwater facilities should be integrated with the urban and natural areas to provide additional habitat value or public open space for recreation. Photograph examples of integrated facilities are shown at left.

While not assumed as a requirement in the recommended stormwater infrastructure, Low Impact Development Applications (LIDA) should be encouraged for new development. The integration of LIDA to new development will reduce impervious areas and may also reduce effective runoff that is generated from a particular site. Consequently, regional facility sizes may ultimately be reduced per design standards in place at the time the proposed regional facilities are implemented. Incorporation of LIDA will help achieve the vision of Brookman Addition as a green development.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Conveyance of stormwater through Brookman Addition is illustrated in the Stormwater Concept Plan Diagram (Figure 8). Much of the site runoff will need to be conveyed through pipes. All stormwater runoff is conveyed to one of six proposed regional facility sites. While the specific locations have not been identified, coordinating the use of these for multiple properties will require land owner cooperation during development reviews, and/or, City initiative in advance of development. As noted above, Low Impact Development Applications are encouraged where feasible; examples of site-related LIDAs are illustrated on this page; however they may not be fully applicable or currently permissible in the City of Sherwood at this time.

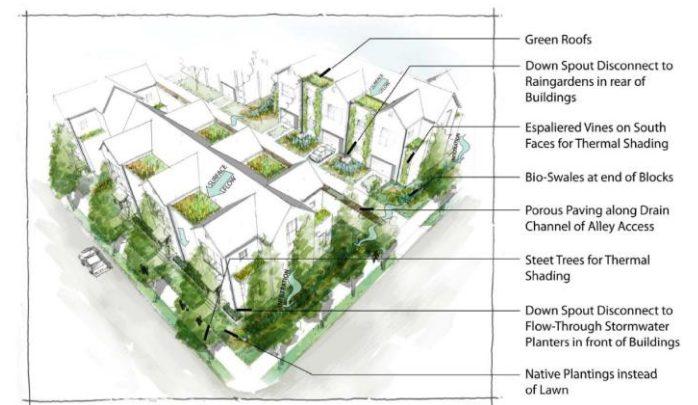
Regional water quality facilities are recommended for the treatment of all site runoff. Vegetated swales are recommended for treating new impervious area within each of the six basins, and should be integrated with the regional stormwater detention facilities.

The regional facilities should be incorporated into the open space areas wherever possible to reduce land costs, and reduce impacts to the buildable land area. Stormwater runoff should be considered as a resource, rather than a waste stream. The collection and conveyance of stormwater runoff to regional facilities can offer an opportunity to collect the water for re-use.

Please refer to Appendix C for the complete stormwater technical memorandum.



Single Family Residential



Multi-Family Residential

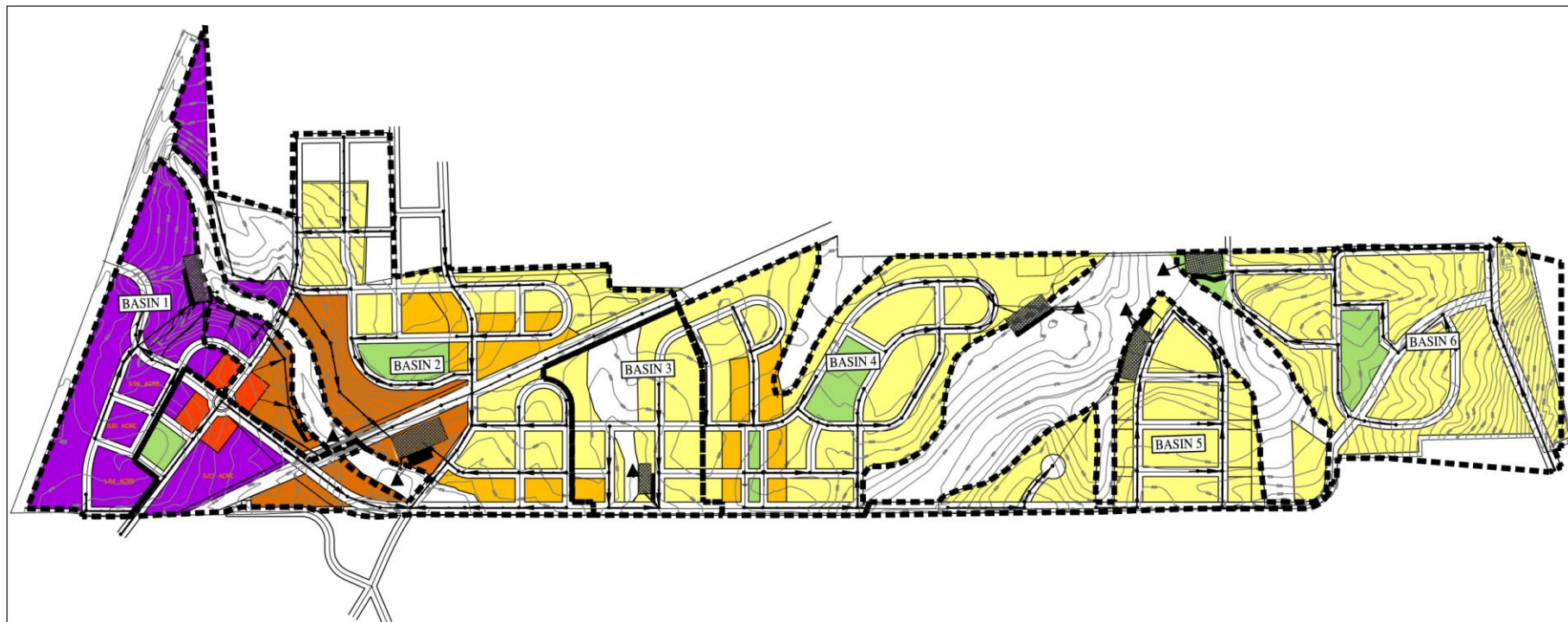


Parking Lot

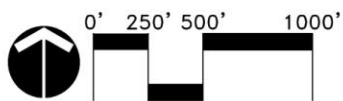
Illustrations by Greenworks

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 8 Stormwater Concept Plan



Brookman Addition Stormwater Concept Plan Diagram



- Mixed Use
- Employment
- Medium Density Residential - Low
- Medium Density Residential - High
- High Density Residential
- Park
- Proposed Drainage Pattern
- Proposed Stormwater Detention Facility
- Proposed Stormwater Treatment Facility
- Basin Boundary
- Basin Outflow/Discharge Points

Note: While the locations of the proposed stormwater detention facilities are conceptual, the general locations shown in Figure 8 reflect consideration of topography, existing resources, proposed land uses, and proposed street network.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Water System

The existing water system currently provides potable water to the area immediately north of Brookman Addition. It is part of the 380-foot pressure zone, the largest pressure zone in Sherwood, and it serves all customers below an approximate ground elevation of 250 feet above mean sea level. The zone includes residential, commercial, and industrial land uses. It is served by the Main Reservoir at SW Division Street east of Southwest Pine Street. All four of the City's groundwater wells and the City's Tualatin Supply Connection provide water to this pressure zone.

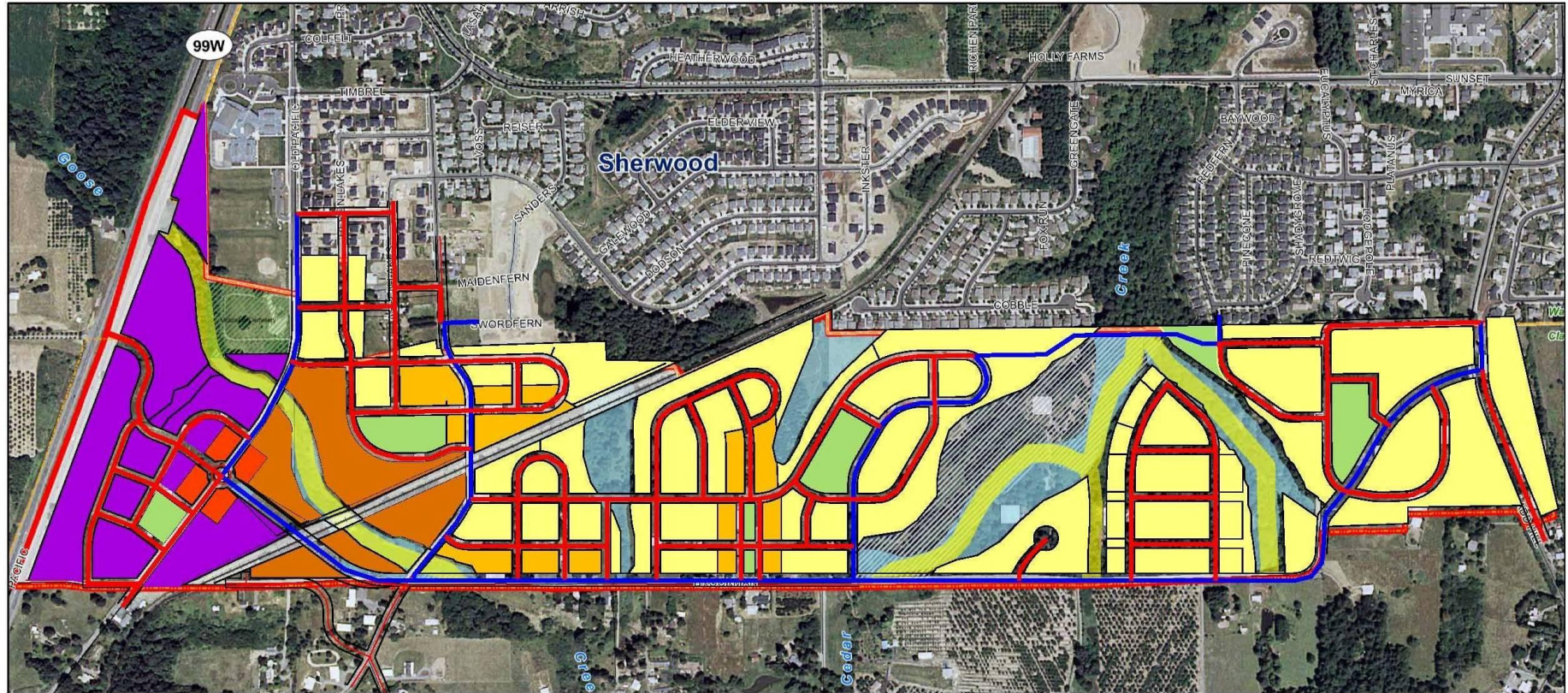
The Water System Master Plan identifies the need for several major improvements to extend water service to the concept plan area. These projects include: the seismic upgrade to the existing reservoirs; construction of new reservoirs; installation of a pressure reducing valve; and the addition of several pipeline segments. These improvements are required to provide a "backbone" network that will serve the concept plan area.

The master plan has programmed the construction of approximately 17,000-feet of 12-inch water main that would bring service into the concept plan area. The connections to the existing system will occur at designated locations along the northern edge of Brookman Addition. These connections to the existing system are planned to occur at the proposed 12-inch stub located in S.W. Ladd Hill Road, the existing 8" stubs located in S.W. Redfern Drive and Swordfern Lane, and at the proposed Southwest Sherwood Pressure Reducing Valve PRV.

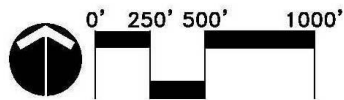
The 12-inch water main will provide direct service to many of the properties in the concept plan, but most importantly, it will provide water to a network of 8-inch mains that will serve the remainder of the properties identified in the concept plan area.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 9 Water System Network



LAND USE	LEGEND
Commercial / Mixed Use	8" WATER MAIN PIPE (PROPOSED)
Employment	12" WATER MAIN (PROGRAMMED IMPROVEMENT)
Medium Density Residential - Low 8 du/ac	
Medium Density Residential - High 11 du/ac	
High Density Residential 24 du/ac	
Park	



**Brookman Addition:
Water System Concept Plan**



14 May 2009

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Sanitary Sewer System

The sanitary sewer system infrastructure to serve the Brookman Addition Concept Plan area is assumed to be a traditional gravity flow municipal system. It will be an extension of the existing system that is documented in the *Sanitary System Master Plan* (July 2007). Design, construction, and operation of the proposed infrastructure will follow current city and state standards.

The sanitary system master plan anticipated the expansion of the Urban Growth Boundary (UGB) to include the Brookman Addition Concept Plan area and beyond. The concept plan area is served by the Cedar Creek Basin. The Cedar Creek sanitary sewer basin drains to the Sherwood Trunk Interceptor Sewer, operated and maintained by Clean Water Services (CWS). The Sherwood Trunk Interceptor extends to the Sherwood Pump Station, also owned and operated by CWS. Wastewater is then pumped to the Durham Advanced Wastewater Treatment Plant for final treatment and disposal.

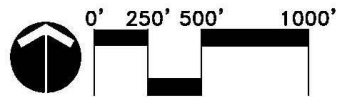
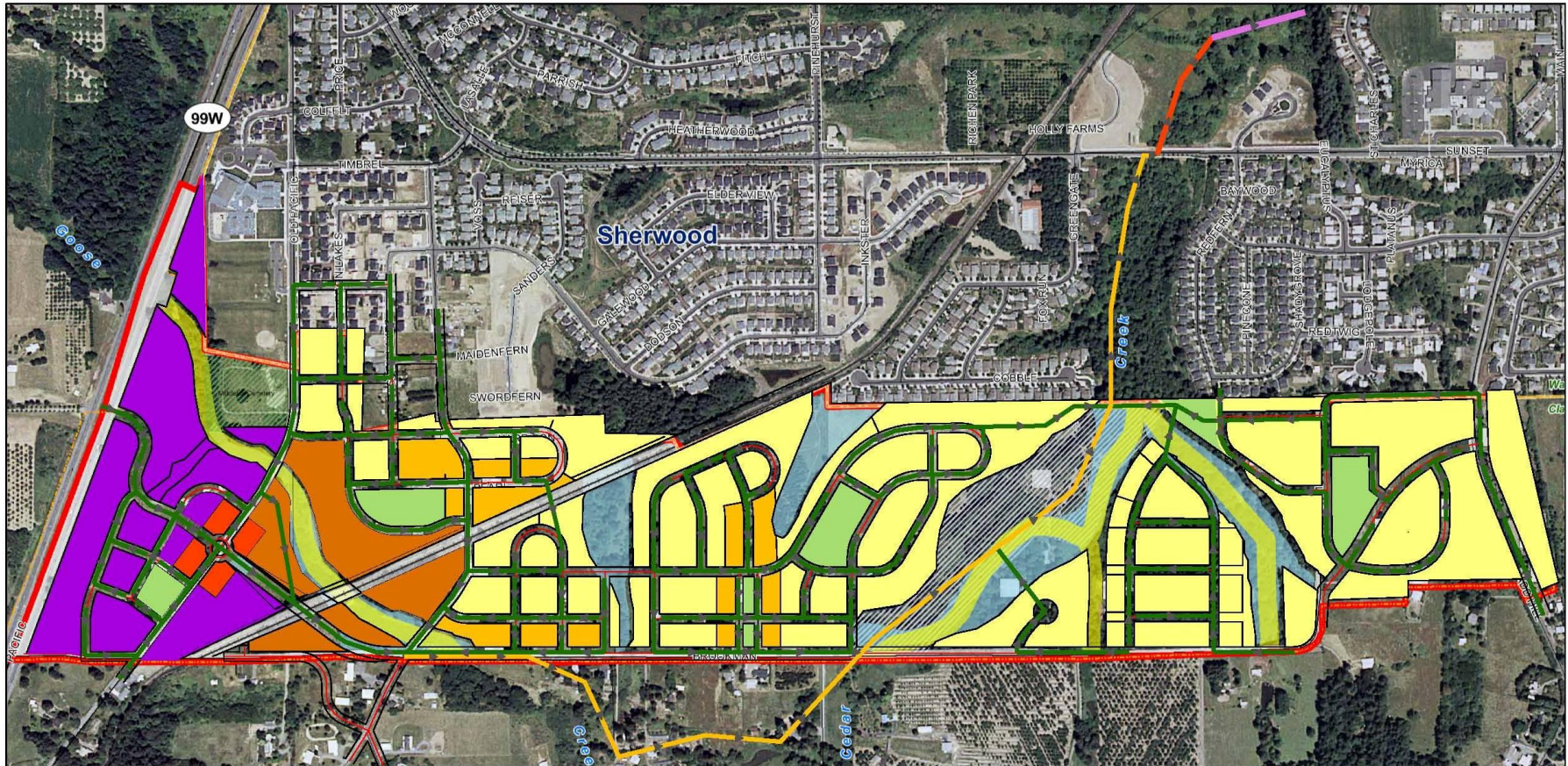
Like the Water System, basic system extensions are needed to bring the sewer pipes to the concept plan area. There are three projects identified in the Sanitary System Master Plan that are needed to serve the area. Two of these projects upgrade a small portion of the existing 12-inch collector sewer. One of the projects extends the 12-inch collector sewer along Cedar Creek and into the Urban Growth Boundary Areas 54 & 55, which comprise the Brookman Addition Concept Plan area.

The two system upgrades and the 6,430-foot extension project will provide the “backbone” sanitary sewer system for the Brookman Addition Concept Plan area. A local network of sanitary sewers will need to be constructed in order to completely serve the Brookman Addition. The “backbone” system identified in the Sanitary System Master Plan would extend outside the current UGB to follow the creek. Following the existing grades along the creek allows the system to operate under gravity flows and eliminate the need for pumping to serve the lower portions of the Concept Plan Area. It is assumed that this extension is acceptable provided no areas outside the UGB are permitted to obtain service from this line.

Please refer to Appendix D for the complete water and sanitary sewer technical memorandum.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Figure 10 Sanitary System Network



**Brookman Addition:
Sanitary Sewer System
Concept Plan**

LAND USE

- Commercial/Mixed Use
- Employment
- Medium Density Residential - Low 8 du/ac
- Medium Density Residential - High 11 du/ac
- High Density Residential 24 du/ac
- Park

LEGEND

- 8" SANITARY SEWER PIPE (PROPOSED)
- 12" SANITARY SEWER MAIN (COLLECTION SYSTEM EXTENSION)
- 15" SANITARY SEWER MAIN (CAPACITY UPGRADE)
- 18" SANITARY SEWER MAIN (CAPACITY UPGRADE)



14 May 2009

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

V. Fiscal Impact Analysis Summary

The Fiscal Impact Analysis compares the cost of constructing infrastructure to serve Brookman Addition to revenues generated to pay for those costs. Costs are based on infrastructure analyses prepared for the plan. Revenues are based on infrastructure fee information provided by the City of Sherwood.

In Oregon, the primary funding mechanism for funding infrastructure for new development is the System Development Charge, or SDC. SDCs are one-time fees levied on new development to recover a fair share of the costs of existing and planned future improvements to infrastructure to serve that development. The City of Sherwood also collects a Traffic Impact Fee (TIF) for Washington County, which is a countywide charge to fund transportation infrastructure.

SDC revenue for non-residential development may be significantly different from what is estimated in this analysis. The SDCs will vary with size of building and type of use. Residential SDCs, however, are likely to be roughly equivalent to the estimates in this analysis, if build-out is similar to the Concept Plan. The great majority of the development in Brookman Addition is residential, and the great majority of SDC revenue is from residential development. Therefore, total SDC revenue projections are likely to be fairly accurate.

Figure 10 and Table 3 display the total costs and revenues for four basic urban infrastructure types. The data show only the costs that are expected to be paid by the City. The numbers do not include costs typically paid by developers. The following text explains the reasons for the funding gap in stormwater and transportation, and then discusses potential funding sources to fill the gap.

Figure 11 Total Costs and SDC/TIF Revenue

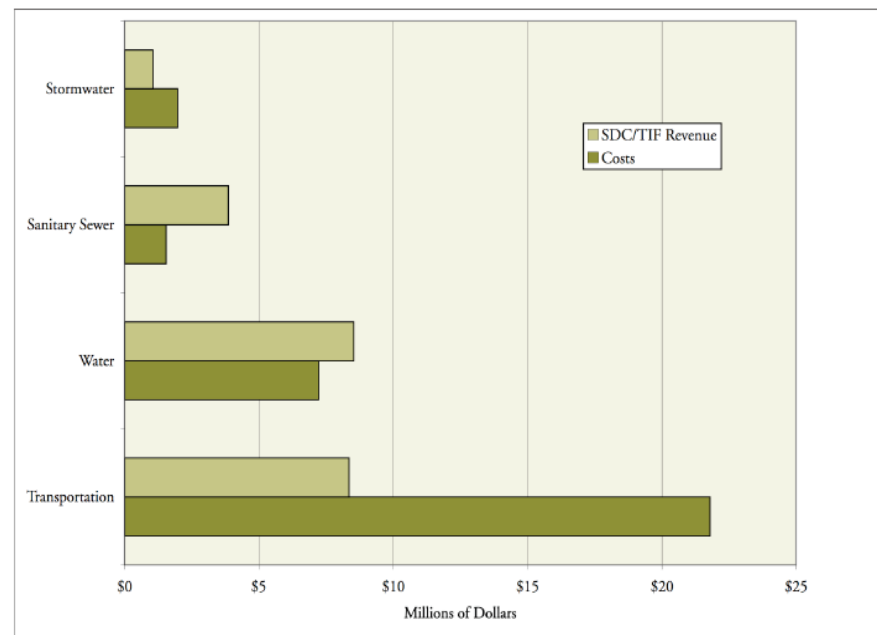


Table 3 Fiscal Impact Analysis Summary*

	Cost	SDC/TIF Revenue	Cost - Revenue	% Funded by SDC/TIF
Transportation	\$21,790,000	\$8,349,051	\$13,440,949	38%
Water	\$7,221,000	\$8,517,869	(\$1,296,869)	118%
Sanitary Sewer	\$1,538,782	\$3,853,792	(\$2,315,010)	250%
Stormwater	\$1,965,160	\$1,042,449	\$922,711	53%
Parks	not estimated	\$8,105,625	n/a	n/a

*Based on Draft Concept Plan – June 2008
See Appendices for final infrastructure costs

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

- **Transportation.** There is a large funding gap for transportation. The large gap is not unexpected. SDC and TIF revenues are not intended to cover 100% of costs. The City of Sherwood reduced its transportation SDC in November 2007 because of complaints from developers in the City. The County is working to expand the revenue generated by the TIF, but the revised TIF calculation is not known at this time. The City's transportation SDC is expected to be reduced proportionate to any increases in the County TIF.
- **Water.** SDCs fund just over 100% of expected infrastructure costs for Brookman Addition. Revenues exceed costs because Brookman Addition is able to connect to existing capacity.
- **Sanitary Sewer.** SDCs fund 250% of expected infrastructure costs for Brookman Addition. Revenues exceed costs because Brookman Addition is able to connect to existing capacity. The excess revenues support capital improvements to the entire system.
- **Stormwater.** SDCs fund about half of expected costs for Brookman Addition. The City may be able to apply revenue generated by a park SDC to stormwater services. If open space is designed to provide recreation and stormwater infiltration, park SDC revenue can help fund the stormwater infrastructure.

The funding gap for transportation and stormwater is about \$14.3 million, or about \$11,600 per residential unit in the Concept Plan.

Funding Sources

The following is a list of potential funding sources that could be considered to fill the funding gap. These alternatives are all legal in Oregon and a combination of the alternatives could be combined into a funding strategy. The first two funding mechanisms, a Local Improvement District and a County Service District, are the most appropriate funding solutions, given the relatively small funding gap.

Local Improvement District (LID)

The landowners could create a taxing district of the Brookman area, where the revenue funds infrastructure improvements. Future property owners in the area would pay the tax. The funding gap is less than \$12,000 per household, and that amount could be financed with a LID in the Brookman District.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

County Service District

This is a special district that can fund construction, operation, and maintenance of public facilities and services. Similar to a LID, but the tax does not need to be based on property value, but some other factor (e.g., square feet of structure). Such a tax structure avoids statewide property tax limitations. The funding gap is small enough that it could be financed with a County Service District.

Expand Developer Requirements

The City could require that developers build infrastructure in addition to the local infrastructure. Although the developer pays for developer requirements, the expenditures do not necessarily come from the developers' pocket. The total cost will affect how much developers are willing to pay current landowners for the land, likely reducing the purchase price. The increase cost of development will affect the type of housing the developer is willing to build due to the potentially sizeable impact to development financial feasibility.

Expand SDCs

The City is already working on an update of the sanitary sewer and stormwater SDC and Washington County is considering an expansion of the TIF. It is expected, however, that the City's transportation SDC will be reduced proportionate to any increases in the County TIF. As with developer requirements, the total cost of SDCs will affect how much developers are willing to pay current landowners for the land, and the increased cost of development will affect the type of housing the developer is willing to build due to the impact to financial feasibility.

Transportation Utility Fees

A Transportation Utility Fee (TUF) is a monthly charge assessed to households and businesses, based on the average number of trips generated by types of land uses. The fee is often collected as part of a utility bill. The revenue typically funds road maintenance.

Bonds

A General Obligation (GO) Bond is a traditional tool used to fund capital improvements. The voters of Sherwood would have to approve a bond, which would be secured by property tax revenue. GO Bonds are not subject to property tax limitations established by Measures 5, 47, and 50. Revenue bonds are typically secured by water/wastewater/stormwater billing revenue. The City could institute a transportation utility fee to secure a bond for roads.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Urban Renewal District

Urban Renewal allows a jurisdiction to use tax increment financing to fund infrastructure. Tax increment financing ‘freezes’ the assessed value of the district, and all property tax revenue associated with any incremental growth in assessed values goes to the UR District. It is likely that the value of improvements in Brookman Addition is currently low enough to legally permit the establishment of an UR District. The primary disadvantage with Urban Renewal is that the existing taxing district does not collect property tax revenue generated by the new, higher value development. That revenue funds operations for the City, the County, and any special districts. However, compromises, such as dedicated matching funds and/or projects mutually beneficial to the City/District can be planned to mitigate potential negative effects of foregone revenues. By State statute, school districts do not forego property tax revenues with establishment of urban renewal.

Property Taxes

Brookman Addition is in the jurisdiction of other taxing districts, but this analysis focuses on the City of Sherwood, the jurisdiction with primary responsibility for basic infrastructure provision. At full build-out, Brookman Addition will generate close to \$1.0 million a year in property tax revenue to the City of Sherwood. Property taxes support the City’s General Fund. In Fiscal Year 2007-08, the General Fund is budgeted to be about \$12 million, with \$3.7 million of total revenue generated by property taxes. The development in the Brookman Addition would increase total revenue to about \$4.7 million.

Please refer to Appendix E for the complete Fiscal Impact Analysis technical memorandum.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

VI. Implementation Policies

In order to meet the goals and adhere to the principles of the concept plan for Brookman Addition, the following policies are recommended for adoption into the Sherwood Comprehensive Plan. The goal statements are those developed by the Steering Committee as goals for the plan.

Goal 1 - Connections to Sherwood

Brookman Addition will be related to the community character and harmonize with Sherwood.

- 1.1 New development shall respect the scale of adjacent residential development.
- 1.2 Promote neighborhood “seams” rather than hard edges through compatible building height, size, densities and general architecture in areas where new development interfaces with existing residential areas.
- 1.3 Require pedestrian and vehicular connections to Sherwood be consistent with the Concept Plan Circulation Framework.

Goal 2 - Complete and Sustainable Community

Brookman Addition will be complete in its variety of housing, mix of uses, walkable streets, public facilities and shared community spaces, transportation connections, green spaces, and diversity of residents.

- 2.1 Adopt new comprehensive plan and zone designations, and development code, that implement the Brookman Addition Concept Plan. Require all development to be consistent with the plan and implementing code.
- 2.2 Establish land use sub-districts within the code to implement the Concept Plan. The sub-districts are *West Sub Area*, *Central Sub Area* and *East Sub Area*.
- 2.3 Within the *West Sub Area* sub-district, promote job creation, a mix of neighborhood-serving retail and services, multiple housing options and transit oriented, pedestrian friendly development. Adopt minimum densities, limitations on stand-alone residential developments, parking maximums, urban design standards (e.g. buildings brought up to the sidewalk) and other development regulations that implement this policy.
- 2.4 Promote a jobs-housing balance by preserving lands designated for employment uses.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

- 2.5 The mixed use village center will be located along Old Pacific Hwy and fall between three and five gross acres. The specific configuration of the village center will be established as part of a master plan.
- 2.6 Buffer lower density residential areas from major transportation corridors including Hwy 99W, the Pacific & Western Railroad, and Brookman Road with higher intensity land uses, wide sidewalks and tree lawns and/or generous landscaping.
- 2.7 Within the *Central Sub Area* and *West Sub Area*, encourage a variety of single family housing types. Allow smaller lot sizes, lot size averaging and other techniques that help create housing variety while maintaining overall average density.

Goal 3 - Transition of Land Intensities

Brookman Addition will contain a variety of intensities of land use. The intensity of uses will taper down from 99W to the surrounding neighborhoods and open spaces.

- 3.1 Promote compatibility with existing urban residential areas to the north and rural residential areas to the south of the Concept Plan area. Transitioning to lower densities, setbacks, landscaped buffers and other techniques shall be used to create smoother transitions in the built environment.
- 3.2 Focus growth and development intensity near the existing high capacity transportation facility of Hwy 99W and the potential transit node at or near the village center.
- 3.3 Maintain natural (hydrology, open space) and built (transportation corridors) barriers as logical transition between residential density and development intensity (bulk, heights).
- 3.4 Create residential density transitions and gradients by permitting medium density dwellings such as, townhomes (11 dwelling units per acre) between higher intensity residential and mixed use areas and detached residential settings.

Goal 4 - Transportation Choices

Multimodal choices for walking, biking and transit will be provided and connected throughout Sherwood and the larger transportation system.

- 4.1 Work with Tri-Met to extend local and regional bus service to the concept plan area in anticipation of transit supportive densities and uses.
- 4.2 As land use reviews and development occur prior to extension of bus service, ensure that the mix of land uses, residential and employment density and

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

urban design support transit as an attractive and viable transportation option in the future.

- 4.3 As physical conditions (topography, street capacity) permit, ensure that local street connectivity and off-street pedestrian routes link together into a highly connected pedestrian system that is safe, direct, convenient, and attractive to walking.
- 4.4 Identify a local connection to Redfern Drive as an “area of special concern.” Identify the extension as appropriate for bicycle, pedestrian, and emergency access only due to the constraint of the existing street design.
- 4.5 In cases where road and sidewalk connections are not feasible, require pedestrian and bicycle trail connections.
- 4.6 Disperse traffic evenly by requiring local street connectivity and discouraging dead-end streets. Cul-de-sac streets shall be minimized and used primarily to increase density by opening up land not otherwise accessible through a connected street pattern due to topography or other constraints.
- 4.7 The “walkability” of the Concept Plan area will be one of its distinctive qualities. The density of walking routes and connectivity should mirror the urban form - the higher the density and larger the building form, the “finer” the network of pedestrian connections.
- 4.8 Where roadway and sidewalk improvements are impractical or cost prohibitive, provide trails in-lieu of extensive roadway and sidewalk improvements.
- 4.9 Require trails to be provided consistent with the Concept Plan Circulation Framework.
- 4.10 Provide bike lanes and/or separated multi-use paths on all collector streets. Bike routes will be coordinated with the trails shown on the Circulation Framework.

Goal 5 - Parks & Green Spaces

A variety of parks, pathways along streams, protected open spaces and water quality facilities will result in a connected system.

- 5.1 Establish an open space network consistent with the Open Space Framework Plan.
- 5.2 Develop an open space requirement (e.g. as a percentage of land area) for all new development.
- 5.3 Neighborhood parks, trails and other open spaces shall be within a short walk (approximately one-quarter mile unimpeded by major physical or psychological barriers) of all homes and businesses.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

- 5.4 Provide a mix of open space and recreation opportunities for all ages and abilities including tot-lots, playgrounds, ball fields, and passive recreation such as nature trails
- 5.5 Link all parks and open spaces with direct pedestrian and bicycle connections.
- 5.6 Create functional open spaces, natural water quality facilities and wildlife corridors. Aggregate on-site open space and link to adjacent off-site open spaces as site conditions allow.
- 5.7 Encourage use of low impact development practices and stormwater system designs where appropriate and permissible, that mimic natural hydrologic processes, minimize impacts to natural resources and eliminate pollution to watersheds.
- 5.8 Preserve and enhance the existing tree canopy as much as possible. Encourage incorporation of significant tree cover into master plans and site specific designs.

Goal 6 - Long Term Quality

Development will be designed to be high quality and long-lasting for a livable future in the next generation. The plan encourages development guided by green principles.

- 6.1 Create timeless mixed use and residential neighborhoods by translating concept plan land use concepts into zoning and urban design standards.
- 6.2 Implement human scale design through building orientation, attractive streetscapes, building form/architecture, subordinated parking facilities and other techniques that is matched to the purpose of the sub-district. The design qualities of the community should mirror the urban form - the higher the density and larger the buildings, the higher the expectation for urban amenities and architectural details.
- 6.3 Utilize the land use application and site plan review process to ensure high quality development and consistency between projects. Allow flexibility in development standards and the configuration of land uses when they are otherwise consistent with the comprehensive plan, development code, and vision to create a complete and sustainable community.
- 6.4 Consider incentives, such as density bonuses, for the development community to seek green building and neighborhood design certification (*LEED-Leadership in Energy and Environmental Design, Earth Advantage, EnergyStar* or equivalent).
- 6.5 Plan Brookman Addition as a green development.

BROOKMAN ADDITION CONCEPT PLAN—FINAL REPORT

Goal 7 - Consensus, Involvement and Partnerships

The process involves partnerships with service providers to produce a community supported concept plan that addresses community issues and concerns, and meets applicable state, regional, city and community planning objectives.

- 7.1 Foster stewardship or “ownership” of the concept plan through continuing public outreach and education among stakeholders including, but not limited to, neighborhood groups, local agencies and officials and the development community.
- 7.2 Seek innovative funding techniques including joint development opportunities with public and private partners to finance infrastructure improvements.
- 7.3 Work externally with local and regional government partners and service providers to ensure consistency with plan goals and policies.

Goal 8 - Implementation

The concept plan shall consider the feasibility of implementation, including financing, construction, and phasing.

Financing strategies for implementation

- 8.1 Consider the implementation of one or a combination of multiple alternative funding strategies to decrease the gap between costs and current revenues. Strategies to be considered include (but are not limited to):
 - a. Local Improvement District (LID)
 - b. County Service District
 - c. Expanded developer requirements
 - d. Expanded System Development Charges
 - e. Transportation Utility Fees
 - f. Bonds
 - g. Urban Renewal District

LEGEND

- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED VEGETATED CORRIDOR
- 100-YEAR FLOOD PLAIN
- EXISTING WETLANDS

PIONEER DESIGN GROUP
 CIVIL ENGINEERING • LAND USE PLANNING • LAND SURVEYING • LANDSCAPE ARCHITECTURE
 PORTLAND, OREGON | HONOLULU, HAWAII
 PH: 503.643.8286 | WWW.PD-GRP.COM

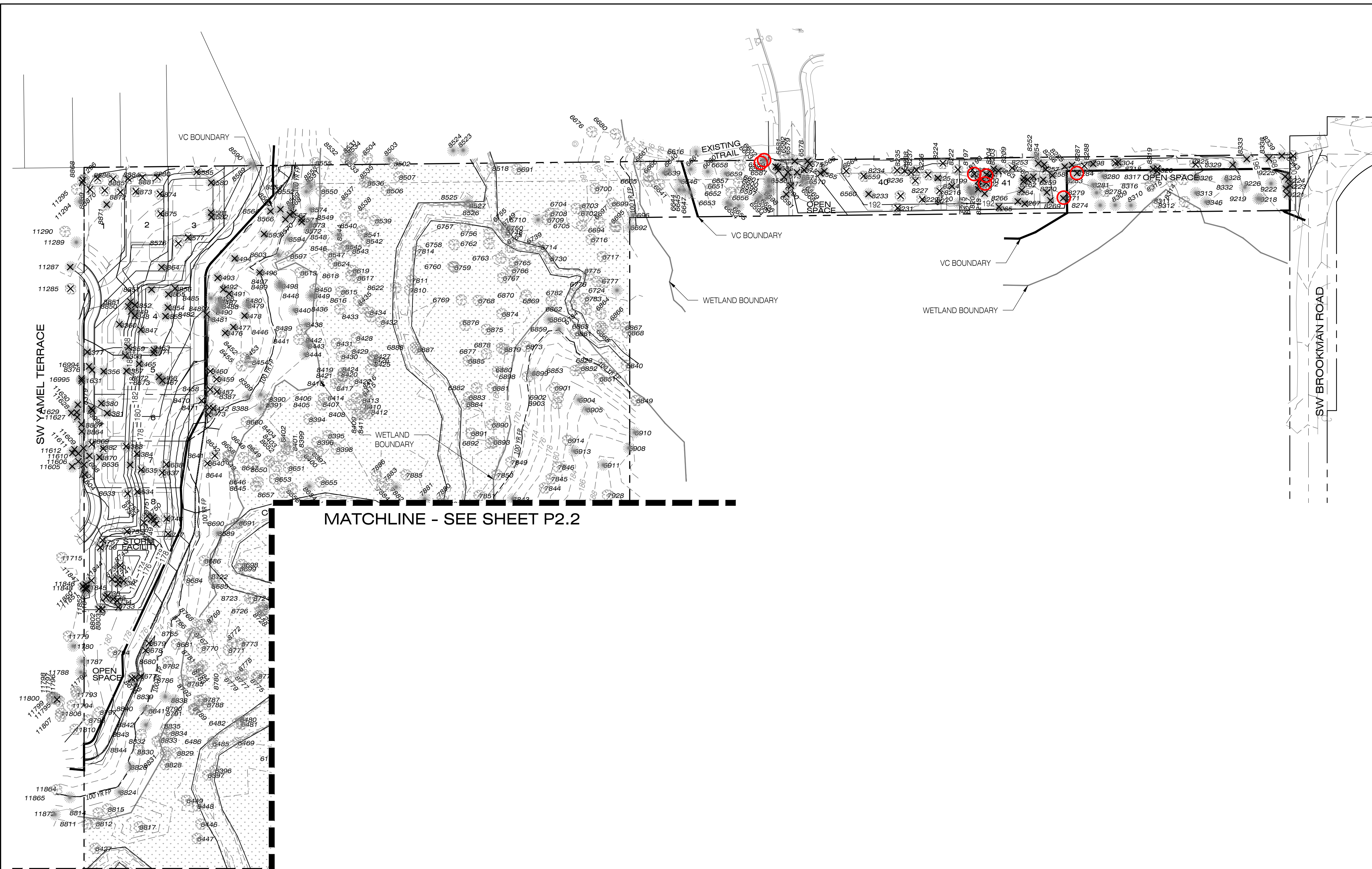
**PRELIMINARY TREE PRESERVATION
 AND REMOVAL PLAN (NORTH)**

CEDAR CREEK GARDENS
 CITY OF SHERWOOD, OREGON

Designed by	Date	Reviewed by	Date	Project No.	REF.
MLS	08/2021	CFS	08/2021	285-021	
MLS	08/2021	MLS	08/2021		

No.	Date	Revision

Project: CEDAR CREEK GARDENS
 No.: 285-021
 Type: PLANNING
 Sheet



MATCHLINE - SEE SHEET P2.2

