

THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE

URA RESOLUTION NO. 150

A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE MAKING FINDINGS AND DETERMINATIONS AUTHORIZING AND IDENTIFYING A MINOR AMENDMENT TO THE WEST SIDE URBAN RENEWAL PLAN, AN URBAN RENEWAL PLAN OF THE CITY OF WILSONVILLE, RELATED TO URBAN RENEWAL PROJECTS AND IMPROVEMENT ACTIVITIES.

WHEREAS, the acknowledged 2003 Transportation Systems Plan (TSP), a component of the City of Wilsonville's acknowledged Comprehensive Plan, which has been duly adopted after public hearings, provides for the widening, bicycle lanes and sidewalk improvements of Barber Street, a segment of which extends west from and including the intersection at Kinsman Road, and then extends east of and including the intersection with Boberg Road; and

WHEREAS, The Wilsonville West Side Urban Renewal Plan ("Plan") Section V entitled "Urban Renewal Projects" provides for "A series of major road improvements, including street extensions, widening projects and intersection improvements that will increase accessibility and connectivity to and from the Area and between the east and west sides of the City." and more specifically in Section V.B.1.a. identifies urban renewal projects and roadway system improvements necessary to implement the urban renewal plan and this list includes alternatives to Wilsonville Road at Barber; and

WHEREAS, Figure 4 in the Plan which identifies Plan projects and proposed alignments indicates that the Barber Street project limits are the Villebois development to the west and the railroad tracks to the east; and

WHEREAS, on June 19, 2006 the Wilsonville City Council adopted Resolution No. 2008 approving an alignment for the Barber Street Improvement Project, Phase I; and

WHEREAS, a portion of this alignment, Barber east of the rail road tracks, is not included in the Westside Urban Renewal Area and is found to be directly benefiting the Area as the road taper cannot safely be accommodated without extending to Boberg; and

WHEREAS, the City's proposed budget for FY 2006/07 appropriates Urban Renewal funds to pay for acquisition of right of way and construction of public improvements to Barber Street; and

WHEREAS, the construction of Phase 1 is needed to provide a safe and efficient movement of vehicular (commercial/private), bike, pedestrian and mass transit along the identified portion of Barber Street; and

WHEREAS, to accomplish the objectives of the Plan, the urban renewal project set forth in the Plan as “alternatives to Wilsonville Road at Barber” and identified in Figure 4 to the Plan must be modified to include the needed Barber Street improvements and adopted alignment; and

WHEREAS, the Plan, Section XI.C Minor Amendments authorizes minor changes to the Plan to be adopted by Resolution.

NOW, THEREFORE, THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Based on the above recitals incorporated herein by reference, it is in the public interest, safety, and welfare and found to be directly benefiting the West Side Urban Renewal District that the West Side Urban Renewal Plan be modified to extend to Boones Ferry Road to reflect the complete alignment for the Barber Street Improvement Project.
2. The Wilsonville West Side Urban Renewal Plan, Section V.B.1.a is hereby amended to read as follows (new text is underlined): "**Alternative to Wilsonville Road at Barber.**" Necessary activities required to carry out the Plan may occur immediately outside of the urban renewal area."
3. The existing Plan Figure 1, “West Side Urban Renewal District – 395 ac,” previously amended by Urban Renewal Agency Resolution No. 136 which corrected the legal description and map as pertains to the north-south connector at Kinsman and amended the Plan area to 394 acres, is hereby replaced by the map which is Exhibit 1 of this Resolution entitled “West Wilsonville Urban Renewal District – 396 ac”. Exhibit 1 is attached hereto and incorporated herein by this reference. This revised Plan Exhibit 1 shall be included as part of the Plan.
4. The existing Plan Exhibit A, “Legal Description of Area,” previously amended by Urban Renewal Agency Resolution No. 136, is hereby amended to include that land area described in bold face type in Exhibit 2 of this Resolution, attached hereto and

incorporated herein by this reference. This revised Plan Exhibit 2 shall be included as part of the Plan.

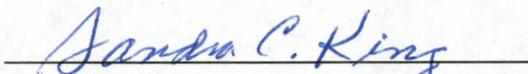
5. The existing Plan area as previously amended by Urban Renewal Agency Resolution No. 136 includes a total land area of 394 acres. The area added by this minor amendment to the Plan area is a total of 2 acres, which is 0.005% of the existing Plan area. The addition of this acreage does not exceed the ORS 457.220(3) 20% limit on area that can be added to the Plan area by amendment. Plan Section XI.A. specifies that an addition of land to the Plan area that totals not more than 1% of the existing urban renewal area is not a Substantial Amendment to the Plan. It is specifically determined herein that this amendment to the Plan is not a substantial amendment to the Plan as the term "substantial amendment" is defined in the Plan and in ORS 457.085(2)(i)(A).
6. The amendment to Plan Section V.B.1.a herein established is a minor amendment to the Plan as contemplated by Plan Section XI.C which provides that the Agency shall approve Minor Amendments to the Plan by a resolution of the Agency that describes the details of the minor change.
7. This resolution is effective upon adoption.

ADOPTED by the Wilsonville Urban Renewal Agency at a regular meeting thereof this 6th day of November, 2006, and filed with the Wilsonville City Recorder this date.



CHARLOTTE LEHAN, Board Chair

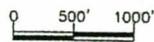
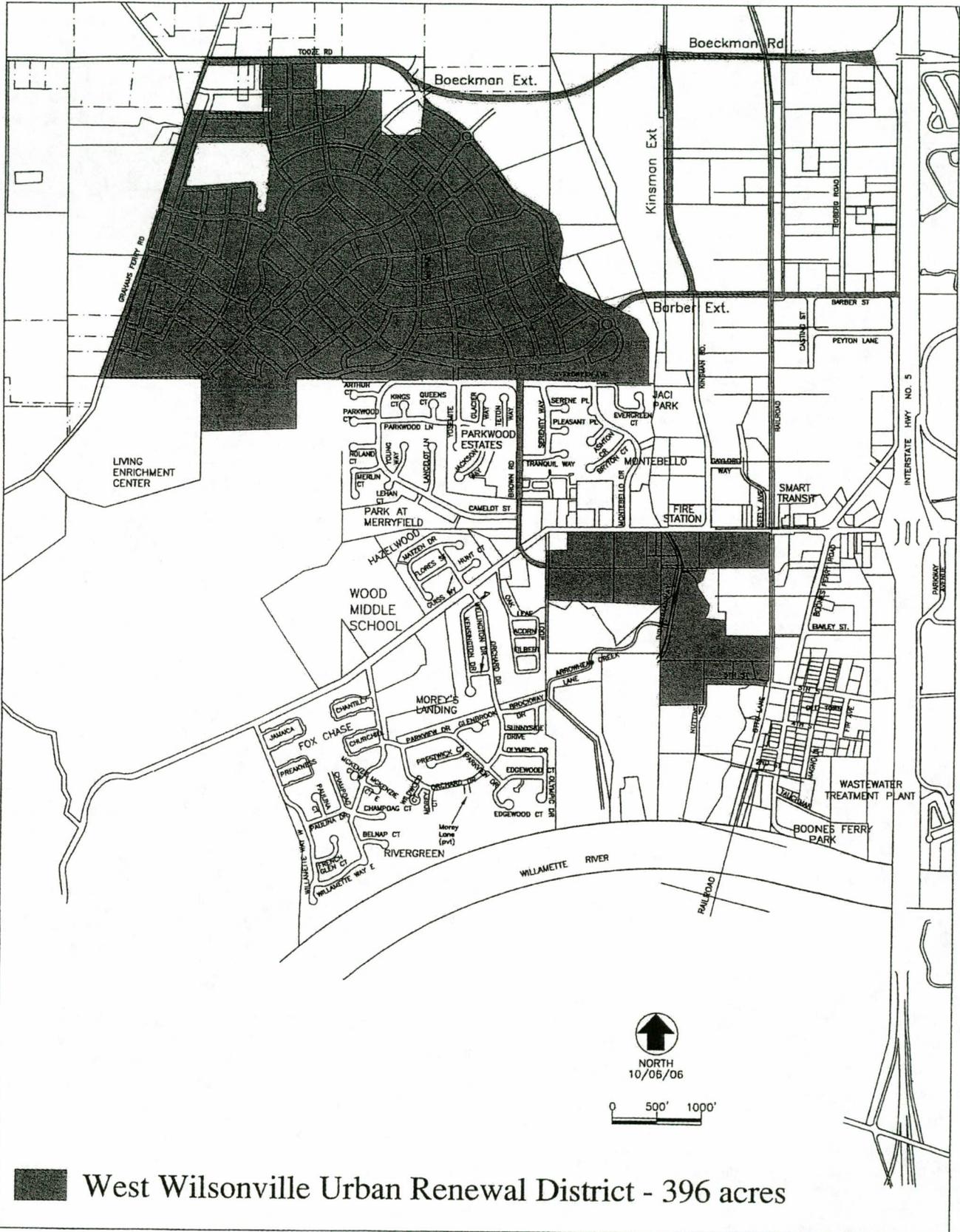
ATTEST:



Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Chair Lehan	Yes
Member Kirk	Yes
Member Holt	Yes
Member Knapp	Yes
Member Ripple	Yes



West Wilsonville Urban Renewal District - 396 acres

13723 URD
10/06/06
mm/ccs

www.mackaysposito.com

Mackay & Sposito, Inc.

ENGINEERS SURVEYORS PLANNERS

VANCOUVER

KENNEWICK



1703 Main Street, Vancouver, WA 98660 (360) 695-3411 (503) 289-6726 PTLD (360) 695-0833 FAX

EXHIBIT 1
LEGAL DESCRIPTION
WILSONVILLE URBAN RENEWAL DISTRICT
WILSONVILLE, OREGON

The approximate boundaries of the Area are shown by the Urban Renewal District Area Map (Exhibit 2).

Lots and maps are taken from Assessor's tax maps from April 2004 and attached hereto. The Area is described as that land containing all lots or parcels of property situated in the City of Wilsonville, County of Clackamas, and the State of Oregon, lying in Sections 11, 14, 15, 22 and 23, Township 3 South, Range 1 West of the Willamette Meridian, bounded as follows:

Commencing at the point of intersection of the South right of way line of Wilsonville Road (Market Road No. 6), with the West right of way line of the Oregon Electric Rail Road, Assessor's Plat 3 1W 23B;

1. Thence South along said West right of way line, 380 feet, more or less, to the Northeast corner of P.P. 1990-92;
2. Thence West along the North line of said P.P. 1990-92, 700 feet, more or less;
3. Thence Southwesterly leaving said North line, 180 feet, more or less, to an angle point on the Southwesterly line of said P.P. 1990-92, said point being the Southerly terminus of a 100.87 foot line;
4. Thence Southerly and Easterly around said P.P. 1990-92 to the Southeast corner thereof, said point being on the West right of way line of said Oregon Electric Rail Road;
5. Thence South along said West right of way line, 580 feet, more or less, to the point of intersection with the South right of way line of 5th Street, Assessor's Plat 3 1W 23BD;

13723 URD
10/06/06
mrn/ccs

6. Thence West along said South right of way line, 680 feet, more or less, to the East right of way line of County Road No. 2206;
7. Thence South along said East right of way line, 240 feet, more or less, to the point of intersection of said East right of way line with the Easterly extension of the South line of Tax Lot 400;
8. Thence West along said projected line, 30 feet to the Southeast corner of said Tax Lot 400;
9. Thence West along the South line of said Tax Lot 400, 497 feet, more or less, to the Southwest corner thereof, said point being on the East line of the Robert Short D.L.C. (No. 46), said point also being on the West line of the Thomas Bailey D.L.C. (No. 45), 516 feet, more or less, South of the Northwest corner thereof;
10. Thence North along the East line of said Short D.L.C., 1,146 feet, more or less, to the Southeast corner of Tax Lot 1300, Assessor's Plat 3 1W 23B, said point being 630 feet, more or less, North of the Northwest corner of said Bailey D.L.C.;
11. Thence North 87° 25' West along the South line of said Tax Lot 1300 and the South line of Tax Lot 1600 and the Westerly projection thereof, 1,239 feet, more or less, to a point on the West line of Tax Lot 1900;
12. Thence North along said West line, 290 feet, more or less, to the point of intersection of said West line with the South right of way line of Brown Road (County Road No. 355), Assessor's Plat No. 3 1W 22AA;
13. Thence Northwesterly along said South right of way line, 409 feet, more or less, to the point of intersection of said right of way line with the South right of way line of Wilsonville Road (Market Road No. 6);
14. Thence Northwesterly across Wilsonville Road to the point of intersection of the North right of way line of Wilsonville Road with the West right of way line of Brown Road, Assessor's Plat No. 3 1W 22A;
15. Thence North along said West right of way line and its projection, 1,875 feet, more or less, to the point of intersection of said projected line with the North line of said Short D.L.C., Assessor's Plat No. 3 1W 15;
16. Thence West along said North D.L.C. line, 2,530 feet, more or less, to the Northerly Northwest corner of Tax Lot 2902;
17. Thence South 480 feet, more or less, to an angle point in the North line thereof;

13723 URD
10/06/06
mrn/ccs

18. Thence West, 1,150 feet, more or less, to the Northwest corner thereof, said point being on the East line of Government Lot 4, Section 15, T3S, R1W, WM;
19. Thence North along said East line and its Northerly projection, 604 feet, more or less, to a point 110 feet, more or less, North of the Northeast corner of said Government Lot 4, said point being on the South line of Tax Lot 2990;
20. Thence West along the said South line and its Westerly projection to the point of intersection of said projected line with the West right of way line of Graham's Ferry Road (County Road No. 13);
21. Thence North along said West right of way line to the point of intersection of said West right of way line with the North right of way line of Brown Road (County Road No. 355);
22. Thence East along said North right of way line 1,946 feet, more or less, to the point of intersection of said North right of way line with the proposed North right of way line of Boeckman Road extension, said point being a point of curvature with a 900 foot radius curve;
23. Thence along said proposed North right of way line and along said curve to the right, an arc length of 462 feet, more or less, to a point of tangency;
24. Thence South 61° East, 323 feet, more or less, to a point of curvature with a 1,000 foot radius curve;
25. Thence along said curve to the left, an arc length of 532 feet, more or less, to a point of tangency;
26. Thence North 89° East, 606 feet, more or less, to a point of curvature with a 750 foot radius curve;
27. Thence along said curve to the left, an arc length of 500 feet, more or less, to a point of reverse curvature with a 1,300 foot radius curve;
28. Thence along said curve to the right, an arc length of 911 feet, more or less, to the point of intersection of said proposed North right of way line with the proposed West right of way line the Kinsman Road extension in the Southwest ¼ of Section 11, T3S, R1W, WM;
29. Thence North along said proposed West right of way line, 100.00 feet;
30. Thence East 61.00 feet to the East line of said proposed right of way line, said point being on the West line of Tax Lot No. 900;

13723 URD
10/06/06
mrm/ccs

31. Thence South along said proposed East right of way line 100.00 feet to the North right of way line of Boeckman Road;
32. Thence East along said North right of way line, 2,200 feet, more or less, to the point of intersection of said North right of way line with the West right of way line of Boone's Ferry Road, Assessor's Plat No. 3 1W 11;
33. Thence Southerly across said Boeckman Road to the point of intersection of said West right of way line with the South right of way line of said Boeckman Road;
34. Thence West along said South right of way line, 1,100 feet, more or less, to the point of intersection of said South right of way line with the East right of way line of the Oregon Electric Co. Railroad, Assessor's Plat 3 1W 14B;
35. Thence West across said Oregon Electric Railroad, 50 feet, more or less, to the point of intersection of the West right of way of said Railroad with the South line of Tax Lot 201, said point being 25 feet from when measured perpendicular to the North line of the Northwest $\frac{1}{4}$ of Section 14, T3S, R1W, WM;
36. Thence West along said South line, parallel with said North line, 1,055 feet, more or less, to the point of intersection of said South line with the proposed East right of way line of Kinsman Road extension;
37. Thence South, along said proposed East right of way line, parallel with and 64 feet from said proposed West right of way line when measured at right angles, 77 feet, more or less, to a point of curvature with a 598 foot radius curve;
- 37A. Thence along said curve to the left, an arc distance of 143 feet, more or less, to a point of tangency;
- 37B. Thence South 13° East, 19 feet, more or less, to a point of curvature with a 662 foot radius curve;
- 37C. Thence along said curve to the right, an arc distance of 156 feet, more or less, to a point of tangency;
- 37D. Thence South, 1,231 feet, more or less, to a point of curvature with a 968 foot radius curve;
- 37E. Thence along said curve to the left, an arc distance of 372 feet, more or less, to a point of tangency;

13723 URD
10/06/06
mm/ccs

- 37F. Thence South 21° East, 372 feet, more or less, to a point of curvature with a 662 foot radius curve;
- 37G. Thence along said curve to the right, an arc distance 218 feet, more or less, to a point of reverse curvature with a 42 foot radius curve;
- 37H. Thence along said curve to the left, an arc distance of 64 feet, more or less, to the point of intersection of said East right of way line with the North right of way line of Barber Street;
- 37I. Thence East along said North right of way line, 780 feet, more or less, to the West right of way line of the Oregon Electric Railroad;
- 37J. Thence East across said Oregon Electric Railroad, 50 feet, more or less, to the intersection of said North right of way line and the East right of way line of said Oregon Electric Railroad;
- 37K. Thence East along said North right of way line, 116 feet, more or less, to the Southeast corner of Tax Lot 900;
- 37L. Thence North along the East line of said Tax Lot 900, 12 feet, more or less, to the Southwest corner of Tax Lot 1601, said point being on said North right of way line;
- 37M. Thence East along said North right of way line, 622 feet, more or less, to the intersection of said North right of way line and the West right of way line of Boberg Road;
- 37N. Thence East across said Boberg Road, 72 feet, more or less, to the intersection of said North right of way line and the East right of way line of said Boberg Road;
- 37O. Thence East along said North right of way line, 292 feet, more or less, to the Southeast corner of Tax Lot 1504, said point being on the West line of Tax Lot 1400;
- 37P. Thence South along said West line, 8 feet, more or less, to the Southwest corner of said Tax Lot 1400, said point being on said North right of way line;
- 37Q. Thence East along said North right of way line and the East projection thereof, across Boones Ferry Road, 289 feet, more or less, to the East right of way line of said Boones Ferry Road;

13723 URD
10/06/06
mrn/ccs

- 37R. Thence South along said East right of way line, 55 feet, more or less to the East extension of the South right of way line of said Barber Street;
- 37S. Thence West along said South right of way line, 903 feet, more or less, to the intersection of said South right of way line and the East right of way line of Casting Street;
- 37T. Thence West across said Casting Street, 123 feet, more or less, to the intersection of said South right of way line and the West right of way line of said Casting Street;
- 37U. Thence West along said South right of way line, 365 feet, more or less, to the intersection of said South right of way line and the East right of way line of said Oregon Electric Railroad;
- 37V. Thence West across said Oregon Electric Railroad, 50 feet, more or less to the intersection of said South right of way line and the West right of way line of said Oregon Electric Railroad;
- 38. DELETED.
- 39. DELETED.
- 40. DELETED.
- 41. DELETED.
- 42. DELETED.
- 43. DELETED.
- 44. Thence West along said South right of way line and the West projection thereof also being the South right of way line of proposed Barber Street extension, 1,071 feet, more or less, to a point of curvature with a 640 foot radius curve;
- 45. Thence along said curve to the left, an arc length of 544 feet, more or less, to a point on the East line of Tax Lot 390, Assessor's Plat No. 3 1W 15;

13723 URD
10/06/06
mrn/ccs

46. Thence South $67^{\circ} 30'$ East along the East line of said Tax Lot 390, 89 feet, more or less, to an angle point in said East line;
47. Thence South 31° East 52 feet, more or less, to the Southeast corner thereof, said point being the Northeast corner of Tax Lot 502;
48. Thence along the East line of said Tax Lot 502 South 31° East 220 feet, more or less;
49. Thence continuing along said East line South 4° West, 565 feet, more or less, to the Southeast corner thereof, said point being on the North line of R. V. Short DLC (No. 46), 196 feet, more or less, West of the Northeast corner thereof;
50. Thence West along the North line of said DLC (No. 46), 1,330 feet, more or less, to the point of intersection of said North line with the East right of way line of Brown Road (County Road No. 355);
51. Thence South along said East right of way line, 1,850 feet, more or less, to the point of intersection of said East right of way line with the North right of way line of Wilsonville Road (Market Road No. 6), Assessor's Plat No. 3 1W 14C;
52. Thence Southeasterly across Wilsonville Road to the point of intersection of said East right of way line with the South right of way line of said Wilsonville Road, Assessor's Plat No. 3 1W 22AA;
53. Thence Southerly and Easterly along the Northeasterly right of way line of said Brown Road, 306 feet, more or less, to the West line of Tax Lot 1900, Assessor's Plat No. 3 1W 23B;
54. Thence North along said West line, 210 feet, more or less, to the point of intersection of said West line with the Westerly projection of the South line of Tax Lot No. 1500;
55. Thence East along said projected line, 20 feet, more or less, to the Southwest corner of said Tax Lot 1500;
56. Thence East along the South line of said Tax Lot 1500, 188 feet, more or less, to the Southeast corner thereof;
57. Thence North along the East line of said Tax Lot 1500, 208 feet, more or less to the Northeast corner thereof, said point being on the South right of way line of Wilsonville Road (Market Road No. 6);

13723 URD
10/06/06
mrn/ccs

58. Thence East along said South right of way line, 2,280 feet, more or less, to the **Point of Commencement**.

Exception 1:

Tax Lot numbers 1200 and 1202, Assessor's Plat No. 3 1W 15, Lying in Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

Exception 2:

Commencing at the Northwest corner of Tax Lot No. 1000, Assessor's Plat No. 3 1W 15, said point being the point of intersection of the South right of way line of Brown Road (County Road No. 355) with the North-South center of Section line, Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence East along said South right of way line, 719 feet, more or less, to the point of intersection of said South right of way line with the proposed South right of way line of Boeckman Road extension, 80 feet from when measured perpendicular to the proposed North right of way line thereof, said point being a point of curvature with an 820 foot radius curve;
2. Thence parallel with said proposed North right of way line, along said curve to the right, an arc length of 421 feet, more or less, to a point of tangency;
3. Thence South 61° East 323 feet, more or less, to a point of curvature with an 820 foot radius curve;
4. Thence along said curve to the left, an arc length of 574 feet, more or less, to a point of tangency;
5. Thence North 89° East 606 feet, more or less, to a point of curvature with an 830 foot radius curve;
6. Thence along said curve to the left, an arc length of 553 feet, more or less, to a point of reverse curvature with a 1,220 foot radius curve;
7. Thence along said curve to the right, an arc length of 856 feet, more or less, to a point of tangency;

13723 URD
10/06/06
mrn/ccs

- 7A. Thence East, 30 feet, more less, to the point of intersection of said proposed South right of way line with the proposed West right of way line of Kinsman Road extension, 64 feet from when measured perpendicular to the proposed East right of way line thereof, lying in the Northwest $\frac{1}{4}$ of Section 14, T.3S., R.1W., W.M.;
- 7B. Thence South along said West right of way line, parallel with said proposed East right of way line, 77 feet, more or less, to a point of curvature with a 662 foot radius curve;
- 7C. Thence along said curve to the left, an arc distance of 159 feet, more or less, to a point of tangency;
- 7D. Thence South 13° East, 19 feet, more or less, to a point of curvature with a 598 foot radius curve;
- 7E. Thence along said curve to the right, an arc distance of 141 feet, more or less, to a point of tangency;
- 7F. Thence South, 1,231 feet, more or less, to a point of curvature with a 1,032 foot radius curve;
- 7G. Thence along said curve to the left, an arc distance of 396 feet, more or less, to a point of tangency;
- 7H. Thence South 21° East, 372 feet, more or less, to a point of curvature with a 598 foot radius curve;
- 7I. Thence along said curve to the right, an arc distance of 188 feet, more or less, to a point of compound curvature with a 42 foot radius curve;
- 7J. Thence along said curve to the right, an arc distance of 69 feet, more or less, to a point of tangency, said point being on the proposed North right of way line of Barber Street extension, 60 feet from when measured perpendicular to the proposed South right of way line thereof;
- 8. DELETED.
- 9. DELETED.
- 10. DELETED.
- 11. DELETED.
- 12. DELETED.

13723 URD
10/06/06
mrn/ccs

13. Thence West, along said proposed North right of way line parallel with said proposed South right of way line, 140 feet, more or less, to a point of curvature with a 700 foot curve;
14. Thence along said curve to the left, an arc length of 612 feet, more or less, to a point on the East line of Tax Lot No. 390, Assessor's Plat No. 3 1W 15;
15. Thence North 67° 30' West, along said East line, 294 feet, more or less;
16. Thence North 10° 30' East, continuing along said East line, 452 feet, more or less;
17. Thence North 14° West, continuing along said East line, 100 feet, more or less, to the Northeast corner thereof, said point being the Southeast corner of Tax Lot 100;
18. Thence North 14° West along the East line of said Tax Lot 100, 100 feet, more or less;
19. Thence North 28° West, continuing along said East line, 117 feet, more or less;
20. Thence North 52° West, continuing along said East line, 479 feet, more or less;
21. Thence North 33° West leaving said East line, 425 feet, more or less;
22. Thence North 42° West 300 feet, more or less;
23. Thence North 50° West 725 feet, more or less, to the Northwest corner of said Tax Lot No. 100;
24. Thence South along the West line of said Tax Lot No. 100, 500 feet, more or less, to the point of intersection of said West line with the Easterly projection of the South line of Tax Lot No. 700;
25. Thence West along said projected line, 40 feet, more or less, to the Southeast corner thereof;
26. Thence West along the South line of said Tax Lot 700, 435 feet, more or less, to the Southwest corner thereof;
27. Thence North along the West line of said Tax Lot 700, 500 feet, more or less, to the Northwest corner thereof, said point being on the South line of Tax Lot 1000, said Assessor's Plat;

13723 URD
10/06/06
mrn/ccs

28. Thence West along said South line, 800 feet, more or less, to the Southwest corner thereof, said point being on the East line of P. P. 1994-182;
29. Thence North along said East line, 320 feet, more or less, to the Northeast corner thereof, said point being the **Point of Commencement**.

Exception 3:

Commencing at the Northeast corner of Tax Lot 2990 Assessor's Plat No. 3 1W 15, Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence Southerly along the East line of said Tax Lot No. 2990, 800 feet, more or less;
2. Thence West leaving said East line, parallel with the North line of said Tax Lot 2990, 90 feet, more or less;
3. Thence North 350 feet, more or less, to a point 500 feet from when measured perpendicular to said North line;
4. Thence West, parallel with said North line, 730 feet, more or less, to a point 100 feet from when measured perpendicular to the East right of way line of Graham's Ferry Road (C.R. No. 13);
5. Thence Northeasterly, parallel with said East right of way line, 520 feet, more or less, to the North line of said Tax Lot 2990;
6. Thence East along said North line, 820 feet, more or less, to the **Point of Commencement**.

The described property, located entirely within the City of Wilsonville, County of Clackamas and the State of Oregon, contains three hundred and ninety four (394), acres, more or less.

Due to the possibility of errors in the acreage shown on the Assessor's tax maps used to compute the property acreage and the difficulty in computing the area of proposed roadway alignments shown, the acreage given hereon should be considered accurate to the nearest 10 acres.

13723 URD
11/02/06
mrn/ccs

www.mackaysposito.com

Mackay & Sposito, Inc.

ENGINEERS SURVEYORS PLANNERS

VANCOUVER

KENNEWICK



1325 SE Tech Center Drive, Suite 140, Vancouver, WA 98683 - (360) 695-3411 Fax: (360) 695-0833

EXHIBIT 1
LEGAL DESCRIPTION
WILSONVILLE URBAN RENEWAL DISTRICT
WILSONVILLE, OREGON

The approximate boundaries of the Area are shown by the Urban Renewal District Area Map (Exhibit 2).

Lots and maps are taken from Assessor's tax maps from April 2004 and attached hereto. The Area is described as that land containing all lots or parcels of property situated in the City of Wilsonville, County of Clackamas, and the State of Oregon, lying in Sections 11, 14, 15, 22 and 23, Township 3 South, Range 1 West of the Willamette Meridian, bounded as follows:

Commencing at the point of intersection of the South right of way line of Wilsonville Road (Market Road No. 6), with the West right of way line of the Oregon Electric Rail Road, Assessor's Plat 3 1W 23B;

1. Thence South along said West right of way line, 380 feet, more or less, to the Northeast corner of P.P. 1990-92;
2. Thence West along the North line of said P.P. 1990-92, 700 feet, more or less;
3. Thence Southwesterly leaving said North line, 180 feet, more or less, to an angle point on the Southwesterly line of said P.P. 1990-92, said point being the Southerly terminus of a 100.87 foot line;
4. Thence Southerly and Easterly around said P.P. 1990-92 to the Southeast corner thereof, said point being on the West right of way line of said Oregon Electric Rail Road;
5. Thence South along said West right of way line, 580 feet, more or less, to the point of intersection with the South right of way line of 5th Street, Assessor's Plat 3 1W 23BD;

13723 URD
11/02/06
mrn/ccs

6. Thence West along said South right of way line, 680 feet, more or less, to the East right of way line of County Road No. 2206;
7. Thence South along said East right of way line, 240 feet, more or less, to the point of intersection of said East right of way line with the Easterly extension of the South line of Tax Lot 400;
8. Thence West along said projected line, 30 feet to the Southeast corner of said Tax Lot 400;
9. Thence West along the South line of said Tax Lot 400, 497 feet, more or less, to the Southwest corner thereof, said point being on the East line of the Robert Short D.L.C. (No. 46), said point also being on the West line of the Thomas Bailey D.L.C. (No. 45), 516 feet, more or less, South of the Northwest corner thereof;
10. Thence North along the East line of said Short D.L.C., 1,146 feet, more or less, to the Southeast corner of Tax Lot 1300, Assessor's Plat 3 1W 23B, said point being 630 feet, more or less, North of the Northwest corner of said Bailey D.L.C.;
11. Thence North 87° 25' West along the South line of said Tax Lot 1300 and the South line of Tax Lot 1600 and the Westerly projection thereof, 1,239 feet, more or less, to a point on the West line of Tax Lot 1900;
12. Thence North along said West line, 290 feet, more or less, to the point of intersection of said West line with the South right of way line of Brown Road (County Road No. 355), Assessor's Plat No. 3 1W 22AA;
13. Thence Northwesterly along said South right of way line, 409 feet, more or less, to the point of intersection of said right of way line with the South right of way line of Wilsonville Road (Market Road No. 6);
14. Thence Northwesterly across Wilsonville Road to the point of intersection of the North right of way line of Wilsonville Road with the West right of way line of Brown Road, Assessor's Plat No. 3 1W 22A;
15. Thence North along said West right of way line and its projection, 1,875 feet, more or less, to the point of intersection of said projected line with the North line of said Short D.L.C., Assessor's Plat No. 3 1W 15;
16. Thence West along said North D.L.C. line, 2,530 feet, more or less, to the Northerly Northwest corner of Tax Lot 2902;
17. Thence South 480 feet, more or less, to an angle point in the North line thereof;

13723 URD
11/02/06
mrn/ccs

18. Thence West, 1,150 feet, more or less, to the Northwest corner thereof, said point being on the East line of Government Lot 4, Section 15, T3S, R1W, WM;
19. Thence North along said East line and its Northerly projection, 604 feet, more or less, to a point 110 feet, more or less, North of the Northeast corner of said Government Lot 4, said point being on the South line of Tax Lot 2990;
20. Thence West along the said South line and its Westerly projection to the point of intersection of said projected line with the West right of way line of Graham's Ferry Road (County Road No. 13);
21. Thence North along said West right of way line to the point of intersection of said West right of way line with the North right of way line of Brown Road (County Road No. 355);
22. Thence East along said North right of way line 1,946 feet, more or less, to the point of intersection of said North right of way line with the proposed North right of way line of Boeckman Road extension, said point being a point of curvature with a 900 foot radius curve;
23. Thence along said proposed North right of way line and along said curve to the right, an arc length of 462 feet, more or less, to a point of tangency;
24. Thence South 61° East, 323 feet, more or less, to a point of curvature with a 1,000 foot radius curve;
25. Thence along said curve to the left, an arc length of 532 feet, more or less, to a point of tangency;
26. Thence North 89° East, 606 feet, more or less, to a point of curvature with a 750 foot radius curve;
27. Thence along said curve to the left, an arc length of 500 feet, more or less, to a point of reverse curvature with a 1,300 foot radius curve;
28. Thence along said curve to the right, an arc length of 911 feet, more or less, to the point of intersection of said proposed North right of way line with the proposed West right of way line the Kinsman Road extension in the Southwest ¼ of Section 11, T3S, R1W, WM;
29. Thence North along said proposed West right of way line, 100.00 feet;
30. Thence East 61.00 feet to the East line of said proposed right of way line, said point being on the West line of Tax Lot No. 900;

13723 URD
11/02/06
mrr/ccs

31. Thence South along said proposed East right of way line 100.00 feet to the North right of way line of Boeckman Road;
32. Thence East along said North right of way line, 2,200 feet, more or less, to the point of intersection of said North right of way line with the West right of way line of Boone's Ferry Road, Assessor's Plat No. 3 1W 11;
33. Thence Southerly across said Boeckman Road to the point of intersection of said West right of way line with the South right of way line of said Boeckman Road;
34. Thence West along said South right of way line, 1,100 feet, more or less, to the point of intersection of said South right of way line with the East right of way line of the Oregon Electric Co. Railroad, Assessor's Plat 3 1W 14B;
35. Thence West across said Oregon Electric Railroad, 50 feet, more or less, to the point of intersection of the West right of way of said Railroad with the South line of Tax Lot 201, said point being 25 feet from when measured perpendicular to the North line of the Northwest $\frac{1}{4}$ of Section 14, T3S, R1W, WM;
36. Thence West along said South line, parallel with said North line, 1,055 feet, more or less, to the point of intersection of said South line with the proposed East right of way line of Kinsman Road extension;
37. Thence South, along said proposed East right of way line, parallel with and 64 feet from said proposed West right of way line when measured at right angles, 77 feet, more or less, to a point of curvature with a 598 foot radius curve;
38. Thence along said curve to the left, an arc distance of 143 feet, more or less, to a point of tangency;
39. Thence South 13° East, 19 feet, more or less, to a point of curvature with a 662 foot radius curve;
40. Thence along said curve to the right, an arc distance of 156 feet, more or less, to a point of tangency;
41. Thence South, 1,231 feet, more or less, to a point of curvature with a 968 foot radius curve;
42. Thence along said curve to the left, an arc distance of 372 feet, more or less, to a point of tangency;

13723 URD
11/02/06
mm/ccs

43. Thence South 21° East, 372 feet, more or less, to a point of curvature with a 662 foot radius curve;
44. Thence along said curve to the right, an arc distance 218 feet, more or less, to a point of reverse curvature with a 42 foot radius curve;
45. Thence along said curve to the left, an arc distance of 64 feet, more or less, to the point of intersection of said East right of way line with the North right of way line of Barber Street;
46. Thence East along said North right of way line, 780 feet, more or less, to the West right of way line of the Oregon Electric Railroad;
47. Thence East across said Oregon Electric Railroad, 50 feet, more or less, to the intersection of said North right of way line and the East right of way line of said Oregon Electric Railroad;
48. Thence East along said North right of way line, 116 feet, more or less, to the Southeast corner of Tax Lot 900;
49. Thence North along the East line of said Tax Lot 900, 12 feet, more or less, to the Southwest corner of Tax Lot 1601, said point being on said North right of way line;
50. Thence East along said North right of way line, 622 feet, more or less, to the intersection of said North right of way line and the West right of way line of Boberg Road;
51. Thence East across said Boberg Road, 72 feet, more or less, to the intersection of said North right of way line and the East right of way line of said Boberg Road;
52. Thence East along said North right of way line, 292 feet, more or less, to the Southeast corner of Tax Lot 1504, said point being on the West line of Tax Lot 1400;
53. Thence South along said West line, 8 feet, more or less, to the Southwest corner of said Tax Lot 1400, said point being on said North right of way line;
54. Thence East along said North right of way line and the East projection thereof, across Boones Ferry Road, 289 feet, more or less, to the East right of way line of said Boones Ferry Road;
55. Thence South along said East right of way line, 55 feet, more or less to the East extension of the South right of way line of said Barber Street;

13723 URD
11/02/06
mrn/ccs

56. Thence West along said South right of way line, 903 feet, more or less, to the intersection of said South right of way line and the East right of way line of Casting Street;
57. Thence West across said Casting Street, 123 feet, more or less, to the intersection of said South right of way line and the West right of way line of said Casting Street;
58. Thence West along said South right of way line, 365 feet, more or less, to the intersection of said South right of way line and the East right of way line of said Oregon Electric Railroad;
59. Thence West across said Oregon Electric Railroad, 50 feet, more or less to the intersection of said South right of way line and the West right of way line of said Oregon Electric Railroad;
60. Thence West along said South right of way line and the West projection thereof also being the South right of way line of proposed Barber Street extension, 1,071 feet, more or less, to a point of curvature with a 640 foot radius curve;
61. Thence along said curve to the left, an arc length of 544 feet, more or less, to a point on the East line of Tax Lot 390, Assessor's Plat No. 3 1W 15;
62. Thence South 67° 30' East along the East line of said Tax Lot 390, 89 feet, more or less, to an angle point in said East line;
63. Thence South 31° East 52 feet, more or less, to the Southeast corner thereof, said point being the Northeast corner of Tax Lot 502;
64. Thence along the East line of said Tax Lot 502 South 31° East 220 feet, more or less;
65. Thence continuing along said East line South 4° West, 565 feet, more or less, to the Southeast corner thereof, said point being on the North line of R. V. Short DLC (No. 46), 196 feet, more or less, West of the Northeast corner thereof;
66. Thence West along the North line of said DLC (No. 46), 1,330 feet, more or less, to the point of intersection of said North line with the East right of way line of Brown Road (County Road No. 355);
67. Thence South along said East right of way line, 1,850 feet, more or less, to the point of intersection of said East right of way line with the North right of way line of Wilsonville Road (Market Road No. 6), Assessor's Plat No. 3 1W 14C;

13723 URD
11/02/06
mrn/ccs

68. Thence Southeasterly across Wilsonville Road to the point of intersection of said East right of way line with the South right of way line of said Wilsonville Road, Assessor's Plat No. 3 1W 22AA;
69. Thence Southerly and Easterly along the Northeasterly right of way line of said Brown Road, 306 feet, more or less, to the West line of Tax Lot 1900, Assessor's Plat No. 3 1W 23B;
70. Thence North along said West line, 210 feet, more or less, to the point of intersection of said West line with the Westerly projection of the South line of Tax Lot No. 1500;
71. Thence East along said projected line, 20 feet, more or less, to the Southwest corner of said Tax Lot 1500;
72. Thence East along the South line of said Tax Lot 1500, 188 feet, more or less, to the Southeast corner thereof;
73. Thence North along the East line of said Tax Lot 1500, 208 feet, more or less to the Northeast corner thereof, said point being on the South right of way line of Wilsonville Road (Market Road No. 6);
74. Thence East along said South right of way line, 2,280 feet, more or less, to the **Point of Commencement.**

Exception 1:

Tax Lot numbers 1200 and 1202, Assessor's Plat No. 3 1W 15, Lying in Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

Exception 2:

Commencing at the Northwest corner of Tax Lot No. 1000, Assessor's Plat No. 3 1W 15, said point being the point of intersection of the South right of way line of Brown Road (County Road No. 355) with the North-South center of Section line, Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence East along said South right of way line, 719 feet, more or less, to the point of intersection of said South right of way line with the proposed South right of way

13723 URD
11/02/06
mrn/ccs

line of Boeckman Road extension, 80 feet from when measured perpendicular to the proposed North right of way line thereof, said point being a point of curvature with an 820 foot radius curve;

2. Thence parallel with said proposed North right of way line, along said curve to the right, an arc length of 421 feet, more or less, to a point of tangency;
3. Thence South 61° East 323 feet, more or less, to a point of curvature with an 820 foot radius curve;
4. Thence along said curve to the left, an arc length of 574 feet, more or less, to a point of tangency;
5. Thence North 89° East 606 feet, more or less, to a point of curvature with an 830 foot radius curve;
6. Thence along said curve to the left, an arc length of 553 feet, more or less, to a point of reverse curvature with a 1,220 foot radius curve;
7. Thence along said curve to the right, an arc length of 856 feet, more or less, to a point of tangency;
8. Thence East, 30 feet, more less, to the point of intersection of said proposed South right of way line with the proposed West right of way line of Kinsman Road extension, 64 feet from when measured perpendicular to the proposed East right of way line thereof, lying in the Northwest ¼ of Section 14, T.3S., R.1W., W.M.;
9. Thence South along said West right of way line, parallel with said proposed East right of way line, 77 feet, more or less, to a point of curvature with a 662 foot radius curve;
10. Thence along said curve to the left, an arc distance of 159 feet, more or less, to a point of tangency;
11. Thence South 13° East, 19 feet, more or less, to a point of curvature with a 598 foot radius curve;
12. Thence along said curve to the right, an arc distance of 141 feet, more or less, to a point of tangency;
13. Thence South, 1,231 feet, more or less, to a point of curvature with a 1,032 foot radius curve;

13723 URD
11/02/06
mrn/ccs

14. Thence along said curve to the left, an arc distance of 396 feet, more or less, to a point of tangency;
15. Thence South 21° East, 372 feet, more or less, to a point of curvature with a 598 foot radius curve;
16. Thence along said curve to the right, an arc distance of 188 feet, more or less, to a point of compound curvature with a 42 foot radius curve;
17. Thence along said curve to the right, an arc distance of 69 feet, more or less, to a point of tangency, said point being on the proposed North right of way line of Barber Street extension, 60 feet from when measured perpendicular to the proposed South right of way line thereof;
18. Thence West, along said proposed North right of way line parallel with said proposed South right of way line, 140 feet, more or less, to a point of curvature with a 700 foot curve;
19. Thence along said curve to the left, an arc length of 612 feet, more or less, to a point on the East line of Tax Lot No. 390, Assessor's Plat No. 3 1W 15;
20. Thence North 67° 30' West, along said East line, 294 feet, more or less;
21. Thence North 10° 30' East, continuing along said East line, 452 feet, more or less;
22. Thence North 14° West, continuing along said East line, 100 feet, more or less, to the Northeast corner thereof, said point being the Southeast corner of Tax Lot 100;
23. Thence North 14° West along the East line of said Tax Lot 100, 100 feet, more or less;
24. Thence North 28° West, continuing along said East line, 117 feet, more or less;
25. Thence North 52° West, continuing along said East line, 479 feet, more or less;
26. Thence North 33° West leaving said East line, 425 feet, more or less;
27. Thence North 42° West 300 feet, more or less;
28. Thence North 50° West 725 feet, more or less, to the Northwest corner of said Tax Lot No. 100;

13723 URD
11/02/06
mrn/ccs

29. Thence South along the West line of said Tax Lot No. 100, 500 feet, more or less, to the point of intersection of said West line with the Easterly projection of the South line of Tax Lot No. 700;
30. Thence West along said projected line, 40 feet, more or less, to the Southeast corner thereof;
31. Thence West along the South line of said Tax Lot 700, 435 feet, more or less, to the Southwest corner thereof;
32. Thence North along the West line of said Tax Lot 700, 500 feet, more or less, to the Northwest corner thereof, said point being on the South line of Tax Lot 1000, said Assessor's Plat;
33. Thence West along said South line, 800 feet, more or less, to the Southwest corner thereof, said point being on the East line of P. P. 1994-182;
34. Thence North along said East line, 320 feet, more or less, to the Northeast corner thereof, said point being the **Point of Commencement**.

Exception 3:

Commencing at the Northeast corner of Tax Lot 2990 Assessor's Plat No. 3 1W 15, Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence Southerly along the East line of said Tax Lot No. 2990, 800 feet, more or less;
2. Thence West leaving said East line, parallel with the North line of said Tax Lot 2990, 90 feet, more or less;
3. Thence North 350 feet, more or less, to a point 500 feet from when measured perpendicular to said North line;
4. Thence West, parallel with said North line, 730 feet, more or less, to a point 100 feet from when measured perpendicular to the East right of way line of Graham's Ferry Road (C.R. No. 13);
5. Thence Northeasterly, parallel with said East right of way line, 520 feet, more or less, to the North line of said Tax Lot 2990;

13723 URD
11/02/06
mrn/ccs

6. Thence East along said North line, 820 feet, more or less, to the **Point of Commencement.**

The described property, located entirely within the City of Wilsonville, County of Clackamas and the State of Oregon, contains three hundred and ninety four (394), acres, more or less.

Due to the possibility of errors in the acreage shown on the Assessor's tax maps used to compute the property acreage and the difficulty in computing the area of proposed roadway alignments shown, the acreage given hereon should be considered accurate to the nearest 10 acres.