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CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN
CLACKAMAS COUNTY, OREGON

PART ONE, TEXT

PART TWO, EXHIBITS

Prepared by

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PLANNING AND ECONOMIC DEVELOPMENT DIVISION

Amended Copy

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SECTION 100 - INTRODUCTION

This Urban Renewal Plan, hereinafter called the Clackamas Town Center Area Development Plan, was prepared pursuant to Chapter 457 of the Oregon Revised Statutes (ORS 457) and other relevant local, state, and federal laws and ordinances. This plan shall be known as the Development Plan for the Clackamas Town Center Area and consists of Part One - Text, and Part Two - Exhibits.

Project proposals herein were developed through the joint efforts of property owners and residents from the Clackamas Town Center Area, private consultants, officials, and staff from affected special districts and the County's various departments. These proposals are consistent with the County's Comprehensive Plan, Zoning and Development Ordinance, and Economic Development Plan. Project proposals set forth in this plan have been designed to accomplish redevelopment of the Clackamas Town Center Development Area in accord with sound planning principles and objectives.

This Urban Renewal Plan has been periodically amended to reflect changing needs and conditions. Those amendments are as follows:

- First amendment - addition of the Town Center Branch Library Project.
- Second, a major amendment - addition of the geography of the I-205 Lester interchange and extension of Sunnybrook Avenue from 90th to 93rd Avenue.
- Third amendment, minor in nature – added the 93rd Avenue realignment project to the plan.
- Fourth amendment, major in nature - Reviewed/revised projects to provide necessary public improvements to encourage development and redevelopment in the Clackamas Town Center development area. Substantial development had occurred in the past six years, and it was necessary to revise the plan. Some projects originally scheduled had been completed; additional projects necessary for orderly development/redevelopment were added. These projects may include property acquisition, roadway improvements, and community facility projects not previously identified.
- Fifth amendment, major in nature - Deleted two areas from District terminating the TIF process and returned $90,054,000 of incremental assessed value to the general tax rolls. The TIF return implemented a provision of the Fourth Amendment. The amendment also incorporated, by reference, amendments to the County Comprehensive Plan into this Plan.
- Sixth amendment, minor in nature - amended the project schedule to provide for payback of State Lottery Funds for the Sunnyside Road Improvement Project.
- Seventh amendment, minor in nature - substituted the Ickes/Harmony School site for a previously identified site for the OIT/CCC campus project.
- Eighth amendment, minor in nature - substituted the 82nd to 85th Avenue Extension project.
- Ninth amendment is a major amendment to the Clackamas Town Center Urban Renewal Plan. Transportation: Adds the I-205 Eastside Frontage Road and Boyer Drive

Extension West Projects; Modifies the I-205 Pedestrian/Bikeway/Vehicle Overpass and Monterey and Causey connections projects; Modifies the LRT project to reflect current conditions. Community Use Facilities: Modifies the Parksite Development and Acquisition project; Adds a low and moderate income housing subsidy program.

- Tenth amendment - amended boundary of Development Area.
- Eleventh amendment – added Law Enforcement Training Center as project and identified site for acquisition.
- Twelfth amendment – added a maximum amount of indebtedness to be incurred under the Development Plan.
- Thirteenth amendment – minor amendment involving multiple sections of the Plan.

SECTION 200 - DEFINITIONS

The following definitions will govern the construction of this plan unless the context requires otherwise:

A. "County" means the County of Clackamas, State of Oregon.

B. "Board" or "Board of County Commissioners" means the legislative body, authorized under law to be the governing body of Clackamas County, Oregon.

C. "Planning Commission" means the Planning Commission of Clackamas County, Oregon.

D. "Agency" or "CCDA" means the Clackamas County Development Agency, which is the designated Urban Renewal Agency of the County of Clackamas, Oregon, having been established pursuant to ORS 457.

E. "Redeveloper" means anyone acquiring property from the agency or receiving financial assistance from the agency for the physical improvement of privately or publicly held property.

F. "Development Plan" or "Plan" means the Clackamas Town Center Area Development Plan, an urban renewal plan of Clackamas County.

G. "Text" means the written Development Plan for the Clackamas Town Center Area, Part One - Text.

H. "Exhibit" means an attachment, either narrative or map, to this Clackamas Town Center Area Development Plan, Part Two - Exhibits.

I. "Project" means any undertaking or activity within the Clackamas Town Center Development Area, such as a street project, a housing project, or any other single activity which is authorized and for which implementing provisions are set forth in this Clackamas Town Center Area Development Plan.

J. "Development Area" means the entire area encompassed by this Clackamas Town Center Area Development Plan, the boundary of said Area being described in Part Two - Exhibit Two.

K. "State" means the State of Oregon.

L. "Urban Renewal Law" means Oregon Revised Statute, (ORS 457) Chapter 457, the State Urban Renewal Law. This Development Plan was prepared to meet all requirements of the Urban Renewal Law.

M. "Design Plan" means the Clackamas Town Center Area Design Plan, an amendment to the Comprehensive Plan and Zoning and Development Ordinance, adopted by the Board of County Commissioners on October 22, 1980.

N. "Development and Disposition Agreement" means the contract between the developer and the Urban Renewal Agency, setting forth rights and obligations of both parties regarding any development authorized by the Plan and/or Report.

O. "Park District" means the North Clackamas Regional Parks and Recreation District authorized in the November 6, 1990 general election.

SECTION 300 - DESCRIPTION OF THE DEVELOPMENT AREA BOUNDARY

The Clackamas Town Center Development Area included approximately 913 acres of land in the northwest part of unincorporated Clackamas County, between the cities of Milwaukie and Happy Valley. Amendment Five withdrew 93.8 acres from the boundary. This action terminated the TIF process in the withdrawal area. Major landmarks which bisect the area are 82nd Avenue, I-205, and Sunnyside Road. The Clackamas Town Center Shopping Center is approximately in the middle of the Development Area.

The boundary of the Development Area is shown on the Development Area Boundary and Subarea Map and included as Exhibit One of Part Two of this Plan. The narrative of the legal boundary description is included as Exhibit Two of Part Two of this Plan.

SECTION 400 - DECLARATION OF NECESSITY, PURPOSE, AND DEVELOPMENT PLAN OBJECTIVES

405 Necessity of the Development Plan

A. Blighting conditions exist within the Development Area. Land uses consist of a mixture of single and multifamily residential, commercial, industrial, and underutilized vacant land. Many structures in the area are in poor or fair condition, and most of the streets are inadequate or in need of major repair. The present lotting pattern and lack of storm drainage, transit, and other physical and cultural improvements inhibit full utilization and optimum development of the area.

B. Deficiencies and conditions identified in the "Report on the Clackamas Town Center Area Development Plan" describe the adverse effect they have on the Town Center neighborhood. Because of the diversity of property ownership and inadequate public facilities, there is no indication that these deficiencies and conditions will be improved without major public involvement.

C. Accordingly, the Board of County Commissioners, upon recommendation of the Clackamas County Development Agency and the County Planning Commission, declares a need for undertaking projects to correct such deficiencies and conditions and to provide for economically, socially, and environmentally sound

redevelopment consistent with the Clackamas County Northwest Urban area Comprehensive Plan and with the objectives of this Development Plan.

410 Purpose and Objectives of the Development Plan

A. The primary objective of the Development Plan is to implement the Comprehensive Plan as adopted by the Board of Commissioners on January, 1981. More specifically, the objectives of this Development Plan are to:

1. Provide public facilities and an economic climate to encourage private investment in housing and support of the County's housing policy;
2. Complement and support public improvements installed by the developer of the Clackamas Town Center Shopping Center;
3. Economically support the 82nd Avenue business district;
4. Provide public access to, and recreational use of, Open Space retained within the Development Area;
5. Eliminate blighting influences, such as traffic congestion, poor storm drainage, substandard and/or obsolete buildings, nonconforming land uses, lack of public recreation areas, and underutilized land;
6. Modify the street system to provide for safe and efficient traffic circulation in and around the Development Area;
7. Install or improve public facilities, such as transit improvements, streets, sewers, curbs, sidewalks, and street lighting where necessary to provide both short- and long-range mobility and safety needs of the Development Area;
8. Rehabilitate and conserve properties compatible with this Plan;
9. Develop economically sound residential, commercial, industrial, and recreational facilities that satisfy the principles of good urban design and are mutually supportive and compatible with the surrounding area;
10. Develop and encourage private development of land in the Development Area in an efficient and timely manner;
11. Create new taxable value to reduce the long-term tax burdens of County residents and other taxpayers.

SECTION 500 - LAND USE PLAN AND DEVELOPMENT CONTROLS

Three map exhibits, describing the land use elements of this Development Plan, are herewith attached in Part Two of this Plan. They are:

- Exhibit One - "Development Area Boundary and Subareas"
- Exhibit Three - "Comprehensive Plan and Land Use"
- Exhibit Four - "Zoning Map"

Amendments to the Clackamas County Comprehensive Land Use Plan Map and Zoning Map shall be included by reference to this Plan to include Exhibit 3 (Comprehensive Plan/Land Use)

and Exhibit 4 (Zoning Map). In the event there is a conflict between this Development Plan and the Comprehensive Plan, the Comprehensive Plan shall govern.

505 - Traffic Circulation

Street patterns will be redesigned to accommodate proposed development and to provide for safe and efficient traffic circulation in and around the Development Area. This includes building new streets as well as realigning intersections and reconstructing existing streets. Vehicular access will be provided to all sections of the Development Area, and certain streets may be vacated to accommodate proposed traffic circulation patterns. Provisions shall be made for emergency vehicle access throughout the Development Area.

Vehicular and pedestrian traffic circulation shall be segregated where possible.

510 - Public Improvements

A. Streets

All public streets within the Development Area shall be constructed and improved to meet or exceed County standards. Street improvements include the travel surface, curbs, sidewalks, gutters, storm drains, and related facilities. (See Exhibit Five of Part Two and Section 620 of this part.)

B. Utilities

All utility lines and facilities, where feasible, shall be placed underground. All utility facilities will be of such size and design to adequately serve the Area. Utilities include, but shall not be limited to, street lights, sanitary and storm sewers, water lines, traffic signals, electrical distribution lines, telephone lines, television cables, natural gas distribution lines, fire hydrants, and related facilities.

C. Other Public Improvements

Other public improvements will be provided in support of project development activities. These improvements may include, but shall not be limited to, street trees and landscaping, parks, pedestrian walkways, bicycle paths, and parking and transit facilities.

515 - Applicability of Controls Upon Real Property Within the Development Area

Provisions and requirements in the Plan shall apply to all real property acquired by the Agency as well as privately owned property within the Development Area.

SECTION 600 - ACTIONS WHICH MAY BE USED TO IMPLEMENT THE PLAN AND TO ACHIEVE PLAN OBJECTIVES

Sections 605 through 640 identify the actions to be undertaken by the Agency or the County to implement this Development Plan. The Report on the Development Plan describes the schedule for the various projects and activities in relation to the Development Plan.

605 - Property Acquisition

A. Real Property to be Acquired for Public Use

Real property that may be acquired for public right-of-way for transportation projects is shown on Exhibit 5 of this Plan. Real property that may be acquired for other public uses is shown on Exhibit 6 of this Plan. The anticipated disposition of this real property is also noted on both exhibits as retained for rights-of-way or for specific community services. Remnant parcels left over and not needed for each project are to be disposed of as excess property. The estimated time schedule for acquisition is shown on the Project Implementation Schedule in the Report on the Development Plan.

Properties for public facilities other than streets may be acquired by gift, devise, purchase, lease, eminent domain, or any other lawful method for the purpose of development of public improvements and supporting facilities provided, however, that such property acquisition shall not be so acquired until this Plan is amended pursuant to Section 1100 of this Plan.

B. Real Property to be Acquired for Redevelopment

Property may be acquired, assembled, and disposed of for redevelopment by a redeveloper. Such action is hereby declared to be in the public interest and necessary to advance the objectives of this plan. Projects involving redevelopers will include development and disposition agreements between the Agency and redeveloper which will stipulate responsibilities of both parties. This authority allows the Agency to facilitate consolidation of numerous properties into large parcels which will allow optimum development within the District.

1. Battin School Purchase

The Agency may acquire from North Clackamas School District and relocate materials and equipment: This project allows acquisition of Battin School from North Clackamas School District. The property may be disposed of to a developer or redeveloper at the Agency's discretion. Due to change in the surrounding area to a nonresidential character reflecting the influence of the I-205 Lester Interchange, the negative impact exerted on school district property makes it unable to function as a quality learning environment. The school is scheduled for closure in June 1987. Acquisition is anticipated fiscal year 1988-89, at a total cost of approximately $1,200,000. The property was disposed of in 1994.

2. Mixed Use Development (MXD) Phase 1 and Phase 2

Purchase from public and/or private parties and hold necessary land for a specific period of time, and to sell back those parcels acquired to developers or redevelopers, the specific area(s) and period to be determined at the time of acquisition. The program may also include a phased development program. Included as a part of the program is the development and disposition agreement that will be developed for the project and will identify responsibilities and obligations of the Agency and developer. The Agency may acquire for private redevelopment for mixed use purposes all or any portion of real property located within the area bounded generally by 82nd Avenue, Sunnyside Avenue, I-205,

and Sunnybrook Road as shown on Exhibit 7. The projected schedule is to complete acquisition by 1988, to dispose of such real property in phases, and to complete such disposition within duration of the District. It is expected to be completed by 2005. This is considered a high priority project, but it is also not possible to state precisely its ranking against other projects. For additional detail on this project, see the Addendum to Report on Urban Renewal Plan Amendment.

3. Battin Street and SE 91st Avenue

The Agency may acquire from the Oregon Department of Transportation a parcel of excess right of way for SE 91st Avenue for conveyance for redevelopment purposes. The Agency intends to acquire and dispose of the property in FY 2000/2001.

610 - Relocation of Residents and Businesses

A. Relocation Procedures

Prior to the acquisition of any property, a relocation plan shall be prepared and adopted. The Agency shall assist all residents and businesses to be displaced in finding other suitable dwellings and locations. These accommodations shall be decent, safe, and sanitary, and located in an area suitable to the displaced. Copies of such a Relocation Plan are kept on file at the offices of the Agency.

All relocation activities and procedures by the Agency shall be in accordance with Oregon Revised Statutes, Sections 281.045 and 281.105 and with the Federal Uniform Relocation Act and applicable local laws and regulations.

B. Relocation Payments

Relocation procedures shall be included in the relocation plan. These Relocation Regulations shall comply with State and federal laws regarding relocation of displacees. The Agency may amend or modify these regulations from time to time consistent with state and federal laws.

615 - Demolition and Site Clearance

Except for structures that may be designated for rehabilitation and relocation to other sites, all structures and improvements on properties to be acquired by the Agency shall be demolished and cleared as necessary to carry out this Plan.

620 - Public Improvements

In order for the Town Center Design Plan to be implemented, several public improvements must be built. All improvements included in the Design Plan were examined and included in this Development Plan and the Report on the Development Plan according to the following criteria:

- The project must be legally eligible for Tax Increment Revenue.
- The total cost of all projects should stay within a 15-17 year revenue projection.
- The project fulfills a broad public need.

- The project requires a comprehensive approach to design and construction and encourages the orderly development of the area.

The following is a narrative description of projects to be fully or partially constructed with tax increment revenue. Final design, engineering, and scheduling and cost estimates will be the responsibility of the Clackamas County Development Agency.

A. Transportation (See Exhibit 5)

The final report of the "Clackamas Town Center Area Transportation Study" dated July 4, 1980 is the basis for choosing the following transportation projects. The above report is made by reference a part of the report on the Development Plan for the Clackamas Town Center Area.

1. Stevens Road Realignment: Serious traffic congestion problems exist at the 92nd-Stevens Road-Sunnyside Road intersection. These problems can be greatly improved by realigning Stevens Road to intersect with Sunnyside Road at the main entrance to Kaiser Hospital. This project is anticipated to adversely impact some adjacent property. This project is essential to the safe operation of traffic on Sunnyside Road and is scheduled for high implementation priority.

2. Harmony Road Realignment: The offset intersection of Harmony Road and Sunnyside Road at 82nd Street causes serious safety and congestion problems in both east-west and north-south directions. Some businesses and properties will be impacted by realigning Harmony Road to correct this problem. Roadway improvements are also necessary west on Harmony Road to accommodate existing and future traffic volumes. Eighty-five percent of this project's cost can be obtained from available federal funds.

   This is a critical problem and is scheduled for high implementation priority. However, federal environmental impact requirements will result in construction occurring no sooner than 1983.

3. Causey Avenue

   a. West of 82nd & 82nd Intersection: Currently traffic generated in the area west and adjacent to Price-Fuller Road can exit this area only through two congested and dangerous intersections--Harmony and Price-Fuller or King and Price-Fuller. Although conditions at both of these intersections justify their improvement, a new exit from the area is badly needed and is the only long-term solution to the problem. An extension of Causey Road across 82nd to intersect with Price-Fuller Road at Harmony Drive will significantly help traffic circulation in this area. This extension will impact adjacent property, requiring appropriate right-of-way acquisition. Remnant properties may be suitable for a fire/police station site. Site preparation for the fire/police station may be included as part of this project. This project is critical to the improved circulation in this area and is scheduled for high implementation priority.

   b. East of 82nd: Causey Avenue east of 82nd as shown on Exhibit 5 is currently an oil mat road. Improving this road to County standards is essential to the orderly development of this area. This improvement will

also have substantial public benefit by allowing public access to important housing, shopping, and employment opportunities. Improvements of Causey Avenue will also allow local bus service to access the future Town Center Transit Station. This project is scheduled for implementation in conjunction with major redevelopment of this area.

c. I-205 Extension to Stevens Road

This project consists of the extension of improvements to Causey Avenue from I-205 to Stevens Road.

4. Monterey & Causey Connections: The full improvement of Monterey and connections between Monterey and Causey Avenue are important to the orderly development of the area north of the Town Center, as these streets will be used for public access to housing, shopping, and jobs and will be used for local bus access to the Town Center. These projects are scheduled to coincide with the improvement of Causey. Engineering work for Causey, Monterey, and the connections between would be accomplished as a package, and implementation would occur as soon as possible. Monterey Avenue will be widened as a result of the Monterey Overpass when warrants are met.

5. I-205 Interchange: This is perhaps the most important long-term traffic improvement project. Federal regulations require an alternative analysis and an environmental impact statement prior to final project selection (Lester Road or Otty Road overpass) and implementation. Lester Road, and associated improvements, is the selected build alternative. Construction is scheduled to begin in 1988. The Development Agency will provide funding to construct associated improvements outside the federal (I-205) right-of-way necessary for the interchange to function in an efficient manner. Right-of-way acquisition will be necessary to complete the project.

6. 84th to 93rd (Sunnybrook Avenue): The Design Plan indicates a roadway connecting the south of Sunnyside area directly to 82nd Avenue. Much of this road will be obtained via the development process. The segment between 84th and 93rd cannot effectively be achieved without TIF revenue. This project is important to traffic circulation in the south of Sunnyside neighborhood and essential to the orderly redevelopment of this area.

7. 84th, 86th and 93rd: Due to a large mixed use redevelopment project proposed for the area from Sunnyside Avenue to Sunnybrook Avenue and from Phillips Creek on the west to I-205 on the east, it is necessary to provide good north-south access to serve the vicinity. 86th Avenue has been resurfaced and will serve as a primary entrance. 93rd Avenue is under construction and will provide north-south access in the easterly portion of the area. It will be necessary to construct a new roadway parallel to Phillips Creek in the approximate location of 84th Avenue. Considering existing and anticipated development south of Sunnyside Avenue and existing congestion, these connections are necessary for proper circulation south of Sunnyside, efficient utilization of Sunnyside Avenue the I-205 interchange and Sunnybrook Avenue.

8. 82nd Avenue Improvements: Eighty-second Avenue will become increasingly congested in the future. However, street improvements to 82nd Avenue itself and/or an 82nd Avenue service road between Price-Fuller Road and 82nd Avenue could mitigate much of the anticipated congestion. Detailed planning and engineering studies are needed to determine the effectiveness of several traffic improvement techniques as well as the potential service road. Signal synchronization and installation of emergency preemption systems (Opticom) facilities are necessary and should be constructed or installed as funding allows. Signal preemption, sidewalks, roadway improvements, and lights may be incorporated in this project or other transportation projects intersecting 82nd Avenue. Right-of-way acquisition may be necessary to implement the project.

9. Transitways: A key to development of the entire Town Center area is the provision of high quality, regional transit service. Provision of such service will improve traffic circulation in the immediate area and make transit access to the area a viable alternative to the automobile. Such transitway shall be in the form of light rail transit along the I-205 Corridor as shown on Exhibit 5 and shall include all facilities reasonably related to the design and construction of such transitway facility. The Agency may provide financial assistance and may participate in the design and construction of such transitway in an amount equal to the amount that the Agency finds and determines to be the proportional benefit and service of the transitway to the Urban Renewal Area. This project may also consist of improvements to the following streets as shown on Exhibit 5 to allow for safe and efficient transit service: Fuller Road, SE Otty, SE 80th Avenue, Monterrey Avenue, Sunnybrook Road and Harmony Road, or other street improvements which will assist the project.

10. Pedestrian-Bikeways: Pedestrian and bicycle circulation is a strong theme of the Comprehensive Plan and the Design Plan. It is anticipated that a majority of this system can be built in the development process. However, it may not be possible to achieve certain key linkages simply through the development process. The Development Agency will complete the missing links as the system develops. These projects are of lower priority and will occur as specific needs are identified during development of the area.

11. I-205 Pedestrian-Bike-Vehicle Overpass: Sufficient park and recreation facilities are essential community assets in high-density areas. This overpass will provide pedestrian-bicycle access to the eastern portion of the Clackamas Town Center area and should connect to Stevens Road. Mitigation methods or facilities may be incorporated to buffer the adjacent school district site and facilities from traffic impacts. Right-of-way acquisition may be necessary to implement the project. This overpass will also connect the Stevens Road neighborhood to the job and shopping opportunities north of the Town Center. This project will be located at Monterey Avenue.

12. Sunnyside Pedestrian-Bike Overpass: In future years light-rail transit is expected to serve the entire area in a north-south alignment. This alignment is planned to be adjacent to the main pedestrian access to the Town Center from Sunnyside Road. This overpass will allow pedestrian movement across Sunnyside Road

between the Town Center and the employment and housing area south of Sunnyside.

13. Sunnybrook Split Diamond: The south half of a split diamond interchange on I-205 is proposed for Sunnybrook Avenue. The Federal Highway Administration and Oregon Department of Transportation is anticipated to pay costs of this improvement with no local match being required. Some Agency improvements may be necessary to assure the completed project is consistent with area improvements.

14. Sunnybrook Extension East: This road improvement project would acquire right-of-way and construct an extension of Sunnybrook Road from 97th east to Sunnyside Road in the vicinity of Valleyview Terrace. This connection will substantially reduce congestion in the area from Valleyview Terrace to 97th Avenue on Sunnyside Road. This project will be partially funded by the Development Agency.

15. Sunnybrook Extension West: This roadway improvement project will extend Sunnybrook westerly to 82nd Avenue, eliminating the existing "S" turn of 84th and Ambler Roads and its connection with 82nd Avenue. This project may include a southbound free flow access to 82nd Avenue. Right-of-way acquisition may be necessary to implement the project.

16. Sunnybrook Widening: This roadway improvement project will widen Sunnybrook to accommodate traffic expected as a result of the construction of the Sunnybrook/Sunnyside Split Diamond and adjacent land development projects. It will provide an increased level of service between 82nd Avenue and I-205 and will provide enhanced access for the areas north and south of Sunnybrook. Right-of-way acquisition may be necessary to implement the project.

17. Sunnyside Road Improvements: This project removes the existing median separating Sunnyside Avenue and Sunnyside Frontage Road, providing a 6-lane facility on Sunnyside Road. Additional improvements to Sunnyside Road within the Development Area may be necessary to assure efficient pedestrian and traffic circulation. This may include acquisition of additional right-of-way, construction of pedestrian and/or roadway improvements.

18. Southgate/Sunnyside Street Closures: The street closures are necessary to eliminate through traffic currently being experienced in the residential area west of 82nd Avenue north of Harmony Road. Southgate and Sunnyside Streets are currently being heavily impacted by "short cut" traffic from 82nd Avenue westbound to Harmony Road via Southgate/Sunnyside and Price Fuller Avenue.

19. Stevens Road Widening: This roadway improvement project would widen Stevens Road from Sunnyside Avenue north to Idleman Road. Retail, hotel, restaurant, office, and church/convention traffic will substantially impact the 2-lane facility. This project may include turning bays as necessary and will substantially improve area circulation. Right-of-way acquisition may be necessary to implement the project.

20. Monterey to Price Fuller Extension: This roadway improvement project will consist of right-of-way acquisition and construction. Monterey would be

extended west from 82nd Avenue to Price Fuller Road, providing an east/west connection. Substantial retail development north and west of Clackamas Town Center has been experienced. This extension will serve to carry westbound traffic to Price Fuller and connect to Harmony Road.

21. 82nd to 85th Avenue Connection: This roadway improvement project will consist of right-of-way acquisition and construction. Owen Road will be extended from 82nd Avenue east to 85th Avenue providing an east/west connection. This project will serve commercial developments to the north and south as well as providing a direct access for residents of the Boyer Meadow area. Signalization at 82nd Avenue will be required and is incorporated in the 82nd Avenue Improvements project.

22. Boyer Drive Extension West: Extend Boyer Drive West of 82nd Avenue to Price Fuller. This roadway project will include right-of-way acquisition, construction, and modification of the 82nd Avenue signal, if necessary. Engineering will determine alignment and specific properties to be acquired. Properties, which will be acquired by the project, will be identified by minor amendment to this Plan.

23. 205 Frontage Road: Develop a new roadway paralleling I-205 to connect to 92nd Avenue on the north and with either Stevens or Sunnyside Road on the south. Engineering will determine alignment and specific properties to be acquired. The alignment may fall within the I-205 Interstate right-of-way and will generally fall within the district boundaries. However, portions of the project may extend beyond the boundary of the development area. The project will provide direct benefits to the development area due to the connection of two freeway interchanges and limited access from adjacent streets. This project will be funded with tax increment financing and transportation assessment district funds.

B. Community Use Facilities (See Exhibit 6)

1. School Noise Protection: North Clackamas School District 12 operates two schools located south of Harmony Road--Ickes and Harmony Schools. These schools were built close to the right-of-way of Harmony Road. The road has subsequently been widened which placed the traveling surface too close to the schools. This problem will only get worse when Harmony Road is widened again. A draft traffic noise impact study has indicated a serious noise blighting impact upon the school generated by traffic on Harmony Road. This project will provide for acoustical treatment of the school buildings to mitigate the noise problems. The quality of education is being impaired on a daily basis and the problem should be rectified as soon as possible.

2. CCC/OIT: Clackamas Community College and the Oregon Institute of Technology are interested in locating an educational/industrial training and employment/business center within the Town Center area. Such a facility would be ideally located to serve the educational and training needs of much of North Clackamas County, as well as serving adjacent residential and employment areas. The Oregon Institute of Technology, in conjunction with Clackamas Community College and North Clackamas School District wishes to locate the facility at Ickes-Harmony Schools located west of 82nd Avenue on Harmony Road. Due to

impacts of noise, traffic congestion, and displaced service area, the Ickes/Harmony school site is no longer a desirable location for an elementary or junior high facility.

This project provides for the purchase of the site and the existing structures. Partial repayment of initial cost to the Development Agency by the Community College and OIT is anticipated from fiscal year 1987-88 through 1991-92.

The described project has been completed and CCC and OIT are considering a total or partial relocation to expanded facilities. In the event CCC and OIT elect to sell all or any part of such property, Agency is authorized to acquire by purchase or option such property to be held for sale or use for community facilities or private development for uses consistent with this plan. Future development assistance at an alternate site in the urban renewal plan area may be necessary or appropriate to facilitate campus expansion.

3. Stevens Road Site Improvements and Excess Property Purchase: The Design Plan indicates the need for developed public recreation facilities in the Town Center area. The North Clackamas School District site adjacent to Stevens Road east of I-205 is identified as a potential location for a park. North Clackamas School District is willing to sell a portion of the site to the Agency to be developed with community use facilities. This project would improve the potential park site, making park improvements available to the new residential community north of the Town Center and between I-205 and Stevens Road.

4. Fire/Police Site Development: Fire District No. 1 serves a large portion of the urban area in North Clackamas County. The fire district currently lacks an adequate station and site to provide quality service to the Town Center area. The Town Center area is expected to constitute a large share of the assessed value of the primary service area to be served by this station. This project would provide for 75 percent of the construction costs for a new fire/police station capable of serving the area. This project is high priority and is scheduled as soon as possible. Matching funds will be provided for Fire District No. 1 to upgrade its equipment necessary to serve the development area within the next 10 years.

5. Day Care Sites: Many of the jobs in the Town Center area are expected to be filled by single parents. Day care facilities are sorely lacking in the area and are a necessity for many potential employees. This project would provide for either purchase or participation in development requiring day care services of appropriate sites. The County would not directly provide day care services. The project would be accomplished in conjunction with organizations capable of long-term maintenance and operation. The Clackamas County Children's Commission and the State of Oregon Children Services Division will be consulted on all day care proposals.

6. Water Pump and Mainline: Quality water service and fire protection in the Town Center area will require a new pumping and mainline connection system south of Sunnyside Road. This project will improve the North Clackamas Water District's system.

7. Park Site Development and Acquisition: The Comprehensive Plan and the Design Plan both indicate the need for public spaces and well developed recreation areas in intensely developed urban areas. The Design Plan identified several potential park sites throughout the Town Center area. It is anticipated that a portion of the park and recreation needs will be provided through the development process. However, it is unlikely that adequate public facilities will be provided by the private sector alone. This project will provide the Clackamas County Development Agency with the ability to develop needed public spaces. Expenditure of this money will be dependent upon an ongoing organization accepting the responsibility for maintenance and operation.

   These projects are anticipated to extend over several years to meet the needs as the area develops.

   Acquire the property south of/and in the general vicinity of the CCC/OIT campus as shown on Exhibit 6 to partially implement the North Clackamas Regional Parks and Recreation District project. The project may also include improvements such as, but not limited to, improved access, grading, or other site preparation activities.

8. Storm Drainage: Urban intensification of the area will produce high levels of storm water runoff. Much of this excessive runoff will need to be detained to reduce runoff peaks. The Design Plan calls for a consolidated detention system. This project would provide the necessary resources to accomplish a consolidated detention system in addition to measures achieved through the development process.

9. Library: The Design Plan recognizes the need for library facilities in the area. The developer of the Town Center Mall made space available within the mall for a County branch library. The Development Agency, other County departments, and the County Library Operations budget will share the cost of finishing the space. Furniture, books, and operations will be funded from the library budget.

10. Clackamas Water District Water Storage and Distribution System: This project would construct a water storage and distribution system which is necessary to serve the Urban Renewal area with adequate water for domestic and fire protection purposes. The Agency may grant and/or provide a grant, and loan construction funds to the Clackamas Water District for up to 46 percent of the total cost of related work. Should the Agency loan funds to the Water District, the Agency may promulgate rules for the payback of such loans, loan fund and such rules shall be made a part of the loan agreement between the Agency and the Water District.

11. Enhanced Law Enforcement Facility

    Clackamas Community College (CCC) and the Clackamas County Enhanced Law Enforcement District (CCLED) are interested in locating a combined law enforcement training center and Sheriff's precinct in the Town Center area as a multi-use development. CCC and CCLED are interested in co-locating and sharing a site for building facilities to support needed activities.

Anticipated activities are training (including the use of firearms), education and law enforcement and a law enforcement precinct which will provide police protection to the Town Center area.

The parties have concluded the best location is a 7.2-acre site at SE 82nd and SE Ambler Roads. Acquisition of this property will also provide needed right-of-way for the Sunnybrook West road improvement project (Sec. 620A15).

The Agency's estimated time schedule for acquiring the property is 1996 or 1997. Disposal of the law enforcement center site will be by sale to CCC; development and uses will be governed by a Disposition and Development Agreement. Purchase by CCC is anticipated in 1996 or 1997. Surplus property not necessary for the Sunnybrook West road improvement project will be governed by Section 630; estimated disposal date is 1997-1998.

C. Multiuse Development Programs:

The area is attracting multiuse developments at an increasing rate. This project allows assistance to include expenditures to determine multiuse development marketability and feasibility, develop public uses and facilities, and develop circulation improvements. Public facilities included in this project include multi-story and surface parking facilities.

D. Low and Moderate Income Housing Subsidy:

Provide land write-downs, loans, grants, and other authorized subsidies to the County Housing Authority to develop low and moderate income housing to provide a balance of housing choices within the project area.

E. Administration and Engineering

Each of the above projects will require detailed engineering and design. Some projects will require environmental impact statements to meet federal requirements. In addition to these project-oriented activities, it will be necessary to maintain an administrative staff for project management, program promotion, and accounting functions to include consultant assistance.

630 - Redevelopment and Property Disposition

A. Real Property Disposition

The Agency may make land in the Development Area available to private redevelopers or to public bodies at a value determined by the Agency to be its fair reuse value in order that it may be developed, redeveloped, or rehabilitated for the purposes specified in this Development Plan and in accordance with applicable County zoning and code requirements. Real property may be conveyed by the Agency to the County or other public body without charge.

The Agency shall reserve such powers and controls in the disposition and development documents, as may be necessary, to prevent transfer, retention, or use of property for

speculative purposes, and to ensure that development is carried out pursuant to this Development Plan.

The Agency may enter agreements necessary to implement property acquisition, assemblage, and disposal for redevelopment by a redeveloper. The Agency may enter into agreements to acquire land, to hold land for future development, to dispose of any land it has acquired at fair reuse value, and to define or set a price on the fair reuse value of any land.

B. Redevelopers' Obligations

Redevelopers shall be subject to the following obligations:

1. Redevelopers shall develop and use property in accordance with the land use provisions and building requirements specified in this Development Plan.
2. Redevelopers shall begin and complete the development of property for the uses provided in this Plan within a reasonable period of time as determined by the Agency.
3. Redevelopers shall submit all plans and specifications for construction of improvements to the Agency for review and approval to determine compliance of such plans and specifications with this Plan.
4. Redevelopers shall not restrict or effect or execute any agreement, lease, conveyance, or other instrument which has the effect of restricting the sale, lease, use, or occupancy of any property or part thereof upon the basis of race, color, religion, sex, marital status, or national origin.
5. Redevelopers shall maintain the cleared land under their ownership within the Development Area in a clean and safe condition.

631 - Owner Development and Participation

1. Agency may enter into development and participation agreements with existing owners in the Development Area to bring their property into conformance with the Development Plan or to provide for improvements to such properties in accordance with the Development Plan. The Agency may carry out such public improvements as may be required to assist in such development.
2. Pursuant to Section 631.1 above, Agency may enter into a development agreement with the owners of the Clackamas Town Center Shopping Center to renovate and expand the retail center and to develop additional land owned by them in the Development Area for uses including housing, office building and hotel. Such development and uses are in accordance with the Clackamas Regional Center Area Design Plan, which is part of the Clackamas County Comprehensive Plan and is vital to achieving such Regional Center Area Design Plan. In connection with such expansion and development of the real property, provisions shall be made for accommodating light rail and other transit to serve the Development Area. Agency may provide such financial assistance to the owner and developer for the development of certain improvements which may be required to make such renovation and expansion of the retail center financially

feasible. Such financial assistance may include providing financing for the construction of facilities which serve the public and the development including a parking garage and plaza areas. Agency may provide such financial assistance for such uses on terms and conditions as it determines necessary and appropriate to meet the objectives of achieving development of the Regional Center Area Development

635 - Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of projects in the Development Area. The Agency may seek the aid and cooperation of such public bodies and shall attempt to coordinate this Development Plan with the activities of such public bodies in order to accomplish the purposes of this Development Plan.

640 - Property Management

During such time as property in the Development Area may be owned by the Agency, such property shall be under the management and control of the Agency. The Agency may rent, maintain, manage, operate, and clear such property pending its disposition for redevelopment.

SECTION 700 - METHODS FOR FINANCING PROJECTS

A. General Description of the Proposed Financing Methods

The Agency may borrow money or lend monies to a public agency, in conjunction with a joint undertaking of a project authorized by this plan, and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, County or other public body, or from any sources, public or private, for the purposes of undertaking, planning, and carrying out this Development Plan, or may otherwise obtain financing as authorized by ORS Chapter 457. If such funds are loaned to another public body, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

The funds obtained by the Agency shall be used to pay or repay any costs, expenses, advancements, and indebtedness incurred in planning or undertaking the Development Plan or in otherwise exercising any of the powers granted by ORS Chapter 457 in connection with carrying out the Development Plan.

B. Self-Liquidation of Costs of Projects (Tax Increment Financing)

1. The carrying out of this Development Plan may be financed, in whole or in part, by self-liquidation of the costs of the plan as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property situated in the Development Area shall be divided as provided in ORS 457.450. That portion of the taxes representing the levy against the increase, if any, in true cash value of property located in the Development Area, over the true cash value specified in the certificate of amendment to the certificate filed under ORS 457.430, shall, after collection by the tax collector, be paid into a special fund of the Agency and shall be used to

pay the principal and interest on any indebtedness incurred by the Agency to finance or refinance the Development Plan.

2. Such self-liquidation methods, and the tax increment accruing therefrom, as provided in ORS 457.420 through 457.450, may be used by the Agency to reimburse the County or the Agency for funds advanced to the Agency for the purposes of undertaking and carrying out this Development Plan.

C. Maximum Indebtedness

The maximum amount of indebtedness to be issued or incurred under this Plan beyond December 6, 1996 shall not exceed $177,153,300.00.

SECTION 800 - ACTIONS BY THE COUNTY

The County shall aid and cooperate with the Agency in carrying out this Development Plan and shall take all actions necessary to ensure the continued fulfillment of the intent and purpose of this plan and to prevent the recurrence or spread of conditions causing blight in the area.

SECTION 900 - NONDISCRIMINATION

All deeds, leases, or contracts for the sale, lease or sublease, or other transfer of land in any undertaking of the Agency under this Development Plan shall contain the restriction that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the property.

SECTION 1000 - RESERVED

SECTION 1100 - AMENDMENTS

This plan may be subject to minor changes or modifications only by formal written amendment duly approved and adopted by the Agency.

This Plan may be reviewed and analyzed periodically and will continue to evolve during the course of project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Agency, the Board of Commissioners or both. The amendments or changes may be substantial amendments or minor amendments as hereinafter defined. Substantial amendments to the Plan shall be approved by the Board of Commissioners by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after public notice and hearing. Minor amendments to the Plan shall be approved by the Agency Board by resolution.

The following amendments or changes to the Plan shall be considered substantial amendments:

1. Adding land to the urban renewal area except for an addition of land that totals not more than one percent of the existing area of the Development Area.

2. Increasing the maximum amount of indebtedness (excluding indebtedness issued to

refinance or refund existing indebtedness) issued or incurred under the Plan.

3. Adding a new project, activity or program which:

   A. Serves or performs a substantially different function from any project, activity or program specified in the Plan; and

   B. Is estimated to cost (right-of-way, construction) in excess of $500,000, adjusted annually from 1991 at a rate equaling the construction cost index.

4. Making other changes in the Plan, which alter the major assumptions, purposes and objectives underlying this Plan.

All amendments or changes in this Plan which are not substantial amendments as specified above shall be considered minor amendments. Minor amendments shall include identification of property for acquisition pursuant to projects, activities or programs specified in this Plan for public use or for private redevelopment.

From time to time during the implementation of this Plan, the Planning Commission and the Board of Clackamas County may officially approve amendments or modifications to the County's Comprehensive Plan and implementing ordinances. Furthermore, the Board may from time to time amend or approve new codes, regulation or ordinances, which affect the implementation of this Plan. When such amendments, modifications, or approvals have been officially enacted by the Board, such amendments, modifications or approvals which affect the provisions of the Plan shall, by reference, become a part of this Plan.

SECTION 1200 - FINANCIAL REPORT

Pursuant to the provisions of 457.460, the Agency shall, by August 1, of each year, prepare a statement containing:

1. The amount of money actually received during the preceding fiscal year under Subsection (4) of ORS 457.440 and from indebtedness incurred under Subsection (6) of ORS 457.440;
2. The purposes and amounts for which any money received under Subsection (4) or ORS 457.440 and from indebtedness incurred under Subsection (6) of ORS 457.440 were expended during the preceding fiscal year;
3. An estimate of moneys to be received during the current fiscal year under Subsection (4) of ORS 457.440 and from indebtedness incurred under Subsection (6) of ORS 457.440;
4. A budget setting forth the purposes and estimated amounts for which the moneys which have been or will be received under Subsection (4) of ORS 457.440 and from indebtedness incurred under Subsection (6) of ORS 457.440 are to be expended during the current fiscal year; and
5. An analysis of the impact, if any, of carrying out the urban renewal plan on the tax rate for the preceding year for all taxing bodies included under ORS 457.430.

The financial report shall be filed with the governing body of the County and notice shall be published that the statement has been prepared and is on file with the County and the Agency

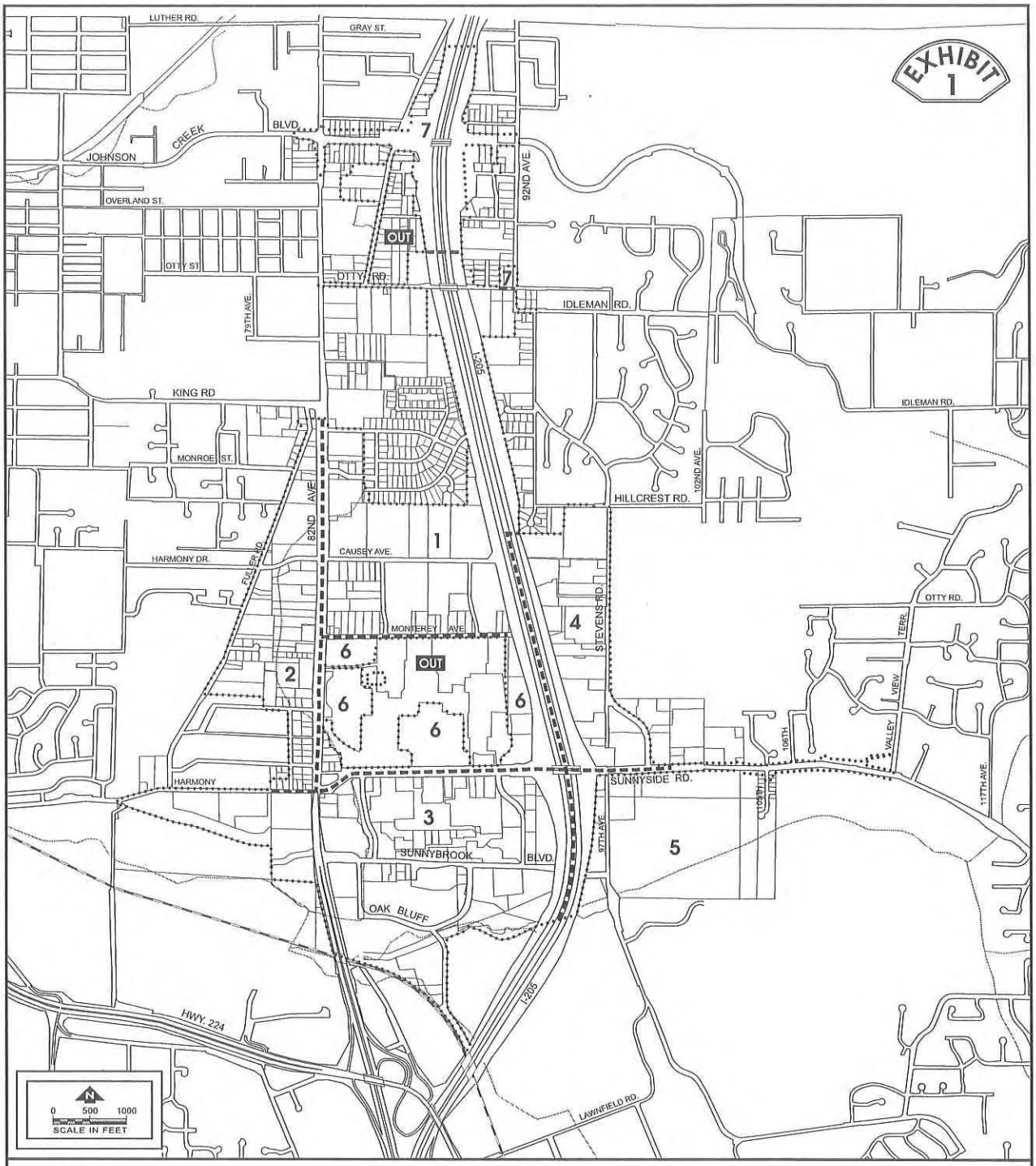
and the information contained in the statement is available to all interested persons. The notice shall be published once a week for not less than two successive weeks before September 1 of the year for which the statement is required in accordance with ORS 457.115. The notice shall summarize the information required under paragraphs (1) and (4) above and shall set forth in full the information required under paragraph (5) above.

SECTION 1300 - SEVERABILITY

If any provision of this Development Plan shall contravene or be invalid under either state or federal law, such contravention or invalidity shall not invalidate all of the provisions of this plan, but the remaining provisions shall be construed as if not containing the invalid portion.

PART TWO - EXHIBITS

EXHIBIT ONE	DEVELOPMENT AREA BOUNDARY AND SUBAREAS
EXHIBIT TWO	LEGAL BOUNDARY DESCRIPTION - NARRATIVE
EXHIBIT THREE	COMPREHENSIVE PLAN/LAND USE
EXHIBIT FOUR	ZONING MAP
EXHIBIT FIVE	TRANSPORTATION PROJECTS
EXHIBIT SIX	COMMUNITY SERVICE PROJECTS
EXHIBIT SEVEN	AREA PROPOSED FOR ACQUISITION AND REDEVELOPMENT



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

DEVELOPMENT AREA BOUNDARY & SUBAREAS

Plan Boundary

Subareas

EXHIBIT TWO

LEGAL BOUNDARY DESCRIPTION-NARRATIVE
PARCEL 1

A tract of land located in Sections 28, 32, 33, and 34, Township 1 South, Range 2 East of the Willamette Meridian, and Sections 3, 4, and 5, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Commencing at the northwest corner of the W. S. Buckley DLC number 65; thence south along the west line of the W. S. Buckley DLC 762.20 feet to a point; thence continuing south along said DLC line 381.1 feet to a point; thence easterly 30 feet to the true point of beginning; said point also being the northwest corner of Lot 1, Block 1 of vacated plat Boyer Meadows; thence from said point east 40 feet to a point on the east right of way line of S.E. 82nd Avenue; thence south 0°12' west 150 feet to a point on the north right of way line of S.E. King Road; thence easterly along said north right of way line 494 feet to the southwest corner of Lot 1, Block 1, Boyer Meadows Replat number 764, Clackamas County, Oregon; thence southerly along the west line of Boyer Meadows Replat 791 feet to a point on the north right of way line of S.E. Spencer Drive; thence easterly along said right of way line 68.55 feet to the northerly extension of the east line of Lot 1, Block 5, Boyer Meadows Replat; thence south 0°11'30" west 210.47 feet to the southwest corner of Lot 2, Block 5, Boyer Meadows Replat; thence easterly along the south line of Boyer Meadows Replat 1328.7 feet to the southeast corner of Lot 9, Block 7, Boyer Meadows Replat; thence north 0°09' east 771.08 feet more or less to the northeast corner of Lot 18, Block 7, Boyer Meadows Replat; thence easterly 35 feet more or less to a point on the west right of way line of Interstate Highway 205; thence northwesterly along said right of way line 1570 feet more or less to a point on the north line of the W. S. Buckley DLC number 65; thence westerly 203.08 feet more or less to a point that is 1439.65 feet east of the northwest corner of the W. S. Buckley DLC Number 65; thence northerly 640.35 feet to a point on the south right of way line of S.E. Otty Road; thence westerly along said south right of way line 270 feet more or less to a point on the southerly extension of the west line of Lot 11, Battin Acres, Clackamas County, Oregon; thence northerly 488 feet to the northwest corner of Lot 11, Battin Acres;

thence easterly 242.96 feet more or less to a point on the west right of way line of Interstate Highway 205; thence continuing easterly to a point on the east right of way line of said highway; thence southerly along said E right of way line to the northwest corner of Lot 13, Fawn Acres, Clackamas County, Oregon; thence south 08°28'00" east 221.94 feet; thence south 12°56'03" east 20.08 feet to the southwest corner of Lot 12, Fawn Acres; thence south 89°08'36" east 118.63 feet to the southeast corner of Lot 12, Fawn Acres; thence south 0°22'32" west 106.73 feet to the southeast corner of Lot 11, Fawn Acres; thence south 83°24'25" east 69.80 feet; thence easterly 283.73 feet to the southeast corner of Lot 1, Fawn Acres; thence south 0°22'32" west 10 feet; thence easterly along the north right of way line of S.E. Otty Road 247 feet to a point on the east right of way line of S.E. 92nd Avenue; thence southerly 35 feet to a point on the south right of way line of S.E. Otty Place; thence westerly 10 feet to a point on the east right of way line of S.E. 92nd Avenue; thence southerly along said right of way line 236.81 feet to a point of curve; thence continuing along said right of way line along a curve to the left 57.66 feet to a point that is wouth 89°47' east 56.79 feet and north parallel to the quarter section line 20 feet from the southwest corner of the northwest 1/4 of the southeast 1/4 of Section 28, Township 1 South, Range 2 East, of the Willamette Meridian, Clackamas County Oregon; thence continuing easterly along eaid right of way line 86.71 feet to a point that is south 89°47' east 143.50 feet and north parallel to the quarter section line 20 feet from the southwest corner of the northwest 1/4 of the southeast 1/4 of Section 28, Township 1 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon; thence northerly 10 feet to a point that is south 89°47' east 143.50 feet and north parallel to the quarter section line 30 feet from the southwest corner of the northwest 1/4 of the southeast 1/4 of Section 28, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence south 89°47' east 110 feet more or less to a point on the northerly extension of the west right of way line of S.E. 92nd Avenue; thence southerly 50 feet to a point on the south right of way line of S.E. Idleman Road; thence westerly along said right of way line 254.70 feet to the west line of the southeast 1/4 of the southwest 1/4 of Section 28, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence south 0°24'40" east 329.72 feet to a point on the north line of the W. S. Buckley DLC number 65; thence westerly along said DLC line 460 feet more or less to a point on

the east right of way line of Interstate Highway 205; thence southeasterly along said right of way line 2450 feet more or less to the northwest corner of Lot 1, Nadien Addition, Clackamas County, Oregon; thence southeasterly 287.8 feet to the southwest corner of Lot 3, Nadien Addition; thence southeasterly 69.36 feet to the southwest corner of Lot 4, Nadien Addition; thence easterly along the south boundary of the recorded plat of Nadien Addition and its easterly extension 525.77 feet; thence northerly 396.79 feet to a point on the north right of way line of S.E. Hillcrest Street; thence easterly 666.38 feet to a point on the northerly extension of the east right of way line of S.E. Stevens Road; thence southerly along said right of way line 2642 feet more or less to a point which is 20 feet east of the northwest corner of the southeast 1/4 of the southeast 1/4 of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence south 88°33' east 814.75 feet to a point which is 28-1/8 rods west of the northeast corner of the southeast 1/4 of the southeast 1/4 of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence south 1°00' east 928.6 feet more or less to a point on the north right of way line of S.E. Sunnyside Road; thence easterly along said right of way line 464.06 feet by deed to a point on the east line of the southeast 1/4 of the southeast 1/4 of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence continuing easterly along said right of way line 487.70 feet; thence south parallel with the west lines of Section 34, Township 1 South, Range 2 East, and Section 3, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, 2270 feet more or less to a point on the south line of the northwest 1/4 of the northwest 1/4 of Section 3, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence westerly along said line 495 feet more or less to a point on the west section line of Section 3, Township 2 South, Range 2 East; thence continuing westerly along the south line of the northeast 1/4 of the northeast 1/4 of Section 4, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, to its intersection with the center line of Mt. Scott Creek; thence westerly along said center line of Mt. Scott Creek to its intersection with the west right of way line of Interstate Highway 205; thence southwesterly along said right of way line to its intersection with the north line of the Southern Pacific Railroad right of way; thence northwesterly along said right of way line to its intersection with the west right of way line of

S.E. 82nd Avenue; thence northwesterly along said right of way line to its intersection with the south line of Lot 12, Morningside, Clackamas County, Oregon; thence westerly 600 feet more or less to a point that is west 570 feet and south parallel with the east line of Lot 12 675.53 feet from the northeast corner of Lot 12, Morningside; thence northerly 375 feet more or less to a point which is south 89°44' west 570 feet, south 0°16' east 499.54 feet and south 0°21' east 297.86 feet from the northeast corner of Section 5, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence north 86° west 178.78 feet; thence north 72°48'12" west 486.49 feet; thence north 70°09' west 500 feet; thence north 77°56'15" west 294.48 feet; thence north 71°46'15" west 635 feet to a point on the east right of way line of S.E. Strawberry Lane; thence northwesterly along said right of way line along a curve to the left to a point on the south right of way line of S.E. Harmony Road; thence northerly 60 feet more or less to the point of intersection of the north line of S.E. Harmony Road with the west line of the northeast 1/4 of Section 5, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence easterly along said right of way line to the southeast corner of Lot 4, Block 7, Southgate Village, Clackamas County, Oregon; thence northerly 163.53 feet to the northeast corner of Lot 4, Block 7, Southgate Village; thence easterly 270 feet to the southeast corner of Lot 31, Block 7, Southgate Village, said point also being on the west right of way line of S.E. 80th Avenue; thence northerly along said right of way line 975 feet to the south right of way line of S.E. McBride Street; thence westerly along said right of way line 330 feet more or less to a point on the southerly extension of the east line of Lot 8, Block 4, Southgate Village; thence northerly 183.11 feet to the northeast corner of Lot 8, Block 4, Southgate Village; thence north 89°59'15" west 699.27 feet to a point on the east right of way line of S.E. Price Fuller Road; thence continuing north 89°59'15" west 70 feet more or less to a point on the west right of way line of S.E. Price Fuller Road; thence northeasterly along said right of way line to its intersection with the northerly right of way line of S.E. Monroe Street; thence continuing northeasterly along the west right of way line of S.E. Price Fuller Road 540 feet more or less to a point that is south 88°26'50" east 485.88 feet and south 21° west 332.04 feet from the northwest corner of Lot 133, Park View Acres, Clackamas County, Oregon; thence north 89°42'50" west 161.21 feet;

thence north 21° east 106.99 feet; thence north 1°04' west 59.23 feet; thence south 89°42'50" east 118.67 feet; thence northeasterly to a point that is south 89°48' west 75.89 feet from the most northerly corner of Lot 179, Park View Acres; thence north 89°48' east 75.89 feet to said most northerly corner; thence southeasterly to the point of beginning.

BOUNDARY ADDITION
TO
CLACKAMAS TOWN CENTER DEVELOPMENT PLAN
(Adopted 11/1/84)
PARCEL 2

A tract of land located in Sections 28 and 29, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Commencing at the point of intersection of a line running parallel with and 500' South of the Clackamas County line in Section 28, T.1S., R.2E., with the East right-of-way line of Interstate Highway 205, said point being the true point of beginning;

1. thence southwesterly along said east right-of-way line 890', more or less, to an angle point;

2. thence southerly along said right-of-way line 60', more or less, to a point on the north right-of-way line of S. E. Hinckley Avenue;

3. thence easterly along said north right-of-way line 80' more or less to its intersection with the northerly extension of the west line of Lot 26, of the plat of Barwell Park, Clackamas County, Oregon;

4. thence southerly along said northerly extension of the west line of said Lot 26 and along the west line of said Lot 26 207.9' to a point that is 70' North of the North right-of-way line of S. E. Lester Avenue;

5. thence easterly along a line that runs parallel with and 70' North of the North right-of-way line of S. E. Lester Avenue 710.4' to a point on the east right-of-way line of S. E. 92nd Avenue;

6. thence South along said east right-of-way line 100' to the easterly extension of the South line of said S. E. Lester Avenue;

7. thence westerly along the easterly extension of the South right-of-way line of S. E. Lester Avenue and along said South line of S. E. Lester Avenue, 303.9' to the N. W. corner of Lot 55, Barwell Park;

8. thence southerly along the west lines of Lots 55, 56 and 57 of Barwell Park 247.89' to the S. W. corner of said Lot 57;

9. thence easterly along the south line of said Lot 57 47.4';

10. thence South 120' to a point on the North line of Battin Street;

11. thence West along the North line of Battin Street 100';

12. thence North 120' to a point that is 28.7' east of the S. W. corner of Lot 54, Barwell Park;

13. thence West 28.7' to the S. W. corner of said Lot 54;

14. thence North along the West line of said Lot 54 to a point on the South right-of-way line of S. E. Lester Avenue, said point also being the N. W. corner of Lot 54, Barwell Park;

15. thence westerly along the south line of Lester Avenue 243.9' to the N. W. corner of Lot 51, Barwell Park;

16. thence south along the west line of said Lot 51 10';,

17. thence westerly along the south line of Lester Avenue 133', more or less, to its intersection with the East line of S. E. 90th Avenue;

18. thence southwesterly along said East line of 90th Avenue 23', more or less, to an angle point;

19. thence southerly along said East line of S. E. 90th Avenue 315', more or less, to an angle point;

20. thence southeasterly along said East line of S. E. 90th Avenue 37', more or less, to a point on the North line of S. E. Battin Street;

21. thence southerly 40', more or less to the intersection of the South line of S. E. Battin Street with the East line of S. E. 90th Avenue;

22. thence Southwesterly along the east line of S. E. 90th Avenue 30', more or less, to an angle point;

23. thence southerly along the east line of S. E. 90th Avenue 470', more or less, to a point of curve;

24. thence along a 70' radius curve to the left along the East right-of-way line of S. E. 90th Avenue a distance of 106', more or less, to a point that is North 30' from Engineer's centerline station "HB" 20+71.09 on the centerline of the connection road between S. E. Hinkley Avenue and Con Battin Road;

25. thence South 50' to the South line of S. E. Con Battin Road;

26. thence westerly along the south line of S. E. Con Battin Road 108', more or less, to its intersection with the East right-of-way line of Interstate Highway 205;

27. thence Southerly along said east right-of-way line 450', more or less, to its intersection with a line that is the easterly extension of the North line of Lot 13, plat of Battin Acres, Clackamas County, Oregon;

28. thence westerly along said easterly extension of the North line of Lot 13, Battin Acres, 495', more or less, to its intersection with the West right-of-way line of Interstate Highway 205;

29. thence northerly along said west right-of-way line 495', more or less, to its intersection with the North right-of-way line of S. E. Con Battin Road;

30. thence westerly 110', more or less, to a point that is South 2,654.06' and North $88^{\circ}47'30"W$ parallel with the North section line of Section 28, T.1S., R.2E., 1,410.98' from the North quarter corner of said Section;

31. thence $N.0^{\circ}34'30"E.$ 50';

32. thence easterly along a line parallel with the North line of S. E. Con Battin Road 100', more or less, to its intersection with the West right-of-way line of Interstate Highway 205;

33. thence northwesterly along said right-of-way line 225', more or less, to an angle point;

34. thence northerly along said right-of-way line 160', more or less, to an angle point;

35. thence northwesterly along said right-of-line 160', more or less, to its intersection with the South line of S. E. Battin Street;

36. thence North 40' to a point on the north line of S. E. Battin Street;

37. thence east along the North line of S. E. Battin Street 17', more or less, to a point that is South 2,094.06' and west 1,414.65' from the North quarter corner of Section 28, T.1S., R.2E.;

38. thence N.0°34'30"E. 140' to a point on the South line of Lot 40, Barwell Park;

39. thence easterly along the South line of Lot 40, Barwell Park, 10', more or less, to the S. E. corner of said Lot 40;

40. thence northwesterly 100', more or less, to the south end of a line which is parallel with and 60' west of the east line of Lot 39, Barwell Park, and which line is extended South of the South line of said Lot 39, a distance of 17.83';

41. thence northerly along said line, a distance of 105.46' to a point on the north line of said Lot 39;

42. thence westerly along the North line of said Lot 39 170', more of less, to its intersection with the East right-of-way line of S. E. Fuller Road;

43. thence southwesterly along said East line of S. E. Fuller Road 1,885', more or less, to its intersection with the North right-of-way line of S. E. Otty Road;

44. thence easterly along said North line of S. E. Otty Road 540' to the S. E. corner of Lot 10, Battin Acres;

45. thence south 40' to a point on the South right-of-way line of S. E. Otty Road;

46. thence westerly along said South line of S. E. Otty Road and its westerly extension 1,210', more or less, to its intersection with the West right-of-way line of S. E. 82nd Avenue;

47. thence northerly along said West line of S. E. 82nd Avenue 50' to its intersection with the westerly extension of the North right-of-way line of S. E. Otty Road;

48. thence easterly along said westerly extension of the North line of S. E. Otty Road and along said North line 270', more or less, to its intersection with the East line of Lot 10, Maryland Fractional Acres, Clackamas County, Oregon;

49. thence South along said East line of Lot 10 10' to the S. E. corner of said Lot 10, said point being on the North right-of-way line of S. E. Otty Road;

50. thence easterly along said North line of S. E. Otty Road 343' to its intersection with the West right-of-way line of S. E. Fuller Road;

51. thence northeasterly along said west line of S. E. Fuller Road 1,280', more or less, to its intersection with the South right-of-way line of S. E. Oak Street;

52. thence westerly along said South line of Oak Street 560', more or less, to its intersection with the southerly extension of the West line of Lot 9, plat of Fairfield, Clackamas County, Oregon;

53. thence northerly along said southerly extension of the West line of Lot 9 and along said West line 185' to the N. W. corner of said Lot 9;

54. thence easterly along the north line of said Lot 9, Fairfield, 128' to the N. E. corner of said Lot 9;

55. thence northerly along the West line of Lot 4, Fairfield, and its northerly extension 185' to its intersection with the North right-of-way line of S. E. Battin Street;

56. thence easterly along said North line of Battin Street 490', more or less, to its intersection with the west right-of-way line of S. E. Fuller Road, said point of intersection being North 635.2' and east 903.6' from the West quarter corner of Section 28, T.1S., R.2E.;

57. thence N. 18°45' E. along the West right-of-way line of S. E. Fuller Road, 39.3';

58. thence continuing along said West line of S. E. Fuller Road N.19°31'E. 245';

59. thence N.80°56'30'W. 193.06', more or less, to a point on the East line of Lot 10 of Beverly Park, Clackamas County, Oregon;

60. thence S.0°10'W. along the East line of said Lot 10 18', more or less, to the S. E. corner of said Lot 10;

61. thence westerly along the south lines of Lots 10 and 9 of Beverly Park 135.22' to the S. W. corner of said Lot 9;

62. thence northerly along the West line of said Lot 9 10';

63. thence westerly parallel with and 10' North of the South line of Lot 8, Beverly Park, 67.6' to point on the West line of said Lot 8;

64. thence southerly along the West line of said Lot 8 10' to the S. W. corner of said Lot 8;

65. thence westerly along the South lines of Lots 7, 6, 5, 4, 3, 2 and 1 473.2' to the S. W. corner of Lot 1, Beverly Park;

66. thence S.0°29'W. 0.38';

67. thence N.89°08'W. 100' to a point on the East right-of-way line of S. E. 82nd Avenue;

68. thence southerly along said East line of S. E. 82nd Avenue 490', more or less, to a point that is North 50' and East 60' from the intersection of the North right-of-way line of S. E. Clackamas Street with the West right-of-way line of S. E. 82nd Avenue;

69. thence west 60' to a point on the west line of S. E. 82nd Avenue, said point being North 50' from the intersection of the North right-of-way line of S. E. Clackamas Street with the West right-of-way line of S. E. 82nd Avenue;

70. thence northerly along said West line of S. E. 82nd Avenue 542.5', more of less, to its intersection with the South right-of-way line of S. E. Johnson Creek Blvd., a 60' road;

71. thence westerly along said South line of Johnson Creek Blvd. 166';

72. thence northerly parallel with the West line of S. E. 82nd Avenue 60' to a point on the North right-of-way line of S. E. Johnson Creek Blvd.;

73. thence easterly along said North line of S. E. Johnson Creek Blvd. 166' to its intersection with the West right-of-way line of S. E. 82nd Avenue;

74. thence northerly along said West line of S. E. 82nd Avenue 170', more or less, to its intersection with the westerly extension of the South right-of-way line of S. E. Hinckley Avenue;

75. thence easterly along said westerly extension of the South line of S. E. Hinckley Avenue 60' to its intersection with the East right-of-way line of S. E. 82nd Avenue;

76. thence southerly along said East line of S. E. 82nd Avenue 159.62';

77. thence S.89°08'E. 100' to a point that is northerly along the West line of Lot 1, Beverly Park, 120' from the S. W. corner of said Lot 1;

78. thence easterly along a line that is parallel with and 120' north of the South lines of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 and the easterly extension of the south lines of said Lots a distance of 976', more of less, to its intersection with the East right-of-way line of S. E. Fuller Road;

79. thence southwesterly along said East line of S. E. Fuller Road, 12', more or less, to the S. W. corner of Lot 36, Barwell Park;

80. thence easterly along the South line of Lot 36, Barwell Park 186.20';

81. thence North 200.26' to a point on the North line of S. E. Hinckley Avenue;

82. thence westerly along the North line of S. E. Hinckley Avenue 115', more or less, to its intersection with the East right-of-way line of S. E. Fuller Road;

83. thence northeasterly along said East line of S. E. Fuller Road 338', more or less, to its intersection with a line that runs parallel with and 1' North of the South line of Lot 17, Harris View Park;

84. thence N.88°22'15"W. along a line that runs parallel with and 1' North of the South line of Lot 17, Harris View Park, 150', more or less, to its intersection with the West right-of-way line of Interstate Highway 205;

85. thence Northeasterly along said West line of I-205 640', more or less, to its intersection with a line that runs parallel with and 500' south of the Clackamas County line in Section 28, T.1S., R.2E.;

86. thence easterly along a line that runs parallel with and 500' south of said county line 465', more or less, to the point of beginning.

BOUNDARY ADDITION
TO
CLACKAMAS TOWN CENTER DEVELOPMENT PLAN
ADOPTED 11/24/86
PARCEL 3

A tract of land located in Section 28, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a point that is 5.0 degrees 22' 32" W. 75' from the N.E. Corner of the plat of Fawn Acres, Clackamas County, Oregon, said point being the true point of beginning;

1. Thence S. 89 degrees 34' 30" E. 217' to a point in the Center line of S.E. 92nd Avenue,

2. Thence continuing S.89 degrees 34' 30" E. 30' to a point on the East right-of-way line of S.E. 92nd Avenue,

3. Thence Southerly along said East right-of-way line 287.5', more or less, to it's intersection with the Easterly extension of the north right-of-way line of S.E. Otty Road,

4. Thence westerly along said Easterly extension and said north right-of-way line 247',

5. Thence N. 0 degrees 22' 32" E. along the East boundary line of the plat of Fawn Acres 287.4', more or less, to the point of beginning.

BOUNDARY ADDITION
TO
CLACKAMAS TOWN CENTER DEVELOPMENT PLAN
(ADOPTED 4/05/01 – ORDER NO. 2001-63)

A parcel of land lying in the Southwest One-Quarter of Section 34 in Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon and being more particularly descibed as follows:

Beginning at a point 12.617 meters(41.39') left of proposed Sunnyside Road centerline Station 10+537.358m as shown on Survey Number PS 28,948, Clackamas County Survey Records;

Thence in a straight line to a point 13.104 meters(42.99') left of proposed centerline Station 10+607.403m;

Thence in a straight line to a point 13.106 meters(43.00') left of proposed centerline Station 10+640.000m;

Thence in a straight line to a point 19.000 meters(62.34') left of proposed centerline Station 10+645.909m;

Thence in a straight line to a point 19.000 meters(62.34') left of proposed centerline Station 10+658.710m;

Thence in a straight line to a point 17.069 meters(56.00') left of proposed centerline Station 10+661.000m;

Thence in a straight line to a point 17.069 meters(56.00') left of proposed centerline Station 10+780.352m;

Thence in a straight line to a point 20.792 meters(68.21') left of proposed centerline Station 10+784.000m;

Thence in a straight line to a point 22.860 meters(75.00') left of proposed centerline Station 10+798.000m;

Thence in a straight line to a point 19.636 meters(64.42') left of proposed centerline Station 10+802.500m;

Thence in a straight line to a point 21.979 meters(72.11') left of proposed centerline Station 10+884.500m;

Thence in a straight line to a point 29.870 meters(98.00') left of proposed centerline Station 10+894.000m;

Thence in a straight line to a point 26.518 meters(87.00') left of proposed centerline Station 10+904.000m;

Thence in a straight line to a point 18.288 meters(60.00') left of proposed centerline Station 10+912.000m;

Thence parallel with and 18.288 meters(60.00') left of said proposed centerline to a point 18.288 meters(60.00') left of proposed centerline Station 11+007.844m;

Thence in a straight line to a point 31.185 meters(102.31') left of proposed centerline Station 11+007.860m;

Thence in a straight line to a point 32.516 meters(106.68') left of proposed centerline Station 11+017.653m;

Thence in a straight line to a point 44.806 meters(147.00') left of proposed centerline Station 11+017.200m;

Thence parallel with and 44.806 meters(147.00') left of said proposed centerline to a point 44.806 meters(147.00') left of proposed centerline Station 11+026.928m;

Thence in a straight line to a point 33.878 meters(111.15') left of proposed centerline Station 11+027.503m;

Thence in a straight line to a point 31.006 meters(101.73') left of proposed centerline Station 11+058.507m;

Thence in a straight line to a point 29.261 meters(96.00') left of proposed centerline Station 11+058.647m;

Thence along a curve which is parallel with and 29.261 meters(96.00') left of said proposed centerline to a point 29.261 meters(96.00') left of proposed centerline Station 11+173.696m, said point also being at the beginning of a 24.269 meter(79.62') radius curve to the left having a central angle of 69°46'49";

Thence along the arc of said curve to the left (the long chord of which bears North 66°17'01" East, 27.764 meters (91.09')) 29.557 meters(96.97') to the beginning of a 36.691 meter(120.38') radius curve to the right having a central angle of 48°26'16";

Thence along the arc of said curve to the right (the long chord of which bears North 55°36'44" East, 30.103 meters(98.76')) 31.019 meters(101.77');

Thence South 88°05'15" East, 89.762 meters(294.49') to a point on the westerly right-of-way line of Valley View Terrace (County Road 2379);

Thence along said westerly right-of-way line, South 07°43'20" West, 20.277 meters(66.53') to a point 65.946 meters(216.36') left of proposed Sunnyside Road centerline Station 11+301.068m;

Thence North 37°10'11" West, 4.481 meters(14.70');

Thence North 82°10'11" West, 35.309 meters(115.84') to the beginning of a 294.019 meter(964.62') radius curve to the left having central angle of 05°26'20";

Thence along the arc of said curve to the left (the long chord of which bears North 84°53'21" West, 27.900 meters(91.54')) 27.911 meters(91.57');

Thence North 87°36'31" West, 14.023 meters(46.01') to the beginning of a 24.499 meter(80.38') radius curve to the left having a having a central angle of 60°59'53";

Thence along the arc of said curve to the left (the long chord of which bears South 61°53'33" West, 24.868 meters(81.59')) 26.082 meters(85.57') to the beginning of a 36.461 meter(119.62') radius curve to the right having a central angle of 69°46'49";

Thence along the arc of said curve to the right (the long chord of which bears South 66°17'01" West, 41.712 meters(136.85')) 44.406 meters(145.69') to a point 17.069 meters(56.00') left of proposed centerline Station 11+173.696;

Thence along a curve which is parallel with and 17.069 meters(56.00') left of said proposed centerline to a point 17.069 meters(56.00') left of proposed centerline Station 11+303.000m;

Thence in a straight line to a point 24.384 meters(80.00') left of proposed centerline Station 11+309.000m;

Thence in a straight line to a point 24.991 meters(81.99') left of proposed centerline Station 11+315.165m;

Thence in a straight line to a point 17.069 meters(56.00') right of proposed centerline Station 11+323.222m;

Thence parallel with and 17.069 meters(56.00') right of said proposed centerline to a point 17.069 meters(56.00') right of proposed centerline Station 11+113.098m;

Thence in a straight line to a point 19.050 meters(62.50') right of proposed centerline Station 11+000.432m;

Thence parallel with and 19.050 meters(62.50') right of said proposed centerline to a point 19.050 meters(62.50') right of proposed centerline Station 10+902.482m;

Thence in a straight line to a point 17.069 meters(56.00') right of proposed centerline Station 10+822.127m;

Thence parallel with and 17.069 meters(56.00') right of said proposed centerline to a point 17.069 meters(56.00') right of proposed centerline Station 10+805.500m;

Thence in a straight line to a point 23.413 meters(76.81') right of proposed centerline Station 10+798.821m, said point also being at the beginning of a 22.380 meter(73.42') radius non-tangent curve to the left having a central angle of 53°18'56";

Thence along the arc of said non-tangent curve to the left (the long chord of which bears South 33°37'27" East, a distance of 20.082 meters(65.89')) 20.825 meters(68.32');

Thence South 33°48'49" West, 17.968 meters(58.95') to the south line of Lot 2 of Block 1 of the Plat of "Parkside", recorded as Plat No. 2314, Clackamas County Plat Records;

Thence along said south line, South 89°51'11" West, 7.478 meters(24.53') to the southwest corner of said Lot 2 of Block 1 and the easterly right of way line of SE 105th Avenue;

Thence South 82°47'14" West, 15.357 meters(50.38') to the southeast corner of Lot 2 of Block 2 of said Plat of "Parkside", said point also being on the westerly right-of-way line of SE 105th Avenue;

Thence northerly along said westerly right-of-way line to a point 17.069 meters(56.00') right of proposed centerline Station 10+777.348m;

Thence parallel with and 17.069 meters(56.00') right of said proposed centerline to a point 17.069 meters(56.00') right of proposed centerline Station 10+673.590m;

Thence in a straight line to a point 9.589 meters(31.46') left of proposed centerline Station 10+674.604m;

Thence in a straight line to a point 10.495 meters(34.43') left of proposed centerline Station 10+537.358m;

Thence in a straight line to a point 12.617 meters(41.39') left of proposed centerline Station 10+537.358m, said point also being the Point of Beginning.

Containing 2.916 hetares(7.02 acres) more or less.

The stationing used to describe this TIF Expansion District is based on the proposed centerline of Sunnyside Road, being more particularly described as follows:

Beginning at a 2" brass cap in a monument box at Sunnyside Road centerline station 508+99.27(feet) as shown on that Oregon Department of Transportation Drawing Number 9B-18-14, dated January 6, 1987, said brass cap being on the proposed centerline of said Sunnyside Road and referred to as Station 10+116.512m, said brass cap bears North 117.316 meters(384.90') and West 409.303 meters(1342.86') from the Southeast corner of Section 33, Township 1 South, Range 2 East of the Willamette Meridian;

Thence N 88°37'23" E, along said centerline and said proposed centerline, 446.127 meters(1463.67') to a 2" brass cap in a monument box at centerline station 523+62.94(feet) as shown on said Oregon Department of Transportation Drawing Number 9B-18-14, said brass cap also being on the proposed centerline of said Sunnyside Road and referred to as Station 10+562.639m;

Thence leaving said centerline along said proposed centerline of Sunnyside Road the following courses:

Thence N 88°37'23" E, 44.984 meters(147.59') to station 10+607.623m;

Thence N 87°39'40" E, 294.859 meters(967.39') to station 10+902.482m and the beginning of a 1150.000 meter(3772.97') radius curve to the right having a central angle of 13°30'45";

Thence along the arc of said curve to the right (the long chord of which bears S 85°34'57" E, 270.585m(887.75')) 271.214 meters(889.81') to station 11+173.696m;

Thence S 78°49'35" E, 29.464 meters(96.67') to station 11+203.160m and the beginning of a 1000.000 meter(3280.84') radius curve to the right having a central angle of 17°03'02";
Thence along the arc of said curve to the right (the long chord of which bears S 70°18'04" E, 296.489m(972.73')) 297.586 meters(976.33') to station 11+500.746m;

Thence S 61°46'33" E, 181.064 meters(594.04') to station 11+681.809m and the beginning of a 1000.000 meter(3280.84') radius curve to the right having a central angle of 08°24'03";

Thence along the arc of said curve to the right (the long chord of which bears S 57°34'32" E, 146.491m(480.61')) 146.623 meters(481.05') to station 11+828.432m;

Thence S 53°22'30" E, 315.103 meters(1033.80') to station 12+143.535m and the beginning of a 3000.000 meter(9842.52') radius curve to the left having a central angle of 02°23'35";

Thence along the arc of said curve to the left (the long chord of which bears S 54°34'18" E, 125.294m(411.07')) 125.303 meters(411.10') to station 12+268.839m;

Thence S 55°46'05" E, 127.881 meters(419.56') to station 12+396.720m and the beginning of a 520.000 meter(1706.04') radius curve to the left having a central angle of 22°38'19;

Thence along the arc of said curve to the left (the long chord of which bears S 67°05'15" E, 204.128m(669.71')) 205.461 meters(674.08') to station 12+602.181m;

Thence S 78°24'24" E, 46.242 meters(151.71') to station 12+648.423m and the Point of Terminus of this proposed centerline description of Sunnyside Road, said Point of Terminus bears South 529.895 meters(1738.50') and East 323.309 meters(1060.73') from the Northeast corner of Section 3, Township 2 South, Range 2 East of the Willamette Meridian.

This legal description, along with the basis of bearings, thereof, is established from a record of survey recorded under Survey Number PS 28,948, Clackamas County Survey Records.

BOUNDARY ADDITION

TO

CLACKAMAS TOWN CENTER DEVELOPMENT PLAN

(ADOPTED 6/15/05 – ORDER NO. 2005-159)

A tract of land lying in Lot 2 and Lot 3 of "Clackamas Town Center" situated in the S.W. ¼ of Section33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Commencing at the southwest corner of said Section 33; thence North 01°48'00" East, along the west line of said Section 33, a distance of 1,624.63 feet; thence South 88°12'00" East a distance of 637.84 feet to the POINT OF BEGINNING; thence South 89°04'26" East a distance of 266.33 feet; thence South 00°55'34" West a distance of 201.33 feet; thence North 89°04'26" West a distance of 256.33 feet; thence South 00°55'34" West a distance of 22.00 feet; thence North 89°04'26" West a distance of 10.00 feet; thence North 00°55' 34" East a distance of 223.33 feet to the POINT OF BEGINNING.
This tract of land contains 53,840 square feet or 1.236 acres, more or less.

BOUNDARY WITHDRAWL

FROM

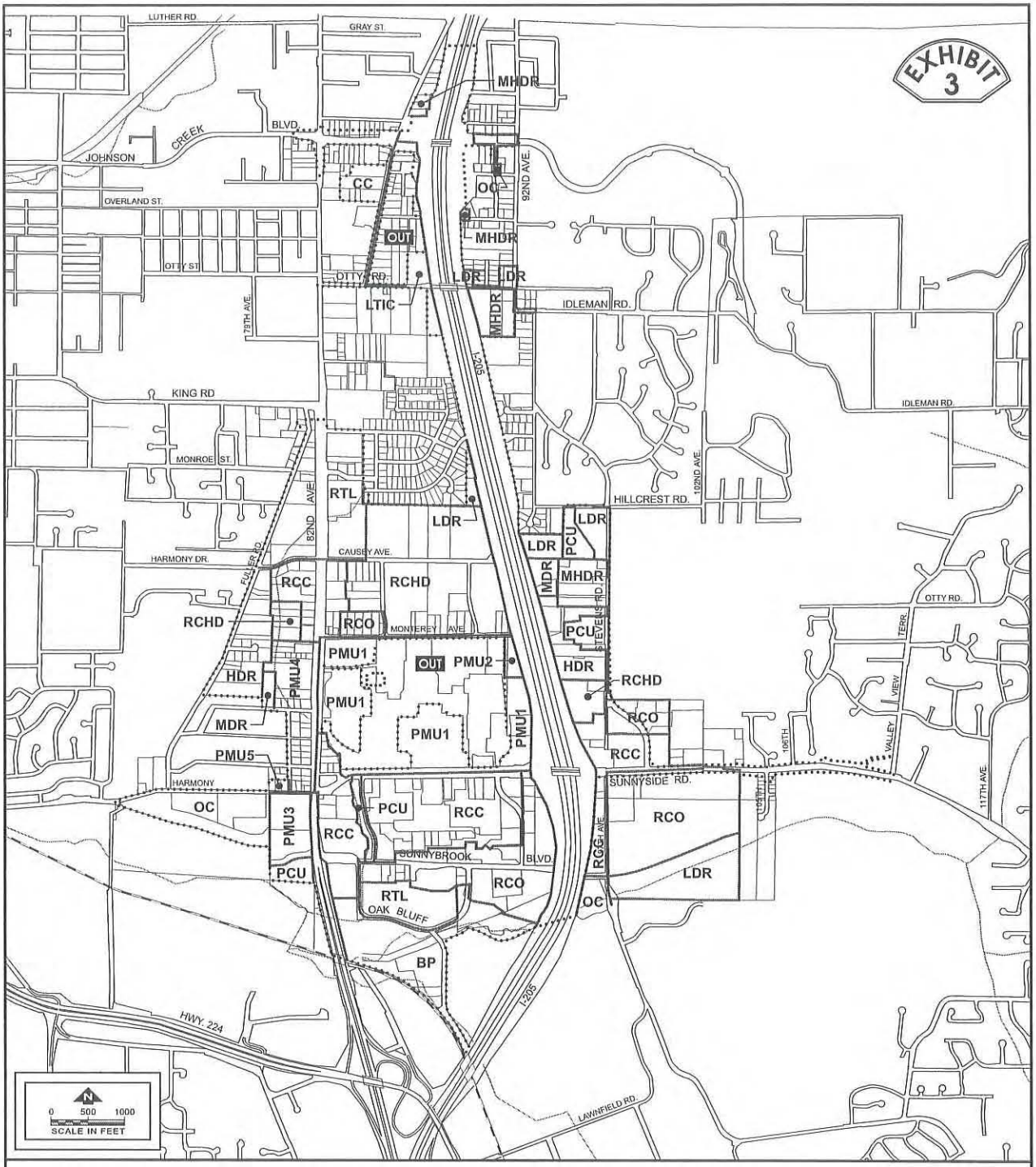
CLACKAMAS TOWN CENTER DEVELOPMENT PLAN

(ADOPTED 6/15/05 – ORDER NO. 2005-159)

A tract of land located in sections 33 and 34, Township 1 South, Range 2 East of the Willamette Meridian, and sections 3 and 4, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Beginning at a point at the intersection of the easterly right-of-way line of Stevens Road and the north line of the southeast ¼ of the southeast ¼ of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence South 88°33' East, along said north line, 814.75 feet more or less to a point which is 28-1/8 rods west of the northeast corner of the southeast ¼ of the southeast ¼ of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence South 01°00' East 928.6 feet more or less to a point on the north right of way line of S.E. Sunnyside Road; thence Easterly along said north right of way line 464.06 feet by deed to a point

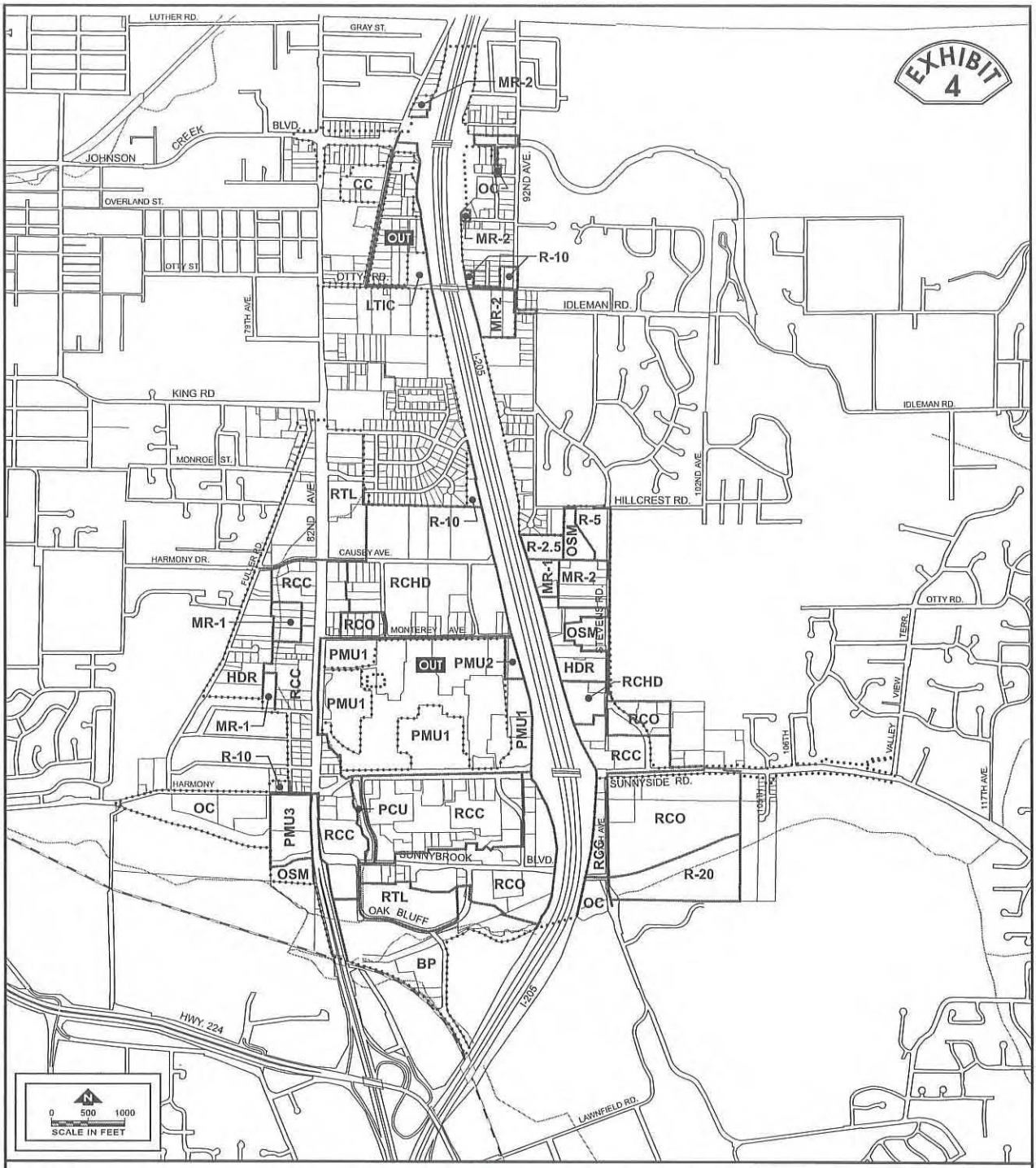
on the east line of the southeast ¼ of Section 33, Township 1 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence continuing Easterly along said north right of way line 487.70 feet; thence South, parallel with the west lines of Section 34, Township 1 South, Range 2 East, and Section 3, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, 2,270 feet more or less to a point on the south line of the northwest ¼ of the northwest ¼ of Section 3, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon; thence Westerly along said line 495 feet more or less to a point on the west section line of said Section 3, Township 2 South, Range 2 East; thence continuing Westerly along the south line of the northeast ¼ of the northeast ¼ of Section 4, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, to its intersection with the centerline of Mt. Scott Creek; thence Westerly along said centerline of Mt. Scott Creek to its intersection with the east right of way line of Interstate Highway 205; thence northerly, along said east right of way line of Interstate Highway 205, 2,000 feet more or less to its intersection with the north right of way line of S.E. Sunnyside Road; thence Easterly, along said north right of way line of S.E. Sunnyside Road, 750 feet more or less to its intersection with the east right of way line of Stevens Road; thence Northerly, along said east right of way line of Stevens Road, 1,100 feet more or less to the point of beginning.



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

LAND USE PLAN MAP

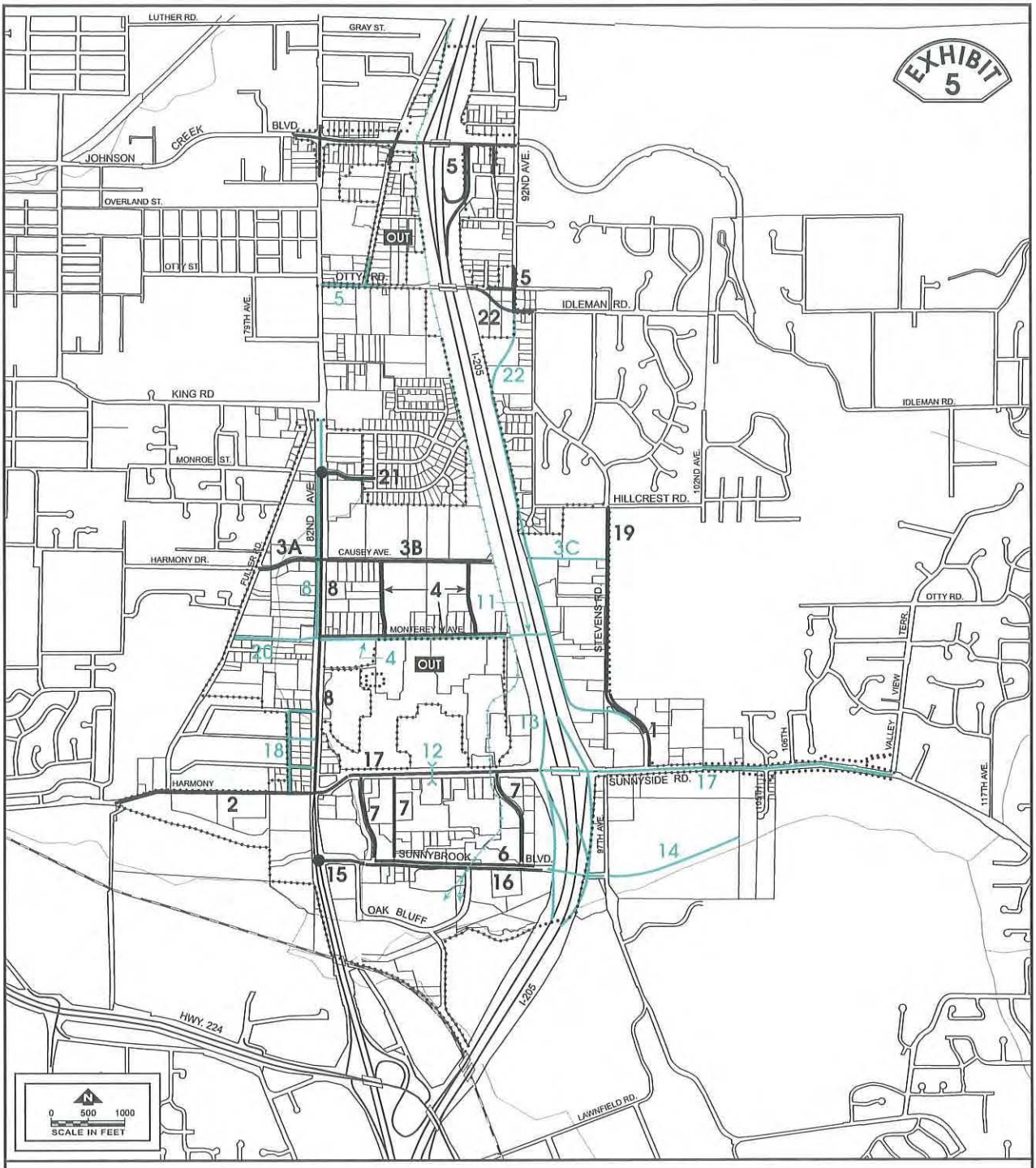
LDR	Low Density Residential	**RCC**	Regional Center Commercial	**PMU**	Planned Mixed Use
MDR	Medium Density Residential	**RC**	Retail Commercial	**BP**	Business Park
MHDR	Medium High Density Residential	**CC**	Corridor Commercial		
HDR	High Density Residential	**LTIC**	Low Traffic Impact Comm.		
RCHDR	Regional Center High Density Res.	**RCO**	Regional Center Office		
PCU	Public And Community Use	**OC**	Office Commercial		



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

ZONING MAP

R-2.5/R15	Urban Low Density Residential	**RCC**	Regional Center Commercial	**PMU**	Planned Mixed Use
MR-1	Medium Density Residential	**RTL**	Retail Commercial	**BP**	Business Park
MR-2	Medium High Density Residential	**CC**	Corridor Commercial		
HDR	High Density Residential	**LTIC**	Low Traffic Impact Comm.		
RCHDR	Regional Center High Density Res.	**RCO**	Regional Center Office		
OSM	Open Space Management	**OC**	Office Commercial		



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

TRANSPORTATION PROJECTS

COMPLETED PROJECTS

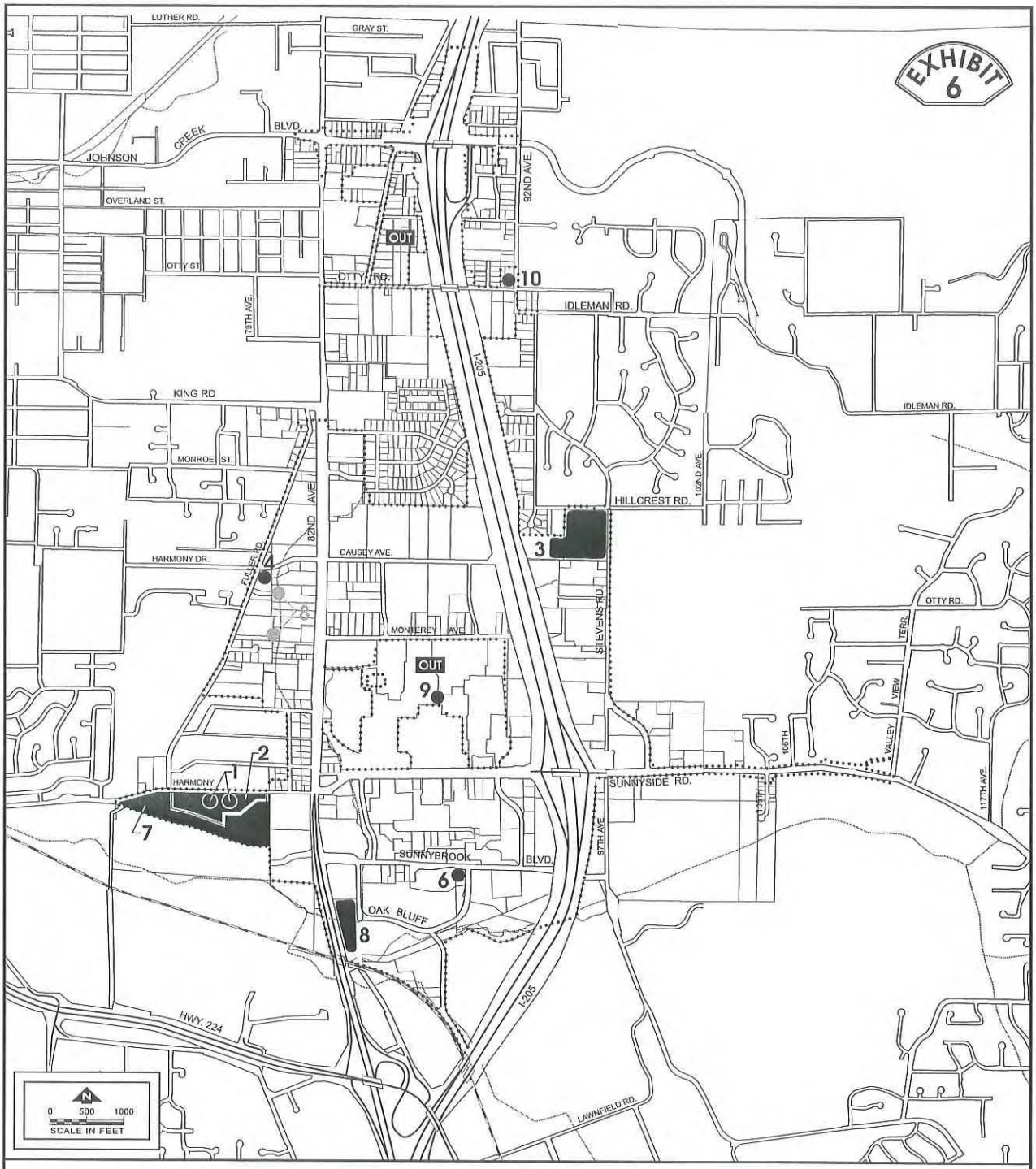
- New/Improved/ Realigned Street
- Signal
- District Boundary

FUTURE PROJECTS

- New/Improved/ Realigned Street*
- Transitway*
- Pedestrian Overpass

PROJECT NOTES

- 10 Pedestrian/bikeways Will Be Provided In Accord With The Design Plan
- * Tentative Alignment Subject To Final Design Engineering



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

COMMUNITY USE PROJECTS

- Completed Project
- Future Project
- ..... District Boundary
- 5 Day Care Site Locations To Be Determined Per Plan
- 7 Park Site Development And Acquisition Location To Be Determined
- 8 Creek Cleaning Locations To Be Determined During Final Engineering
- 11 Multi Use Development Locations To Be Determined
- 12 Neighborhood Revitalization Locations To Be Determined



CLACKAMAS TOWN CENTER AREA DEVELOPMENT PLAN

AREA OF ACQUISITION / REDEVELOPMENT

1 Battin School

2 MXD Phase 1 & 2

OIT/CCC Property

..... District Boundary