

The Plan conforms with the intent of Goal I Citizen Involvement because, even though this was not the development of or amendments to the comprehensive plan, a Citizens Advisory Committee was formed to provide input to the urban renewal plan. In addition, there was a public open house, an open Planning Commission meeting, and a City Council hearing that was noticed to all citizens of La Pine. In addition, the city council has included citizens on the board of the urban renewal agency.

Goal V State Planning Goals 5, Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 1: Protect and enhance identified Goal 5 resources and other features of the natural environment using a variety of methods and strategies.

Policies

- *The City shall coordinate with the BLM and Forest Service for the preservation of the natural forest environment on lands under their respective jurisdictions that are within and adjacent to the City, including transitions from urban to rural environments.*
- *Programs are needed to address the protection of the natural environment in a balanced and fair fashion given the urban development goals of the City.*
- *The City shall coordinate efforts with and among the La Pine Water and Sewer District, and Deschutes County to ensure appropriate provisions for connections to the La Pine sewer system for new and existing development in order to maintain safe groundwater.*
- *The City shall coordinate wildfire protection plans with the La Pine Rural Fire protection District and shall implement wildfire protection regulations for new development.*

The Plan conforms with Goal V by allowing for development and redevelopment assistance, which may be used to help meet needs expressed by this goal.

Goal VI Parks, Recreation and Open Space

Goal 1: Create a system of parks, recreational facilities, and open space areas that provide quality active and passive recreational experiences for all urban area residents.

Policies

- *The City shall coordinate the development of new parks and recreation opportunities, and programs with the La Pine Park and Recreation District.*
- *The City shall encourage the continual involvement of private recreation providers to citizens.*
- *The City shall encourage recreational opportunities within the community to acknowledge and encourage use by visitors and tourists to the community.*
- *Given the various agencies involved in providing open space, parks, trails, and recreational opportunities – a high level of coordination and planning will be required in order to maximize efficiency and reduce duplication.*
- *The addition of new parks and recreational opportunities shall be sought in the most cost effective way possible, including land grants from County, State and Federal agencies.*
- *Local parks and recreational opportunities tend to be distributed throughout the community without connecting links other than streets; La Pine’s citizens desire to connect existing and future parks and recreation facilities by sidewalks, trails, and other mechanisms. Such*

connections provide greater opportunities for citizens, particularly children, to safely access parks without vehicle use.

- *Open space and/or recreational areas should be available to residents within ¼ mile of their homes unless an exception is granted by the City as new development occurs.*
- *New parks, linkages, and recreational facilities should be incorporated into new developments as a way to distribute resources throughout the community and reduce vehicle miles traveled.*
- *Older neighborhoods and redevelopment areas should consider incorporating parks, trails, and other recreational facilities as a way to enhance the community.*
- *New parks to serve new residents should be developed without community subsidy, while new trails and regional community recreational facilities may require additional funding through those sources available to the City and LPRD.*

The Plan conforms with Goal VI Parks, Recreation, and Open Space by designating gathering spaces as a project in the Plan. Linkages will be supported by streetscape improvements. Funding for the support for entrepreneurial ventures will potentially support the recreation alternatives of citizens. The development of the Rodeo/Events facility will provide additional activities to citizens and tourists who will support the local economy through their visits.

Chapter VII Public Facilities and Services

Goal 1: Coordinate intra-agency efforts, including coordination with private service and Special District providers, and create a system of public facilities for the planning horizon.

- *The La Pine Rural Fire Protection District shall continue to provide fire protection service within the City of La Pine.*
- *Although many of the public facilities and services are not currently provided by the City, the City shall take an active role in coordinating and ensuring that such services are adequate for existing residents and businesses without adverse effects from anticipated future growth.*
- *Providing needed services in an economically viable and effective manner is good business and a good growth management tool.*

Goal 2: Create a system of conservation practices for public resources, services, and related facilities.

- *Services such as public sewer collection facilities, public water sources, solid waste disposal, other point of contact public services, and services related to emergency response will need to be carefully managed to ensure supply and duration.*

The Plan conforms with Goal VII by stating that providing for public facilities development is one of the goals of the Plan and is in the project list for the Plan. Assisting in the provision of infrastructure to the Rodeo/Event site will assist in the development of the site, a goal for the community.

Goal VII Transportation

Goal 1: Create a safe, convenient, balanced, functional and economical transportation system to maximize and extend the life of transportation facilities and improve livability throughout the La Pine community.

- *Vehicle use is the primary and most important form of transportation for the majority of La Pines citizens, but increased alternate mode use is essential to the livability of the community and to preserve valuable resources.*
- *The street system shall be fully functional for the safe and efficient delivery of emergency services.*
- *Alternate mode use is essential for providing a full complement of transportation choices and that land use regulations need to require an analysis of transportation impacts, needs, and mitigation options.*
- *The proper function and increased mobility of Highway 97 to and through the community contributes to the local economy and bring goods and services into the community bolstering local commerce and tourism.*
- *Balancing the needs of the local community with regional transportation needs must include open dialogue with citizens, state agencies/ODOT, Deschutes County, local business interests, special interest groups, and tourism professionals.*
- *Traffic calming measures in core commercial areas and residential neighborhoods can reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.*
- *The community, as a whole, will benefit from transportation systems that provide sidewalks, trails, bike lanes and transit amenities to encourage alternate mode use and promote a high level of livability.*
- *The community will benefit from streets that are designed to permit emergency service vehicles to access all parts of the community in an efficient manner.*
- *Street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related devices can be useful design elements especially when supported by a cost benefit analysis showing they are appropriate.*
- *A transportation system that includes alternate modes in addition to vehicle needs is a State requirement. The term "Alternate Mode" includes anything, besides single occupant vehicles, capable of moving people and goods such as rail, pedestrian facilities, bike lanes, air transport, transit, and the like.*

Bicycle and Pedestrian Policies

- *Encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile.*
- *Require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with other bicycle and pedestrian path systems within the City.*
- *Insure that bicycle and pedestrian paths, not along street right-of-ways are well lit and provide visual surveillance from the street.*
- *Preserve space along existing and proposed Arterial streets and require at least one combined bicycle and pedestrian path.*
- *Require all proposed activity centers generating large amounts of traffic to provide safe and convenient off-street bicycle parking space and routes in their design.*
- *Insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.*
- *Provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.*

- *Provide for paving of pedestrian and bicycle ways where appropriate.*
- *Improve signs, markings, and safety features on existing bicycle and pedestrian paths.*

The Plan conforms with Goal VII Transportation by providing infrastructure improvements to the Area, including sidewalk and streetscape improvements and bike path improvements that will support economic activity, create a sense of identity, and help with the efficiency of transportation system in the Area, thereby attracting more businesses and retail activity in the Area.

Goal IX Economy

Goal 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of La Pine for the 20-year planning horizon.

Goal 2: Develop an “Economic Development Strategic Plan” and other mechanisms necessary for supporting and enhancing the local economy.

- *Successful economic development strategies require cooperation with a variety of agencies and other groups to develop a plan that best meets the requirements of a growing community.*
- *Successful economic opportunities rely upon the communities’ ability to support and connect various elements of the economic development into an integrated framework.*
- *Promoting an entrepreneurial climate for existing and new businesses is a key factor in strategic planning.*
- *Providing a strong public partnership with local businesses is key to successful economic development.*
- *Ensuring a high quality of life and the small town atmosphere is essential to addressing citizen concerns about growth and economic development.*

The Plan conforms with Goal IX Economy by providing infrastructure improvements to the Area that will support economic activity in the Area. The Plan also allows for assistance programs for businesses located in the Area to improve their appearance and condition, as well as financial and technical assistance for entrepreneurial business activity in the Area. These programs will help grow the economy in La Pine, provide employment opportunities, and enhance the well-being of the community.

Goal X Housing

Goal 1: Encourage a wide range housing types satisfying the urban development needs of the La Pine community.

- *It is essential to develop strategies that increase the variety of housing choices in the community. These strategies must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.*
- *It is necessary to accommodate growth and provide mechanisms to ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas.*

- *It is necessary to encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and located close to schools, services, parks, shopping and employment centers.*
- *La Pine desires to encourage and sustain affordable housing while protecting the physical characteristics of land relating to the carrying capacity of the land, drainage, natural features, and vegetation.*

Goal 4: Promote and protect neighborhood qualities that reflect the small town appeal of La Pine and improve compatibility between various uses.

- *Compatibility standards are effective tools for making sure neighborhood uses are consistent with community goals and design standards.*
- *The La Pine community demands a quality living experience for all residents and multi-family developments. Thus, site plans for multi-family developments or attached single-family housing are required to provide for adequate yard space for residents and play space for children which have distinct area and definite shape, appropriate for the proposed use, and are not just the residue left after buildings are designed and placed on the land. It is necessary for the public health and safety of the community to monitor and manage neighborhood uses.*
- *The La Pine community desires to preserve, protect, and strengthen the vitality and stability of existing neighborhoods while permitting uses that make neighborhoods more “complete” and reduce vehicle miles traveled.*
- *Multi-modal access should be provided internally and to adjacent new and existing neighborhood developments.*
- *Higher density developments should be in close proximity to schools, services, parks, shopping, employment centers, and public transit.*
- *Areas developed or designated for multi-family development should be compatible with adjoining land uses and not detract from the character of existing residential areas.*
- *The location of most multi-family housing will be best suited near the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.*

Goal 5: Promote quality affordable housing and recognize that lack of affordable housing is an economic issue negatively affecting the vitality and sustainability of La Pine.

- *Affordable housing should be available for all income levels in the community. This issue affects all citizens because the economic health of the community is tied to providing greater choices in housing types.*
- *It is necessary for the public health, safety, and economic values of the community to improve awareness of affordable housing problems and to encourage affordable housing for all income levels.*
- *A lack of particular housing choices create traffic congestion as people commute from one community to another, increase costs for businesses related to employee travel time, employee absences, unnecessary street expansions and parking demand, reduced mobility for*

certain disadvantaged groups, and unnecessary community subsidy to remedy these and other impacts.

Goal # 6: Recognize that addressing the housing needs of the community is essential to the successful future of La Pine as desirable place to live, work, shop, and play.

- *Strategies to improve the type and range of housing choices in the community must be based upon careful examination of demographic data, trends, and local demands.*
- *The vitality of the City depends not just on the health of one aspect of housing but preferably by taking a systemic approach to growth and development, preservation and continuity.*

The Plan conforms with Goal X Housing by providing streetscape improvements will help create a sense of identity and provide a pleasant atmosphere for living in the Area and in the city of La Pine. A project in the Plan is the development of open space in mixed-use developments in the Area.

Goal XI Energy Conservation

Goal 1: Create an arrangement and density of land uses to encourage energy conservation.

- *The City will seek ways to require and will encourage the further development of sidewalks, trails and other bike and pedestrian paths.*
- *The City shall increase the efficiency of all City operations where possible.*

The Plan conforms with Goal XI Energy Conservation 1 by providing infrastructure improvements that will help facilitate development of properties within the Area that will create a more compact retail core, encourage different types of transportation, and support the development of mixed-use properties in the Area.

Goal XII Urbanization

Goal 1: It is expected that Forest and Agricultural lands within the City limits will be converted to urban uses.

Goal 2: Land within the City limits is adequate to serve as the La Pine Urban Growth Boundary unless special circumstances are identified and established as reasonable and supportable.

- *At such time as a transfer of land from the Bureau of Land Management to a government agency (City of La Pine or Deschutes County) occurs along the southwest City boundary, the use of such lands for rodeo facilities shall be examined. The City desires such land to be included within the City limits, with future administration of the lands and facilities used as rodeo grounds to be determined by mutual agreement of the City and the La Pine Park and Recreation District.*

The Plan conforms with Goal XII Urbanization by providing programs and infrastructure improvements to the Area, which lies within the current Urban Growth Boundary and is the downtown core of La Pine. This will help maximize the efficient use of land by encouraging more intense uses on lands already developed or designated for urban development, and will help keep the urban pattern compact. There is also a project in the Plan to assist with the future development of the BLM property into a Rodeo/Event site.

B. La Pine Zoning Ordinance

The Plan conforms to the La Pine Zoning Ordinance as all projects envision the present zoning of properties. The Plan also conforms to the Deschutes County Zoning Code, Title 18 for the property that is outside the city limits.

C. La Pine Corridor Plan

The La Pine Corridor Plan (Corridor Plan) was adopted in July 2011. The Corridor Plan addresses multi-modal and capacity needs for the downtown La Pine corridor between 1st Street and 6th Street.

Key study findings are:

Frequent pedestrian and bicycle crossings occur at the US 97/First Street intersection throughout the course of the day. There are no delineated pathways or crosswalks at the intersection and field observations reveal frequent “near misses” between the pedestrians and oncoming traffic. This situation is further compounded by high vehicular speeds from southbound traffic entering the city from the rural segment of US 97.

Many of the existing intersections along US 97 intersect the highway at a skewed angle, which make pedestrian crossings and turning onto and off of the highway difficult.

There are continuous sidewalks on the eastside of US 97 but not on the west. The presence of multiple driveways along the corridor presents conflicts between pedestrians and turning motorists.

There are no bicycle lanes along US 97 so cyclists must share the road or walk their bicycles along the sidewalk.

The 1st Street –Reed Road, Huntington Road, Finley Butte, and 6th Street intersections with US 97 meet minimum volume thresholds for the installation of a traffic signal today.

Although the highway has five-lanes in areas of the downtown core, the curb-side lanes are primarily for used for passing or decelerating maneuvers. The wide striped shoulder toward the north end of the City serves as a deceleration area. This wide cross-section makes pedestrian and bicycle crossings of the highway difficult and provides a level of discomfort for those walking or cycling alongside the highway.

La Pine is planning for significant industrial and employment growth on the east side of the city during the next twenty years. This growth will further exacerbate the multimodal connectivity and capacity needs near the US 97/First Street intersection. This growth will also require multimodal connectivity on city streets that parallel US 97 to provide residents with non-highway options to access their homes and jobs.

The Plan conforms to the Corridor Plan as there are streetscape improvements identified as a project in the Plan. These improvements will help address some of the deficiencies identified in the Corridor Plan, including pedestrian and bicycle deficiencies.

D. La Pine Transportation Systems Plan

The La Pine Transportation Systems Plan (TSP) was completed in October 2013. The TSP tended to provide the City, County and ODOT with guidance for operating and improving a multimodal transportation system within the La Pine Urban Growth Boundary. The TSP focuses on priority projects, policies and programs for the next twenty years but also provides a vision for longer term projects that could be implemented should funding become

available. The TSP is intended to be flexible to respond to changing community needs and revenue sources over the next twenty years and will be updated every 5–7 years.

Key projects identified are:

Pedestrian Projects

All roadway upgrades within the City of La Pine should include pedestrian facilities, as specified in the street design standards, to create a network of continuous sidewalks that enable residents to travel via walking. Priority for pedestrian projects should be given to:

Providing pedestrian access across US 97 within Wickiup and downtown La Pine.

Creating a connected trail system between the downtown and Wickiup, particularly along the west side of the highway where the majority of developable lands are located.

Considering pedestrian connectivity for recreational trips, such as those to existing and planned parks and trails.

Bicycle Projects

A network of continuous bicycle facilities, whether they are bike lanes or shared-use paths, should be developed to encourage bicycling as a form of transportation within the City. Improving bicycle facilities and connectivity will provide more opportunities for bicyclists of all abilities to travel throughout the City. Priority for bicycle facility improvements projects should be given to:

Providing east-west connections within the Cagle subdivision where roadways are currently unpaved.

Providing trail system connectivity between the downtown and Wickiup, particularly along the west side of the highway where the majority of the developable lands are located.

The Plan conforms to the Transportation Systems Plan as there are streetscape improvements identified as a project in the Plan. These improvements will help address some of the deficiencies identified in the Transportation Systems Plan, including pedestrian and bicycle deficiencies.

APPENDIX A: LEGAL DESCRIPTION

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LA PINE URBAN RENEWAL DISTRICT BOUNDARY

LOCATED IN PORTIONS OF SECTIONS 10, 11, 14 AND 15,
TOWNSHIP 22 SOUTH ,RANGE 10 EAST, W.M.
DESCHUTES COUNTY, OREGON

A TRACT OF LAND LOCATED WITHIN THE CITY OF LA PINE,
DESCHUTES COUNTY, OREGON, MORE PARTICULARLY DESCRIBED
AS FOLLOWS:

COMMENCING AT A 3" BRASS CAP MONUMENTING THE SECTION CORNER
COMMON TO SECTIONS 9, 10, 15 & 16, TOWNSHIP 22 SOUTH, RANGE
10 EAST, WILLAMETTE MERIDIAN, THE INITIAL POINT AS WELL AS
THE POINT OF BEGINNING;

THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 15 -
APPROXIMATELY 2602 FEET TO THE EAST LINE OF THE WEST HALF
OF SAID SECTION 15;

THENCE SOUTH ALONG SAID EAST LINE - APPROXIMATELY 2072
FEET, FROM WHICH THE CENTER OF SAID SECTION 15 BEARS
SOUTH - 560 FEET;

THENCE WEST (PARTIALLY ALONG THE NORTH LINE OF A TRACT OF
LAND DESCRIBED IN A ROLL CHANGE DATED 4/20/1981, RECORDED
3/29/1990 AS ORDER NO. 90-044, OFFICIAL RECORDS) - 330 FEET;

THENCE SOUTH AND PARALLEL WITH THE EAST LINE OF SAID
WEST HALF OF SECTION 15 - 495 FEET TO THE NORTH RIGHT-OF-WAY
(R/W) OF IMPROVED 6th STREET;

THENCE EASTERLY ALONG SAID NORTH R/W, AND ALONG THE ARC OF
A 305 FOOT RADIUS CURVE, CONCAVE NORTH, TO THE INTERSECTION
OF THE PROLONGATION OF THE SOUTH LINE OF BLOCK 3 OF TOMES
ADDITION TO LA PINE, DESCHUTES COUNTY SURVEY NO. 10222
(CS10222) AND THE WEST LINE OF THE EAST 30 FEET OF SAID
WEST HALF OF SECTION 15;

THENCE EAST - 30 FEET TO THE INTERSECTION OF THE SOUTH
LINE OF SAID BLOCK 3 AND THE EAST LINE OF THE WEST HALF OF
SAID SECTION 15;

THENCE EAST ALONG THE SOUTH LINE OF BLOCKS 3, 6 & 10,
TOMES ADDITION AND ALONG THE NORTH LINE OF SIXTH STREET PER
TOMES ADDITION AND ALONG THE NORTH R/W LINE OF IMPROVED 6TH
STREET CONNECTION TO HIGHWAY 97 - APPROXIMATELY 805 FEET;

THENCE LEAVING THE NORTH LINE OF SIXTH STREET PER SAID TOMES
ADDITION - SOUTHEASTERLY ALONG THE NORTH R/W OF IMPROVED 6TH
STREET CONNECTION TO HIGHWAY 97 - APPROXIMATELY 1400 FEET
THE CENTERLINE OF VACATED HILL STREET;

THENCE N31°E ALONG THE CENTERLINE OF SAID VACATED STREET -
APPROXIMATELY 497 FEET TO THE SOUTH LINE OF SIXTH STREET,
PER THE PLAT OF LA PINE (CS07935);

THENCE WEST ALONG SAID SOUTH LINE OF SIXTH STREET -
APPROXIMATELY 151 FEET TO THE WEST LINE OF STILLWELL
STREET PER THE PLAT OF LA PINE;

THENCE NORTH ALONG SAID WEST LINE OF STILLWELL STREET -
570 FEET TO THE SOUTH LINE OF FIFTH STREET PER THE PLAT
OF LA PINE;

THENCE EAST ALONG SAID SOUTH LINE OF SAID FIFTH STREET – 30 FEET TO THE CENTERLINE LINE OF STILLWELL STREET PER THE PLAT OF LA PINE;
THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET (VACATED) 250 FEET TO THE PROLONGATION OF THE SOUTH LINE OF LOT 8, BLOCK 27, PER SAID PLAT OF LA PINE;
THENCE EAST ALONG THE SOUTH LINE OF LOTS 8 AND 29 OF SAID BLOCK 27 – 245 FEET TO THE WEST LINE OF MORSON STREET PER SAID PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF MORSON STREET – 240 FEET TO THE CENTERLINE OF VACATED FOURTH STREET PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID CENTERLINE – 245 FEET TO THE CENTERLINE OF SAID STILLWELL STREET (VACATED);
THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET – 490 FEET TO THE SOUTH LINE OF THIRD STREET PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH LINE OF THIRD STREET – 30 FEET TO THE WEST LINE OF STILLWELL STREET PER SAID PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF SAID STILLWELL STREET – 510 FEET TO THE SOUTH LINE OF SECOND STREET PER THE PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH LINE OF SECOND STREET – 275 FEET TO THE WEST LINE OF SALZER STREET PER THE PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF SALZER STREET – 534 FEET TO THE NORTH LINE OF 30 FOOT WIDE FIRST STREET PER THE PLAT OF LA PINE;
THENCE EAST ALONG SAID NORTH LINE OF FIRST STREET – 274 FEET TO THE WEST LINE OF SAID STILLWELL STREET;
THENCE NORTH ALONG THE PROLONGATION OF SAID WEST LINE OF STILLWELL STREET – 60 FEET TO THE NORTH LINE OF THE SOUTH 60 FEET SAID SECTION 10;
THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 522 FEET TO THE WEST LINE OF THE EAST 30 FEET OF SAID SECTION 10;
THENCE NORTH ALONG SAID WEST LINE – APPROXIMATELY 1258 FEET TO THE NORTH LINE OF THE SE1/4 SE1/4 OF SAID SECTION 10;
THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 30 FEET TO THE SOUTH 1/16TH CORNER COMMON TO SAID SECTIONS 10 AND 11;
THENCE NORTH ALONG THE WEST LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11 – APPROXIMATELY 988 FEET TO THE SOUTH LINE OF LOT 1, NEWBERRY NEIGHBORHOOD (CS15579);
THENCE EAST ALONG SAID SOUTH LINE OF LOT 1 – APPROXIMATELY 566 FEET TO THE WEST R/W LINE OF HUNTINGTON ROAD;
THENCE NORTHERLY ALONG SAID WEST R/W LINE – APPROXIMATELY 36 FEET TO THE PROLONGATION OF THE NORTH LINE OF LOT 3 OF SAID NEWBERRY NEIGHBORHOOD;
THENCE EAST (S89°55'36"E PER CS15579) ALONG SAID PROLONGATION – APPROXIMATELY 60 FEET TO THE NW CORNER OF SAID LOT 3, AND TO THE EAST R/W OF HUNTINGTON ROAD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY;
THENCE SOUTHERLY ALONG SAID EAST R/W OF HUNTINGTON ROAD – APPROXIMATELY 1680 FEET TO THE SOUTH LINE OF THE N1/2 OF THE SW1/4 SW1/4 OF SAID SECTION 11;

THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 540 FEET TO THE SOUTHWEST CORNER OF THE SE1/4 NE1/4 OF SAID SW1/4 SW1/4;
THENCE CONTINUING ALONG SAID SOUTH LINE – EAST – 67 FEET TO THE NORTH BOUNDARY OF A TRACT OF LAND DESCRIBED IN DEED DOCUMENT NO. 2004–06273, OFFICIAL RECORDS (THIS COURSE CITED AS S89°51'00"E – 67.45 FEET IN SAID DEED);
THENCE EASTERLY ALONG SAID NORTH BOUNDARY – 163 FEET (CITED IN SAID DEED AS FOLLOWS: 24.81 FEET ALONG THE ARC OF A 170.00 FOOT RADIUS CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS N42°59'14"E – 24.79 FEET; THENCE 24.38 FEET ALONG THE ARC OF A 515.00 FOOT RADIUS CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS N45°48'46"E – 24.38 FEET; THENCE S71°49'51"E – 113.85 FEET) TO THE SOUTH LINE OF SAID N1/2 SW1/4 SW1/4 AND TO THE NORTHEAST CORNER OF LOT 1, "BLUEWOOD" SUBDIVISION (CS12140);
THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 116 FEET TO THE EAST LINE OF THE SW1/4 SW1/4 OF SAID SECTION 11;
THENCE NORTH ALONG SAID EAST LINE – APPROXIMATELY 654 FEET TO THE SOUTH LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11;
THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 115 FEET TO THE EAST LINE OF PARCEL 3 OF PARTITION PLAT NO. 2009–17 (CS14970);
THENCE NORTHERLY ALONG SAID EAST LINE – APPROXIMATELY 893 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 3, AND TO THE EAST R/W OF 90 FOOT WIDE CRESCENT CREEK DRIVE, CREATED BY PARTITION PLAT NO. 2007–30 (CS17316);
THENCE WESTERLY ALONG THE PROLONGATION OF THE SOUTH LINE OF PARCEL 1 OF SAID PARTITION PLAT NO. 2007–30 – 90 FEET TO THE WEST R/W OF CRESCENT CREEK DRIVE;
THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 707 FEET TO THE NORTH LINE OF SAID PARCEL 1, AND TO THE SOUTH R/W OF 60 FOOT WIDE CALDWELL DRIVE;
THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 62 FEET TO THE NORTH R/W OF SAID CALDWELL DRIVE;
THENCE EAST – PARALLEL WITH THE NORTH LINE OF PARCEL 2 OF SAID PARTITION PLAT 2007–30 – APPROXIMATELY 95 FEET TO THE EAST R/W OF CRESCENT CREEK DRIVE;
THENCE SOUTHERLY ALONG SAID EAST R/W – APPROXIMATELY 31 FEET TO THE NORTH LINE OF SAID PARCEL 2, PARTITION PLAT 2007–30;
THENCE EAST ALONG THE NORTH LINE OF SAID PARCEL 2, AND ITS PROLONGATION – APPROXIMATELY 1382 FEET TO THE EAST R/W OF STATE HIGHWAY U.S. NO. 97, BEING 100 FEET EAST FROM THE CENTERLINE OF SAID HIGHWAY;
THENCE S31°W ALONG SAID EAST R/W – APPROXIMATELY 1260 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 11;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 1880 FEET TO THE SOUTH LINE OF SAID SECTION 11;
THENCE WEST ALONG THE LINE COMMON TO SAID SECTIONS 11 & 14 – APPROXIMATELY 980 FEET TO THE PROLONGATION OF THE EAST LINE OF PARTITION PLAT 1995–57 (CS12436);
THENCE SOUTH ALONG SAID PROLONGATION AND SAID EAST LINE – APPROXIMATELY 666 FEET TO THE SOUTH LINE OF SAID PARTITION PLAT 1995–57;

THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 326 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 164 FEET TO THE NORTHEAST CORNER OF TRACT "A", AS DESCRIBED IN A DEED RECORDED 1/6/1998 IN BOOK 475, PAGE 2257, OFFICIAL RECORDS (SURVEYED AND MONUMENTED IN CS12930);
THENCE WEST ALONG THE NORTH LINE OF SAID TRACT "A" – 155 FEET TO THE WEST LINE OF SAID TRACT "A";
THENCE SOUTH ALONG SAID WEST LINE – 124 FEET TO THE SOUTH LINE OF SAID TRACT "A";
THENCE EAST ALONG SAID SOUTH LINE – 155 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 610 FEET TO THE SOUTH R/W OF WM. FOSS ROAD (4TH STREET), BEING 30 FEET FROM CENTERLINE OF SAID ROADWAY;
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 300 FEET TO THE EAST R/W OF BONNIE WAY, BEING 25 FEET FROM CENTERLINE OF SAID ROADWAY, AND TO THE WEST LINE OF BLM LOT 10;
THENCE SOUTH ALONG SAID EAST R/W AND THROUGH BLM LOTS 10, 15, 16, 20, 21, 26 AND 27 – APPROXIMATELY 1070 FEET TO THE SOUTH R/W OF 60 FOOT WIDE FINLEY ROAD (NEAR THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14);
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 940 FEET TO THE EAST R/W OF 60 FOOT WIDE HUNTINGTON ROAD (NEAR THE EAST LINE OF THE WEST 60 FEET OF THE NE1/4 SE1/4 OF SAID SECTION 15);
THENCE SOUTH ALONG SAID EAST R/W – APPROXIMATELY 1380 FEET TO THE PROLONGATION OF THE SOUTH LINE OF EIGHTH STREET AS PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH R/W AND ITS PROLONGATION – APPROXIMATELY 1100 FEET TO THE WEST R/W OF 100 FOOT WIDE STATE HIGHWAY U.S. NO. 97;
THENCE N31°E ALONG SAID WEST R/W – APPROXIMATELY 985 FEET TO THE SOUTH R/W OF THE IMPROVED 6TH STREET CONNECTION TO HIGHWAY 97, BEING 60 FEET SOUTHERLY FROM THE PREVIOUSLY DESCRIBED NORTH R/W LINE;
THENCE NORTHWESTERLY ALONG SAID SOUTH R/W – APPROXIMATELY 1560 FEET TO NORTH LINE OF BLOCK 11 OF SAID TOMES ADDITION TO LA PINE;
THENCE WESTERLY ALONG THE NORTH LINE OF BLOCKS 11, 5 AND 4 OF SAID TOMES ADDITION – APPROXIMATELY 761 FEET TO THE NORTHWEST CORNER OF SAID BLOCK 4;
THENCE SOUTH ALONG THE WEST LINE OF SAID BLOCK 4 – 50 FEET TO THE SOUTH LINE OF SAID BLOCK 4;
THENCE WEST ALONG THE SOUTH LINE OF SAID TOMES ADDITION – 44 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 15;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 2610 FEET TO THE SOUTH LINE OF SAID SECTION 15;
THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 2600 FEET TO THE WEST LINE OF SAID SECTION 15;
THENCE NORTH ALONG SAID WEST LINE – APPROXIMATELY 5346 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED SEVEN PARCELS OF LAND WITHIN THE ABOVE DESCRIBED PARCEL, BUT NOT A PART OF THIS URBAN RENEWAL DISTRICT:

EXCEPTION 1

DEED RECORDED IN BOOK 384, PAGE 1391 ON SEP. 11, 1995,
DESCHUTES COUNTY OFFICIAL RECORDS
EXCEPTING ROAD IN DOCUMENT NO.2005-90111 ON DEC. 30 2005,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-11CC-1300

EXCEPTION 2

DEED RECORDED IN DOCUMENT NO. 2011-034416 ON SEP. 30, 2011,
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TAX ACCOUNT: 22-10-14BA-700

EXCEPTION 3

DEED RECORDED IN DOCUMENT NO. 2013-07087 ON FEB.19, 2013,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-15AD-900

EXCEPTION 4

DEED RECORDED IN DOCUMENT NO. 2014-014178 ON MAY 7, 2014,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-14BB-301

EXCEPTION 5

DEED RECORDED IN BOOK 202, PAGE 2147 ON FEB. 15, 1990,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-14BB-600

EXCEPTION 6

DEED RECORDED IN DOCUMENT NO. 2001-26497 ON JUN. 5, 2001,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-11CC-405
DEED RECORDED IN DOCUMENT NO.2013-025509 ON JUN. 18, 2013,
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DEED RECORDED IN DOCUMENT NO. 2013-025509 ON JUN. 18, 2013,
DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-11CC-409

EXCEPTION 7

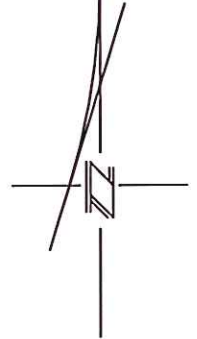
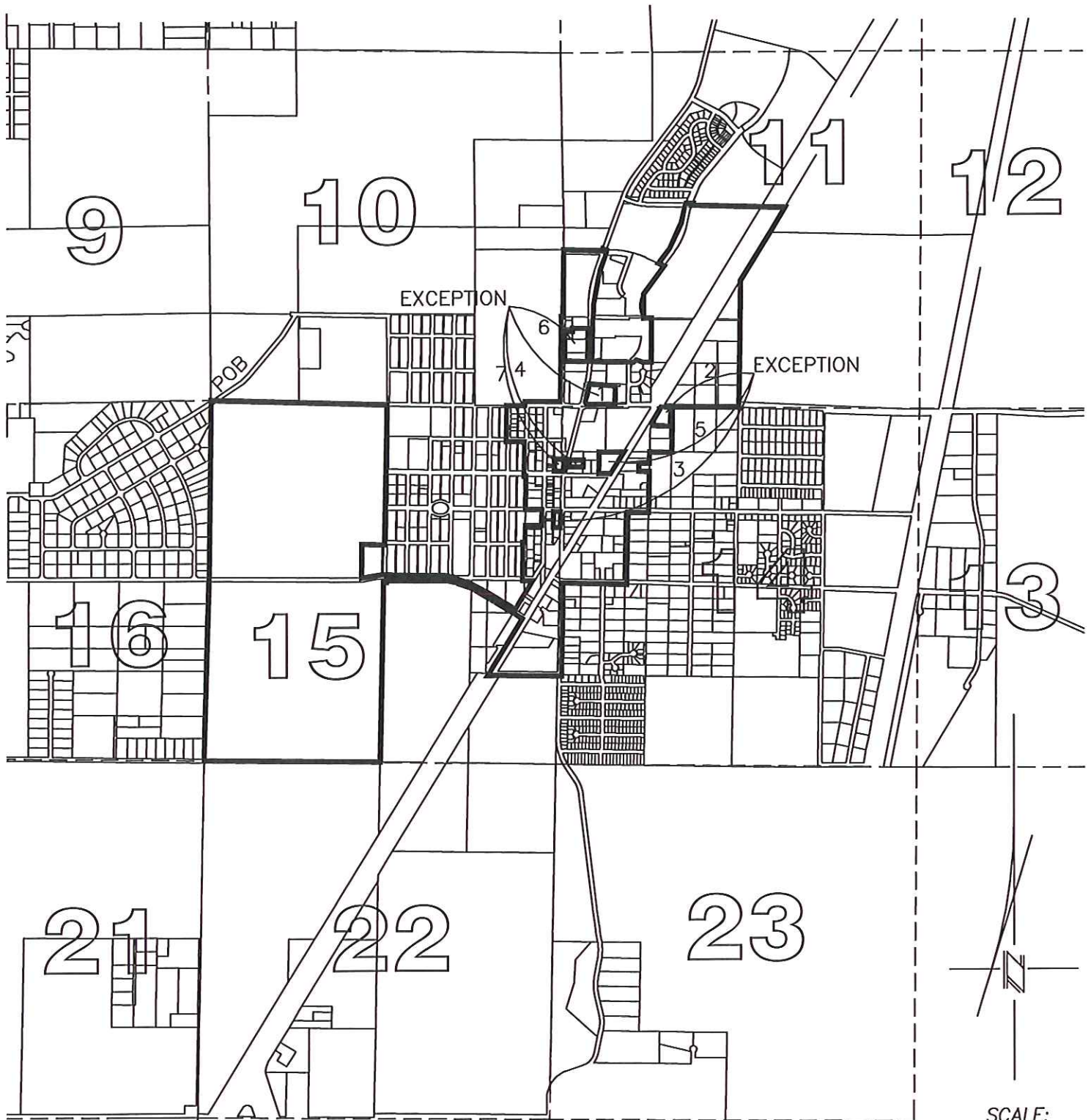
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DESCHUTES COUNTY OFFICIAL RECORDS
TAX ACCOUNT: 22-10-15AA-5900

REGISTERED
PROFESSIONAL
LAND SURVEYOR

POVEY AND ASSOC. LAND SURVEYORS
P.O. BOX 131, REDMOND, OR 97756
(541) 548-6778 14-070B.DWG

OREGON
JULY 14, 1978
ROBERT R. POVEY
1652

THE CITY OF LAPINE URD, LOCATED IN
TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN,
SITUATED IN DESCHUTES COUNTY, OREGON



SCALE:
1" = 2000'

APPENDIX A: LEGAL DESCRIPTION

LA PINE URBAN RENEWAL DISTRICT BOUNDARY

LOCATED IN PORTIONS OF SECTIONS 10, 11, 14 AND 15,
TOWNSHIP 22 SOUTH ,RANGE 10 EAST, W.M.
DESCHUTES COUNTY, OREGON

A TRACT OF LAND LOCATED WITHIN THE CITY OF LA PINE, AND
DESCHUTES COUNTY, OREGON, MORE PARTICULARLY DESCRIBED
AS FOLLOWS:

COMMENCING AT A 3" BRASS CAP MONUMENTING THE SECTION CORNER
COMMON TO SECTIONS 9, 10, 15 & 16, TOWNSHIP 22 SOUTH, RANGE
10 EAST, WILLAMETTE MERIDIAN, THE INITIAL POINT AS WELL AS
THE POINT OF BEGINNING;

THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 15 –
APPROXIMATELY 2602 FEET TO THE EAST LINE OF THE WEST HALF
OF SAID SECTION 15;

THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 2072
FEET, FROM WHICH THE CENTER OF SAID SECTION 15 BEARS
SOUTH – 560 FEET;

THENCE WEST (PARTIALLY ALONG THE NORTH LINE OF A TRACT OF
LAND DESCRIBED IN A ROLL CHANGE DATED 4/20/1981, RECORDED
3/29/1990 AS ORDER NO. 90-044, OFFICIAL RECORDS) – 330 FEET;
THENCE SOUTH AND PARALLEL WITH THE EAST LINE OF SAID
WEST HALF OF SECTION 15 – 495 FEET TO THE NORTH RIGHT-OF-WAY
(R/W) OF IMPROVED 6th STREET;

THENCE EASTERLY ALONG SAID NORTH R/W, AND ALONG THE ARC OF
A 305 FOOT RADIUS CURVE, CONCAVE NORTH, TO THE INTERSECTION
OF THE PROLONGATION OF THE SOUTH LINE OF BLOCK 3 OF TOMES
ADDITION TO LA PINE, DESCHUTES COUNTY SURVEY NO. 10222
(CS10222) AND THE WEST LINE OF THE EAST 30 FEET OF SAID
WEST HALF OF SECTION 15;

THENCE EAST – 30 FEET TO THE INTERSECTION OF THE SOUTH
LINE OF SAID BLOCK 3 AND THE EAST LINE OF THE WEST HALF OF
SAID SECTION 15;

THENCE EAST ALONG THE SOUTH LINE OF BLOCKS 3, 6 & 10,
TOMES ADDITION AND ALONG THE NORTH LINE OF SIXTH STREET PER
TOMES ADDITION AND ALONG THE NORTH R/W LINE OF IMPROVED 6TH
STREET CONNECTION TO HIGHWAY 97 – APPROXIMATELY 805 FEET;
THENCE LEAVING THE NORTH LINE OF SIXTH STREET PER SAID TOMES
ADDITION – SOUTHEASTERLY ALONG THE NORTH R/W OF IMPROVED 6TH
STREET CONNECTION TO HIGHWAY 97 – APPROXIMATELY 1400 FEET
THE CENTERLINE OF VACATED HILL STREET;

THENCE N31°E ALONG THE CENTERLINE OF SAID VACATED STREET –
APPROXIMATELY 497 FEET TO THE SOUTH LINE OF SIXTH STREET,
PER THE PLAT OF LA PINE (CS07935);

THENCE WEST ALONG SAID SOUTH LINE OF SIXTH STREET –
APPROXIMATELY 151 FEET TO THE WEST LINE OF STILLWELL
STREET PER THE PLAT OF LA PINE;

THENCE NORTH ALONG SAID WEST LINE OF STILLWELL STREET –
570 FEET TO THE SOUTH LINE OF FIFTH STREET PER THE PLAT
OF LA PINE;

THENCE EAST ALONG SAID SOUTH LINE OF SAID FIFTH STREET – 30 FEET TO THE CENTERLINE LINE OF STILLWELL STREET PER THE PLAT OF LA PINE;
THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET (VACATED) 250 FEET TO THE PROLONGATION OF THE SOUTH LINE OF LOT 8, BLOCK 27, PER SAID PLAT OF LA PINE;
THENCE EAST ALONG THE SOUTH LINE OF LOTS 8 AND 29 OF SAID BLOCK 27 – 245 FEET TO THE WEST LINE OF MORSON STREET PER SAID PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF MORSON STREET – 240 FEET TO THE CENTERLINE OF VACATED FOURTH STREET PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID CENTERLINE – 245 FEET TO THE CENTERLINE OF SAID STILLWELL STREET (VACATED);
THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET – 490 FEET TO THE SOUTH LINE OF THIRD STREET PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH LINE OF THIRD STREET – 30 FEET TO THE WEST LINE OF STILLWELL STREET PER SAID PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF SAID STILLWELL STREET – 510 FEET TO THE SOUTH LINE OF SECOND STREET PER THE PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH LINE OF SECOND STREET – 275 FEET TO THE WEST LINE OF SALZER STREET PER THE PLAT OF LA PINE;
THENCE NORTH ALONG SAID WEST LINE OF SALZER STREET – 534 FEET TO THE NORTH LINE OF 30 FOOT WIDE FIRST STREET PER THE PLAT OF LA PINE;
THENCE EAST ALONG SAID NORTH LINE OF FIRST STREET – 274 FEET TO THE WEST LINE OF SAID STILLWELL STREET;
THENCE NORTH ALONG THE PROLONGATION OF SAID WEST LINE OF STILLWELL STREET – 60 FEET TO THE NORTH LINE OF THE SOUTH 60 FEET SAID SECTION 10;
THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 522 FEET TO THE WEST LINE OF THE EAST 30 FEET OF SAID SECTION 10;
THENCE NORTH ALONG SAID WEST LINE – APPROXIMATELY 1258 FEET TO THE NORTH LINE OF THE SE1/4 SE1/4 OF SAID SECTION 10;
THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 30 FEET TO THE SOUTH 1/16TH CORNER COMMON TO SAID SECTIONS 10 AND 11;
THENCE NORTH ALONG THE WEST LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11 – APPROXIMATELY 988 FEET TO THE SOUTH LINE OF LOT 1, NEWBERRY NEIGHBORHOOD (CS15579);
THENCE EAST ALONG SAID SOUTH LINE OF LOT 1 – APPROXIMATELY 566 FEET TO THE WEST R/W LINE OF HUNTINGTON ROAD;
THENCE NORTHERLY ALONG SAID WEST R/W LINE – APPROXIMATELY 36 FEET TO THE PROLONGATION OF THE NORTH LINE OF LOT 3 OF SAID NEWBERRY NEIGHBORHOOD;
THENCE EAST (S89°55'36"E PER CS15579) ALONG SAID PROLONGATION – APPROXIMATELY 60 FEET TO THE NW CORNER OF SAID LOT 3, AND TO THE EAST R/W OF HUNTINGTON ROAD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY;
THENCE SOUTHERLY ALONG SAID EAST R/W OF HUNTINGTON ROAD – APPROXIMATELY 1680 FEET TO THE SOUTH LINE OF THE N1/2 OF THE SW1/4 SW1/4 OF SAID SECTION 11;

THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 540 FEET TO THE SOUTHWEST CORNER OF THE SE1/4 NE1/4 OF SAID SW1/4 SW1/4;

THENCE CONTINUING ALONG SAID SOUTH LINE – EAST – 67 FEET TO THE NORTH BOUNDARY OF A TRACT OF LAND DESCRIBED IN DEED DOCUMENT NO. 2004–06273, OFFICIAL RECORDS (THIS COURSE CITED AS S89°51'00"E – 67.45 FEET IN SAID DEED);

THENCE EASTERLY ALONG SAID NORTH BOUNDARY – 163 FEET (CITED IN SAID DEED AS FOLLOWS: 24.81 FEET ALONG THE ARC OF A 170.00 FOOT RADIUS CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS N42°59'14"E – 24.79 FEET; THENCE 24.38 FEET ALONG THE ARC OF A 515.00 FOOT RADIUS CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS N45°48'46"E – 24.38 FEET; THENCE S71°49'51"E – 113.85 FEET) TO THE SOUTH LINE OF SAID N1/2 SW1/4 SW1/4 AND TO THE NORTHEAST CORNER OF LOT 1, "BLUEWOOD" SUBDIVISION (CS12140);

THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 116 FEET TO THE EAST LINE OF THE SW1/4 SW1/4 OF SAID SECTION 11;

THENCE NORTH ALONG SAID EAST LINE – APPROXIMATELY 654 FEET TO THE SOUTH LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11;

THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 115 FEET TO THE EAST LINE OF PARCEL 3 OF PARTITION PLAT NO. 2009–17 (CS14970);

THENCE NORTHERLY ALONG SAID EAST LINE – APPROXIMATELY 893 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 3, AND TO THE EAST R/W OF 90 FOOT WIDE CRESCENT CREEK DRIVE, CREATED BY PARTITION PLAT NO. 2007–30 (CS17316);

THENCE WESTERLY ALONG THE PROLONGATION OF THE SOUTH LINE OF PARCEL 1 OF SAID PARTITION PLAT NO. 2007–30 – 90 FEET TO THE WEST R/W OF CRESCENT CREEK DRIVE;

THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 707 FEET TO THE NORTH LINE OF SAID PARCEL 1, AND TO THE SOUTH R/W OF 60 FOOT WIDE CALDWELL DRIVE;

THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 62 FEET TO THE NORTH R/W OF SAID CALDWELL DRIVE;

THENCE EAST – PARALLEL WITH THE NORTH LINE OF PARCEL 2 OF SAID PARTITION PLAT 2007–30 – APPROXIMATELY 95 FEET TO THE EAST R/W OF CRESCENT CREEK DRIVE;

THENCE SOUTHERLY ALONG SAID EAST R/W – APPROXIMATELY 31 FEET TO THE NORTH LINE OF SAID PARCEL 2, PARTITION PLAT 2007–30;

THENCE EAST ALONG THE NORTH LINE OF SAID PARCEL 2, AND ITS PROLONGATION – APPROXIMATELY 1382 FEET TO THE EAST R/W OF STATE HIGHWAY U.S. NO. 97, BEING 100 FEET EAST FROM THE CENTERLINE OF SAID HIGHWAY;

THENCE S31°W ALONG SAID EAST R/W – APPROXIMATELY 1260 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 11;

THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 1880 FEET TO THE SOUTH LINE OF SAID SECTION 11;

THENCE WEST ALONG THE LINE COMMON TO SAID SECTIONS 11 & 14 – APPROXIMATELY 980 FEET TO THE PROLONGATION OF THE EAST LINE OF PARTITION PLAT 1995–57 (CS12436);

THENCE SOUTH ALONG SAID PROLONGATION AND SAID EAST LINE – APPROXIMATELY 666 FEET TO THE SOUTH LINE OF SAID PARTITION PLAT 1995–57;

THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 326 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 164 FEET TO THE NORTHEAST CORNER OF TRACT “A”, AS DESCRIBED IN A DEED RECORDED 1/6/1998 IN BOOK 475, PAGE 2257, OFFICIAL RECORDS (SURVEYED AND MONUMENTED IN CS12930);
THENCE WEST ALONG THE NORTH LINE OF SAID TRACT “A” – 155 FEET TO THE WEST LINE OF SAID TRACT “A”;
THENCE SOUTH ALONG SAID WEST LINE – 124 FEET TO THE SOUTH LINE OF SAID TRACT “A”;
THENCE EAST ALONG SAID SOUTH LINE – 155 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 610 FEET TO THE SOUTH R/W OF WM. FOSS ROAD (4TH STREET), BEING 30 FEET FROM CENTERLINE OF SAID ROADWAY;
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 300 FEET TO THE EAST R/W OF BONNIE WAY, BEING 25 FEET FROM CENTERLINE OF SAID ROADWAY, AND TO THE WEST LINE OF BLM LOT 10;
THENCE SOUTH ALONG SAID EAST R/W AND THROUGH BLM LOTS 10, 15, 16, 20, 21, 26 AND 27 – APPROXIMATELY 1070 FEET TO THE SOUTH R/W OF 60 FOOT WIDE FINLEY ROAD (NEAR THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14);
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 940 FEET TO THE EAST R/W OF 60 FOOT WIDE HUNTINGTON ROAD (NEAR THE EAST LINE OF THE WEST 60 FEET OF THE NE1/4 SE1/4 OF SAID SECTION 15);
THENCE SOUTH ALONG SAID EAST R/W – APPROXIMATELY 1380 FEET TO THE PROLONGATION OF THE SOUTH LINE OF EIGHTH STREET AS PER SAID PLAT OF LA PINE;
THENCE WEST ALONG SAID SOUTH R/W AND ITS PROLONGATION – APPROXIMATELY 1100 FEET TO THE WEST R/W OF 100 FOOT WIDE STATE HIGHWAY U.S. NO. 97;
THENCE N31°E ALONG SAID WEST R/W – APPROXIMATELY 985 FEET TO THE SOUTH R/W OF THE IMPROVED 6TH STREET CONNECTION TO HIGHWAY 97, BEING 60 FEET SOUTHERLY FROM THE PREVIOUSLY DESCRIBED NORTH R/W LINE;
THENCE NORTHWESTERLY ALONG SAID SOUTH R/W – APPROXIMATELY 1560 FEET TO NORTH LINE OF BLOCK 11 OF SAID TOMES ADDITION TO LA PINE;
THENCE WESTERLY ALONG THE NORTH LINE OF BLOCKS 11, 5 AND 4 OF SAID TOMES ADDITION – APPROXIMATELY 761 FEET TO THE NORTHWEST CORNER OF SAID BLOCK 4;
THENCE SOUTH ALONG THE WEST LINE OF SAID BLOCK 4 – 50 FEET TO THE SOUTH LINE OF SAID BLOCK 4;
THENCE WEST ALONG THE SOUTH LINE OF SAID TOMES ADDITION – 44 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 15;
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 2610 FEET TO THE SOUTH LINE OF SAID SECTION 15;
THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 2600 FEET TO THE WEST LINE OF SAID SECTION 15;
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EXCEPTING THEREFROM THE FOLLOWING DESCRIBED SEVEN PARCELS OF LAND WITHIN THE ABOVE DESCRIBED PARCEL, BUT NOT A PART OF THIS URBAN RENEWAL DISTRICT:

EXCEPTION 1

DEED RECORDED IN BOOK 384, PAGE 1391 ON SEP. 11, 1995,
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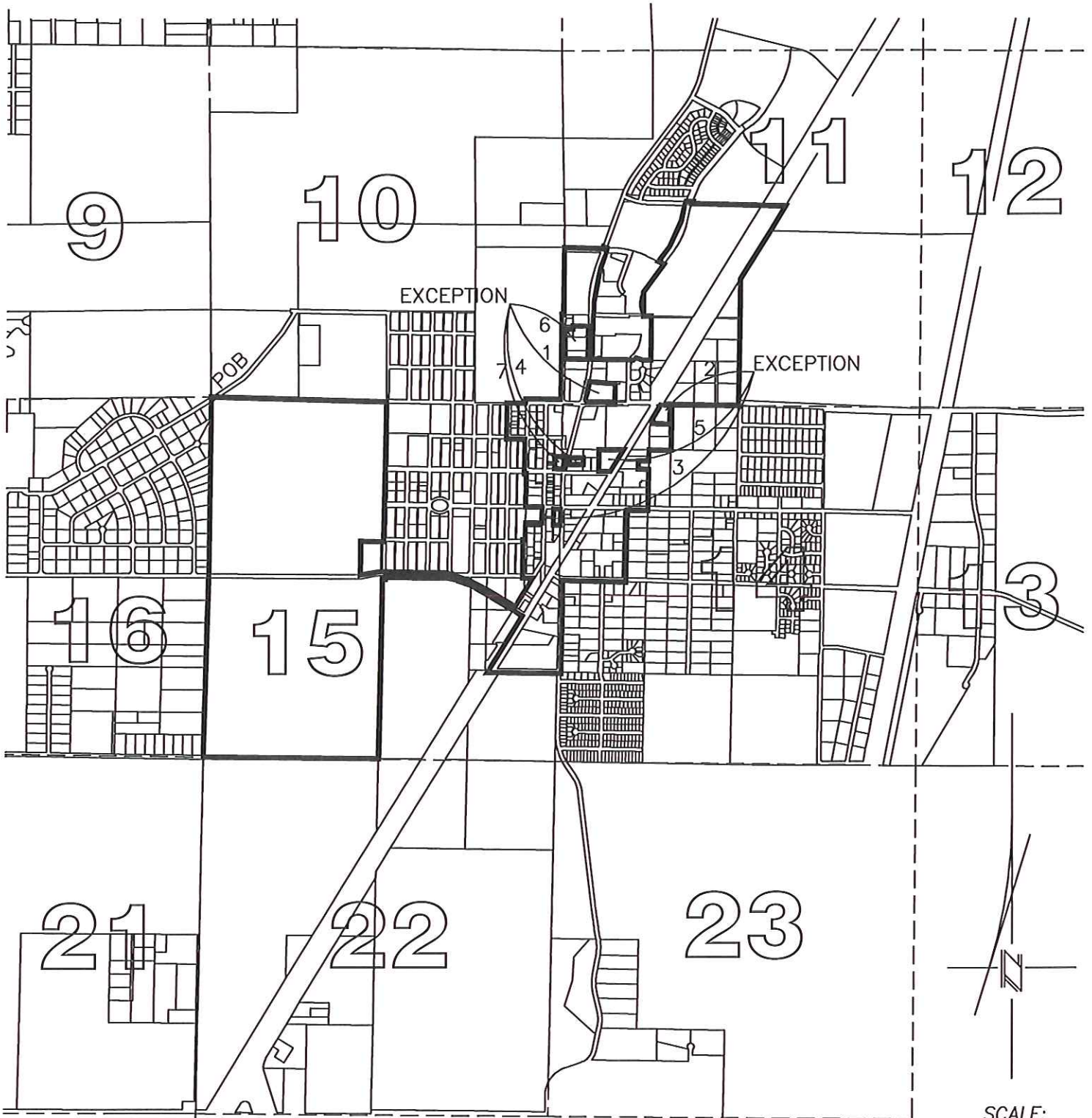
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POVEY AND ASSOC. LAND SURVEYORS
P.O. BOX 131, REDMOND, OR 97756
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THE CITY OF LAPINE URD, LOCATED IN
TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN,
SITUATED IN DESCHUTES COUNTY, OREGON



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1" = 2000'

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