

Ordinance _____, Exhibit C-2

**Amendments to Springfield UGB Technical Supplement
Describing the Amended UGB**

The following amendments to the UGB Technical Supplement are necessary to describe the precise location of the amended UGB:

1. List of tax lots that are adjacent to and inside, or split by UGB;
2. Summary of Methodology to refine the Location of the Springfield Urban Growth Boundary

The UGB Technical Supplement previously adopted as Ordinance 6268, Exhibits D and E of is replaced with the attached documents.

Summary of Methodology Utilized to Refine the Location of the Springfield Urban Growth Boundary

Purpose of this action

1. To establish a tax lot-specific map of the acknowledged Metro Urban Growth Boundary, east of Interstate 5, in accordance with OAR 660-024-0020(2).
2. To establish a separate Urban Growth Boundary for the city of Springfield, as required by ORS 197.304.

Background & Findings

1. The Urban Growth Boundary (UGB) was originally acknowledged by the Land Conservation and Development Commission on August 19, 1982.
2. The existing map of the UGB was adopted by the Springfield City Council on May 17, 2004, by Ordinance No. 6087.
3. The tax lot-specific map of the acknowledged Metro Urban Growth Boundary, east of Interstate 5 establishes a more precise location of the UGB.
4. The methodology used to determine the precise location of the acknowledged UGB is based on the adopted policies contained in the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).
5. As adopted, the UGB is only tax lot-specific where it is coterminous with city limits, where it has been determined through the annexation process, and where it falls on the outside edge of existing or planned rights-of-way. (Page II-G-14 of the Metro Plan).
6. Where it is not tax lot-specific, the UGB is approximately 200' wide. This is in accordance with the adopted policies in the Metro Plan as well as decisions by the Lane County Hearings Official.
 - a. Levi Landing (Journal #1997-06-142 & #1999-06-144) is the only area where a more precise location of the UGB east of I5 has been determined by the Lane County Hearings Official.
 - b. Letter from Steve Gordon, dated June 29, 1999.
 - c. The best evidence that identifies the location of the UGB in the SE Hills is:
 - i. The city attorney and city staff endorsed the location of the ridgeline separating the drainage basins, as proposed in Journal #2000-06-128, Dilbeck, and
 - ii. The Springfield Planning Commission found the legal description contained in Journal #1998-11-256, Smejkal, accurately describes a portion of the UGB in the southeast hills.
7. Where the UGB description refers to the "Line of Ordinary High Water", this means the line on the bank or shore to which the high water ordinarily rises annually in season. This definition is per ORS 274.005(3).

Methodology

1. OAR 660-024-0020(2): “The UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. Where a UGB does not follow lot or parcel lines, the map must provide sufficient information to determine the precise UGB location.”
 - a. This OAR requires the UGB to be shown at a scale that identifies which particular tax lots are included in the UGB. If a tax lot is split by the UGB, there must be sufficient information to determine the precise UGB location.
 - b. Where the UGB does not follow tax lot lines, a written description shall provide sufficient information to determine the precise UGB location. This information is contained in the table called: “Tax lots Adjacent and Split by the UGB”
2. The UGB is coincident with tax lot lines unless the tax lot line is outside the 200’ wide area.
3. The UGB is coincident with tax lot lines when they are coterminous with the outside edge of rights-of-way, so the full width of the right-of-way is inside the UGB.
4. Roads and Rights of Way. The UGB shall lie along the outside edge of existing and planned rights-of-way that form a portion of the UGB so that the full right-of-way is within the UGB. Refer to Policy #2, Page II-C-4 of the Metro Plan.
5. The location of the UGB in relation to the Interstate 5 corridor is based on the policies contained in “Jurisdictional Responsibility” on Page II-D of the Metro Plan:

“The division of responsibility for metropolitan planning between the two cities is the Interstate 5 Highway. Lane County jurisdiction is between the urban growth boundary (UGB) and *Metro Plan* Plan Boundary (Plan Boundary); and the county has joint responsibility with Eugene between the city limits and UGB west of the Interstate 5 Highway and with Springfield between the city limits and UGB east of the Interstate 5 Highway. State law (1981) provides a mechanism for creation of a new city in the River Road and Santa Clara area. Refer to Metro Plan Chapter IV and intergovernmental agreements to resolve specific issues of jurisdiction.”

 - a. **General description.** The northbound lane is inside the Springfield UGB. The southbound lane is outside the Springfield UGB. For the area underneath the Willamette River Bridge, the UGB and the city limits are coincident.
 - b. **Northern terminus.** Extend the ~~norsouthern~~ tax lot line of 17031~~000019500001~~00 to the west until it intersects the centerline of the Interstate 5 right-of-way.
 - c. **Southern terminus.** Extend the southernmost point of tax lot 180311001800 that is south of and adjacent to the Filbert Grove 5th Addition, to the W, to the intersection of the Interstate 5 centerline and the common section line of TRS 180311 and 180310. This point is approximately 275’ south of the northbound Interstate 5 on-ramp.
 - d. **Centerline.** For the purposes of the UGB location, the centerline is located within the area between the northbound and southbound travel lanes as they are currently located. A more precise location of the current centerline is included in the following metes and bounds description. If the travel lanes are shifted and

the metes and bounds description conflicts with the new travel lanes, the general description shall apply.

Beginning at the Northwest corner of the Ashley O. Stevens DLC no. 45 in Township 17 South, Range 3 West in the Willamette Meridian, thence South 83°17'27" East 1025.05 feet to the centerline of Pacific highway Interstate 5; thence North 6°38'21" East 1636.35 feet along said centerline to Engineers centerline station 402+01.88; thence North 6°42'32" East 2934.72 feet, more or less along said centerline to Engineers centerline station 372+67.16, said station being 277.25 feet southerly along said centerline from Engineers centerline station 369+89.91 PT, as depicted on Lane County Survey maps CSF 23305 and CSF 28681, records of the Lane County Surveyors Office, in Lane County, Oregon, being the **TRUE POINT OF BEGINNING** of the herein UGB line description; thence along the centerline of said Pacific Highway Interstate 5 the following courses: South 6°42'32" West 16,629.8013,695.08 feet, more or less to Engineers centerline station 538+96.95 PS; thence along a spiral curve to the left (the long chord of which bears South 4°17'57" West 1213.40 feet) to Engineers centerline station 551+10.84 PT BK = 551+24.85 POT AH; thence South 1°53'22" West 3690.63 feet to Engineers centerline station 588+15.62 PS; thence along a spiral curve to the left (the long chord of which bears South 9°18'13" East 1505.42 feet) to Engineers centerline station 603+34.93 PT; thence South 20°29'48" East 15.13 feet to Engineers centerline station 603+50.0634.93 POT BK = 202+88.88 POT AH; thence South 20°29'48" East 233.64 feet to Engineers centerline station 205+22.53 PS; thence along a spiral curve to the left (the long chord of which bears South 54°29'18" East 2982.07 feet) to Engineers centerline station 237+41.86 PT; thence South 88°28'48" East 738.65 feet to Engineers centerline station 244+80.54 PS; thence along a spiral curve to the right (the long chord of which bears South 47°03'03" East 2279.74 feet) to Engineers centerline station 266+63.16 PT; thence South 5°37'18" East 1049.33 feet to Engineers centerline station 277+12.49 PS; thence along a spiral curve to the left (the long chord of which bears South 9°31'54" East 1431.01 feet) to Engineers centerline station 287+45.82 PCS and there ending, all in Lane County, Oregon.

Basis of Bearings for this description is Oregon State Plane Coordinate System, South Zone, NAD 83/91 Datum.

6. Split Tax Lots. When the UGB is not coincident with tax lot lines, the criteria from the Metro Plan shall apply. The following criteria are from Page II-G-14 of the Metro Plan. The UGB shall follow the most appropriate feature:
 - a. Protection of Agricultural Lands
 - b. Protection of Forest Lands
 - c. Ridgeline (Drainage Basin)
 - d. Orderly and Economic Public Services
 - e. Floodway Fringe
 - f. Protection of Wetlands

- g. Protection of Sand and Gravel Resources
 - h. Airport Protection
 - i. Existing Development and Services (City Limits)
 - j. Meet Economic Goals
7. The following areas contain tax lots that are split by the UGB. Refer to the detail maps in the technical supplement for further clarification.
- a. **Hayden Bridge Area Split Tax Lots:** The location of the UGB is a fixed distance (300') that is measured from the northern edge of the Hayden Bridge right-of-way, unless it has been previously determined as a result of a land use decision or annexation. The location of 300' north of the right of way was chosen since it included most of the existing dwellings and was within the 200' area. In addition, the land use decisions indicated the UGB was not intended to follow the Hayden Bridge right of way.
 - b. **High Banks Area Split Tax Lots.** The location of the UGB is either:
 - A fixed distance (450') that is measured from the northern edge of the High Banks right-of-way, or
 - Coincident with the city limits.
 - c. **North Gateway Area Split Tax Lots.** Refer to the description of the UGB within the I5 corridor. The location is based on the policies contained in "Jurisdictional Responsibility" on Page II-D of the Metro Plan. The UGB is coincident with the unnumbered tax lot that contains the public drainage facility. The tax lot is entirely within the UGB.
 - d. **Thurston Area Split Tax Lots.** The city limits extend outside the UGB on the tax lot that contains the Thurston Middle School. On that tax lot, the UGB is coincident with the section line.
 - e. **Southeast Hills Area Split Tax Lots.** The adopted policies indicate the UGB should follow the ridgeline (refer to the table "Metro Plan Urban Growth Boundary Map Key" from Page II-G-21 of the Metro plan). The line was originally drawn in 1982 and generally follows the ridgeline. The city's current mapping technology is able to more accurately follow the ridgeline. The letter from Steve Gordon, dated June 29, 1999, provides evidence of the intent to follow the ridgeline. Journal #1998-11-0256 is a land use decision that provided a legal description for a portion of this area.
 - f. **Clearwater Area Split Tax Lots:** When the UGB does not follow tax lot lines in this area, its location is based on aerial photo interpretation and proximity to the Jasper Rd. right of way. This effort also included a site visit and discussions with the landowner of 5119 Jasper Rd.
 - g. **Willamette Area Split Tax Lots:** Refer to the description of the UGB within the I5 corridor. The location is based on the policies contained in "Jurisdictional Responsibility" on Page II-D of the Metro Plan.

Description of the Springfield UGB within the Interstate 5 corridor

~~March 16, 2011~~

The location of the UGB in relation to the Interstate 5 (I-5) corridor is based on the policies contained in "Jurisdictional Responsibility" on Page II-D of the Metro Plan. It states:

"The division of responsibility for metropolitan planning between the two cities is the Interstate 5 Highway. Lane County jurisdiction is between the urban growth boundary (UGB) and *Metro Plan* Plan Boundary (Plan Boundary); and the county has joint responsibility with Eugene between the city limits and UGB west of the Interstate 5 Highway and with Springfield between the city limits and UGB east of the Interstate 5 Highway. State law (1981) provides a mechanism for creation of a new city in the River Road and Santa Clara area. Refer to Metro Plan Chapter IV and intergovernmental agreements to resolve specific issues of jurisdiction."

General description

The northbound lane is inside the Springfield UGB. The southbound lane is outside the Springfield UGB. For the area underneath the Willamette River Bridge, the UGB and the city limits are coincident.

Northern terminus

Extend the ~~norsou~~thern tax lot line of 17031~~000019500001~~00 to the west until it intersects the centerline of the Interstate 5 right-of-way.

Southern terminus

Extend the southernmost point of tax lot 180311001800 that is south of and adjacent to the Filbert Grove 5th Addition, to the W, to the intersection of the I-5 centerline and the common section line of TRS 180311 and 180310. This point is approximately 275' south of the NB I-5 onramp.

Metes and bounds description

This is a metes and bounds description of the northern and southern terminus points of the Springfield UGB within the I-5 right of way.

For the purposes of the UGB location, the centerline is located within the area between the northbound and southbound travel lanes as they are currently located. A more precise location of the current centerline is included in the following metes and bounds description. If the travel lanes are shifted and the metes and bounds description conflicts with the new travel lanes, the general description shall apply.

Beginning at the Northwest corner of the Ashley O. Stevens DLC no. 45 in Township 17 South, Range 3 West in the Willamette Meridian, thence South 83°17'27" East 1025.05 feet to the centerline of Pacific highway Interstate 5; thence North 6°38'21" East 1636.35 feet along said centerline to Engineers centerline station 402+01.88; thence North 6°42'32" East 2934.72 feet, more or less along said centerline to Engineers centerline station 372+67.16, said station being 277.25 feet southerly along said centerline from Engineers centerline station 369+89.91 PT, as depicted on Lane County Survey maps CSF 23305 and CSF 28681, records of the Lane County Surveyors Office, in Lane County, Oregon, being the **TRUE POINT OF BEGINNING** of the herein UGB line description; thence along the centerline of said Pacific Highway Interstate 5 the following courses: South 6°42'32" West ~~16,629.8013,695.08~~ feet, more or less to Engineers centerline station 538+96.95 PS; thence along a spiral curve to the left (the long chord of which bears South 4°17'57" West 1213.40 feet) to Engineers centerline station 551+10.84 PT BK = 551+24.85 POT AH; thence South 1°53'22" West 3690.63 feet to Engineers centerline station 588+15.62 PS; thence along a spiral curve to the left (the long chord of which bears South 9°18'13" East 1505.42 feet) to Engineers centerline station 603+34.93 PT; thence South 20°29'48" East 15.13 feet to Engineers centerline station 603+~~50.0634,93~~ POT BK = 202+88.88 POT AH; thence South 20°29'48" East 233.64 feet to Engineers centerline station 205+22.53 PS; thence along a spiral curve to the left (the long chord of which bears South 54°29'18" East 2982.07 feet) to Engineers centerline station 237+41.86 PT; thence South 88°28'48" East 738.65 feet to Engineers centerline station 244+80.54 PS; thence along a spiral curve to the right (the long chord of which bears South 47°03'03" East 2279.74 feet) to Engineers centerline station 266+63.16 PT; thence South 5°37'18" East 1049.33 feet to Engineers centerline station 277+12.49 PS; thence along a spiral curve to the left (the long chord of which bears South 9°31'54" East 1431.01 feet) to Engineers centerline station 287+45.82 PCS and there ending, all in Lane County, Oregon.

Basis of Bearings for this description is Oregon State Plane Coordinate System, South Zone, NAD 83/91 Datum.

Springfield UGB within the Interstate 5 Corridor
Metes and Bounds Description (Revised August 20, 2015)

Beginning at the Northwest corner of the Ashley O. Stevens DLC no. 45 in Township 17 South, Range 3 West in the Willamette Meridian, thence South $83^{\circ}17'27''$ East 1025.05 feet to the centerline of Pacific Highway Interstate 5; thence North $6^{\circ}38'21''$ East 1636.35 feet along said centerline to Engineers centerline station 402+01.88; thence North $6^{\circ}42'32''$ East 2934.72 feet, more or less along said centerline to Engineers centerline station 372+67.16, said station being 277.25 feet southerly along said centerline from Engineers centerline station 369+89.91 PT, as depicted on Lane County Survey maps CSF 23305 and CSF 28681, records of the Lane County Surveyors Office, in Lane County, Oregon, being the **TRUE POINT OF BEGINNING** of the herein UGB line description; thence along the centerline of said Pacific Highway Interstate 5 the following courses: South $6^{\circ}42'32''$ West 16,629.80 feet, more or less to Engineers centerline station 538+96.95 PS; thence along a spiral curve to the left (the long chord of which bears South $4^{\circ}17'57''$ West 1213.40 feet) to Engineers centerline station 551+10.84 PT BK = 551+24.85 POT AH; thence South $1^{\circ}53'22''$ West 3690.63 feet to Engineers centerline station 588+15.62 PS; thence along a spiral curve to the left (the long chord of which bears South $9^{\circ}18'13''$ East 1505.42 feet) to Engineers centerline station 603+34.93 PT; thence South $20^{\circ}29'48''$ East 15.13 feet to Engineers centerline station 603+50.06 POT BK = 202+88.88 POT AH; thence South $20^{\circ}29'48''$ East 233.64 feet to Engineers centerline station 205+22.53 PS; thence along a spiral curve to the left (the long chord of which bears South $54^{\circ}29'18''$ East 2982.07 feet) to Engineers centerline station 237+41.86 PT; thence South $88^{\circ}28'48''$ East 738.65 feet to Engineers centerline station 244+80.54 PS; thence along a spiral curve to the right (the long chord of which bears South $47^{\circ}03'03''$ East 2279.74 feet) to Engineers centerline station 266+63.16 PT; thence South $5^{\circ}37'18''$ East 1049.33 feet to Engineers centerline station 277+12.49 PS; thence along a spiral curve to the left (the long chord of which bears South $9^{\circ}31'54''$ East 1431.01 feet) to Engineers centerline station 287+45.82 PCS and there ending, all in Lane County, Oregon.

Basis of Bearings for this description is Oregon State Plane Coordinate System, South Zone, NAD 83/91 Datum.

List of tax lots that are adjacent to and inside, or split by the UGB

4/5/2011 revised 10/8/2015

| Tax lot # | Status | Description | Area | Note |
|------------------|---|--|---|---|
| 17-02-19 | inside UGB or split by UGB | If the tax lot is split by the UGB, where is the UGB located? | name of area containing split tax lots | Plat, Survey, or land use decision |
| 1702190000101 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | Journal #94-02-32; plat #94-P0555; CS #32200 |
| 1702190000203 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000300 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000400 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000500 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000501 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000601 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000699 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000701 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | SUB2003-00014; Plat #2004- PO1787 |
| 1702190000800 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190000900 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | Journal #87-03-20; CS #28405 |
| 1702190001000 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190001100 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702190001200 | split | 300' N of N edge of Hayden Bridge ROW | Hayden Bridge | |
| 1702194100101 | in | | | |
| 1702194100102 | in | | | |
| 1702194100200 | in | | | |
| 1702194100300 | in | | | |
| 1702194100800 | in | | | |
| 1702194100900 | in | | | |
| 1702194100901 | in | | | |
| 1702194100902 | in | | | |
| 1702194102900 | in | | | |
| 17-02-20 | | | | |
| 1702200000500 | in | tax lot line, city limits and UGB are coincident | | |
| 1702200000600 | in | tax lot line, city limits and UGB are coincident | | |
| 1702200000700 | in | tax lot line, city limits and UGB are coincident | | |
| 1702200000800 | in | tax lot line, city limits and UGB are coincident | | |
| 1702200001301 | in | tax lot line, city limits and UGB are coincident | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|--|-------------|----------------------|
| 17-02-27 | | | | |
| 1702270000901 | split | City limits and UGB are coincident | Highbanks | |
| 1702270000902 | split | City limits and UGB are coincident | Highbanks | |
| 1702270001002 | split | connect the most northerly NE corner of tax lot 1702342200100 to NW corner of tax lot 1702342100400. | Highbanks | |
| 1702270001004 | in | | | |
| 1702270001101 | in | | | |
| 1702270001102 | in | | | |
| 1702270001502 | in | | | |
| 1702270002002 | in | | | |
| 1702270002100 | in | | | |
| 17-02-28 | | | | |
| 1702280000101 | split | UGB and city limits are coincident | Highbanks | split by city limits |
| 1702280000102 | in | | | |
| 1702280000300 | split | UGB and city limits are coincident | Highbanks | split by city limits |
| 1702280000301 | in | | | |
| 1702280000302 | in | | | |
| 1702280000401 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702280000402 | in | | | |
| 1702280000405 | in | | | |
| 1702280000406 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702280000500 | split | 450' N of the N edge of Highbanks ROW, then coincident with city limits east of tax lot 1702280000600 | Highbanks | |
| 1702280000600 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702284300200 | in | | | |
| 1702284300202 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702284300203 | in | | | |
| 1702284301308 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702284301309 | in | UGB, city limits and tax lot lines are coincident | | |
| 17-02-29 | | | | |
| 1702290002800 | split | 450' N of Highbanks ROW on the eastern lot line; connect to NE corner of tax lot 1702290002900 | Highbanks | |
| 1702290002900 | split | Multi-part tax lot. Extend the UGB from tax lot 2800 to the W, coincident with tax lot line 2900 until it intersects the N edge of the ROW of I-105 | Highbanks | |
| 1702290002901 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | | |
| 1702290003100 | split | UGB and city limits are coincident | Highbanks | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|--|---------------|---|
| 17-02-30 | | | | |
| 1702300000401 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | | |
| 17-02-34 | | | | |
| 1702341107900 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341108000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341108100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341108200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341108300 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341109000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341109100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341114900 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115300 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115400 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341115500 | split | split by city limits. Only "leg" portion is inside | Hayden Bridge | UGB formally interpreted in Levi Landing (#97-06-142); refer to plats of Levi Landing |
| 1702341200100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702341200500 | split | Split by section line 170227 & 170234 | Thurston | city limits outside UGB, Thurston Middle School |
| 1702342100400 | in | UGB, city limits and tax lot lines are coincident | Thurston | |
| 1702342200100 | in | | | |
| 17-02-35 | | | | |
| 1702352204801 | in | | | |
| 1702352204900 | split | split by city limits | Thurston | |
| 17-02-36 | | | | |
| 1702362000403 | in | UGB, city limits and tax lot lines are coincident on most easterly tax lot line | | |
| 1702362400102 | in | | | |
| 1702362400200 | in | | | |
| 1702363000100 | in | | | |
| 1702363002900 | in | | | |
| 1702363003200 | in | | | |
| 1702363003300 | in | | | |
| 1702363003400 | in | | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|--|-------------|-----------------------------|
| 1702363003402 | in | | | |
| 17-03-10 | | | | |
| 1703100002400 | split | split by I-5 | | |
| 17-03-14 | | | | |
| 1703140000900 | in | | | |
| 1703140001100 | in | Adjacent to McKenzie River. Refer to survey | | Riverbend Phase 2 (survey) |
| 1703140001900 | in | Adjacent to McKenzie River. Refer to survey | | Riverbend Phase 2 (survey) |
| 17-03-15 | | | | |
| 1703154000400 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | Gateway | |
| 17-03-22 | | | | |
| 1703220003700 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703220004102 | in | Adjacent to McKenzie River. Refer to plat. | | Riverbend Phase 2 (survey) |
| 17-03-23 | | | | |
| 1703233200100 | in | | | |
| 1703233200200 | in | | | |
| 1703233200300 | in | | | |
| 1703233200400 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 1st Addition |
| 1703233202400 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 1st Addition |
| 1703233202600 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 1st Addition |
| 1703233202700 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 1st Addition |
| 1703233202800 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 1st Addition |
| 1703233203200 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233203300 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233203400 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233203700 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233203800 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233203900 | in | Adjacent to McKenzie River. Refer to plat. | | McKenzie Manor 3rd Addition |
| 1703233400100 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle |
| 1703233400200 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle |
| 1703233400300 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle |
| 1703233400400 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle |
| 1703233405400 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233405500 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233405600 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233405700 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233405800 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|---------------------------|
| 1703233405900 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233406000 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233406100 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233406200 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 1st Addition |
| 1703233410800 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 2nd Addition |
| 1703233410900 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 2nd Addition |
| 1703233411000 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 2nd Addition |
| 1703233411100 | in | Adjacent to McKenzie River. Refer to plat. | | Royal Delle 2nd Addition |
| 1703234200100 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200200 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200300 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200400 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200500 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200600 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234200700 | in | Adjacent to McKenzie River. Refer to plat. | | River Glen 3rd Addition |
| 1703234300100 | in | | | |
| 1703234300200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234305500 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234305600 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234305700 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234305800 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234305900 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234306000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234306100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234306200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234306300 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234406000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234406100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234406200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234406300 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234407900 | in | | | PLA #94-11-222; CS #32540 |
| 1703234409300 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409400 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409500 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409600 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409700 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409800 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234409900 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234410000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234410100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703234410200 | in | UGB, city limits and tax lot lines are coincident | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|--|---------------|--|
| 17-03-24 | | | | |
| 1703240000101 | split | 260' N of the N edge of Hayden Bridge Rd ROW | Hayden Bridge | Journal #94-02-28; Plat #94-PO567; CS #32260 & 32261 |
| 1703240000102 | in | | Hayden Bridge | Journal #94-02-28; Plat #94-PO567; CS #32260 & 32261 |
| 1703240000103 | split | 260' N of the N edge of Hayden Bridge Rd ROW | Hayden Bridge | Journal #94-02-28; Plat #94-PO567; CS #32260 & 32261 |
| 1703240000104 | in | | Hayden Bridge | Journal #94-02-28; Plat #94-PO567; CS #32260 & 32261 |
| 1703240000300 | split | 375' N of the N edge of Hayden Bridge Rd ROW, include house | Hayden Bridge | |
| 1703240000301 | in | | | |
| 1703240000401 | split | 375' N of the N edge of Hayden Bridge Rd ROW, include house | Hayden Bridge | |
| 1703240000503 | in | | | |
| 1703240000507 | in | | | |
| 1703240000603 | split | from the NE corner of the city limits on tax lot 1703243102000, then to a point 285' N of the N edge of Hayden Bridge ROW, on the east tax lot line of 1703240000603 | Hayden Bridge | Journal #92-10-202 O'Niell; CS #33470 & 31021; Plat #92-P0306. |
| 1703243100100 | split | From NE corner of tax lot 1703243200301, to city limits on tax lot 1703243104000. | Hayden Bridge | |
| 1703243100200 | split | From NE corner of tax lot 1703243200301, to NW corner of city limits on tax lot 1703243100300. | Hayden Bridge | |
| 1703243100300 | split | From NE corner of tax lot 1703243200301, to NW corner of city limits on tax lot 1703243100300. | Hayden Bridge | |
| 1703243100600 | in | | | |
| 1703243100701 | in | | | |
| 1703243100702 | in | | | |
| 1703243100704 | in | | | |
| 1703243100900 | split | split by city limits | Hayden Bridge | |
| 1703243102000 | split | split by city limits, UGB and city limits are coincident | Hayden Bridge | |
| 1703243104000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703243104100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703243104200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703243200200 | in | | | |
| 1703243200301 | in | | | |
| 1703243200302 | in | | | |
| 1703243200303 | in | | | |
| 1703243200304 | in | | | |
| 1703243200305 | in | | | |
| 1703243200306 | in | | | |
| 1703243200307 | in | | | |
| 1703243200500 | in | | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|----------------------|
| 1703243200600 | in | | | |
| 1703243200700 | in | | | |
| 1703243200800 | in | | | |
| 1703243200900 | in | | | |
| 18-02-01 | | | | |
| 1802010000100 | split | follow ridgeline | SE Hills | |
| 18-02-02 | | | | |
| 1802020000100 | split | follow ridgeline | SE Hills | |
| 1802020000200 | split | follow ridgeline | SE Hills | |
| 1802020000300 | split | follow ridgeline | SE Hills | |
| 1802020000400 | split | follow ridgeline | SE Hills | Refer to Webb survey |
| 1802020000401 | in | | SE Hills | |
| 18-02-03 | | | | |
| 1802030000600 | in | follow ridgeline | SE Hills | |
| 18-02-04 | | | | |
| 1802040003000 | split | approximately 450' S of Jasper Rd to a property corner, then W to the drainage ditch on the W property line. The house and barn at 5119 Jasper Rd are inside the UGB. | Clearwater | |
| 18-02-05 | | | | |
| 1802050001801 | in | | | |
| 1802050002600 | split | Panhandle; 400' S of the S edge of the Jasper Rd. ROW | Clearwater | |
| 1802050002800 | split | On the E lot line 450' S of the S edge of Jasper Rd. ROW. On the W tax lot line 220' S of the S edge of Jasper Rd. ROW. | Clearwater | |
| 1802050002801 | split | On the E tax lot line, approximately 450' S of Jasper Rd. to the natural drainage, then to the NW corner of the tax lot. The house (4855 Jasper Rd) is outside. | Clearwater | |
| 1802051303501 | in | | | |
| 1802051303600 | in | | | |
| 1802051303700 | in | | | |
| 1802051303800 | in | | | |
| 1802051304100 | in | | | |
| 1802051304101 | in | | | |
| 1802051304200 | in | | | |
| 1802052300300 | in | | | |
| 1802052300400 | in | | | |
| 1802052300403 | in | | | |
| 1802052300500 | in | | | |
| 1802052300600 | in | | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|---|
| 1802052400100 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052400200 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052401000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052401100 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052401200 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052407900 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052408000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052408100 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052408201 | in | | | |
| 1802052409400 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052409600 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052409700 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052409800 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052409900 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052410000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052411000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052412000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 1802052413000 | in | | | Journal #1998-11-0255; Redwood Village plat |
| 18-02-06 | | | | |
| 1802060001500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|---|
| 1802060001600 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802060001606 | in | | | |
| 1802060004501 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802060004600 | in | | | |
| 1802062403500 | in | | | |
| 1802062403501 | in | | | |
| 1802064104902 | in | | | |
| 1802064105700 | in | | | |
| 1802064105800 | in | | | |
| 1802064105900 | in | | | |
| 1802064106000 | in | | | |
| 1802064106100 | in | | | |
| 1802064106200 | in | | | |
| 1802064106300 | in | | | |
| 1802064114500 | in | | | |
| 1802064115900 | in | UGB, city limits and tax lot lines are coincident; N bank of Jasper slough | | fillbert meadows, LRP2005-00010; SUB2005-00062 |
| 1802064200118 | in | | | |
| 1802064200119 | in | | | |
| 1802064200120 | in | | | |
| 1802064200121 | in | | | |
| 1802064200301 | in | | | |
| 1802064200500 | in | | | |
| 1802064200501 | in | | | |
| 1802064200503 | split | connect SW corner of tax lot 1802064200800 to SE corner of tax lot 180206420600 | | |
| 1802064200600 | in | | | |
| 1802064200800 | in | | | |
| 1802064200900 | in | | | |
| 1802064201000 | in | | | |
| 1802064201101 | in | | | |
| 1802064201201 | in | | | |
| 18-02-07 | | | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|---|
| 1802070000801 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 18-02-08 | | | | |
| 1802080000300 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000400 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000600 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000602 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 18-02-09 | | | | |
| 1802090000100 | split | follow ridgeline from the most southerly NE corner of tax lot, to a point along Jasper Rd, 815' from the SW corner of the tax lot | SE Hills | |
| 1802090000600 | split | panhandle; approximately 450' S of the S edge of Jasper Rd. ROW | Clearwater | |
| 18-02-10 | | | | |
| 1802100001600 | in | UGB and tax lot lines are coincident | SE Hills | Weyerhauser Rd. |
| 1802100000100 | split | follow ridgeline | SE Hills | Refer to Webb Survey |
| 18-02-11 | | | | |
| 1802110000300 | in | interpretation with legal description | SE Hills | Journal #1998-11-0256 contains legal description (attachment D) |
| 1802110000400 | in | interpretation with legal description | SE Hills | Journal #1998-11-0256 contains legal description (attachment D) |
| 1802110001600 | in | interpretation with legal description | SE Hills | Journal #1998-11-0256 contains legal description (attachment D) |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|---|
| 1802110001700 | split | interpretation with legal description | SE Hills | Weyerhauser Rd. Journal #1998-11-0256 contains legal description (attachment D) |
| 1802110002000 | in | interpretation with legal description | SE Hills | Journal #1998-11-0256 contains legal description (attachment D) |
| 18-02-15 | | | | |
| 1802150000100 | in | interpretation with legal description | SE Hills | Journal #1998-11-0256 contains legal description (attachment D) |
| 18-03-01 | | | | |
| 1803010001100 | in | | | |
| 1803010002700 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010002800 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003000 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003100 | in | | | |
| 1803010003200 | in | | willamette | |
| 1803010003201 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 18-03-02 | | | | |
| 1803020000600 | in | | | |
| 18-03-11 | | | | |
| 1803110000600 | split | refer to description of UGB within I5 corridor | willamette | |
| 1803110000700 | split | refer to description of UGB within I5 corridor | willamette | |
| 1803110001800 | in | | | |
| 18-03-12 | | | | |

| Tax lot # | Status | Description | Area | Note |
|------------------|---------------|---|-------------|-------------|
| 1803120000500 | in | | | |
| ROW/other | | | | |
| Jasper Rd. | in | UGB is the S edge of the Jasper Rd ROW, include entire ROW | | |
| Mill Race | in | the Mill Race within 18-03-01 is entirely within the UGB, UGB is top of S bank | | |
| I-105 | in | I-105 within 17-02-29 and 17-02-30 is within the UGB | | |
| 17-02-35 | in | UGB is the N edge of the Thurston Rd ROW, E of 69th Street to the E lot line of 1702362400200 | | |
| 18-02-06-24 | in | The ROW for Garden Ave and Kintzley Ave are within the UGB | | |
| 17-02-36 | in | UGB is the N edge of the Thurston Rd ROW | | |
| I5 description | | refer to methodology in adopted ordinance | | |

**Summary of UGB List Revisions for Mill Race Area
Revised 10/8/2015**

| <i>Tax lot #</i> | <i>Status</i> | <i>Description</i> | <i>Area</i> | <i>Note</i> |
|------------------|-----------------------------------|--|---|---|
| | inside UGB or split by UGB | If the tax lot is split by the UGB, where is the UGB located? | name of area containing split tax lots | Plat, Survey, or land use decision |

Add the following section:

| 18-02-05 | | | | |
|-----------------|----|--|--|--|
| 1802050001801 | in | | | |

Remove the following Tax Lots from the "18-02-06" section:

| 18-02-06 | | | | |
|-----------------|----|--|--|--|
| 1802060001006 | in | | | |
| 1802060001007 | in | | | |
| 1802062403600 | in | | | |

And add the following to the "18-02-06" section:

| 18-02-06 | | | | |
|-----------------|----|---|--|--|
| 1802060001500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802060001600 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802060001606 | in | | | |
| 1802060004501 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802064201000 | in | | | |
| 1802064201101 | in | | | |
| 1802064201201 | in | | | |

Add the following section:

| 18-02-07 | | | | |
|-----------------|----|---|--|--|
| 1802070000801 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |

Add the following section:

| 18-02-08 | | | | |
|-----------------|----|---|--|--|
| 1802080000300 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000400 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |

| | | | | |
|---------------|----|---|--|--|
| 1802080000500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000600 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1802080000602 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |

Remove the following Tax Lots from the "18-03-01" section:

| | | | | |
|-----------------|----|--|--|--|
| 18-03-01 | | | | |
| 1803010000701 | in | | | |
| 1803010001301 | in | | | |
| 1803010003600 | in | | | |

And add the following to the "18-03-01" section:

| | | | | |
|-----------------|----|---|--|--|
| 18-03-01 | | | | |
| 1803010002700 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010002800 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003000 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003201 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |
| 1803010003500 | in | all of the tax lot, including all adjacent side channels of the Willamette River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the right bank (as facing downstream) of the main channel of the Willamette River | | |

**Summary of UGB List Revisions for North Springfield/Willamalane Parks Area
Revised 10/8/2015**

| Tax lot # | Status | Description | Area | Note |
|------------------|-------------------------------------|---|--|------------------------------------|
| | inside UGB or split by UGB | If the tax lot is split by the UGB, where is the UGB located? | name of area containing split tax lots | Plat, Survey, or land use decision |

Remove the following Tax Lot from the "17-02-27" section:

| 17-02-27 | | | | |
|-----------------|-------|------------------------------------|----------|--|
| 1702270001101 | split | UGB and city limits are coincident | Thurston | |

And add the following to the "17-02-27" section:

| 17-02-27 | | | | |
|-----------------|----|--|--|--|
| 1702270001101 | in | | | |
| 1702270001502 | in | | | |

Add the following to the "17-02-29" section:

| 17-02-29 | | | | |
|-----------------|----|--|--|--|
| 1702290002901 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | | |

The following section is removed:

| 17-02-30 | | | | |
|-----------------|----|---|--|--|
| 1702300000100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702300000101 | in | UGB, city limits and tax lot lines are coincident | | |
| 1702300000200 | in | UGB, city limits and tax lot lines are coincident | | |
| 17023000002500 | in | UGB, city limits and tax lot lines are coincident | | |

and replaced with the following section:

| 17-02-30 | | | | |
|-----------------|----|--|--|--|
| 1702300000401 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | | |

Summary of UGB List Revisions for North Gateway Area Revised 10/8/2015

| Tax lot # | Status | Description | Area | Note |
|-----------|-------------------------------------|---|--|---------------------------------------|
| | inside UGB or split by UGB | If the tax lot is split by the UGB, where is the UGB located? | name of area containing split tax lots | Plat, Survey, or land use decision |

The following section is added just before the "17-03-14" section:

| 17-03-10 | | | | |
|---------------|-------|--------------|--|--|
| 1703100002400 | split | split by I-5 | | |

The following section is removed:

| 17-03-15 | | | | |
|---------------|-------|--|---------|---|
| 170315 | in | maple island slough, unknown lot # | Gateway | tax lot contains public drainage facility |
| 1703150000801 | split | City limits and UGB are coincident | Gateway | |
| 1703150001000 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703154000100 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703154000200 | in | UGB, city limits and tax lot lines are coincident | | |
| 1703154000400 | split | split by city limits; mostly outside the UGB, only the "leg" portion is inside | Gateway | |

and replaced with the following section:

| 17-03-15 | | | | |
|---------------|----|--|---------|--|
| 1703154000400 | in | all of the tax lot, including all adjacent side channels of the McKenzie River, <u>is inside</u> , as lies upland of the Line of Ordinary High Water of the left bank (as facing downstream) of the main channel of the McKenzie River | Gateway | |