BE IT REMEMBERED, that at a regular term of the Union County Board of Commissioners, for the County of Union, sitting for the transaction of County business, begun and held at the Joseph Building Annex in the City of La Grande, in said County and State, on Wednesday of said month and the time fixed by law for holding a regular term of said Court, when were present:

| The Honorable LORENCE "DOC" SAVAGE Chairman |
|--|
| STEVE MCCLURE Commissioner |
| JOHN J. HOWARD Commissioner |
| WHEN, on Wednesday, the day of, 1994, among Filed others the following proceedings were had to-wit: |
| IN THE MATTER OF ADOPTING A LEGALIZED DESCRIPTION FOR A PORTION OF STARR LANE COURT ORDER 1994 - 39 AtOclockM R. Nellie Bogue Hibbert, Clerk By:Deputy |
| WHEREAS, Union County Board of Commissioners initiated proceedings per ORS 368.201-368.221 to legalize a portion of the right-of-way for Starr Lane County Road; |
| WHEREAS, the road was surveyed; Richard Comstock, Public Works Director, filed a written report on July 14, 1994; and public notice was mailed to adjacent landowners for a public hearings on July 27, 1994; |
| WHEREAS, Union County Board of Commissioners held a public hearing, accepted testimony in support and opposition, and deliberated. |
| NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF UNION, STATE OF OREGON: |
| SECTION 1: ROAD DESCRIPTION LEGALIZATION |
| A portion of the Starr Lane County Road description was found to be defective, therefore the existing road surface was resurveyed and described per Attachments "A" & "B" which is adopted, approved and affixed hereto as the legal description for the west portion of Starr Lane in Twp. 2S, Range 38 EWM, Section 8. |
| PASSED AND ADOPTED this 37 day of 1994 by a vote of the following members of the Union County Board of Commissioners voting therefore. Lorence D. Savage, Chairman |
| Steve McClure, County Commissioner John J. Howard, County Commissioner |

ATTACHMENT "A" STARR LANE

A strip of land 30 feet on each side of the following described centerline located in the Southwest 1/4 of the Southwest 1/4 of Section 9, the Southeast 1/4 of the Southeast 1/4 of Section 8, and the Northwest 1/4 of the Northwest 1/4 of Section 16, all in Township 2 South, Range 38 East of the Willamette Meridian. Being more particularly described as follows, with reference to Union County map of survey 027-1994.

Beginning at a point on the South line of said Section 9, said point being N 89°42'44" E, 130.00 feet from the Southwest corner of said Section 9.

Thence: around a 159.99 foot radius curve right, 251.32

feet (the long chord of which bears N 45°17'12" W.

226.27 feet),

Thence: N 0°17'08" W, 30 feet westerly of and parallel to

the west line of said Section 9, 479.86 feet,

Thence: around a 130.11 foot radius curve left, 95.47 feet

(the long chord of which bears N 21°18'22" W, 93.35

feet),

Thence: N 42°19'36" W, 298.03 feet to the radius point of a

50 foot radius cul-de-sac, and the end point of

description.

REGISTERED PROFESSIONAL LAND SURVEYOR

Hong P. Peterson

OREGON JEFFERY P. PETERSEN 2625 JULY 20, 1993

Renewal Date 12-31-94

REFERENCE MATERIAL

UNION COUNTY MAPS OF SURVEY 71-73 15-74 58-77 73-78

UNION COUNTY DEED RECORDS Microflim No. 26705

JNION COUNTY MONUMENTATION RECORDS

This survey was ordered by Hanley Jenkins on benaif of Union County. This sirvey was performed as part of the 'egalization process for a portion of Sterr Lane. It has been found that a portion of Starr Lane were not built within the legal right of way as described in Microfilm No. 26705 and shown on survey 15-74. The west and south lines of Section 9 were established by the found monuments at the south 1/4 corner, west 1/4 corner, and the southwest corner of Section 9. These were made to the existing roadway, fences, and cui-de-sac at the northerly and westerly end of Starr Lane. The right of way was placed so us to best fit these existing conditions.

The curve of the southwest corner of section 9 was also changed so as to best fit the suiter fit the suitting fonce lines and roadway.

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Attachment B'

