

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF LONGVIEW, WASHINGTON, CONCERNING THE ACQUISITION THROUGH VOLUNTARY PURCHASE OR BY EMINENT DOMAIN OF PROPERTY NECESSARY FOR CONSTRUCTION OF THE INDUSTRIAL RAIL CORRIDOR EXPANSION AND ITS OPERATIONS AND MAINTENANCE

WHEREAS, from approximately 2002-2005, the Port of Longview (Port) developed the Industrial Rail Corridor, a 1.5 mile rail corridor which connects the Port property to the BNSF main line with no at-grade crossings, and which was designed to prevent delays to Port rail traffic and to avoid interruption of vehicle traffic in the vicinity of the Port; and

WHEREAS, the success of the Industrial Rail Corridor and the continued development of the Port property since 2005 has created the public necessity of expanding this corridor with additional right-of-way in order to handle expanded rail traffic (Project); and

WHEREAS, the needed property rights for the Project (Right-of-Way) crosses a number of properties owned by third parties (Property), and while the Port prefers to purchase the Right-of-Way through active negotiations with the owners of the Property, the Port recognizes that time is of the essence, and that the Port may not always be able to acquire the Right-of-Way through negotiations; and

WHEREAS, in order to use the Right-of-Way determined to be necessary for the construction, operation, and permanent location of the Project, it is necessary for the Port to acquire by either negotiated purchase or to condemn the Right-of-Way for public purposes, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and/or tenants; and

WHEREAS, the Port has commissioned or will commission appraisals to determine the fair market value of the Right-of-Way, and will negotiate in good faith with the owners of the Property authorized to be acquired by negotiated purchase or eminent domain, with the intent of reaching agreements for the voluntary acquisition of the Right-of-Way for fair market value.

NOW, THEREFORE, IT IS HEREBY resolved as follows:

Section 1. Legal Description. The current owners and legal descriptions of the Property containing the Right-of-Way to be acquired by the Port is set forth in Exhibit A. The Port will obtain legal descriptions of the precise Right-of-Way prior to final acquisition of the Right-of-Way through voluntary purchase or by eminent domain.

Section 2. Industrial Rail Corridor Expansion. A map of the Industrial Rail Corridor Expansion is attached in Exhibit B.

Section 3. Public Use and Necessity. The Right-of-Way is necessary for the construction of the expanded Industrial Rail Corridor and its operation and maintenance of the

Project for economic support and development and further deems that acquisition of the Right-of-Way to be a public use for a public purpose.

Section 4. Voluntary Acquisition or Condemnation of Property. The Port Commission hereby declares that the Right-of-Way is necessary for a vital public purpose to sustain and improve economic vitality at the Port and authorizes the acquisition of the Right-of-Way through acquisition or condemnation, with just compensation in the amount of fair market value paid to the owners.

Section 5. Directions to Chief Executive Officer, his Designee or his Successor. The Interim Chief Executive Officer, his designee or his successor, is directed to continue to exhaust reasonable efforts through direct negotiations to acquire the Right-of-Way. In the event these negotiations are not successful, the Interim Chief Executive Officer, his designee or his successor, is authorized to commence actions and proceedings in a manner provided by law to condemn, take, damage, and appropriate the Right-of-Way necessary to carry out the provisions of this resolution. The Interim Chief Executive Officer, his designee or his successor, are also authorized to make amendments to the legal descriptions of the Property and Right-of-Way as may be necessary to correct scrivener's errors and/or to conform the legal description to the precise boundaries of the Right-of-Way required for the Project.

Section 6. Effective Date. The effective date of this resolution is this 8th day of July, 2020.

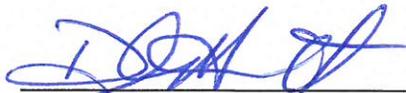
ADOPTED by the Board of Commissioners of the Port of Longview, this 8th day of July, 2020.



Allan Erickson, Commissioner
President



Jeff Wilson, Commissioner
Vice-President



Doug Averett, Commissioner
Secretary

EXHIBIT A

OWNER: Cowlitz County

PARCELS: WH1100006 and 6152701 plus Additional Properties

A parcel of land located in Government Lot 4 of Section 11, Township 7 North, Range 2 West of the Willamette Meridian and in the Harry Huntington Donation Land Claim. Basis of bearing and right-of-way centerline information from Sheet Number 5-2a, Val. Sec. No. 1, Wash of Longview, Portland, and Northern Railway Company, Main Track from Survey Station 135+38.9 to Survey Station 187+00, dated December 31, 1927. Engineering data for Dike Road from Exhibit "A" on Burlington Northern easement to Cowlitz County, dated November 14, 1973, bearing rotated to match above noted bearing base.

Beginning at Engineer's Station 2+51.50 P.C. of Dike Road, said point being the beginning of a curve to the right with a back tangent that bears South 47°18'43" West; thence on said curve to the right with a central angle of 01°10'31", a radius of 350.00 feet, an arc distance of 7.18 feet to a point of said curve, said point being the intersection of the centerline of Dike Road with the centerline of Railroad right-of-way and being Road Engineer's Station 2+58.68 P.O.C., which is Railroad Engineer's Station 135+75.5; thence from said point on curve, continuing on said curve right with a central angle of 05°08'01", a radius of 350.00 feet, an arc distance of 31.36 feet to a point on said curve, said point being located 30.50 feet Southwesterly of and at right angle to the Railroad right-of-way centerline, being Road Engineer's Station 2+90.00 P.O.C., and being the true point of beginning of this description; thence from said true point of beginning, leaving the Dike Road centerline North 52°18'00" West a distance of 1257.26 feet on a line that is 30.50 feet Southwesterly of and parallel to the railroad right-of-way centerline, said line also being 23.00 feet Southwesterly of and parallel to centerline of the South bound main tracks; thence South 37°42'00" West a distance of 7.00 feet to a point that is 37.50 feet Southwesterly of and at right angle to the railroad right-of-way centerline at Railroad Engineer's Station 148+40; thence North 52°18'00" West a distance of 815.15 feet to a point, said point being the intersection of line being located 37.50 feet Southwesterly of and parallel with the Railroad right-of-way centerline and a line that is 30.00 feet Southwesterly of and parallel with the centerline of Spur Track No. 15; thence North 58°40'00" West 211.10 feet on a line that is 30.00 feet Southwesterly of and parallel to centerline of Spur Track No. 15; thence on a curve to the left with a central angle 36°04'19", a radius of 543.68 feet, an arc distance of 342.29 feet on a line that is 30.00 feet Southwest of and parallel to centerline of Spur Track No. 15; thence South 52°18'00" East a distance of 2529.41 feet on a line that is 200.00 feet Southwest of and parallel with the Railroad right-of-way centerline to intersection with the Dike Road centerline; thence along Dike Road centerline North 57°13'41" East a distance of 157.58 feet; thence on a curve to the left with a central angle of 03°36'26", a radius of 350.00 feet, an arc distance of 22.04 feet to Dike Road 2+90.00 P.O.C. and the true point of beginning of this description. As further shown on prints attached hereto and marked Exhibits "A" and "B" and by reference made a part hereof.

OWNER: Cowlitz County

PARCELS: 614990100 and 615000100 plus Additional Properties

IN THE COUNTY OF COWLITZ, STATE OF WASHINGTON

THAT PORTION OF SECTIONS 10 AND 11 AND THE HARRY HUNTINGTON DONATION LAND CLAIM IN TOWNSHIP 7 NORTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE CORNER COMMON TO SECTIONS 2, 3, 10 AND 11, TOWNSHIP 7 NORTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, AND RUNNING THENCE SOUTH 45° 38' 45" EAST 1021.0 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 52° 18' EAST 2585.95 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE OF THE PUBLIC UTILITY DISTRICT TO AN IRON ROD ON THE NORTHERLY SIDE OF SOUTH DIKE ROAD; THENCE SOUTH 52° 17' 10" WEST 49.0 FEET ALONG SAID SOUTH DIKE ROAD; THENCE SOUTH 65° 42' 31" WEST 206.65 FEET ALONG SAID SOUTH DIKE ROAD; THENCE SOUTH 72° 50' 32" WEST 485.36 FEET ALONG SAID SOUTH DIKE ROAD; THENCE SOUTH 75° 45' 32" WEST 691.34 FEET ALONG SAID SOUTH DIKE ROAD; THENCE SOUTH 79° 51' 03" WEST 372.72 FEET ALONG SAID SOUTH DIKE ROAD; THENCE SOUTH 84° 32' 03" WEST 281.14 FEET ALONG SAID SOUTH DIKE ROAD TO AN IRON ROD; THENCE NORTH 56° 09' 53" WEST 677.27 FEET TO AN IRON ROD; THENCE NORTH 88° 24' 41" WEST 448.97 FEET TO AN IRON ROD; THENCE NORTH 07° 17' 20" WEST 1408.70 FEET ALONG THE TOP OF A DIKE TO AN IRON ROD; THENCE NORTH 74° 41' 40" EAST 1194.10 FEET ALONG A SPUR TRACK OF THE NORTHERN PACIFIC RAILROAD TO AN IRON ROD AND THE POINT OF BEGINNING.

SUBJECT TO:

1. AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES.

FOR : TRANSMISSION LINE
IN FAVOR OF : UNITED STATES OF AMERICA
RECORDED : OCTOBER 3, 1952
AUDITOR'S NO. : 389776
AFFECTS : 100 FOOT STRIP IN LOT 11.

2. AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES.

FOR : TRANSMISSION LINE
IN FAVOR OF : UNITED STATES OF AMERICA
RECORDED : OCTOBER 10, 1952
AUDITOR'S NO. : 390156
AFFECTS : STRIPS IN LOT 11 AND HARRY HUNTINGTON DONATION LAND CLAIM.

3. AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES.

FOR : TRANSMISSION LINE ETC.
IN FAVOR OF : PUBLIC UTILITY DISTRICT NO. 1 OF COWLITZ COUNTY
RECORDED : FEBRUARY 23, 1961
AUDITOR'S NO. : 529449
AFFECTS : 12 FEET IN HARRY HUNTINGTON DONATION LAND CLAIM.

4. AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES.

FOR : ELECTRIC TRANSMISSION
IN FAVOR OF : PUBLIC UTILITY DISTRICT NO. 1 OF COWLITZ COUNTY
RECORDED : NOVEMBER 7, 1966
AUDITOR'S NO. : 640305
AFFECTS : 20 FOOT STRIP AT EAST END OF LOT 11.

5. AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES.

FOR : TRANSMISSION OF ELECTRIC ENERGY
IN FAVOR OF : PUBLIC UTILITY DISTRICT NO. 1 OF COWLITZ COUNTY
RECORDED : SEPTEMBER 17, 1974
AUDITOR'S NO. : 766304.

6. THE LIEN OF AD VALOREM TAXES HEREAFTER FALLING DUE, WHICH ARE HEREBY PRORATED AND PAYMENT OF WHICH IS EXPRESSLY ASSUMED BY GRANTEE.

7. THERE IS HEREBY RESERVED TO THE GRANTOR, ITS SUCCESSORS AND ASSIGNS, AND EXCEPTED FROM THIS CONVEYANCE, ALL OF THE OIL, GAS, AND ASSOCIATED HYDROCARBONS AND ALL OTHER MINERALS ON AND UNDER SAID LANDS, TOGETHER WITH REASONABLE RIGHTS OF INGRESS AND EGRESS UPON SAID LANDS FOR THE PURPOSE OF INVESTIGATING, EXPLORING FOR, DRILLING, DEVELOPING, PRODUCING, REMOVING, TRANSPORTING AND OWNING ALL OF SAID MINERALS AND MINERAL RIGHTS HEREIN RESERVED AND EXCEPTED.

8. THIS CONVEYANCE IS SUBJECT TO ALL OUTSTANDING OIL, GAS AND OTHER MINERAL AND/OR ROYALTY RIGHTS AND INTERESTS SHOWN OF RECORD ON ANY OF SAID LANDS.

OWNER: Cowlitz County PUD #1

PARCEL: 61524

Beg at a pt 171.14 ft S of the corner common to Sections 2, 3, 10 and 11, Twp 7 N R 2 W W.M.; and run-g th S 52 deg 18 min E 3300 ft more or less to the Nly r/w li of the dike of Consolidated Diking Improvement District No. 1; th along sd r/w li NEly 46 ft more or less to the SWly r/w li of the lds of the Northern Pacific Rlwy Co and others; th along sd r/w li N 52 deg 18 min W 3350 ft more or less; th S 55.14 ft to the pl of beg contg 3.43 acres more or less and also

Beg at the intersection of the S line of that ptn of California Way which bears due E and was dedicated and desc'd by Ordinances Nos. 105 and 106 of the City of Lgv Wn with the SW r/w li of the lds owned by the Northern Pacific Rlwy Co and others; and run-g th S 52 deg 18 min E 204.4 ft to a pt on the City limits of Lgv Wn; th W 73.58 ft; th N 52 deg 18 min W 204.4 ft; th E 73.58 ft to the pl of beg contg 0.21 of an acre more or less

OWNER: Cowlitz Sewer Operating Board c/o Three Rivers Waste Water Authority

PARCEL: 101250300

A portion of the Harry Huntington DLC located in the Northeast quarter of Section 10, Township 7 North, Range 2 West, Willamette Meridian, Cowlitz County, Washington, as shown on the attached Exhibit A and described as follows:

BEGINNING at a 1 inch iron pipe with brass cap set to mark the Northwest corner of the "Cowlitz County tract" (landfill parcel) as described under Cowlitz County Auditor's File No. 841022008 and as monumented in Book 9 of Surveys, page 66; thence North 73° 20' 47" West, 708.98 feet to the Northeast corner of the "Cowlitz County tract" as described under Cowlitz County Auditor's File No. 742645 (treatment plant area), from which point a concrete monument with brass cap at Engineers Station 38+88.35 PT on the centerline of Fibre Way bears South 66° 25' 22" West, 1945.33 feet; thence South 07° 00' 00" East, along the East line of said "Cowlitz County tract" for a distance of 119.54 feet to the TRUE POINT OF BEGINNING of the 55 foot right-of-way to be described, being 20 feet on the left and 35 feet on the right of the following described centerline; thence North 76° 50' 00" West, 346.74 feet to the terminus of said right-of-way centerline on the North line of said "Cowlitz County tract" at a point that bears South 83° 00' 00" West, 325.48 feet from the Northeast corner thereof. (The sidelines of said right-of-way to be extended or shortened so as to terminate on the North and East lines of the "Cowlitz County tract").

OWNER: BNSF Railway Company

PARCELS: 61527 and WH1100004 plus Additional Properties

TRACT 1. A strip of land lying on each side of the located center line of the Longview, Portland & Northern Railway described as beginning on the Southerly line of Washington, Street in the City of Kelso, at a point 902 & 5/10 feet North and 2240 & 2/10 feet East of Long-Bell Monument No118 which marks the corner common to Sections 27, 28, 33 and 34 in Township 8 North, Range 2 West, W.M., and on the center line of said Railway at Engineer's Station 310 plus 45.2, and running thence North 74° 58' West 100 feet; thence South 15° 02' West 2340 feet to the Southerly line of Maple Street in the City of Longview, produced Easterly; thence along said Southerly line of Maple Street, produced North 74° 58' West 510 feet; thence South 15° 02' West 4250 feet to a point on the Southerly line of Douglas Street, Longview, produced Easterly; thence South 74° 58' East 125 feet; thence on a curve to the left having a radius of 1005 & 57/100 feet and a back semi-tangent which bears S 1° 50' W through a central angle of 42°; thence South 40° 10' East 450 feet; thence on a curve to the right having a radius of 814 & 49/100 feet through a central angle of 15° 05'; thence South 25° 05' East 369 & 71/100 feet; thence South 20° 28' 30" West 2008 & 3/100 feet to a point 699 feet South and 139 feet East of the quarter corner between Sections 4 and 5, Township 7 North, Range 2 West, W.M.; thence East 2691 & 1/100 feet; thence South 173 & 27/100 feet; thence on a curve to the right having a radius of 1146 & 3/10 feet and a back semi-tangent which bears S 67° 22' 3" through a central angle of 15° 04'; thence South 52° 18' East 2181 feet; more or less, to the right bank of the Cowlitz River; thence up said river with its meanders 305 feet more or less, to a point 300 feet measured at right angles to the line and course last described; thence North 52° 18' West 9118 feet, more or less; thence on a curve to the right having a radius of 2764 & 93/100 feet and a back semi-tangent which bears N 52° 18' W through a central angle of 67° 20'; thence North 15° 02' East 5659 & 1/10 feet to the Southerly line of Washington Street; in the City of Kelso; thence North 74° 56' West 100 feet to the place of beginning and containing, less the exceptions described below, and exclusive of portions occupied by rights of way for Ditch No. 4 and Ditch No. 11 193 & 75/100 acres.

BUT THERE IS EXCEPTED FROM SAID TRACT 1 AND FROM THIS CONVEYANCE the tracts described in Paragraphs (A) and (B) as follows:

(A) That portion of the dike right of way described in the detailed Engineer's Report of the organization of Consolidated Diking Improvement District No. 1, of Cowlitz County, lying between two lines each running across said right of way on a course of N 52° 18' W and crossing the "L" line referred to in said Report at Station 247 plus 47 and Station 250 plus 47, respectively, on said "L" line as said Stations are established in said survey, containing 1 & 95/100 acres, more or less;

(B) That portion of a public thoroughfare known as Ferry Road lying within said Tract 1 and crossing the center line of said Railway at Engineer's Station 232 plus 25, being 60 feet wide and containing 28/100 of an acre, more or less.

AND SAID TRACT 1 IS CONVEYED EXPRESSLY SUBJECT to the easement heretofore acquired by Cowlitz County for the benefit of Consolidated Diking Improvement District No. 1 of Cowlitz County in and over the premises described in Paragraphs (C), (D) and (E) as follows:

(C) Such portion of the right of way of Ditch No. 4 as described in said Engineer's Report as lies within a strip of land 50 feet wide, the Easterly line of which is parallel to and 100 feet Easterly from the located center line of said Railway, containing $8 \frac{89}{100}$ acres, more or less:

(D) Such portion of the right of way of Ditch No. 11 as described in said Engineer's Report as lies within a strip of land 250 feet wide, the Easterly line of which is parallel to and 100 feet Easterly from the located center line of said Railway, containing $8 \frac{26}{100}$ acres, more or less:

(E) Such portion of the right of way of Ditch No. 3 as described in said Engineer's Report as lies within the boundaries of said Tract 1.

TRACT 2. A strip of land containing $2 \frac{76}{100}$ acres and being 200 feet wide measured 100 feet on each side at right angles to the center line of said Railway, beginning at Engineer's Station 310 plus 45.2 and at the intersection of the South line of Washington, Street in the city of Kelso and the center line of said Railway; thence running Northwardly 600 feet, more or less, to Engineer's Station 316 plus 45.2 on South line of Cedar Street, said strip of land being all of Block 4 of Catlins Third Addition, and all of Block 4 of Park Addition to the City of Kelso, together with that part of Washington Street and that part of Lincoln Street vacated by order of the City Council of Kelso, Washington.

TRACT 3. A parcel of land described as beginning at a point which is $698 \frac{7}{10}$ feet South and $74 \frac{1}{10}$ feet East of the quarter corner between Sections 3 and 4, Township 7 North, Range 2 West, W.M., and running thence South $20^{\circ} 28' 30''$ West $493 \frac{48}{100}$ feet; thence North $36^{\circ} 58'$ West $1264 \frac{96}{100}$ feet; thence North $15^{\circ} 02'$ East $345 \frac{81}{100}$ feet thence South $36^{\circ} 58'$ East $892 \frac{91}{100}$ feet; thence on a curve to the left having a radius of $428 \frac{34}{100}$ feet and a back semi-tangent which bears S $36^{\circ} 58'$ E through a central angle of $48^{\circ} 27'$ to the place of beginning containing $8 \frac{48}{100}$ acres, more or less.

Said tract 3 is conveyed expressly subject to the easement of such portion of Ditch No. 3 as described in the detailed Engineer's Report in the organization of Consolidated Diking Improvement District No. 1 of Cowlitz County, as lies within the boundaries of said Tract 3.

TRACT 4. A strip of land 50 feet wide in the Royal Smith DLC, containing $54 \frac{54}{100}$ acres, more or less, and lying 25 feet wide on each side of the following described center line of the Longview, Portland & Northern Railway tract No. 12, known as the North leg of the Log Dump Wye track, as now located; Beginning at a point opposite Engineer's Station 191 plus 75, said point being the intersection of the center line of said track No. 12 with the West right of way line of the Longview Yards; thence along a $12^{\circ} 20'$ curve to the right, having a central angle of $142^{\circ} 18'$ and a back semi-tangent bearing S $51^{\circ} 49'$ E to the Westerly property line of The Longview Company in said Royal Smith DLC, said property line having a bearing of S $52^{\circ} 18'$ E.

OWNER: Westrock Company

PARCELS: 6152003, 6317601

PARCEL 1

"Port of Longview Alternate Rail Corridor – Remnant Property North of Parcel "G"

A parcel of land in the Harry D. Huntington Donation Land Claim in Section 10, Township 7 North, Range 2 West of the Willamette Meridian in Cowlitz County, Washington.

Beginning at a 1" iron pipe with brass cap set to mark the Northwest corner of the "Cowlitz County Tract" as described under Cowlitz County Auditor's File No. 841022008 and as monumented in Book 9 of Surveys, page 66;

thence North 79°24'23" West 2568.59 feet to the Northwest corner of Parcel 3 of the "Longview Fibre Co. tract", as described in Cowlitz County Auditor's File No. 840531047 from which point a concrete monument with brass cap at engineer's station 38+88.35 PT on the centerline of Fibre Way bears South 03°25'23" East 1049.1 feet;

thence North 82°12'59" East 815.21 feet to the Northerly Northeast corner of said "Parcel 3";

thence South 40°03'58" East 214.00 feet to a point on the Eastern line of said "Parcel 3";

thence South 86°18'48" West 986.11 feet to a point on the Westerly line of said "Parcel 3";

Thence North 18°18'07" East 123.00 feet to Northwest corner of said "Parcel 3", the TRUE POINT OF BEGINNING containing approximately 2.98 acres more or less.

PARCEL 2

(Longview Fibre Tract 20)

A parcel of land in the Harry D. Huntington Donation Land Claim in Section 10, Township 7 North, Range 2 West of the Willamette Meridian in Cowlitz County, Washington.

Commencing at a point on the Northeasterly line of that tract of land conveyed to Longview Fibre Company as recorded in Volume 715, Parcel 1 of page 254, said point being 561.04 feet North and 967.7 feet West of a brass monument inscribed "LF-22";

thence North 27°32'30" East, 91.56 feet to the TRUE POINT OF BEGINNING, said point located where the Northerly right-of-way line of Fibre Way Extension as described in Volume 879, page 727, intersects the Westerly boundary of the Cowlitz County Sewage Treatment Plant as described in Volume 790, page 1412;

thence North 27°32'30" East, 53.71 feet along the Western boundary of the Cowlitz County Sewage Treatment Plant;

thence North 7°00'00" West 1327.38 feet along the Western boundary of the Cowlitz County Sewage Treatment Plant;

thence along the arc of a 1243.27 foot radius curve to the left (the radial bearing of which is South 03°55'34" West), through a central angle of 06°05'34", for an arc distance of 132.21 feet to a point of compound curvature;

thence along the arc of a 3799.72 foot radius curve to the left, through a central angle of 01°30'00", for an arc distance of 99.48 feet to the "PT" of a curve;

thence South 86°20'00" West, 620 feet;

thence along the arc of a 2884.79 foot radius curve to the right, through a central angle of 02°00'00", for an arc distance of 100.70 feet to a point of compound curvature;

thence along the arc of a 944.77 foot radius curve to the right, through a central angle of 13°08'51", for an arc distance of 216.80 feet to the West line of Parcel 3 of the "Longview Fibre Co. tract" as described under Cowlitz County Auditor's File No. 841022008 and as monumented in Book 9 of Surveys, page 66;

thence South 18°18'07" West, 369.83 feet;

thence South 37°30'02" East 479.86 feet to a point at the end of curve on the Northerly right-of-way line of Fibre Way;

thence South 61°48'00" East 1279.08 feet along the Northerly Right of Way Line of Fibre Way to the TRUE POINT OF BEGINNING containing 28.47 acres more or less.

PARCEL 3

(Longview Fibre Company Mill Site)

A parcel of land in the Royal C. Smith and Harry D. Huntington Donation Land Claims in Sections 9, 10, 15, and 16, Township 7 North, Range 2 West of the Willamette Meridian in Cowlitz County, Washington.

Commencing at a point on the southerly right-of-way of Fibre Way as conveyed to Cowlitz County in deed recorded under Auditor's file no. 760799, and marked by a ½ inch iron rod with cap as shown in Cowlitz County Record of Survey recorded in volume 10 page 180;

thence South 27° 33' 38" West a distance of 20.00 feet to the northeast corner of "Tract A" conveyed to Longview Fibre Company by the Port of Longview as recorded in Cowlitz County Record of Survey recorded under Auditor's file no. 3098160 recorded in volume 21 page 162, this being the TRUE POINT OF BEGINNING;

thence South 62° 28' 29" East parallel with and 20 feet south of the southerly right-of-way of Fibre Way a distance of 360.00 feet;

thence North 27° 33' 38" East for 20.00 feet more or less to a point on the southerly right-of-way of the Fibre Way extension as described in volume 879 of deeds at page 727, records of the Cowlitz County Auditor;

thence South 62° 28' 29" East for 11.23 feet more or less to the northwest corner of "Parcel 1" conveyed to Longview Fibre Company by Cowlitz County recorded under Cowlitz County Auditor's file no. 810130011 in volume 917 of deeds at page 865, said corner being on the southerly right-of-way of said Fibre Way extension;

thence along said southerly right-of-way along a curve to the Left having a radius of 730.00 feet and a central angle of 43° 56' 24" for an arc length of 559.84 feet, said curve having a chord bearing of North 89° 26' 42" East for 546.22 feet;

thence along said southerly right-of-way North 67° 28' 30" East for 351.02 feet;

thence along said southerly right-of-way along a curve to the Right having a radius of 670.00 feet and a central angle of 50° 43' 30" for an arc length of 593.16 feet, said curve having a chord bearing of South 87° 9' 45" East for 573.98 feet;

thence along said southerly right-of-way South 61° 48' East for 1278.51 feet more or less to a ½ inch iron rod at the southwest corner of the Cowlitz County Sewage Treatment Plant site as described depicted on Record of Survey recorded under Cowlitz County Auditor's file no. 3114621 in volume 22 of surveys at page 98;

thence South 62° 27' 30" East for 490.89 feet along the southerly line of said Treatment Plant to a ½" iron rod;

thence along a non radial curve to the Left having a radius of 314.45 feet and a central angle of 19° 33' 38" for an arc length of 107.35 feet, said curve having a chord bearing of North 86° 18' 07" East for 106.83 feet;

thence along a non radial curve to the Left having a radius of 370.84 feet and a central angle of 18° 46' 55" for an arc length of 121.56 feet, said curve having a chord bearing of North 66° 20' 43" East for 121.02 feet;

thence along a non radial curve to the Left having a radius of 365.34 feet and a central angle of 19° 03' 22" for an arc length of 121.59 feet, said curve having a chord bearing of North 47° 01' 53" East for 120.94 feet;

thence along a non radial curve to the Left having a radius of 363.57 feet and a central angle of 19° 09' 34" for an arc length of 121.58 feet, said curve having a chord bearing of North 27° 35' 19" East for 121.01 feet;

thence along a non radial curve to the Left having a radius of 370.90 feet and a central angle of 19° 46' 49" for an arc length of 121.57 feet, said curve having a chord bearing of North 8° 13' 18" East for 121.03 feet;

thence North 0° 56' 33" West for 76.61 feet more or less along the eastern boundary of the Cowlitz County Sewer Treatment Plant to a point that intersects with the northern boundary of "Parcel No. 1" as conveyed to Longview Fibre Company by International Paper Company recorded under Cowlitz County Auditor's file no. 840531047 in volume 971 of deeds at page 897;

thence along said northern boundary of said "Parcel No. 1", North 85° 22' 27" East for 56.50 feet more or less to the northeast corner of said parcel with monument labeled "LF-32";

thence South 7° 00' 00" East for 752.54 feet along the eastern boundary of said "Parcel No. 1" to a point bearing South 43° 15' 43" East for 30.35 feet from the northeast corner of "Parcel No. 2" conveyed to Longview Fibre Company by International Paper Company recorded under Cowlitz County Auditor's file no. 840531047 in volume 971 of deeds at page 899;

thence South 43° 15' 43" East for 530.02 feet to the -0- elevation line as shown on Cowlitz County Record of Survey recorded in volume 10 of surveys at page 119; thence along said -0- elevation line the following 36 courses:

thence South 62° 13' 21" West for 232.90 feet;

thence South 72° 5' 29" West for 34.35 feet;

thence South 72° 5' 29" West for 167.24 feet;

thence South 77° 48' 58" West for 199.45 feet;

thence South 68° 29' 43" West for 218.06 feet;

thence South 61° 48' 46" West for 857.46 feet;

thence South 52° 32' 52" West for 377.80 feet;

thence South 4° 58' 20" West for 142.60 feet;

thence South 22° 19' 11" East for 123.97 feet;

thence South 36° 55' 17" West for 159.03 feet;

thence South 85° 44' 55" West for 77.31 feet;

thence North 49° 46' 54" West for 106.85 feet;

thence North 72° 42' 31" West for 74.36 feet;

thence South 67° 40' 42" West for 217.75 feet;

thence South 59° 0' 21" West for 466.34 feet;

thence South 28° 43' 38" West for 276.77 feet;

thence South 21° 57' 35" West for 559.93 feet;

thence South 65° 8' 6" East for 94.11 feet;

thence South 26° 5' 44" West for 212.65 feet;

thence South 84° 2' 44" West for 279.53 feet;
thence North 68° 7' 35" West for 146.77 feet;
thence North 12° 12' 30" West for 22.57 feet;
thence North 46° 49' 1" East for 261.37 feet;
thence North 16° 16' 32" East for 74.17 feet;
thence South 83° 49' 6" West for 216.58 feet;
thence South 72° 34' 33" West for 260.96 feet;
thence South 78° 3' 33" West for 232.19 feet;
thence North 78° 25' 40" West for 211.71 feet;
thence North 85° 57' 50" West for 193.22 feet;
thence North 66° 40' 8" West for 598.88 feet;
thence North 78° 26' 45" West for 214.76 feet;
thence North 82° 51' 43" West for 565.15 feet;
thence North 77° 13' 37" West for 344.38 feet;
thence North 80° 37' 19" West for 201.55 feet;
thence North 79° 10' 16" West for 140.00 feet more or less to a point that bears South 23° 19' 17" West from "AP-3" (1940) as shown on Record of Survey recorded under Cowlitz County Auditor's file no. 3078984 in volume 21 of surveys at page 16;
thence North 23° 19' 17" East for 47.07 feet more or less to said "AP-3";
thence North 23° 22' 30" East for 121.76 feet to the southerly right-of-way boundary of Consolidated Diking Improvement District No. 1 (CDID No. 1) as located and monumented as shown on Record of Survey recorded with Cowlitz County Auditor in volume 8 or surveys at page 144;
thence along said southerly right-of-way along a curve to the Right having a radius of 1295.82 feet and a central angle of 3° 18' 29" for an arc length of 74.82 feet, said curve having a chord bearing of North 68° 16' 45" West for 74.81 feet;
thence continuing along said southerly right-of-way to the beginning point of a curve to the Right having a radius of 1295.82 feet and a central angle of 0° 21' 13" from which the radius point bears North 23° 22' 30" East, thence Right along said curve for an arc length of 8.00 feet, said curve having a chord bearing of North 66° 26' 53" West for 8.00 feet, to the southwest

corner of "Tract E" as shown on Record of Survey recorded under Cowlitz County Auditor's file no. 3098160 in volume 21 of surveys at page 162;

thence North 23° 30' East for 159.00 feet to a 5/8" iron rod with orange plastic cap at the northeast corner of said "Tract E";

thence along the north line of said "Tract E", South 69° 30' East for 100.00 feet to a 5/8 " iron rod with orange plastic cap;

thence along the north line of said "Tract E", South 74° 10' East for 100.00 feet to a 5/8" iron rod with orange plastic cap;

thence along the north line of said "Tract E", South 78° 50' East for 100.00 feet to a 5/8" iron rod with orange plastic cap;

thence along the north line of said "Tract E", South 83° 30' East for 35.86 feet to a 5/8" iron rod with orange plastic cap at the southwest corner of "Tract F" as shown on Record of Survey recorded under Cowlitz County Auditor's file no. 3098160 in volume 21 of surveys at page 162;

thence along the south line of said "Tract F", South 83° 50' East for 116.95 feet to a 5/8" iron rod with orange plastic cap at the southeast corner of "Tract F" as shown on said Record of Survey;

thence along the east line of said "Tract F", North 27° 34' East for 2357.26 feet to a 5/8" iron rod with orange plastic cap at the southwest corner of "Tract D" as shown on said Record of Survey;

thence along the west line of "Tract D", North 27° 34' East for 1132.53 feet to a 5/8" iron rod with orange plastic cap at the south line of "Tract C" as shown on said Record of Survey;

thence along said south line of said "Tract C", North 62° 28' West for 1150.55 feet to a 5/8" iron rod with orange plastic cap as shown on said Record of Survey;

thence North 57° 00' 00" West for 302.25 feet to a 5/8" iron rod with orange plastic cap at the northwest corner of said "Tract C", as shown on said Record of Survey;

thence North 27° 32' 48" East for 22.00 feet to a 5/8" iron rod with orange plastic cap at the northeast corner of said "Tract C", said point bears South 27° 32' 48" West for 8.50 feet from the centerline of railroad track "EM-28", as shown on said Record of Survey;

thence along the southerly right-of-way of said railroad track, South 62° 27' 12" East for 198.52 feet as shown on said Record of Survey;

thence along the southerly right-of-way of said railroad track, South 62° 28' East for 1252.93 feet to the northeast corner of said "Tract C", as shown on said Record of Survey;

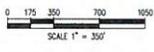
thence North 27° 33' 38" East for 17.00 feet to the southeast corner of "Tract A", as shown on said Record of Survey;

thence North 62° 28' West for 1252.93 feet along the northerly right-of-way of said railroad on the south line of "Tract A", as shown on said Record of Survey;

thence North 62° 27' 12" West for 198.52 feet along the northerly right-of-way of said railroad on the south line of "Tract A", to a 5/8" iron rod with orange plastic cap at the northwest corner of "Tract A", as shown on said Record of Survey;

thence along the north line of "Tract A", along a non radial curve to the Right having a radius of 1955.00 feet and a central angle of 12° 27' 19" for an arc length of 424.99 feet, said curve having a chord bearing of South 68° 42' 9" East for 424.15 feet, as shown on said Record of Survey;

thence along the north line of said "Tract A", South 62° 28' 29" East for 1029.83 feet to the TRUE POINT OF BEGINNING.



LEGEND

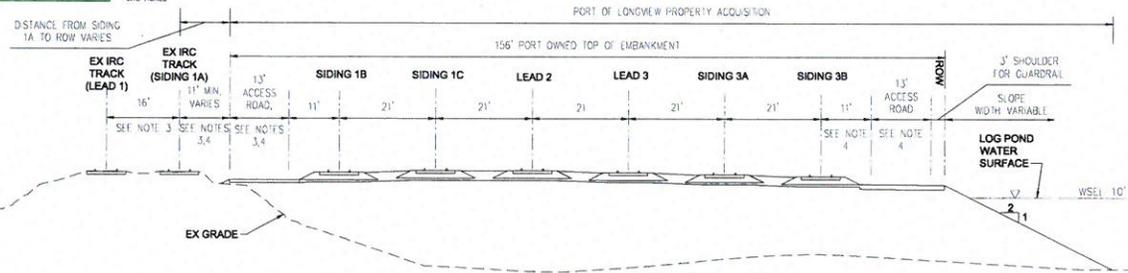
- | | | | |
|--|--|--|--|
| | COWLITZ COUNTY
9.18 ACRES | | COWLITZ SENIOR OPERATING BOARD
0.20 ACRES |
| | COWLITZ PUD
1.56 ACRES | | LONGVIEW FIBRE
0.64 ACRES |
| | PACIFIC FIBRE
22.83 ACRES | | SURVEYED LOT AND R/W LINES |
| | BNSF RAILWAY COMPANY
1.42 ACRES | | APPROXIMATE LIMITS OF CORRIDOR WORK |
| | POTENTIAL BNSF EXPANSION
0.12 ACRES | | |

NOTES

1. SURVEY BOUNDARY LINES BASED ON BOUNDARY SURVEY PERFORMED BY KPFF, DATED 12/27/18.

NOTES

1. THE 3' SHOULDER FOR GUARDRAIL WILL BE INSTALLED ONLY AT THE WATER CROSSINGS.
2. THE DISTANCE BETWEEN SIDING 1B AND EX TRACK (SIDING 1A) VARIES.
3. THE CORRIDOR SECTION THROUGH THE LANDLIFT PROPERTY (6152701 COWLITZ CO) VARIES FROM THE TYPICAL SECTION SHOWN. LEAD 1 AND SIDING 1A ARE NEW TRACKS WITH CONSISTENT 20' TRACK CENTER SPACING. A 13' ACCESS ROAD FOLLOWS THE SOUTH SIDE OF LEAD 1.
4. ACCESS ROAD DIMENSION AND CLEARANCE FROM TRACK FOLLOWS "INDUSTRY TRACK STD SECTION WITH 13' ACCESS ROAD" DETAIL FROM BNSF ENGINEERING SERVICES - 04/02/04. BNSF RAILWAY COMPANY GUIDELINES FOR INDUSTRY TRACK PROJECTS, AUGUST 2006, PAGE A-13.



TYP EMBANKMENT SECTION
SCALE: 1:10



NO.	DATE	BY	REVISION

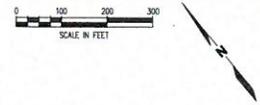
PORT OF LONGVIEW
INDUSTRIAL RAIL CORRIDOR EXPANSION
PROPERTY IMPACTS

DRAWN: RRL	PROJECT NO.:
DESIGN:	SCALE:
CHECKED:	DATE: 8/30/19
DRAWING NO.:	
SHEET NO. 1	OF 1



LEGEND

- APPROXIMATE COWLITZ PUD PROPERTY IMPACTS
1.56 ACRES
- SURVEYED LOT AND R/W LINES
- APPROXIMATE LIMITS OF CORRIDOR WORK



NOTES

1. SURVEY BOUNDARY LINES BASED ON BOUNDARY SURVEY PERFORMED BY KRFF, DATED 12/27/16.
2. PROPERTY IMPACT APPROXIMATION BASED UPON NORTH AND SOUTH SIDE ACCESS ROADS AND WITHOUT MEET AND PASS LOCATIONS.

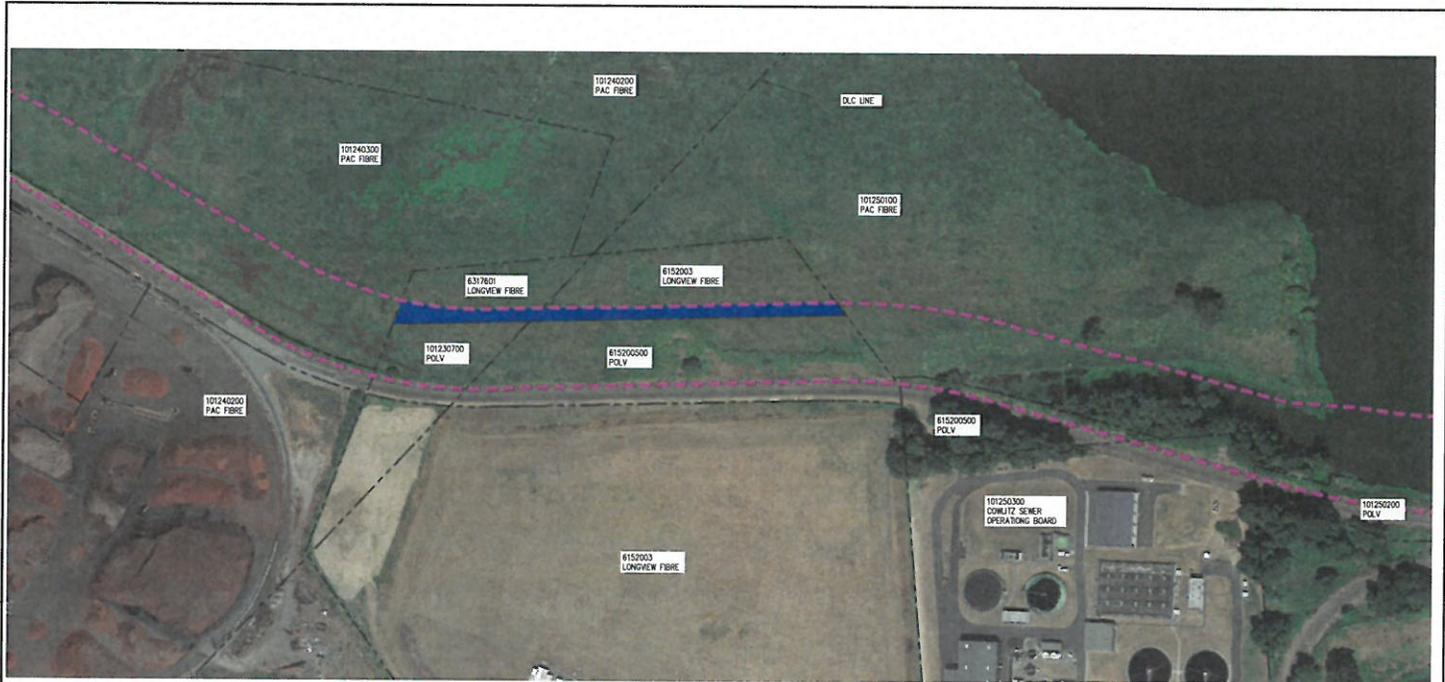
Project: Oct. 31, 2019 - 2:30pm
 Location: PUD Impacts
 File: 2020-6\2020-6 PUD Impacts - 10/28/19 - KRFF.dwg
 User: J. Longview
 Plot: 10/28/19 10:00 AM
 Resolution No. 2020-6
 Page 20 of 22



NO.	DATE	BY	REVISION

PORT OF LONGVIEW
INDUSTRIAL RAIL CORRIDOR EXPANSION
COWLITZ COUNTY PUD PROPERTY IMPACTS

DRAWN: T.J.H.	PROJECT NO.:
DESIGN: SCALE:	
CHECKED: DATE: 10/28/19	
DRAWING NO.:	
SHEET NO. 1	OF 1



LEGEND

- APPROXIMATE WESTROCK PROPERTY IMPACT
0.64 ACRES
- SURVEYED LOT AND R/W LINES
- APPROXIMATE LIMITS OF CORRIDOR WORK

0 100 200 300
SCALE IN FEET

N

NOTES

1. SURVEY BOUNDARY LINES BASED ON BOUNDARY SURVEY PERFORMED BY KPFF, DATED 12/27/18.
2. PROPERTY IMPACT APPROXIMATION BASED UPON NORTH AND SOUTH SIDE ACCESS ROADS AND WITHOUT MEET AND PASS LOCATIONS.

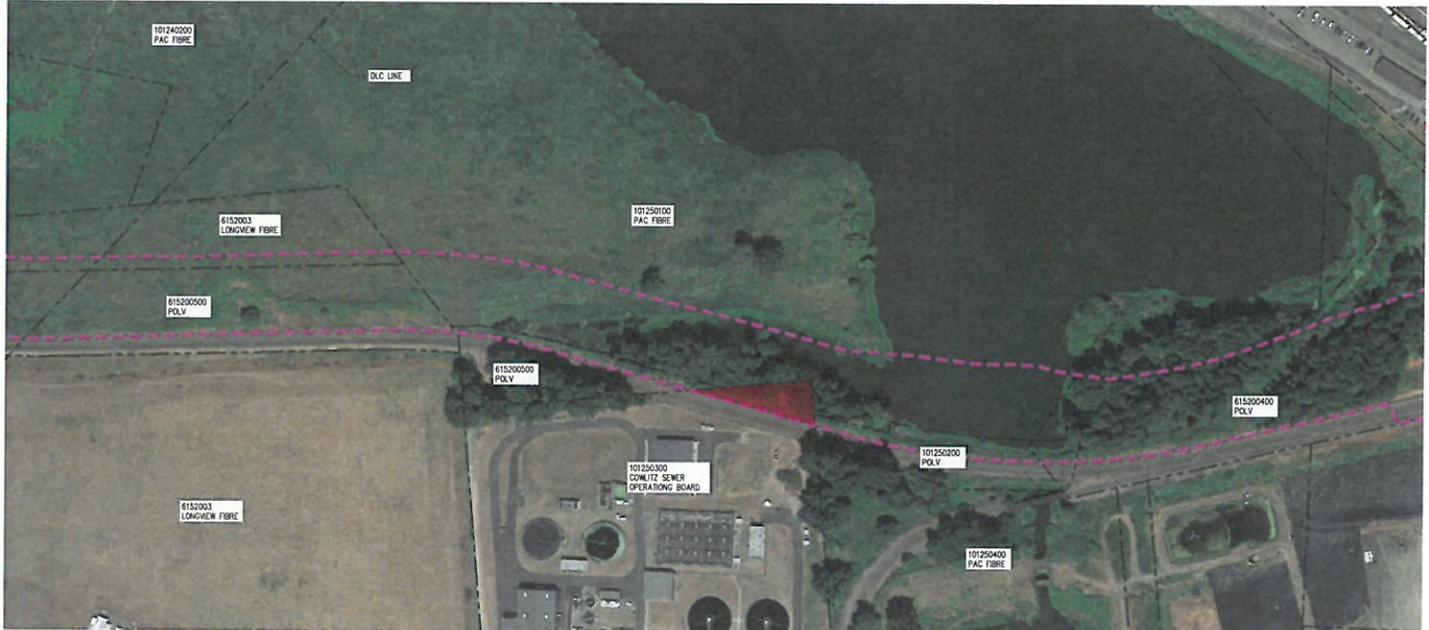
Project: Oct 13, 2019 - 5:28pm. Location: WESTROCK PROPERTIES
 File: \\VISTA\00007\POLY\00007_3 - KPFF\mapa\11.0 Demographic\Property Acquisition - W.ctb
 Resolution: 10/28/19
 Page: 22 of 25



NO.	DATE	BY	REVISION

PORT OF LONGVIEW
INDUSTRIAL RAIL CORRIDOR EXPANSION
WESTROCK (FORMERLY KAPSTONE)
PROPERTY IMPACTS

DRAWN: TJH	PROJECT NO.:
DESIGN:	SCALE:
CHECKED:	DATE: 10/28/19
DRAWING NO.:	
SHEET NO. 1 OF 1	



LEGEND

- APPROXIMATE COWLITZ SEWER OPERATING BOARD PROPERTY IMPACTS 0.30 ACRES
- SURVEYED LOT AND R/W LINES
- APPROXIMATE LIMITS OF CORRIDOR WORK

0 100 200 300
SCALE IN FEET

N

- NOTES**
1. SURVEY BOUNDARY LINES BASED ON BOUNDARY SURVEY PERFORMED BY KPFF, DATED 12/27/18.
 2. PROPERTY IMPACT APPROXIMATION BASED UPON NORTH AND SOUTH SIDE ACCESS ROADS AND WITHOUT MEET AND PASS LOCATIONS.

Prepared: Oct. 31, 2019 - 5:30pm
 Modified: [unclear]
 Checked: [unclear]
 Drawn: [unclear]
 Project: [unclear]
 Revision No. 2020-6
 Page 23 of 23



NO.	DATE	BY	REVISION

PORT OF LONGVIEW
INDUSTRIAL RAIL CORRIDOR EXPANSION

COWLITZ SEWER OPERATING BOARD
PROPERTY IMPACTS

DRAWN: T.J.H.	PROJECT NO.:
DESIGN: [unclear]	SCALE:
CHECKED: [unclear]	DATE: 10/28/19
DRAWING NO.:	
SHEET NO. 1	OF 1