

Recording Requested by:

Redevelopment Agency of the City of Stockton

When Recorded Return to:

Goldfarb & Lipman
1300 Clay Street, 9th Floor
City Center Plaza
Oakland, CA 94612
Attn: Lynn Hutchins

NO RECORDING FEE PURSUANT TO
GOVERNMENT CODE SECTION 27383

ORDINANCE NO. 009-09

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STOCKTON
ADOPTING THE AMENDED AND RESTATED REDEVELOPMENT PLAN FOR
THE WATERFRONT MERGER REDEVELOPMENT PROJECT AREA
PURSUANT TO THE COMMUNITY REDEVELOPMENT LAW OF THE STATE
OF CALIFORNIA

THE CITY COUNCIL OF THE CITY OF STOCKTON DOES ORDAIN AS FOLLOWS:

Section 1. Recitals and Background Information. The City Council (the "City Council") of the City of Stockton (the "City") adopted the Redevelopment Plan for the West End Urban Renewal Project No. 1 Redevelopment Project by Ordinance No. 686 on October 9, 1961; as amended by Ordinance No. 1078 on April 6, 1964; by Ordinance No. 1685 on May 27, 1968; by Ordinance No. 2567 on September 3, 1974; by Ordinance No. 3308 on March 31, 1980; by Ordinance No. 089-86 on December 15, 1986; by Ordinance No. 039-91 on July 15, 1991; by Ordinance No. 034-94 on December 19, 1994; by Ordinance No. 029-98 on November 17, 1998; by Ordinance No. 028-02 on June 4, 2002; by Ordinance No. 011-03 on March 18, 2003; by Ordinance No. 013-07 on June 5, 2007; and by Ordinance No. 018-08 on November 18, 2008 (the "West End Plan"). The West End Plan established the West End Redevelopment Project Area (the "West End Project Area").

The City Council adopted the Redevelopment Plan for the Port Industrial Redevelopment Project by Ordinance No. 019-01 on July 10, 2001, as amended by Ordinance No. 019-08 on November 18, 2008 (the "Port Industrial Plan"). The Port Industrial Plan established the Port Industrial Redevelopment Project Area (the "Port Project Area").

The City Council adopted the Redevelopment Plan for the Rough and Ready Island Redevelopment Project by Ordinance No. 013-04 on July 13, 2004 (the "Rough

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and Ready Plan"). The Rough and Ready Plan established the Rough & Ready Redevelopment Project Area (the "Rough & Ready Project Area").

Pursuant to the California Community Redevelopment Law (Health & Safety Code Section 33000 *et seq.*) (the "Redevelopment Law"), the Redevelopment Agency of the City of Stockton (the "Agency") has prepared and submitted to the City Council for review and adoption the Amended and Restated Redevelopment Plan for the Waterfront Merger Redevelopment Project (the "Amended Plan"), which amends and restates in their entireties the West End Plan, the Port Industrial Plan, and the Rough and Ready Plan. The Amended Plan consists of thirty-four (34) pages and four (4) exhibits. A copy of the Amended Plan is on file with the City Clerk of the City of Stockton (the "City Clerk") and is incorporated in this Ordinance by this reference.

The Amended Plan: (a) merges the West End Project Area, the Port Industrial Project Area, and the Rough and Ready Project Area; (b) adds approximately 32 acres of territory (the "Added Area") described in Exhibit B-2 to the Rough and Ready Project Area and incorporates that territory to the Merged Project Area; (c) extends the effectiveness of the Plan time limit and the tax increment receipt time limit with respect to the West End 1 by ten (10) years; (d) extends the time limit to commence eminent domain actions to the earlier of the plan effectiveness time limit or the date twelve (12) years from the date of adoption of the Amended Plan for each of the subareas of the Merged Project Area; (e) increases the limit on the amount of bonds that can be outstanding and the total amount of tax increment that can be collected from each of the subareas of the Merged Project Area; (f) updates the list of projects, programs, and activities that may be undertaken by the Agency in the Merged Project Area; and (g) update various text provisions from the constituent Redevelopment Plans to conform to the current requirements of the Redevelopment Law.

The Amended Plan is necessary to provide the Agency, the City and the Stockton community with additional financial and legal resources to expand and complete the redevelopment program in the Merged Project Area through activities such as development of public improvements, revitalization of commercial and industrial areas, land assembly and disposition for redevelopment, financial and other assistance to property owners for redevelopment of their properties, and assistance in the development, preservation, acquisition and rehabilitation of affordable housing.

The Merged Project Area is situated in the City of Stockton, County of San Joaquin, State of California, and is shown on Exhibit A and more particularly described in Exhibits B-1 and B-2, both attached hereto and by this reference incorporated herein.

The Agency has made studies of the impact of the Amended Plan on the physical condition of structures, environmental influences, land use, and social, economic, and cultural conditions in the Merged Project Area, and has determined that the program of redevelopment to be undertaken pursuant to the Amended Plan will promote the proper redevelopment of the Merged Project Area in accordance with the goals, objectives and policies of the City of Stockton General Plan (the "General Plan"), any applicable area or specific plans, the Amended Plan, and the Redevelopment Law.

The Planning Commission of the City of Stockton, which is the duly designated and acting official planning body of the City of Stockton, has submitted to the City Council its report and recommendation for approval and adoption of the Amended Plan and has certified that the Amended Plan conforms to the General Plan.

The Amended Plan incorporates the land uses for the Project Area which are determined by the City's General Plan. Implementation of the Amended Plan may require, among other things, the vacating and removal of streets of record and other public rights of way, and the establishment of new street patterns, the location of sewers, water mains, lighting and utility lines and other public facilities.

The Agency has prepared and submitted and the City Council has reviewed and considered the Report to the City Council on the Amended Plan (the "Report to Council") pursuant to Health and Safety Code Sections 33333.11(h), 33352 and 33451.5(c), a copy of which is on file with the City Clerk. The Report to Council is hereby incorporated in this Ordinance by this reference.

As a part of the Report to Council, the Agency has prepared and submitted to the City Council a program for the relocation of individuals and families that may be displaced as a result of implementing the Amended Plan.

As a part of the Report to Council, the Agency has prepared and submitted to the City Council a program for implementation of the projects contemplated to be undertaken pursuant to the Amended Plan.

The City Council is cognizant of the conditions that are imposed in the undertaking and implementation of redevelopment projects under State law, including those prohibiting discrimination because of race, color, creed, religion, sex, sexual orientation, marital status, national origin, or ancestry.

A joint public hearing was opened by the City Council and the Redevelopment Agency on June 9, 2009 and continued to June 23, 2009, which was duly noticed in accordance with the requirements of the Redevelopment Law.

The City and Agency staff have prepared and submitted to the City Council for review the Environmental Impact Report on the Amended Plan (the "EIR"), which was prepared pursuant to the California Environmental Quality Act of 1970, as amended ("CEQA"), the Official State Guidelines as amended for the implementation of CEQA (the "State EIR Guidelines"), and the City of Stockton and Agency local guidelines for administering CEQA (the "Local Guidelines"). The EIR consists of the Draft EIR dated January 2009, and the Final Environmental Impact Report dated March 2009. The EIR was certified by the City Council on June 23, 2009. Copies of the EIR are on file with the City Clerk.

By resolution adopted on June 23, 2009, and prior to introduction of this Ordinance, the City Council and the Agency have adopted mitigation measures and related monitoring programs, and made certain findings and statements in compliance with Sections 15091, 15092, 15093 and 15096 of the State EIR Guidelines.

Prior to introduction of this Ordinance, the Agency adopted a resolution making the findings required under Section 33333.10(h) of the Redevelopment Law.

Section 2. Findings and Determinations. In accordance with California Health and Safety Code Sections 33333.11(g), 33354.6(b), 33367, 33457.1 and 33486 of the Redevelopment Law, and based upon the evidence contained in the Report to Council, the EIR, and other documents prepared in the Plan adoption process and on evidence presented at the public hearing, it is hereby found and determined that:

a. The above recitals and background information are true and correct.

b. Pursuant to Section 33333.11(j) of the Redevelopment Law, significant blight remains in the West End I portion of the Merged Project Area (described in Exhibit B-1, "West End I") and the remaining blight cannot be eliminated without the extension of the effectiveness of the plan and receipt of tax increment revenues time limits applicable to West End I (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding).

c. Pursuant to Section 33354.6 of the Redevelopment Law, significant blight remains in the Merged Project Area and the remaining blight in the Merged Project Area cannot be eliminated without the establishment of additional debt and the increase in the limitation on the number of dollars to be allocated from the Merged Project Area to the Agency (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding).

d. Pursuant to Section 33486 of the Redevelopment Law and based on substantial evidence contained in the Report to Council, significant blight remains in the Merged Project Area which cannot be eliminated without the receipt of property taxes that is effectuated through the Amended Plan (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding).

e. The time limitations and the limitation on the number of dollars to be allocated to the Agency from the Merged Project Area are reasonably related to the proposed projects to be implemented in the Merged Project Area and to the ability of the Agency to eliminate blight within the Merged Project Area (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding). As indicated in Sections A and E of the Report to Council and accompanying tax increment projections, it will require a lengthy period to generate sufficient funds to pay for the identified programs and activities to alleviate blight in the Merged Project Area, so that it will be necessary to establish the time limits set forth in the Amended Plan for the incurrence of debt to pay for the necessary programs and activities, for the effectiveness of the Amended Plan and for the receipt of tax increment revenue to repay the debt incurred for the necessary programs and activities.

f. The Amended Plan would redevelop the Project Area in conformity with the Redevelopment Law and would be in the interest of the public peace, health,

safety, and welfare; and the implementation of the Amended Plan would promote the public peace, health, safety and welfare of the City of Stockton and would effectuate the purposes and policy of the Redevelopment Law (see particularly Sections A and C of the Report to Council regarding evidence with respect to this finding).

g. The Amended Plan conforms to the City of Stockton General Plan including, but not limited to, the Housing Element of the General Plan, which Housing Element substantially complies with the requirements of Article 10.6 (commencing with Section 65580 of Chapter 3 of Division 1 of Title 7 of the Government Code) (see particularly Part V of the Plan and Section J of the Report to Council regarding evidence with respect to this finding).

h. The adoption and implementation of the Amended Plan is economically sound and feasible (see particularly Sections A and E of the Report to Council regarding evidence with respect to this finding).

i. The Amended Plan will afford maximum opportunity, consistent with the sound needs of the City of Stockton, as a whole, for the redevelopment of the Merged Project Area by private enterprise (see particularly Part VI.C. of the Amended Plan and the Agency's adopted Rules for Owner Participation and Business Tenant Preference regarding evidence with respect to this finding).

j. The Agency has a feasible method or plan for the relocation of families and persons which may be displaced from the Merged Project Area if the Amended Plan may result in the temporary or permanent displacement of any occupants of housing facilities in the Merged Project Area (see particularly Part VI.F of the Amended Plan, Section F the Report to Council, and the Agency's adopted Relocation Guidelines regarding evidence with respect to this finding).

k. There are, or shall be provided, in the Merged Project Area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the families and persons who may be displaced from the Merged Project Area, decent, safe and sanitary dwellings equal in number to the number of, and available to, such displaced families and persons and reasonably accessible to their places of employment. Families and persons shall not be displaced prior to the adoption of a relocation plan pursuant to Sections 33411 and 33411.1 the Redevelopment Law. Dwelling units housing persons and families of low or moderate income shall not be removed or destroyed prior to the adoption of a replacement housing plan pursuant to Sections 33334.5, 33413, and 33413.5 of the Redevelopment Law (see particularly Parts VI.F and VI.I of the Amended Plan and Section F of the Report to Council regarding evidence with respect to this finding).

l. Pursuant to Health and Safety Code Section 33367(e), the City Council is satisfied that permanent housing facilities will be available within three (3) years from the time occupants of the Merged Project Area, if any, are displaced and that pending the development of such facilities, there will be available to such displaced

occupants adequate temporary housing facilities at rents comparable to those in the community at the time of their displacement (see particularly Parts VI.F and VI.I of the Amended Plan and Section F of the Report to Council regarding evidence with respect to this finding).

m. In order to implement and facilitate the effectuation of the Amended Plan hereby approved and adopted, certain official action must be taken by this City Council with reference to, among other things, the establishment of new street patterns, the location of sewer and water mains, lighting and utility lines and other public facilities and other public action, and accordingly, this Council hereby (i) pledges its cooperation in helping to implement the Amended Plan; (ii) requests the various officials, departments, boards, and agencies of the City having administrative responsibilities in the Merged Project Area likewise to cooperate to such end and to exercise their respective functions and powers in a manner consistent with the Amended Plan; (iii) stands ready to consider and take appropriate action upon proposals and measures designed to effectuate the Amended Plan; and (iv) intends to undertake and complete any proceedings necessary to be implemented by the community under the provisions of the Amended Plan.

n. The elimination of blight and the redevelopment of the Merged Project Area could not reasonably be expected to be accomplished by private enterprise acting alone without the aid and assistance of the Agency (see particularly Sections B, D and E of the Report to Council regarding evidence with the respect to this finding).

o. The condemnation of real property, if any, is necessary to the execution of the Amended Plan and adequate provisions have been made for payment of property to be acquired as provided by law (see particularly Section F of the Report to Council regarding evidence with respect to this finding). As indicated in Sections A and B of the Report to City Council, the Merged Project Area is characterized by parcels for which the Agency's land assembly authority is needed to facilitate such reuse. As indicated in Sections E and F of the Report to Council and Part VI.B. of the Amended Plan, the Agency will have and can commit the resources necessary to provide full compensation for any land acquisition in accordance with the requirements of law.

p. There are no noncontiguous areas of the Merged Project Area (see particularly Sections A and B of the Report to Council regarding evidence with respect to this finding).

q. Inclusion of any lands, buildings, or improvements which are not detrimental to the public health, safety or welfare is necessary for the effective redevelopment of the Merged Project Area; that any area included is necessary for effective redevelopment and is not included for the purpose of obtaining allocation of tax increment revenues from the area pursuant to Section 33670 of the Redevelopment Law without other substantial justification of its inclusion (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding).

r. The area being added to the Merged Project Area is predominantly urbanized, as defined in Section 33320.1(b) of the Redevelopment Law (see particularly Sections A of the Report to Council regarding evidence with respect to this finding).

s. The implementation of the Amended Plan will improve or alleviate physical and economic conditions of blight in the Amended Project Area (see particularly Sections A, B, C, D and E of the Report to Council regarding evidence with respect to this finding).

t. The development of the public improvements set forth in the Amended Plan are of benefit to the Merged Project Area and to the immediate neighborhood in which the Merged Project is located; no other reasonable means of financing such improvements are available to the community; and the payment of funds for the acquisition of land for and the cost of such improvements will assist in eliminating one or more blighting conditions in the Merged Project Area or provide housing for low- or moderate-income persons. Based on these findings, the Agency is authorized to pay all or a part of the value of the land for and the cost of the installation and construction of the public improvements set forth in the Amended Plan, as permitted by Health and Safety Code Section 33445 (see particularly Sections A, B, C, D and E of the Report to Council regarding evidence with respect to this finding).

u. The Merged Project Area does not include agricultural land or open space land that is enforceably restricted as defined in Health & Safety Code Section 33321.5(a). (See Section A of the Report to Council regarding evidence with respect to this finding.)

v. The merger of the West End Project Area, the Port Industrial Project Area, the Rough and Ready Project Area and the Added Area for the purpose of pooling of tax increment revenue as provided in Part XIV of the Amended Plan is authorized by, consistent with, and will serve the legislative policies of Health and Safety Code Section 33485 et seq., in that such financial merger will result in substantial benefit to the public and will contribute to the revitalization of blighted areas through the increased economic vitality of such areas and through increased and improved housing opportunities in or near such areas (see particularly Sections A, B, D and E of the Report to Council regarding evidence with respect to this finding).

Section 3. Approval of Amended Plan. The Amended Plan for the Merged Project Area, having been duly received and considered, is approved and adopted (the "Approved Amended Plan") and the City Clerk is hereby directed to file a copy of the Approved Amended Plan with the minutes of this meeting. The Approved Amended Plan, which contains, among other elements, the statement of the purpose and intent of the City Council with respect to the Merged Project Area, is incorporated in this Ordinance by reference. The Approved Amended Plan is hereby designated as the official Redevelopment Plan for the Merged Project Area. It is the purpose and intent of this City Council that the Approved Amended Plan be implemented in the Merged Project Area. A copy of this Ordinance shall be transmitted to the Agency and the Agency is vested with the responsibility of implementing the Approved Amended Plan.

Section 4. Specific Purposes of City Council. It is the specific purpose and intent of the City Council that the Approved Amended Plan be implemented in order to:

- a. Eliminate the conditions of blight in the Merged Project Area;
- b. Ensure, as far as possible, that the causes of the blighting conditions will be either eliminated or protected against;
- c. Encourage and ensure the appropriate development of the Merged Project Area; and
- d. Encourage and foster the economic revitalization of the Merged Project Area.

Neither the list of purposes set forth above nor the lists of goals and objectives set forth in the Approved Amended Plan and the Report to Council are intended to reflect a particular priority order. Rather, it is the intention of the City Council that the Approved Amended Plan be implemented in a manner that will achieve an appropriate balance of the listed purposes, goals, and objectives taking into account redevelopment needs and opportunities that arise from time to time.

Section 5. Severability. If any provision, section, subsection, subdivision, sentence, clause or phrase of this Ordinance or the Approved Amended Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion or portions of the Ordinance or the Approved Amended Plan. In the event that any portion of the Merged Project Area shall be determined to have been invalidly or incorrectly included in the Merged Project Area, such invalidly or incorrectly included portion of the Merged Project Area shall be deemed severable from the remainder of the Merged Project Area, and the remainder of the Merged Project Area shall remain fully subject to the provisions of the Approved Amended Plan.


Section 6. Recordation. The Executive Director of the Agency is hereby directed to record the Approved Amended Plan in compliance with the provisions of Health & Safety Code Section 33373 and Government Code Section 27295.

Section 7. Publication; Effectiveness. This Ordinance shall be published once in The Record, a newspaper of general circulation printed and published in San Joaquin County and circulated in the City of Stockton, within fifteen (15) days from and after its adoption, and shall take effect and be enforced thirty (30) days after its adoption.

The foregoing Ordinance was duly introduced and finally adopted before the City Council of the City of Stockton, County of San Joaquin, at a regular meeting of the City Council held on the 23rd day of June, 2009.

PASSED APPROVED and ADOPTED JUN 23 2009

EFFECTIVE DATE: JULY 23, 2009


ANN JOHNSTON
Mayor of the City of Stockton

ATTEST:



KATHERINE GONG WEISSNER
City Clerk of the City of Stockton



EXHIBIT A

BOUNDARY MAP OF MERGED PROJECT AREA

PROPOSED WATERFRONT MERGER REDEVELOPMENT PROJECT AREA

EXHIBIT 1

(ROUGH & READY ISLAND, PORT INDUSTRIAL, WEST END, AND PROPOSED ADDED AREA)

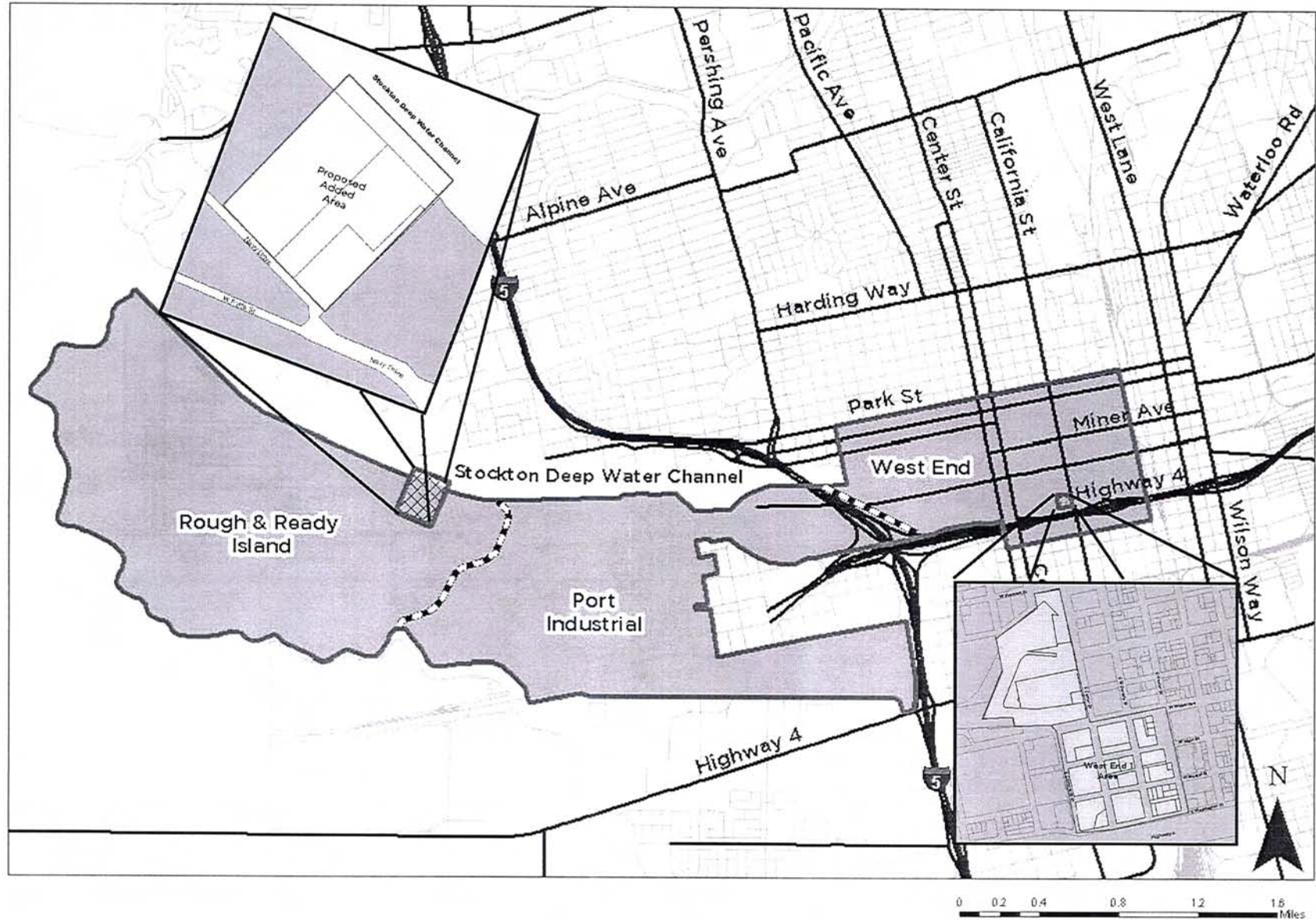


EXHIBIT B

LEGAL DESCRIPTIONS OF MERGED PROJECT AREA

B-1 West End Project Areas; Port Industrial Project Area; and Rough and Ready
Project Area

B-2 Added Area

EXHIBIT B-1

LEGAL DESCRIPTIONS OF WEST END PROEJCT AREA

WEST END 1

Legal Description of Project Area Boundaries

City of Stockton, County of San Joaquin, State of California, and described as follows:

PARCEL A:

Beginning at the intersection of the east line of Commerce Street and the south line of Fremont Street and proceeding easterly along said south line of Fremont Street to its intersection with the northerly extension of the east line of Center Street; thence southerly along said east line of Center Street to its intersection with the north line of Weber Avenue; thence easterly along said north line of Weber Avenue to its intersection with the east line of Hunter Street; thence southerly along said east line of Hunter Street to its intersection with the south line of Washington Street; thence westerly along said south line of Washington Street to its intersection with the west line of Commerce Street; thence northerly along said west line of Commerce Street to the south line of Weber Avenue; thence westerly along said south line of Weber Avenue to its intersection with the west line of Madison Street; thence northerly along the northerly extension of said west line of Madison Street to a point in Stockton Channel, said point being 100 feet measured at right angles from the south shore line of Stockton Channel; thence westerly along a line parallel with the said south shore line of Stockton Channel, said line being 100 feet measured at right angles from the said south shore line of Stockton Channel to its intersection with a line, said line being 100 feet parallel with and measured westerly at right angles, from the west shore line of Commodore's Levee; thence northerly along said line parallel with Commodore's Levee to its intersection with the southerly extension of the west line of Madison Street; thence northerly along said southerly extension of the west line of Madison Street and the west line of Madison Street to its intersection with the southwesterly extension of the northerly line of Steamboat Levee; thence northeasterly along the said northerly line of Steamboat Levee to its intersection with the east line of Commerce Street; thence northerly along said east line of Commerce Street to the point of beginning, containing 59.9 acres, more or less.

WEST END 2

PARCEL B:

Commencing at the intersection of the south line of Washington Street and the west line of Commerce Street as shown on the map of the City of Stockton, recorded in Book of Maps and Plats, Volume 3, Page 59, San Joaquin County Records; thence, North 11° 57' 15" West 22.25 feet along the northerly extension of the west line of Commerce Street to a point on the south line of Washington Street as shown on the maps of the "Proposed Relinquishment to the City of Stockton," filed on November 9, 1972 in State Highway Map Book No. 15, Page 50, in the office of the Recorder of San Joaquin County, said last mentioned point being the TRUE POINT OF BEGINNING of the herein described parcel of land; thence continuing northerly along the west line of said Commerce Street to the south line of Weber Avenue; thence westerly along said south line of Weber Avenue to its intersection with the west line of Madison Street; thence southerly along said west line of Madison Street to its intersection with the south line of Washington Street as shown on said maps of the "Proposed Relinquishment to the City of Stockton"; thence along said last mentioned south line of Washington Street, the following three (3) courses; (1) North 81° 20' 42" East 195.41 feet, (2) along a curve to the right having a radius of 292 feet, a central angle of 19° 38' 22", an arc length of 100.10 feet, and (3) South 79° 00' 46" East 100.00 feet to the point of beginning, containing 8.94 acres more or less.

PARCEL C:

Beginning at the intersection of the south line of Weber Avenue and the west line of Madison Street; thence North 11° 57' 15" West 280.34 feet along the northerly extension of said west line of Madison Street to a point in Stockton Channel, said point being 100 feet measured at right angles from the south shore line of Stockton Channel; thence South 85° 22' 20" West 320.42 feet along a line parallel with the said south shore line of Stockton Channel, said line being 100 feet measured at right angles from the said south shore line of Stockton Channel to its intersection with a line, said last mentioned line being 100 feet parallel with and measured westerly at right angles from the west shore line of Commodores Levee; thence North 22° 06' 48" East 172.87 feet along said line parallel with Commodores Levee to its intersection with the centerline of Stockton Channel; thence along the centerline of Stockton Channel the following two (2) courses; (1) South 82° 25' West 1196.51 feet and (2) South 78° 05' 33" West 505.00 feet to a point on the northerly extension of the west line of Edison Street; thence South 11° 57' 15" East 556.00 feet along said west line of Edison Street to its intersection with the south line of Weber Avenue; thence North 78° 02' 45" East 1919.00 feet along said south line of Weber Avenue to the point of beginning, containing 21.73 acres, more or less.

WEST END 3

PARCEL D:

Beginning at the intersection of the south line of Weber Avenue with the west line of Edison Street as shown on that certain Map of Survey, filed for record December 11, 1979 in Book of Surveys, Volume 27, Page 186, San Joaquin County Records, the bearings and distances in this description are based on said map; thence (1) North 78° 22' 11" East 1919.49 feet along said south line of Weber Avenue to the west line of Madison Street, (2) South 11° 39' 58" East 996.59 feet along said west line to a point on the south line of Washington Street, (3) South 81° 37' West 690.43 feet along said south line, (4) along said south line on the arc of a curve to the left having a radius of 392 feet, a central angle of 28° 26' 13", an arc length of 194.56 feet, and a chord bearing South 67° 23' 54" West 192.57 feet, (5) leaving said south line South 79° 59' 19" West 253.58 feet, (6) South 85° 11' 15" West 311.80 feet to a point on the southwest line of Mormon Channel, (7) along said southwest line from a tangent bearing North 35° 59' 08" West along the arc of a curve to the left having a radius of 140 feet, a central angle of 49° 23' 52", an arc length of 120.70 feet, and a chord bearing North 60° 41' 04" West 117.00 feet, (8) North 85° 23' West 286.00 feet along said southwest line, (9) along said southwest line on the arc of a curve to the right having a radius of 580 feet, a central angle of 25° 00', an arc length of 253.07 feet, and a chord bearing North 72° 53' West 251.07 feet, (10) North 60° 23' West 2309.87 feet along said southwest line and the northwest projection thereof to a point in the Stockton Channel on the southerly projection of the east line of Argonaut Street, (11) North 11° 39' 07" West 274.56 feet along said east line projected southerly to Harbor Line Point No. 64, as said Harbor Line Point is shown upon Harbor Line Map entitled "Harbor Lines, Stockton and Fremont Channel and McLeod Lake, Stockton, California," U. S. Engineers Office, Sacramento, California, and dated April 1952, (12) South 88° 47' 42" East 705.59 feet along the north Harbor Line to Harbor Line Point No. 62, (13) North 75° 39' 52" East 131.08 feet along said north Harbor Line to the intersection of the south line of Block 17-1/2 West Stockton, (14) North 82° 54' 49" East 50.91 feet along said south line, (15) North 78° 21' 06" East 249.80 feet along said south line to a point on said north Harbor Line, said point bearing North 83° 19' 32" West 758.92 feet from Harbor Line Point No. 58, (16) South 83° 19' 32" East 75.70 feet along said Harbor Line to a point on the southerly boundary of Wood Island, (17) South 69° 22' 42" East 204.85 feet along said southerly boundary, (18) South 55° 22' 24" East 150.00 feet along said southerly boundary, (19) South 86° 12' 54" East 334.00 feet along said southerly boundary, (20) North 78° 17' 06" East 50.00 feet along said southerly boundary to a point bearing South 11° 49' 34" East from said Harbor Line Point No. 58, (21) North 11° 49' 34" West 19.74 feet, (22) North 78° 10' 59" East 92.03 feet, (23) North 11° 49' 34" West 20.22 feet, (24) North 62° 10' 59" East 25.99

feet, (25) North $01^{\circ} 35' 01''$ West 44.88 feet to a point on said North Harbor Line, (26) North $78^{\circ} 24' 59''$ East 1255.69 feet along said north line to Harbor Line Point No. 56, (27) North $78^{\circ} 24' 59''$ East 305.00 feet along said north line to Harbor Line Point No. 54, (28) North $23^{\circ} 19' 53''$ East 408.52 feet along said north line to Harbor Line Point No. 52 a point on the westerly boundary of Urban Renewal Area Parcel "A," (29) South $11^{\circ} 39' 58''$ East 276.14 feet along said westerly boundary, (30) South $22^{\circ} 26' 14''$ West 392.35 feet along said westerly boundary to a point on the boundary of Urban Renewal Area Parcel "C," (31) South $82^{\circ} 44' 18''$ West 1197.74 feet along said boundary, (32) South $78^{\circ} 24' 59''$ West 505.00 feet along said boundary to a point on the northerly projection of the said west line of Edison Street, and (33) South $11^{\circ} 40'$ East 556.00 feet along said line produced northerly to the point of beginning, containing 87.884 acres, more or less.

WEST END 4

Description

AMENDED WEST END URBAN RENEWAL
PROJECT NO. 1
EXPANSION AREA

Commencing at the intersection of the south line of Weber Avenue with the west line of Edison Street as shown on that certain Map of Survey filed for record December 11, 1979 in Book of Surveys, Volume 27, Page 186, San Joaquin County Records, the bearings and distances in this description are based on said map; thence South $11^{\circ} 40' 00''$ East 551.56 feet along the westerly line of said Edison Street to a point in the southwesterly boundary line of the lands shown on said Record of Survey; thence along said southwesterly boundary line South $60^{\circ} 23' 00''$ East 0.99 feet; thence leaving said southwesterly boundary line crossing Mormon Channel as shown on said survey South $29^{\circ} 37' 00''$ West 160 feet to a point in the northwesterly line of the right of way of Interstate Highway Route No. 5 as shown on said Survey; thence along said right of way line and its northwesterly projection North $60^{\circ} 23' 00''$ West 2,309.87 feet to a point in the Stockton Channel on the southerly projection of the east line of Argonaut Street; thence along the easterly line of said Argonaut Street projected southerly North $11^{\circ} 39' 07''$ West 274.56 feet to Harbor Line Point No. 64 as said Harbor Line Point is shown upon the Map entitled "Harbor Lines Stockton and Fremont Channel and McLeod Lake, Stockton, California," U. S. Engineer's Office, Sacramento, California and dated April 1952; thence South $88^{\circ} 47' 42''$ East 705.59 feet along the north Harbor Line to Harbor Line Point No. 62 and the TRUE POINT OF BEGINNING of the herein described Project Area, said Point of Beginning also being a point on the southerly projection of the westerly line of Yosemite Street; thence North $75^{\circ} 39' 52''$ East 131.08 feet along said North Harbor Line to the intersection of the south line of Block $17\frac{1}{2}$ as shown on the Map of West Stockton; thence North $82^{\circ} 54' 49''$ East 50.91 feet along said South line; thence North $78^{\circ} 21' 06''$ East 249.80 feet along said south line to a point on said North Harbor Line said point bearing North $83^{\circ} 19' 32''$ West 758.92 feet from Harbor Line Point No. 58; thence South $83^{\circ} 19' 32''$ East 75.70 feet along said Harbor Line to a point on the southerly boundary of Wood Island; thence South $69^{\circ} 22' 42''$ East 204.85 feet along last said southerly boundary; thence South $55^{\circ} 22' 24''$ East 150.00 feet along last said southerly boundary; thence South $86^{\circ} 12' 54''$ East 334.00 feet along last said southerly boundary; thence North $78^{\circ} 17' 06''$ East 50.00 feet along last said southerly boundary to a point bearing South $11^{\circ} 49' 34''$ East from said Harbor Line Point No. 58; thence North $11^{\circ} 49' 34''$ West 19.74 feet; thence North $78^{\circ} 10' 59''$ East 92.03 feet; thence North $11^{\circ} 49' 34''$ West 20.22 feet; thence North $62^{\circ} 10' 59''$ East 25.99 feet; thence North $01^{\circ} 35' 01''$ West

44.88 feet to a point on said North Harbor Line; thence North 78° 24' 59" East 1,255.69 feet along said north line to Harbor Line Point No. 56; thence North 78° 24' 59" East 305.00 feet along said North line to Harbor Line Point No. 54; thence North 23° 19' 53" East 408.52 feet along said north line to Harbor Line Point No. 52, said Point No. 52 being on the southerly projection of the west line of Madison Street; thence northerly along said southerly extension of said west line of Madison Street and the west line of Madison Street to its intersection with the southeasterly extension of the northerly line of Steamboat Levee; thence northeasterly along said northerly line of Steamboat Levee to its intersection with the east line of Commerce Street; thence northerly along said east line of Commerce Street to its intersection with the south line of Fremont Street; thence easterly along the south line of said Fremont Street to its intersection with the east line of Center Street; thence southerly along said east line of Center Street to its intersection with the north line of Weber Street; thence easterly along said north line of Weber Street to its intersection with the east line of Hunter Street; thence southerly along said east line of Hunter Street to its intersection with the south line of Washington Street; thence westerly along said south line of Washington Street to its intersection with the west line of Center Street; thence southerly along said west line of Center Street to its intersection with the south line of Sonora Street; thence easterly along said south line of Sonora Street to its intersection with the west line of Sacramento Street; thence northerly along said west line of Sacramento Street to its intersection with the north line of Park Street; thence westerly along said north line of Park Street to its intersection with the west line of Yosemite Street; thence southerly along said west line of Yosemite Street and its southerly projection to Harbor Line Point No. 64 and the True Point of Beginning of the herein described project containing 464 acres, more or less.

Excepting therefrom all of Block 14, East of Center Street bounded by Main Street on the north, California Street on the east, Market Street on the South and Sutter Street on the west, said block and streets are shown on said Official Map of the City of Stockton.

Containing 640.34 acres more or less.

CITY OF STOCKTON
PORT INDUSTRIAL REDEVELOPMENT AREA

All that certain area for redevelopment purposes lying within the City of Stockton, County of San Joaquin, State of California, being more particularly described as follows:

Beginning at a point marking the intersection of the centerline of Charter Way (State Highway Route 4) with the west line of Interstate Highway Route 5 said point having the coordinates of 2,164,454.1 North and 6,331,385.1 East; thence along said centerline, South 72° 00' 44" West 321.92 feet to intersection with the southerly extension of the centerline of Navy Drive; thence along the centerline of Navy Drive the following five (5) courses:

- 1) North 18° 10' 57" West 309.37 feet;
- 2) Northwesterly along a tangent curve, concave to the southwest, said curve having a radius of 238.00 feet, a central angle of 71° 02' 29", an arc length of 295.10 feet and a chord bearing North 53° 42' 12" West 276.55 feet;
- 3) North 89° 13' 26" West 2,438.97 feet;
- 4) North 89° 46' 48" West 5,423.95 feet and
- 5) Northwesterly along a non-tangent curve having a radial bearing of North 02° 13' 06" East, concave to the northeast, said curve having a radius of 1,000.00 feet, a central angle of 19° 37' 25", an arc length of 342.50 feet and a chord bearing North 77° 58' 12" West 340.83 feet to intersection with the southeasterly line of the Burlington, Northern and Santa Fe Railroad Right-of-Way;

thence along said southerly line South 78° 20' 28" West 1,500.25 feet to a point in the center of the San Joaquin River said point having the coordinates of 2,164,634.1 North and 6,321,094.2 East; thence downstream along the center of said river the following thirteen (13) courses:

- 1) North 22° 28' 24" West 400.00 feet;
- 2) North 48° 32' 07" West 900.00 feet;
- 3) North 88° 10' 20" West 650.00 feet;
- 4) South 83° 50' 58" West 1,000.00 feet;
- 5) North 47° 54' 45" West 350.00 feet;
- 6) North 37° 52' 33" West 924.87 feet;
- 7) Northeasterly along a tangent curve, concave to the east, said curve having a radius of 200.00 feet, a central angle of 108° 10' 57", an arc length of 377.63 feet and a chord bearing North 16° 12' 55" East 323.98 feet;
- 8) North 70° 18' 24" East 850.00 feet;
- 9) North 30° 17' 03" East 1,200.00 feet;
- 10) North 70° 53' 14" East 850.00 feet;
- 11) North 33° 51' 35" East 750.00 feet;
- 12) North 12° 17' 40" East 570.81 feet and
- 13) North 38° 24' 18" West 808.62 feet to a point in the center of the Stockton Deep Water Channel said point having the coordinates of 2,170,204.1 North and 6,320,131.5 East;

thence upstream along the center of said channel the following five (5) courses:

CITY OF STOCKTON PORT INDUSTRIAL REDEVELOPMENT AREA (Cont'd.)

- 1) South 84° 59' 31" East 519.68 feet;
- 2) South 89° 23' 18" East 414.41 feet;
- 3) North 87° 17' 35" East 1,292.20 feet;
- 4) North 86° 00' 57" East 1,032.64 feet and
- 5) North 85° 59' 15" East 5,460.46 feet to intersection with the westerly boundary of the existing City of Stockton West End Redevelopment Area said point having the coordinates of 2,170,669.2 North and 6,328,831.6 East;

thence along said westerly boundary South 10° 54' 20" East 184.54 feet to intersection with the northwesterly projection of the southwesterly line of Mormon Slough; thence along said westerly boundary and said southwesterly line the following four (4) courses:

- 1) South 59° 38' 13" East 2,309.87 feet along said southwesterly projection and line;
- 2) Southeasterly along a tangent curve, concave to the northeast, said curve having a radius of 580.00 feet, a central angle of 25° 00' 00", an arc length of 253.07 feet and a chord bearing South 72° 08' 13" East 251.07 feet;
- 3) South 84° 38' 13" East 286.00 feet and
- 4) Southeasterly along a non-tangent curve having a radial bearing of South 05° 21' 47" West, concave to the southwest, said curve having a radius of 140.00 feet, a central angle of 49° 23' 54", an arc length of 120.70 feet and a chord bearing South 59° 56' 16" East 117.00 feet;

thence leaving said westerly boundary and southwesterly line, crossing Interstate Highway Route 5, South 75° 41' 28" West 2,303.50 feet to intersection with a point in the southerly line of Washington Street; thence along the southerly line of Washington Street and the southwesterly line of Harbor Street the following six (6) courses:

- 1) South 78° 30' 37" West 746.21 feet;
- 2) Southwesterly along a tangent curve, concave to the southeast, said curve having a radius of 245.99 feet, a central angle of 20° 42' 06", an arc length of 88.88 feet and a chord bearing South 68° 09' 34" West 88.40 feet to point of reverse curve;
- 3) Southwesterly along said reverse curve, said curve having a radius of 305.99 feet, a central angle of 20° 41' 20", an arc length of 110.49 feet and a chord bearing South 68° 09' 11" West 109.89 feet;
- 4) South 81° 44' 00" West 67.80 feet;
- 5) Northwesterly along a non-tangent curve having a radial bearing of North 12° 39' 04" West, concave to the northeast, said curve having a radius of 1,524.95 feet, a central angle of 42° 21' 30", an arc length of 1,127.38 feet and a chord bearing North 81° 28' 19" West 1,101.89 feet and
- 6) North 58° 54' 58" West 957.34 feet;

thence leaving the southwesterly line of Harbor Street, South 78° 59' 28" West 429.40 feet to intersection with the existing City of Stockton city limits line; thence along said city limits line the following seven (7) courses:

CITY OF STOCKTON PORT INDUSTRIAL REDEVELOPMENT AREA (Cont'd.)

- 1) North 10° 14' 18" West 115.34 feet;
- 2) South 78° 08' 25" West 383.18 feet to a point on the easterly line of Ventura Avenue;
- 3) South 11° 01' 39" East 509.06 feet along said easterly line;
- 4) thence leaving said easterly line North 78° 58' 21" East 367.10 feet;
- 5) South 11° 01' 39" East 444.40 feet;
- 6) South 78° 58' 21" West 367.10 feet to a point in the easterly line of said Ventura Avenue and
- 7) South 11° 01' 39" East 725.93 feet along said easterly line;

thence leaving said city limits line and the easterly line of Ventura Avenue South 78° 56' 21" West 377.10 feet; thence South 11° 01' 39" East 111.10 feet to intersection with the northerly line of Sonora Street; thence along said northerly line North 78° 56' 21" East 377.10 feet to intersection with the easterly line of Ventura Avenue; thence along said easterly line, the northerly projection of the city limits line and the city limits line South 11° 01' 39" East 1,414.43 feet to intersection with the northwesterly line of the Burlington, Northern and Santa Fe Railroad Right-of-Way; thence along said northwesterly line the following two (2) courses:

- 1) continuing along said city limits line, North 78° 13' 54" East 2,791.38 feet and
- 2) leaving said city limits line North 78° 49' 25" East 2,496.21 feet to intersection with the centerline of Interstate Highway Route 5;

thence along said centerline the following three (3) courses:

- 1) South 04° 58' 11" East 206.45 feet;
- 2) South 07° 01' 44" East 1,090.95 feet and
- 3) South 07° 21' 46" East 1,061.25 feet to intersection with the centerline of said Charter Way (State Highway Route 4);

thence along last said centerline South 71° 43' 36" West 253.15 feet to the POINT OF BEGINNING.

The basis of this description and accompanying map is the "City of Stockton G.I.S. System Basemap", which is based upon the California Coordinate System 83, Zone 3.



Stephen R. Thumlert
Stephen R. Thumlert, P.L.S. #4334

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CITY OF STOCKTON
ROUGH AND READY ISLAND
REVISED REDEVELOPMENT AREA

All that certain area for redevelopment purposes lying within the City of Stockton, County of San Joaquin, State of California, being more particularly described as follows:

PARCEL ONE

Beginning at a point marking the intersection of the Stockton Deep Water Channel with the centerline of the San Joaquin River, said point also being a point in the boundary of the City of Stockton Port Industrial Redevelopment area, said point having the coordinates of 2,170,204.1 North and 6,320,131.5 East; thence along the center line of the San Joaquin River and the westerly line of the said Port Industrial Redevelopment area the following six (6) courses:

- 1) South 38° 24' 18" East 808.62 feet;
- 2) South 12° 17' 40" West 570.81 feet;
- 3) South 33° 51' 35" West 750.00 feet;
- 4) South 70° 53' 14" West 850.00 feet;
- 5) South 30° 17' 03" West 1,200.00 feet and
- 6) South 70° 18' 24" West 1,050.00 feet to intersection with the centerline of Burns Cutoff;

thence along the centerline of Burns Cutoff the following twelve (12) courses:

- 1) South 29° 24' 48" West 318.79 feet;
- 2) South 28° 56' 32" West 572.27 feet;
- 3) South 48° 56' 58" West 246.93 feet;
- 4) WEST 248.29 feet;
- 5) North 71° 22' 38" West 418.20 feet;
- 6) North 84° 17' 44" West 143.96 feet;
- 7) South 65° 24' 01" West 252.07 feet;
- 8) South 53° 21' 21" West 279.69 feet;
- 9) South 88° 05' 01" West 160.98 feet;
- 10) North 66° 57' 58" West 1,011.75 feet;
- 11) North 49° 58' 53" West 430.20 feet and
- 12) South 87° 47' 41" West 162.58 feet to intersection with the northerly projection of the easterly line of Daggett Road and the City limits line of the City of Stockton, said point having the coordinates of 2,166,317.8 North and 6,314,252.5 East;

thence continuing along the centerline of said Burns Cutoff and the City limits line of the City of Stockton the following sixty nine (69) courses:

- 1) South 64° 43' 28" West 327.89 feet;

- 2) South 88° 43' 53" West 214.55 feet;
- 3) North 62° 21' 35" West 107.24 feet;
- 4) North 45° 55' 29" West 208.08 feet;
- 5) North 76° 47' 16" West 202.36 feet;
- 6) South 74° 15' 00" West 332.48 feet;
- 7) South 82° 59' 50" West 174.30 feet;
- 8) South 78° 03' 21" West 332.19 feet;
- 9) North 86° 17' 32" West 367.27 feet;
- 10) North 78° 52' 37" West 300.65 feet;
- 11) North 49° 01' 09" West 249.69 feet;
- 12) North 33° 59' 33" West 210.16 feet;
- 13) North 69° 39' 28" West 470.33 feet;
- 14) North 33° 10' 30" West 262.25 feet;
- 15) North 23° 05' 43" West 127.47 feet;
- 16) North 55° 54' 31" West 247.54 feet;
- 17) North 64° 46' 44" West 381.35 feet;
- 18) North 59° 03' 09" West 152.16 feet;
- 19) North 44° 33' 57" West 93.34 feet;
- 20) North 06° 40' 05" West 120.57 feet;
- 21) North 04° 24' 27" East 123.62 feet;
- 22) North 23° 05' 00" East 244.85 feet;
- 23) North 15° 37' 20" East 109.55 feet;
- 24) North 05° 24' 50" East 153.69 feet;
- 25) North 06° 14' 21" West 78.21 feet;
- 26) North 07° 21' 09" West 46.89 feet;
- 27) North 28° 48' 01" West 120.39 feet;
- 28) North 47° 33' 30" West 281.18 feet;
- 29) North 62° 48' 12" West 466.58 feet;
- 30) North 70° 21' 18" West 437.99 feet;
- 31) North 74° 17' 13" West 397.87 feet;
- 32) North 58° 56' 42" West 188.52 feet;
- 33) North 32° 05' 20" West 109.18 feet;
- 34) NORTH 124.50 feet;
- 35) North 16° 06' 51" East 466.58 feet;
- 36) North 14° 23' 52" East 518.79 feet;
- 37) North 02° 21' 28" East 255.22 feet;
- 38) North 07° 28' 38" West 161.37 feet;
- 39) North 20° 05' 30" West 180.48 feet;
- 40) North 26° 58' 25" West 141.10 feet;
- 41) North 32° 27' 25" West 243.11 feet;
- 42) North 25° 13' 48" West 63.41 feet;
- 43) North 18° 12' 07" West 136.06 feet;
- 44) North 04° 53' 22" West 170.12 feet;
- 45) North 08° 23' 22" East 195.34 feet;
- 46) North 03° 13' 34" East 257.66 feet;
- 47) North 27° 10' 13" West 190.52 feet;

- 48) North 50° 10' 14" West 349.32 feet;
- 49) North 41° 53' 11" West 479.40 feet;
- 50) North 08° 39' 43" East 345.97 feet;
- 51) North 50° 18' 12" East 568.12 feet;
- 52) North 20° 09' 29" East 326.73 feet;
- 53) North 28° 46' 15" East 156.86 feet;
- 54) North 63° 37' 46" East 197.56 feet;
- 55) EAST 220.50 feet;
- 56) South 80° 57' 54" East 286.56 feet;
- 57) South 84° 46' 40" East 233.47 feet;
- 58) North 75° 33' 46" East 242.66 feet;
- 59) North 48° 23' 50" East 155.13 feet;
- 60) North 26° 01' 55" East 132.16 feet;
- 61) North 19° 17' 02" East 112.04 feet;
- 62) North 12° 26' 06" East 132.35 feet;
- 63) North 07° 44' 30" East 219.00 feet;
- 64) North 14° 39' 24" East 235.15 feet;
- 65) North 44° 16' 42" East 210.56 feet;
- 66) North 58° 21' 04" East 272.53 feet;
- 67) North 45° 16' 27" East 147.79 feet;
- 68) North 31° 59' 08" East 153.86 feet and
- 69) North 48° 43' 47" East 127.73 feet;

thence leaving said City limits line, along the northeasterly extension of the centerline of Burns Cutoff, North 48° 43' 47" East 348.48 feet to intersection with the centerline of the Stockton Deep Water Channel said point having the coordinates of 2,175,925.9 North and 6,310,911.9 East; thence along said centerline of the Stockton Deep Water Channel South 34° 37' 00" East 125.85 feet to intersection with the City limits line of the City of Stockton; thence continuing along said centerline and the said City limits line the following eleven (11) courses:

- 1) South 34° 37' 00" East 603.05 feet;
- 2) South 44° 55' 33" East 683.24 feet;
- 3) South 47° 52' 10" East 653.30 feet;
- 4) South 49° 10' 02" East 503.55 feet;
- 5) South 43° 44' 47" East 420.12 feet;
- 6) South 39° 26' 23" East 395.90 feet;
- 7) South 41° 39' 53" East 227.90 feet;
- 8) South 42° 14' 44" East 614.30 feet;
- 9) South 57° 10' 56" East 437.29 feet;
- 10) South 66° 23' 27" East 485.65 feet and
- 11) South 64° 36' 02" East 492.31 feet;

thence leaving the City limits line of the City of Stockton and continuing along the centerline of the Stockton Deep Water Channel South 68° 37' 29" East 5,470.06 feet to the point of beginning.

EXCEPT THEREFROM the following described parcel of land:

Beginning at point marking the intersection of the Stockton Deep Water Channel with the northeasterly projection of the easterly line of the 8.735 acre parcel as shown on the Map, filed in Book 32 of Surveys, at Page 119, San Joaquin County Records; thence along said easterly line and the easterly line of the Parcel shown on the Map filed in Book 4 of Surveys, at Page 259, San Joaquin County Records South 22° 19' 17" West 1,398.81 feet to a point in the northeasterly line of Industrial Road; thence along said northeasterly line North 67° 40' 43" West 1,000.00 feet to the southwestly corner of the Parcel shown on the Map filed in Book 5 in Survey's, at Page 89, San Joaquin County Records; thence along the westerly line of last said Parcel North 22° 19' 71" East 1,382.29 feet to a point in the centerline of the Stockton Deep Water Channel; thence along said centerline South 68° 37' 29" East 1,014.00 feet to the point of beginning.

The basis of this description and accompanying map is the "City of Stockton G.I.S., System Base Map" which is based upon the California Coordinate System 83, Zone 3.

AREA – PARCEL ONE: 1,561 acres, more or less.



#03327
10/09/03

Michael David Jones
Michael David Jones, P.L.S. #6173
Dated: 10/09/03

EXHIBIT B-2
LEGAL DESCRIPTION OF ADDED AREA

CITY OF STOCKTON
ROUGH AND READY ISLAND
ADDITIONAL REDEVELOPMENT AREA

All the area lying within Section 8, Township 1 North, Range 6 East, Mount Diablo Base and Meridian, City of Stockton, County of San Joaquin, State of California, more particularly described as follows:

Beginning at point marking the intersection of the Stockton Deep Water Channel with the northeasterly projection of the easterly line of the 8.735 acre parcel as shown on the Map, filed in Book 32 of Surveys, at Page 119, San Joaquin County Records, said point also being a point in the boundary of the City of Stockton Rough and Ready Island Revised Redevelopment Area, said point having the coordinates of 2,170,611.15 North and 6,319,090.80 East, thence along and the Boundary Line of the Rough and Ready Island Additional Redevelopment Area, the following four (4) courses;

- 1) Along said northeasterly projection line and the easterly line of the Parcel shown on the Map filed in Book 4 of Surveys, at Page 259, San Joaquin County Records, South 22° 19' 17" West 1,398.81 feet to a point in the northeasterly line of Industrial Road;
- 2) Along said northeasterly line North 67° 40' 43" West 1,000.00 feet to the southwesterly corner of the Parcel shown on the Map filed in Book 5 in Survey's, at Page 89, San Joaquin County Records;
- 3) Along the westerly line of last said Parcel North 22° 19' 17" East 1,382.29 feet to a point in the centerline of the Stockton Deep Water Channel;
- 4) Along said centerline South 68° 37' 29" East 1,014.00 feet to said Point of Beginning.

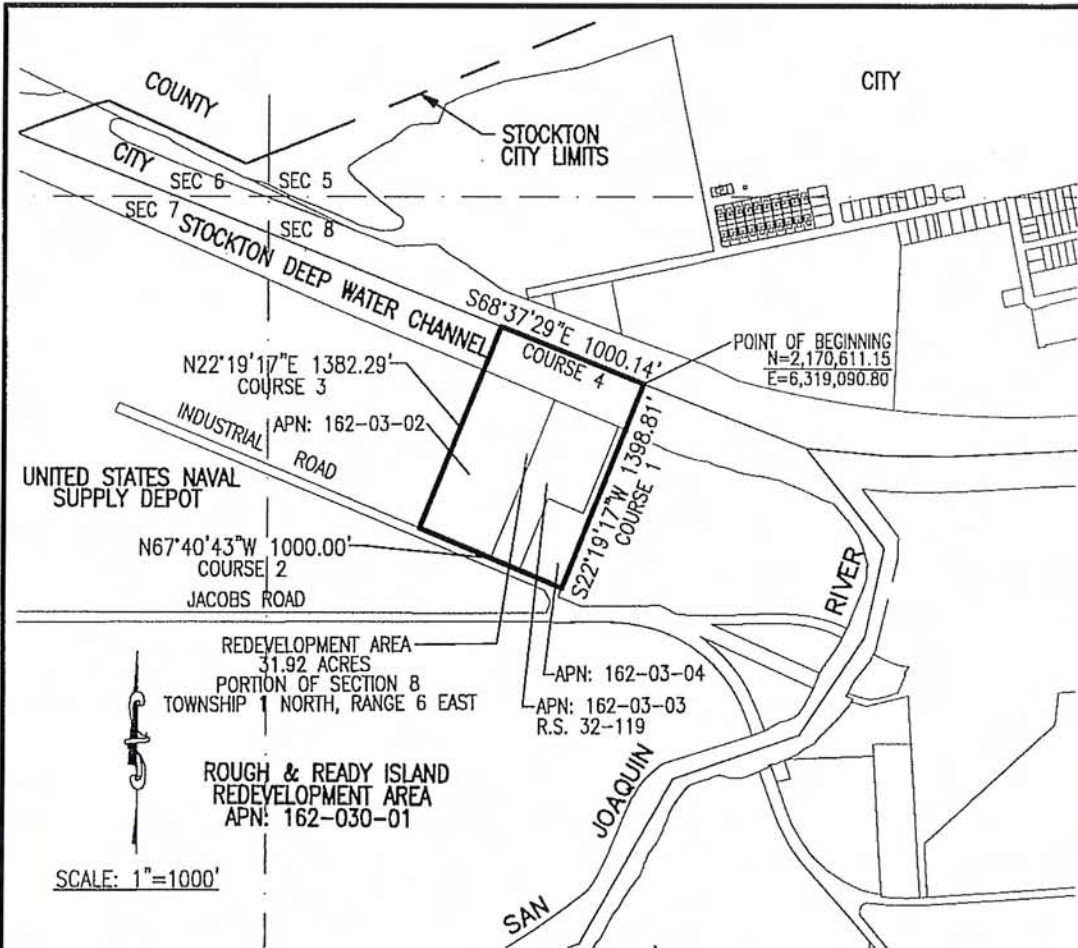
The basis of this description and accompanying map is the "City of Stockton G.I.S. System Base Map" which is based upon the California Coordinate System 83, Zone 3.

AREA – 31.92 acres, more or less.



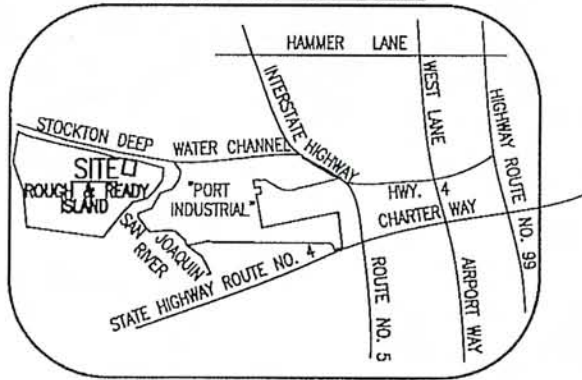
RBW
#08122
Date Signed 3/10/08

Michael David Jones
Michael David Jones, P.L.S. #6173
Expires: 03/31/10



SCALE: 1"=1000'

VICINITY MAP-NO SCALE



LEGEND:
 A.P.N. ASSESSOR PARCEL NUMBER
 R.S. RECORD OF SURVEY
 SEC SECTION



PREPARED BY SIEGFRIED ENGINEERING, INC. SHEET 1 OF 1

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REV. NO.	REV. DATE	REV. BY	ROUGH AND READY ISLAND REDEVELOPMENT AREA	APPROVED BY: <i>Michael David Jones</i>	
DIGITIZED				DATE 8 April 2008	
DWG. BY CK. BY	RBW MDJ	SCALE 1"= 1000'	CITY OF STOCKTON REDEVELOPMENT DEPARTMENT		

STATE OF CALIFORNIA)
)
COUNTY OF SAN JOAQUIN)

On _____, before me, _____,
Notary Public, personally appeared _____,
proved to me on the basis of satisfactory evidence to be the person(s) whose name(s)
is/are subscribed to the within instrument and acknowledged to me that he/she/they
executed the same in his/her/their authorized capacity(ies), and that by his/her/their
signature(s) on the instrument the person(s), or the entity upon behalf of which the
person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of
California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public