

PORTLAND DEVELOPMENT COMMISSION
Portland, Oregon

RESOLUTION NO. 6883

**APPROVING THE AMENDED AND RESTATED
INTERSTATE CORRIDOR URBAN RENEWAL PLAN
AND DIRECTING THE AMENDMENT BE SUBMITTED
TO THE PORTLAND CITY COUNCIL FOR ADOPTION**

WHEREAS, the Portland City Council ("Council") adopted the Interstate Corridor Urban Renewal Plan (as amended, the "Plan") on August 23, 2000, by Ordinance No. 174829 to provide tax increment funding and urban renewal authority to eliminate blight and foster the development and redevelopment of property in order to protect the public health, safety, and welfare of the City of Portland (the "City");

WHEREAS, on May 23, 2007, the Portland Development Commission' Board of Commissioners (the "Board") adopted Resolution No. 6474 initiating a study of all eleven urban renewal areas over time. This effort is known as the Future of Urban Renewal;

WHEREAS, on December 10, 2008, the Board adopted Resolution No. 6655 authorizing the North/Northeast Economic Development Initiative, a study of the current and future investment in the Interstate Corridor ("ICURA") and Oregon Convention Center ("OCCURA") Urban Renewal Areas to consider revisions of the current boundaries;

WHEREAS, in August 2009, Mayor Sam Adams convened the North/Northeast Economic Development Initiative Community Advisory Committee (the "Committee");

WHEREAS, the Committee included representatives from neighborhood associations, Multnomah County, Portland Public Schools, local businesses and other interested parties;

WHEREAS, the Committee met 12 times through May 2010 and received broad community input;

WHEREAS, although OCCURA has been successful, there is urban renewal work remaining to be done which cannot be accomplished within the existing debt capacity of OCCURA;

WHEREAS, the Committee therefore recommended that a portion of OCCURA be incorporated into ICURA;

WHEREAS, the Committee recommended that additional areas be added to ICURA in order to eliminate blight;

WHEREAS, based on Committee recommendations, further analysis, and requests from community members, the Portland Development Commission ("PDC") staff determined that ICURA should be expanded by approximately 416 acres;

WHEREAS, Council is limited to including 15% of the total land area of the City in urban renewal areas and is interested in preserving acreage for future use in other parts of the City, therefore the removal of approximately 230 acres of right-of-way from ICURA is recommended;

WHEREAS, as a result of the proposed additions and removals to the Plan area, ICURA will be expanded by approximately 186 acres, resulting in a total area of approximately 3,990 acres;

WHEREAS, PDC has sought and received valuable input from related taxing jurisdictions pursuant to ORS 457.085(5), citizens, and other interested parties in the City;

WHEREAS, the proposed expansion of ICURA is further described and implemented in the Amended and Restated Interstate Corridor Urban Renewal Plan in the form attached hereto as Exhibit A (the "Amended and Restated Plan");

WHEREAS, the Amended and Restated Plan is both financially feasible and conforms to the City's Comprehensive Plan; and

WHEREAS, because the Amended and Restated Plan increases the Plan area by more than 1% of its current acreage, recommendation by the Planning and Sustainability Commission and approval by Council are required under state law.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the Amended and Restated Plan;

BE IT FURTHER RESOLVED that the Report Accompanying the Amended and Restated Plan in the form attached hereto as Exhibit B (the "Technical Report") is hereby accepted;

BE IT FURTHER RESOLVED that the Board directs the Executive Director to submit the Amended and Restated Plan, the Technical Report and supporting materials to Council for final approval in accordance with the terms of the Plan and ORS 457.095;

BE IT FURTHER RESOLVED that the Executive Director shall cause notice of the hearing by Council on the adoption of the of the Amended and Restated Plan to be published in accordance with ORS 457.120; and

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon its adoption.

Adopted by the Portland Development Commission June 8, 2011.



Recording Secretary

Exhibit A
to Resolution No. 6883
Amended and Restated Interstate Corridor Urban Renewal Plan

Portland Development Commission
Board of Commissioners
June 8, 2011

Exhibit A to the Resolution contains:

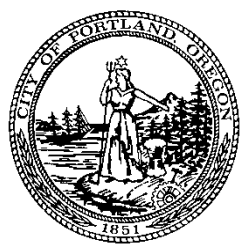
- Amended and Restated Interstate Corridor Urban Renewal Plan
 - Plan Exhibit A - Interstate Corridor Urban Renewal Area - Legal Description of Area Boundary
 - Plan Exhibit B - Interstate Corridor Urban Renewal Area - Comprehensive Plan Maps
 - Plan Exhibit C - Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area
 - Plan Exhibit D - Original (2000) Comprehensive Plan Findings of Fact
 - Plan Exhibit E - Comprehensive Plan Findings of Fact

INTERSTATE CORRIDOR *Urban Renewal Area*

INTERSTATE CORRIDOR URBAN RENEWAL PLAN

ADOPTED AUGUST 2000

AMENDED AND RESTATED THROUGH JULY 27, 2011



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I. INTRODUCTION

The Interstate Corridor Urban Renewal Area (“ICURA” or the “Area”) includes a diverse collection of historic communities in north and northeast Portland. It comprises a variety of older residential neighborhoods, interconnected by commercial corridors, with large scale industrial centers lying on its western and northern edges. It also incorporates parts of such regional features as the I-5 freeway, the Willamette River, and the Columbia Slough. The boundaries of the Area are further described in the attached Exhibit A.

Original Plan Introduction (2000)

The Interstate Corridor faces remarkable challenges and opportunities in the years ahead. A new light rail line is proposed along Interstate Avenue, providing a better link to the rest of the region, with the promise of enhanced connections to regional employment centers. Many neighborhoods are undergoing change, with new families moving in to renovate older homes. Major new public and private investments are anticipated on and near Swan Island, the nearby Rose Quarter, and the Expo Center. The City is also undertaking substantial investments to enhance water quality in the area, and to restore fish and wildlife habitat along the Willamette River and Columbia Slough. All of these public and private investments represent a serious opportunity to leverage partnerships for the benefit of the community.

Notwithstanding these changes and opportunities, this area still lags behind the rest of the City and the region in terms of key economic and social measures (income and poverty levels, improvement to land value ratios, building age, etc.). These measures speak to a deteriorating stock of housing and commercial districts, and a number of brownfield challenges. This urban renewal plan sets forth a comprehensive program to assist in addressing these ills, and to capitalize on the opportunities which lay before the community.

The changes occurring in north and northeast Portland, and the potential benefits of urban renewal, promise reinvestment in the area. At the same time, these investments represent a source of serious concern to many, particularly lower income families, individuals, and small businesses which are potentially threatened by the revitalization of the Corridor.

People are the backbone of this community – those who live, work, learn, play, and worship in the neighborhoods within the Corridor. To a large extent, the future success of urban renewal efforts within the Interstate Corridor must be measured in terms of how they benefit the people in this community. This is especially important given the past experience of many in the Corridor. Past large scale public projects have been harmful to many, particularly members of the African-American community, entailing the involuntary displacement of residents and businesses for projects such as Memorial Coliseum, the I-5 freeway, and Emanuel Hospital. The negative legacy of urban renewal, and of these other large scale public projects in this community, still lingers.

“People were displaced—life investments and achievements were disrupted with no chance to rebuild. All people who were affected by condemnation had a difficult time re-establishing their lives. African Americans had an especially hard time achieving their goals—they faced discrimination, red-lining, and the perception that they were considered a bad risk for the programs that were supposedly designed to assist them.”--Pauline Bradford

“There has been a lot of displacement, a lot of promises that were not kept, a lot of things that were promised, following on the heels of programs that never happened.”--Cathy Galbraith

The displacement of families, residents, and businesses was only one negative aspect of this area’s history. The construction of the I-5 freeway resulted in large scale disinvestment, particularly along the area’s once vibrant commercial corridors (such as Mississippi, Vancouver/Williams, and Interstate itself). The Albina Community Plan, adopted by the City in 1993, set the stage for reinvestment and revitalization of the area; urban renewal is an important funding tool to fully achieve the City’s and the community’s vision for restored economic vitality. The Albina Community Plan identifies Interstate Avenue as an appropriate alignment for a new light rail line, which holds the promise of spurring significant new development at and near station areas.

Building on an extensive community involvement process, this urban renewal Plan reflects lessons learned from the past, while looking towards the future. Mindful of these lessons, urban renewal can be a pivotal tool in unlocking a good future for the people of north and northeast Portland. The many neighborhoods in the urban renewal area are poised to emerge as more vital and livable communities, with increased job opportunities, stronger small businesses, and a major new transit investment. Urban renewal can play a critical role in this process. It is the responsibility of all of us, the community, the Advisory Committee which will continue to play an essential role for the life of the urban renewal area, the City Council, and the Portland Development Commission, to make sure that urban renewal delivers on its promises.

“You can only succeed if the community around you supports you.”--Pauline Bradford

“This process has been of critical importance to the community. Those who often feel disenfranchised have been able to have their voices heard. This is important and necessary. Those who have been left out before have been included this time. The process has been basically democratic. I expect to continue to have the ability to influence this process in the future.”--Harold Williams

“Urban renewal should serve and protect existing residents and businesses in the area. It can be a way of providing access to investment coming into the area, by connecting residents to jobs, economic development and entrepreneurial activities. Increasing access to home ownership opportunities near these economic activities will allow more people to realize the benefits of urban renewal. The challenge with urban renewal will be to connect the new investment to the residents and businesses most in need.”--Lenny Anderson

“The best future for a community is the one it plans for itself...it honors and learns from the community’s past; while turning its strengths.”—Sheila Holden

“Interstate light rail only makes sense in North Portland when supported by urban renewal. This urban renewal plan gives neighborhoods a voice in redevelopment along the light rail line and, with proper levels of urban renewal investment, we can fulfill light rail’s possibilities, while mitigating potential negative impacts. It completes the package linking transportation, housing, and jobs.”—Paul Mortimer

Amended and Restated Interstate Corridor Urban Renewal Plan

As a result of prior urban renewal plan reviews and updates throughout the City of Portland (the “City”), community members from north and northeast Portland requested a process for review of ICURA and the Oregon Convention Center Urban Renewal Area (“OCCURA”). On December 10, 2008, the Portland Development Commission’s Board of Commissioners (the “Board”) directed Portland Development Commission (“PDC” or the “Commission”) staff to proceed with the North/Northeast Economic Development Initiative (“N/NE EDI”) to put this request into action. From 2009 to 2011, the Commission conducted the N/NE EDI in partnership with the community to ensure that the Commission’s investments enhance livability and economic opportunity within ICURA and OCCURA, greater north and northeast Portland and the city at-large. This Interstate Corridor Urban Renewal Plan (this “Plan”) is amended and restated to reflect the results of the N/NE EDI.

II. PUBLIC INVOLVEMENT

The process leading to creation of ICURA has been built around an extensive and broad-based public involvement effort. From the earliest stage of planning efforts for the Area, the Commission has committed itself to engaging the community in a meaningful manner in all decisions affecting ICURA. The Commission has solicited, received and considered the input of residents, property owners, business owners, neighborhood associations, business district associations, community based organizations, ethnic and minority groups, other interested parties and the general public in the development of this Plan. The Commission will affirmatively seek continuing public involvement in its implementation. Exhibit C describes the Commission's outreach efforts in more detail.

The foremost expression of the Commission's commitment to engage the community in the Area is the Interstate Corridor Urban Renewal Area Advisory Committee (the "Advisory Committee"). The composition of the Advisory Committee may evolve over the life of ICURA, but it will continue to offer advice to the Commission on financial decisions affecting the Area, setting priorities for expenditures through the Commission's annual budget processes.

The Commission is committed to continue to pursue an aggressive public participation strategy over the life of this Plan. This is in accordance with Goal #1 of the Plan, calling for a "thorough, ongoing, and inclusive community involvement process."

With the initiation of the N/NE EDI, PDC staff laid the groundwork for the study with technical assistance agreements with each of the four Minority Chambers of Commerce, the National Association of Minority Contractors, and the Metropolitan Contractors Improvement Partnership. Consultants contacted more than 500 community residents, performed cultural and community-specific outreach, which resulted in a series of interviews and reports. In addition, over 40 stakeholder interviews were conducted to begin the formal process to amend the two urban renewal areas.

The outcome of this community process was the formation of the North/Northeast Economic Development Initiative Community Advisory Committee (the "N/NE CAC"). In August of 2009, the Commission convened the N/NE CAC to review ICURA and OCCURA and make recommendations regarding updates to these urban renewal areas. Twelve meetings were held from August of 2009 to May 2010 by the N/NE CAC, a committee with a diverse membership representing members of the Advisory Committee and the Oregon Convention Center Urban Renewal Advisory Committee, citizens, community groups, business groups, other governments and schools in North/Northeast Portland. All meetings were held at a public venue and were widely attended. In addition to these meetings, there was extensive community outreach which included: presentations to community groups, Advisory Committee meetings, Board briefings, neighborhood association briefings, a web page and Facebook page, the use of Twitter, direct mailings to residents and property owners in the then proposed expansion areas, E-blasts, media releases and advertisements, broadcasting of N/NE CAC meetings on public access television as well as available in video format on the PDC web page, meetings with the local Chambers of Commerce, over 500 stakeholder interviews, and the additional input of the Rose Quarter Stakeholder Advisory Committee.

This Plan implements the recommendations that were summarized in the N/NE CAC Report dated July 2010 as a result of this extensive community process.

III. GOALS AND OBJECTIVES

The goals and objectives of this Plan reflect considerable community involvement, including Advisory Committee deliberations, and many broad outreach efforts further described in Exhibit C. The goals also borrow considerably from the Albina Community Plan, adopted by Portland City Council (“Council”) in 1993.

The goals and objectives are divided into two categories presented below. First are the “General Principles”, including broad language that will apply to all decisions affecting the Area. Following the general principles are more specific principles organized around seven topic areas – economic development/jobs, housing, transportation, revitalization, urban design/urban form/historic preservation, parks and open space, and community facilities/public buildings/infrastructure.

General Principles

1. **Outreach.** The planning and implementation of ICURA will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. Information will be accessible to the community. Communications will be in an accessible format where needed.
2. **Benefit the Existing Community/Equity.** This Plan will primarily benefit *existing* residents and businesses within the Area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the Area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).
3. **Coordination.** To optimize the effectiveness of urban renewal investments, the Commission will coordinate and integrate urban renewal efforts with TRI-MET, Oregon Department of Transportation, and other public agencies, as well as the efforts of the private and nonprofit sectors.
4. **Stability/Sustainability.** Urban renewal efforts will strive to stabilize and revitalize the Area, building on the diverse cultural and historic and natural resource assets of the Area. These efforts will strive for sustainability, as measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the Area.

5. **Albina Community Plan.** The Albina Community Plan and its associated neighborhood plans, adopted by Council in 1993, will serve as the cornerstone for this Plan. Specifically, the Albina Community Plan will be the framework plan for the Area, recognizing that the specific urban renewal implementation measures will be sufficiently flexible to evolve in response to new challenges and opportunities as they arise.
6. **St. Johns/Lombard Plan.** The St. Johns/Lombard Plan is designed to set the framework for creating a more complete and vibrant St. Johns town center and North Lombard main street area over the next 20 years. The St. Johns/Lombard Plan focuses on land use and transportation issues, and was initiated in the fall of 2001 as a cooperative effort supported by the community and the City. The St Johns/Lombard Plan was adopted by Council in 2004.
7. **Other Plans.** Additional neighborhood and development plans overlap with the Area including the Bridgeton Neighborhood Plan, the Portsmouth Neighborhood Plan, and the North Interstate Plan. The Bridgeton Neighborhood Plan was adopted by Council in 1997; the Portsmouth Neighborhood Plan was adopted Council in 2002; and the North Interstate Corridor Plan was adopted by Council in 2008.
8. **Optimize Light Rail Investment.** Recognizing this as a unique opportunity to link urban renewal to a major new transit facility, this Plan will serve to optimize the public investment in the Interstate light rail line by ensuring that the entire Area benefits from this investment, in particular through the creation of catalyst projects near light rail stations and other key locations.
9. **Focus Investment Along Interstate.** Areas immediately abutting the light rail line will bear the highest degree of impacts and opportunities associated with the light rail line, and therefore these areas will be an important focus of urban renewal investment.
10. **Distribution of Resources.** It is essential that there be a fair distribution of urban renewal resources throughout the entire Area, so that all areas benefit from this Plan.
11. **Return on Investment.** Consideration should be given to focusing tax increment dollars, especially in the early years of the urban renewal area, on projects which are likely to attract significant private investment, which in turn will generate more immediate tax increment dollars using a return on investment (“ROI”) analysis. It is recognized, however, that some programs and projects may not provide a strong ROI but are nonetheless supportive of other goals and objectives of this Plan and, therefore, merit early funding.
12. **Strategic Use of Resources.** Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient use of tax increment funds, they should serve to leverage other investments whenever possible.

13. **Condemnation.** There will be no condemnation as part of the Area until, and if, the Advisory Committee decides that it wants to amend this Plan to include condemnation. There will be no condemnation by the Commission in the Eliot neighborhood for the life of the Plan.
14. **Other Funding Sources.** The availability of urban renewal funding should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the City. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds, towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

Principles by Topic Area

ECONOMIC DEVELOPMENT/JOBS

1. **Economic Principles Overview.** The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.
2. **Wealth Creation.** Foster entrepreneurship and wealth creation within the community.
3. **Displacement.** Retain and support existing businesses by seeking to insure that they benefit from this Plan and its related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Area, regardless of size, through an assessment of the needs of businesses at risk of displacement. This assessment will identify existing programs and develop new programs and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.
4. **Business Expansion.** Support expansion of existing businesses that offer family-wage employment opportunities within the community.
5. **Brownfields.** Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize Area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation(s) to perform some or all of these tasks.
6. **Training Facilities.** Support the creation of job training facilities, resource facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures

- (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes Area schools and employers to ensure effective service delivery for residents.
7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the Area. Family wage refers to incomes that can sustain a family, including a full range of benefits (medical, etc.).
 8. **Existing Residents.** Provide opportunities for current Area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize Area residents and businesses on all project phases and new developments within ICURA.
 9. **Positive Business Environment.** Recognizing that each area of ICURA serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.
 10. **Job Access.** Optimize access of Area residents to employment opportunities both inside and outside of ICURA.
 11. **Child Care.** Support efforts to improve access to stable, quality child care through the development of child care networks, provider training, facilities improvements, transportation needs, and provider business development. Employers benefiting from urban renewal will be encouraged to describe how they will assist workers with child care prior to receiving urban renewal support.
 12. **Economic Development Strategy.** Work toward accomplishing the goals of the City of Portland's Economic Development Strategy (the "EcDev Strategy") and Neighborhood Economic Development Strategy (the "NED Strategy") to create thriving commercial areas, successful neighborhood businesses, and equitable access to quality jobs throughout the Area. Strive to position neighborhoods, local businesses and their residents to connect to and compete in the regional economy

HOUSING

1. **Displacement.** Develop and implement programs that address potential displacement of current residents (renters *and* homeowners), including non-citizens, so that they may remain in their homes and neighborhoods.
2. **Home Ownership.** Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program.
3. **Compatible Infill.** Assure that infill housing is compatible with established neighborhoods in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making any zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and N. Interstate Avenue.
4. **Seniors/Single Parents/Disabled.** Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor and those with disabilities. Where appropriate, incorporate accessibility design principles.
5. **Housing Balance.** Provide a mix of housing opportunities consistent with the range of choices that existed within the Area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.
6. **Preservation.** Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance
7. **Housing For Workers.** Provide ample housing opportunities for people who work in the Area (current and future employees).
8. **Design Review.** Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects.
9. **Support Services.** Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open space, etc.
10. **Income Diversity.** Assure that an adequate supply of housing is available to people of all income levels throughout the district.
11. **Transit Supportive Housing.** Support mixed-use, mixed -income housing projects along major transit corridors including N. Interstate Avenue.

12. **Housing Strategy.** Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the Area in accordance with the principles enumerated herein. Such strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc.

TRANSPORTATION

1. **Optimize Light Rail Investment.** Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the Area, and by enhancing access to transit for residents and workers.
2. **Target Investments.** Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Area. Give priority to transportation improvements that will enhance access to key employment areas.
3. **Coordination with Other Goals.** Coordinate and integrate transportation investments with other goals and objectives of this Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).
4. **Access.** Assure that Area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.
5. **Pedestrian Environment.** Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.
6. **Traffic Impacts.** Mitigate negative impacts on Area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.
7. **Transportation Modes.** Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the Area.

8. **Truck Access.** Maintain good truck access to businesses within the Area, but discourage truck movement which is only passing through the Area. Also discourage truck movement on residential streets.
9. **Transportation Strategy.** Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of this Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of this Plan.

REVITALIZATION

1. **Focus Redevelopment.** Focus major redevelopment around light rail station areas and other key nodes within the Area, such as intersections of main arterials, to optimize the leverage of public investment and to recognize that redevelopment is critical to the success of light rail.
2. **Main Streets.** Foster the development of mixed-use, medium- and high-density projects at appropriate locations, e.g. at transit stations and along main street corridors as identified in the Metro 2040 Plan. These projects would typically consist of one or more floors of residences over ground floor commercial/retail.
3. **Location of High Density.** Locate high-density housing in appropriately zoned areas along major transit corridors, in a manner that is compatible with adjoining neighborhoods.
4. **Mixed Uses.** Provide for a mix of uses (housing and commercial) along main street corridors, especially N. Interstate Avenue, with related support services such as day care.
5. **Mix Of Scales.** Public-sponsored redevelopment projects should be divided into small and medium scale components, where feasible, to increase opportunities for local, smaller scale developers and contractors, especially Minority/Women/Emerging Small Business contractors (“M/W/ESBs”)
6. **Revitalization Strategy.** Prepare and implement strategies for the revitalization of key areas within the Area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations.
7. **Town Centers.** Foster the development of mixed-use projects at appropriate town center locations, as identified in the Metro 2040 Plan. Town centers provide localized services to people within a two- to three-mile radius. One-to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.

URBAN FORM/ URBAN DESIGN/HISTORIC PRESERVATION

- 1. Target Street Improvements.** Target streetscape improvements to complement light rail use and to leverage appropriate private investment.
- 2. Development Quality.** Promote high quality development that recognizes and builds on the existing architectural character and assets of the Area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.
- 3. Historic Preservation.** Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the Area's social and cultural history.
- 4. Design Review.** On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the Area.
- 5. Heritage.** Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the Area, particularly that of the African-American community.
- 6. Art & Parks.** Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TRI-MET in investing in public art and greenspaces and encourage private investment as well. Public art should reflect the history of the Area and should utilize local artists.
- 7. Sustainable Development.** Promote and encourage resource and energy efficient design in accordance with PDC's Green Building Policy and standards.

PARKS & OPEN SPACE

- 1. Existing Assets.** Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the Area.
- 2. Linkages.** Enhance, extend, and create pedestrian and bicycle linkages between Area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island
- 3. New Development.** Incorporate suitable, high quality parks and open spaces within or near large-scale new development.
- 4. Community Needs.** Meet the recreational and open space needs of the community.
- 5. Preserve and Enhance Natural Areas.** Preserve and enhance natural areas, such as the Columbia Slough, Bridgeton Slough and the Willamette riverbanks and greenway.

- 6. Pocket Parks.** Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space.

COMMUNITY FACILITIES/PUBLIC BUILDINGS/INFRASTRUCTURE

- 1. Existing and Future Facilities.** Maintain, enhance and connect existing and future community services and facilities to meet the needs of current and future residents.
- 2. Location Coordination.** Coordinate the location and operation of community facilities with transportation and housing investments.
- 3. Intergenerational.** Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
- 4. Accessibility.** Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.
- 5. Multiple Benefits.** Design and operate current and future infrastructure to balance and integrate social, economic, and natural resource benefits.

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

This Plan will play a critical role in achieving the goals, policies, and objectives of the Portland Comprehensive Plan, the Albina Community Plan, the St. Johns/Lombard Plan, and other applicable neighborhood plans.

See Exhibit “D” for historical Comprehensive Plan Findings of Fact (2000) and Exhibit “E” for Comprehensive Plan Findings of Fact for this Plan.

City of Portland’s Economic Development Strategy

The EcDev Strategy was adopted by Council on July 8, 2009. The EcDev Strategy sets forth the approach for building an environment for business success and family prosperity in Portland, with the goal of creating 10,000 net new jobs in five years. To achieve this goal, the EcDev Strategy calls for job growth, innovation in sustainability and equality of economic opportunity through competitiveness, urban innovation and neighborhood business vitality. This Plan meets the specific EcDev Strategy objectives as follows:

Competitiveness: Portland intends to maximize the opportunities for traded sector firms (firms that import resources and export goods and services) to produce quality jobs.

1. This Plan provides programs to assist businesses within Portland’s targeted clusters, assisting firms with expansion of exports, supporting higher education innovation efforts and aligning workforce development to match the skills needed.

Urban Innovation: Portland will embark on the next generation of innovation and investment in green building.

2. This Plan provides financial assistance through the Green Features Grant program for businesses that want to make sustainable improvements to their buildings. Substantial investment has been made to fund businesses that adopt green technology, highlighting those that support close to zero carbon footprints.

Neighborhood Business Vitality: Equalize opportunity and stimulate economic activity in neighborhoods throughout the City.

3. This Plan helps equalize opportunity and stimulate economic activity in neighborhood commercial districts. Currently there are two Portland Main Street Programs based on the “Main Street Approach” created by the National Trust for Historic Preservation that overlap with the Area, St. Johns and Alberta. PDC staff will work closely with these groups with particular emphasis on small business development, local retail and service firms, and M/W/ESBs.
4. This Plan contemplates funding storefront improvement grants and provides other direct assistance to businesses within these neighborhood districts.

V. URBAN RENEWAL AREA

Description

ICURA is located entirely within the City and Multnomah County in the state of Oregon. While the Area takes its name from N. Interstate Avenue (the historic highway linking Portland to the state of Washington), the Area in fact includes an expansive territory which is much greater than N. Interstate Avenue and the properties immediately abutting it. The approximately 3990 acre Area occupies portions of 17 neighborhoods within inner North/Northeast Portland, running from near the Rose Quarter to North Portland Harbor, east to Alberta and 31st Streets and west to include the St. Johns business district. The following is a brief description of the neighborhoods through which the Area runs:

Eliot: Eliot is the southernmost of the neighborhoods which comprise the Area. It includes much of the Lower Albina Industrial District (occupying the area between the I-5 freeway and the Willamette River), an older industrial sanctuary bisected by the main line of the Union Pacific Railroad. N. Russell Street between N. Interstate Avenue and I-5 has emerged as an exciting mixed-use area in recent years, with several commercial activities mixed in among older industrial uses. East of the freeway, the portions of the Eliot neighborhood within the Area consist primarily of the southern stretch of the Vancouver/Williams corridor (a north-south corridor featuring a mix of commercial, residential, and light manufacturing uses, along with several vacant sites), and the Russell Street corridor almost to NE Martin Luther King, Jr. Blvd. Small portions of the Eliot Conservation District, and all of the Russell Conservation District, fall within ICURA's boundaries. The Area also includes commercial properties along NE Martin Luther King Jr. Boulevard and surrounding I-5.

Boise: All of the Boise neighborhood falls within the boundaries of the Area. Special highlights of this older neighborhood include the Mississippi corridor, a main street lined with vintage, streetcar-era commercial buildings; the Vancouver/Williams corridor (which includes several vacant and under-utilized sites); some industrial properties at the southwest edge of the neighborhood (near the I-5/Fremont Bridge interchange); and numerous residential streets lined with older homes. The Mississippi corridor is designated as a Conservation District. A small portion of NE Martin Luther King Jr. Boulevard is also in the Boise neighborhood.

Humboldt: Almost all of Humboldt falls within the boundaries of the Area. The Humboldt neighborhood includes the northern stretches of the Mississippi and Vancouver/Williams corridors, and a collection of tree-lined residential streets. It features some of the major institutional uses which serve the greater area, including the Cascade Campus of Portland Community College and Jefferson High School. It also includes a long stretch of N. Killingsworth Street, which is a major east-west arterial that already functions as a main street corridor, but which has the potential to serve as an important linkage between neighborhoods east of the freeway and the light rail line along N. Interstate Avenue. There are several brownfields sites along N. Albina Avenue.

Piedmont: Piedmont, like many areas within ICURA, features a number of historic single-family residential areas. It also includes several major streets which are lined with

properties designated for multi-family residential use, with commercial nodes at the intersections of those streets. Commercially zoned properties along NE Martin Luther King Jr. Boulevard are also located in this neighborhood. Special features of Piedmont include historic Peninsula Park (containing Portland's original rose garden), the Rosemont property (completed in 2004), and Farragut Park. A small portion of the Columbia corridor industrial sanctuary lies along the northern edge of Piedmont, with several industrially-zoned brownfield sites. Portions of the Piedmont Conservation District fall within the boundaries of the Area.

King: A portion of the King neighborhood falls within the Area, including a stretch of single-family residential streets lying between the Boise and Humboldt neighborhoods on the west, and the commercially zoned properties along NE Martin Luther King, Jr. Blvd. Also included is most of NE Alberta Street, an important neighborhood commercial corridor.

Overlook: Several portions of the Overlook neighborhood fall within the Area. These include properties directly abutting N. Interstate Avenue for its entire length within the neighborhood boundary (Fremont Bridge to Ainsworth Street); the area between N. Interstate Avenue and the I-5 freeway (typically developed with older homes, although the area is designated for much higher density mixed use development); the Killingsworth/Greeley corridor (which is zoned for mixed uses, but which currently features a mix of single family homes, commercial, and multi-family uses), and the southeast portion of Swan Island including several major industrial and corporate sites. The North American headquarters of Adidas is located on N. Greeley Avenue in the old Bess Kaiser facility. Properties along N. Interstate Avenue are developed with a variety of commercial uses (motels, restaurants, etc.) reflecting its past role as the primary interstate link between Portland and the state of Washington. Also included within the Overlook neighborhood is N. Going Street, which links Swan Island to N. Interstate Avenue. The Interstate Fire House Cultural Center and adjoining Patton Park is one of the special features of the neighborhood, as are the Polish Library, St. Stanislaus Church, and the Kaiser campus.

Arbor Lodge: A relatively small portion of the Arbor Lodge neighborhood falls within the Area, including N. Interstate Avenue, the area between N. Interstate Avenue and the freeway, properties along N. Rosa Parks Way as far west as N. Greeley, and N. Lombard Street. The south side of N. Lombard Street, a major commercial corridor, provides goods and services to the Arbor Lodge neighborhood. As with the Overlook neighborhood, properties along N. Interstate Avenue feature a variety of commercial uses interspersed with single family homes and small plexes, and the area between N. Interstate Avenue and the freeway is devoted primarily to single family homes. Arbor Lodge Park and Ockley Green Middle School are also located within the Arbor Lodge neighborhood.

Kenton: Much of the Kenton neighborhood falls within the Area. Kenton was originally built in the early years of the 20th century as a "company town" for Swift Meat Company, and Kenton still bears much evidence of its historic roots. N. Denver Avenue between N. Watts and N. Argyle Streets is a vintage streetcar era commercial district, with a rich collection of older buildings. Kenton also includes extensive single family areas east and

west of N. Denver Avenue, and between N. Interstate Avenue and the freeway. The entire Kenton Conservation District and Kenton Commercial Historic District are within the Area. The Kenton neighborhood also includes the northern side of Lombard Street (a major east west commercial thoroughfare), Kenton Park; the Kenton Fire House Community Center, a stretch of the Columbia corridor industrial area (which also includes the Portland Meadows race track), and the southern side of Columbia Slough.

Portsmouth: Lying west of Kenton, the Portsmouth neighborhood is predominantly residential in character, with the notable exception of N. Lombard Street, the northern side of which falls within the neighborhood (the southern side of Lombard is in the University Park neighborhood). The Portsmouth neighborhood includes Columbia Park, the University Park Community Center, and the New Columbia housing development covering dozens of acres in the northern portion of the neighborhood.

Bridgeton: The northern-most of the neighborhoods within the Area, Bridgeton includes a number of properties along the southern edge of the south channel of the Columbia River (across from Tomahawk Island). This stretch of ICURA includes the Expo Center and a section of Bridgeton Road.

Woodlawn: The Woodlawn neighborhood is predominantly residential in character. The sections of the neighborhood within the Area are the commercially zoned properties along NE Martin Luther King Jr. Boulevard and NE Dekum Street. Some of this neighborhood is also within the Woodlawn Conservation District.

Vernon: The Vernon neighborhood is predominantly residential in character. The sections of the neighborhood within the Area are the commercially zoned properties along NE Alberta Street and N. Killingworth Street.

Concordia: With the Concordia neighborhood, a section of NE Alberta Street from the west boundary on NE 22nd Avenue to NE 31st Avenue is in the Area. This section contributes largely to the Alberta Arts District, the heart of an arts, restaurant and shopping district.

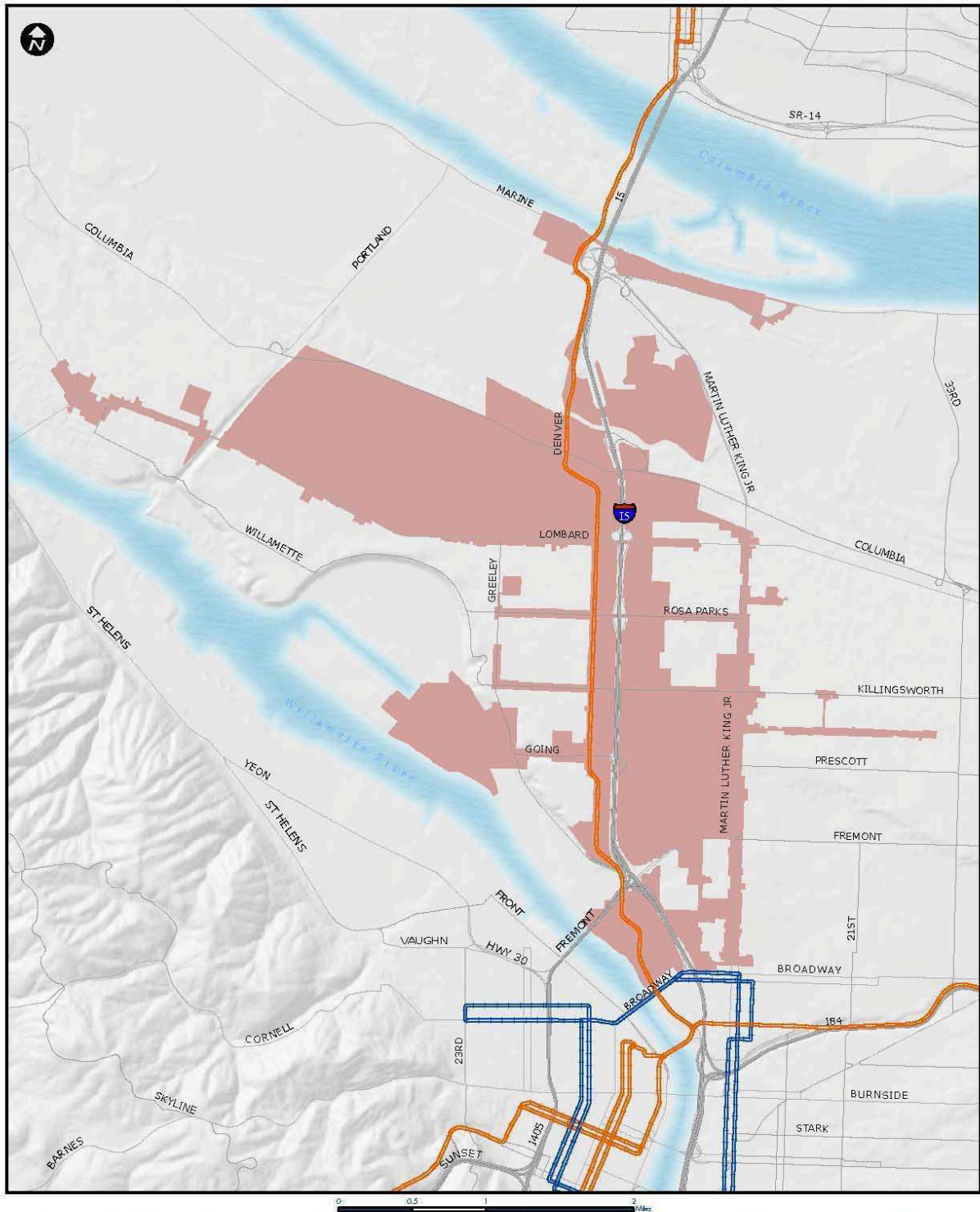
University Park: The University Park neighborhood is home to the University of Portland and surrounding residential areas with the commercial district focused on N. Lombard Street. The commercially zoned properties along N. Lombard Street which support the residential area and the university are also within the Area.

Friends of Cathedral Park: The Friends of Cathedral Park neighborhood contains portions of the St. Johns Town Center that falls within the Area. This neighborhood is home to a wide variety of businesses which support the surrounding residential neighborhood.

St. Johns: The St. Johns neighborhood contains a portion of the St. Johns Town Center along N. Lombard Street that falls within the Area. This neighborhood is home to a wide variety of businesses that support the surrounding residential neighborhood. The St. Johns neighborhood is located in North Portland on the tip of the peninsula formed by the confluence of the Willamette and Columbia Rivers.

East Columbia: East Columbia is a neighborhood in the northeast section of Portland, consisting of a main area west and north of the Sunderland neighborhood, and a smaller disconnected exclave on the Columbia River south of Hayden Island and east of Bridgeton. The portion of the East Columbia neighborhood south of Hayden Island and between I-5 and NE Martin Luther King Jr. Blvd is within the Area.

Interstate Corridor Urban Renewal Area Map



Amended and Restated Interstate Corridor Urban Renewal Area Boundary

Amended ICURA

The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to assure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or positional accuracy. This information is presented "as is" and without warranty, either expressed or implied. Information Sources: Portland Development Commission Geographic Information Systems (GIS), City of Portland, Corporate GIS, April 2011

Legal Description

The legal description of the Area is attached as Exhibit “A”.

VI. PROPOSED LAND USES

The City of Portland’s Comprehensive Plan and implementing ordinances govern land use within the Area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section VI and Exhibit “B” (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibit B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern. The Report on the Amended and Restated Interstate Corridor Urban Renewal Plan (the “Report”) accompanying this Plan contains a brief description of the zoning designations which correspond to the Comprehensive Plan designations. Title 33, Portland City Code is incorporated herein to establish the maximum densities and building requirements to be implemented with this Plan.

<u>Comprehensive Plan Map Designations</u>	<u>Corresponding Zoning Map Designations</u>
Industrial Sanctuary	IG1, IG2, IH
Central Employment	EX
Mixed Employment	EG1 and EG2
General Commercial	CG
Urban Commercial	CS and CM
Office Commercial	CO1 and CO2
Neighborhood Commercial	CN1 and CN2
Central Commercial	CX
Institutional Campus	IR
Central Residential	RX
High Density Multi-Dwelling Residential	RH
Medium Density Multi-Dwelling Residential	R1
Low Density Multi-Dwelling Residential	R2
Attached Residential	R2.5
High Density Single-Dwelling Residential	R5
Medium Density Single-Dwelling Residential	R7
Low Density Single-Dwelling Residential	R10
Open Space	OS

VII. URBAN RENEWAL PROJECTS & PROGRAMS

In order to achieve the objectives of this Plan, the following activities will be undertaken by the Commission, in accordance with applicable federal, state, county and city laws, policies and procedures, and in accordance with the goals and objectives of this Plan. General authority for categories of projects and programs is included herein, as well as specific information on projects which are anticipated at the time of Plan adoption. These projects and programs may be modified, expanded, or eliminated as needed to meet the objectives of this Plan, subject to Section XII concerning amendments to this Plan. The authority and powers granted in this Section VII may be exercised in conjunction with any authority or powers granted to the Commission by statute, ordinance, or the City Charter. The Advisory Committee will play a significant role in offering guidance to the Commission in the execution of these projects and programs.

Infrastructure

Infrastructure projects, such as those identified below, may be completed by the Commission under this Plan.

Jefferson High School Plaza: Establish a public plaza along the south side of NE Killingsworth Street adjacent to the Jefferson High School football field and track. The plaza would provide a visually-appealing alternative to the existing chain-link fence.

Unthank Park Renovation: Implement improvements called for in the Unthank Park Master Plan, which may include new playground equipment, landscaping, historic interpretive signage, community gathering space and sports field improvements.

Dawson Park Renovation: Implement improvements called for in the Dawson Park Master Plan, which may include a waterplay feature, formal park entry, new furnishings and historic interpretive signage.

Humboldt Park Acquisition: Acquire land and develop a new park in the Humboldt neighborhood, one of two identified park-deficient areas in the Area. While no particular property has been targeted at this time, Portland Public Schools owns several surplus lots near Jefferson High School that are of a size appropriate for a neighborhood park.

Bridgeton Trail: Construct a half-mile promenade trail along the Columbia River levee in the Bridgeton neighborhood, connecting the I-5 Columbia River Crossing with Bridgeton Road, completing a missing link in the region's 40-mile loop trail system, and helping spur mixed-use redevelopment on adjacent land.

Killingsworth Streetscape Phase II: Extend the improvements of Phase I, including historic lighting, new street trees, and improved sidewalks and crosswalks, from Commercial Avenue eastward to Martin Luther King Jr. Boulevard. Upgrading the streetscape could help increase the pace of private investment along this half-mile stretch of storefronts, homes and institutions.

Russell Streetscape Phase II: Extend streetscape and safety improvements from N. Kerby Avenue eastward to NE Martin Luther King Jr. Boulevard. Improvements would increase pedestrian safety along this burgeoning corridor.

Lombard Streetscape: Streetscape improvements on N. Lombard Street from Columbia Park westward to the BNSF Railroad cut, including curb extensions, street lighting and bicycle improvements.

Lombard Station Area Improvements: Establish a landscaped boulevard to promote pedestrian-oriented uses, create a safe, pleasant pedestrian link over I-5, and improve pedestrian access to the MAX station. Improvements would include a new traffic light and road access to the Fred Meyer development.

Additional infrastructure projects may include the design, construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities, transit systems, and public infrastructure deemed appropriate to achieve the goals and objectives of this Plan, including, but not limited to:

- (a) Parks and open space acquisition, development, and rehabilitation, including brownfield sites, for uses such as pedestrian plazas, pocket parks, and community gardens, and natural area parks;
- (b) Pedestrian improvements, including sidewalks, pedestrian-ways, trails, and curb extensions;
- (c) Storm water, sanitary sewer, water, power, communication, and other public or private utility infrastructure, including undergrounding of utilities and on-site and regional stormwater control facilities (e.g., bioswales, landscaping, ecoroofs, tree planting, etc.);
- (d) New or upgraded streets and bikeways;
- (e) Trees, shrubs, plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
- (f) Tables, benches and other street furniture including signage, kiosks, drinking fountains, decorative fountains, street and trail lights, and traffic control devices;
- (g) Special graphics for directional and informational purposes;
- (h) Sidewalk awnings, canopies and other weather-sheltering devices for the protection of pedestrians and to augment transit passenger facilities;
- (i) On- and off-street parking facilities and structures;
- (j) Light rail, streetcar, tram, and other transit-related facilities;

- (k) Right-of-way improvements to enhance safe and convenient auto, pedestrian, transit, and bicycle access to employment centers, including Lower Albina, Swan Island/Going Street, and the Columbia corridor;
- (l) Community facilities, such as a branch library, arts center, multi-cultural center, intergenerational activity center, and child care;
- (m) Area gateway projects, to include special signage, landscaping, art, and other improvements to reinforce the identity of the Area and of the distinct neighborhoods within ICURA;
- (n) Riverfront improvement and amenities, including the Willamette Greenway and Columbia Slough Trails, North Portland Harbor and 40-mile loop trails, bank restoration and stabilization, urban habitat enhancement, parks and open space including for recreational, educational, and cultural activities, and features such as walkways, marinas, and docks;
- (o) Facilities supportive of the unique identity of the Area, such as plazas, gateways, and public art; and
- (p) Revitalization and adaptive reuse of school properties, in partnership with the school district and community partners, for the capital expenditure component of functions which serve the goals and objectives of this Plan, including community facilities, job training, etc.

Property Redevelopment

Property redevelopment projects, such as those identified below, may be completed by the Commission by this Plan.

Killingsworth Station: Construct a four-story mixed-use building containing 52 residential condominiums and 9,000 square feet of ground-floor commercial condominium space. Half of the residential units are to be affordable at 80-100% MFI. Killingsworth Station will help activate a major intersection and transit mode currently dominated by auto-oriented uses.

Argyle Site: Mixed-use redevelopment of the 3-acre TriMet property at N. Argyle and N. Interstate Avenue.

Kenton Field Redevelopment: Repurpose the vacant half of the PPS Kenton School property, potentially including a mix of parkland and development. The two-acre site at N. Interstate Avenue and N. Lombard Street is adjacent to TriMet's busiest rail to bus transfer station in the region. Redevelopment would help revitalize the intersection, while parkland would help solve a deficiency of open space in the immediate neighborhood.

Downtown St. Johns Brownfield Redevelopment: Mixed-use redevelopment of the

brownfield site at 8735 N. Lombard Avenue, currently owned by the Portland Bureau of Environmental Services.

King/Parks: Affordable housing and community-serving commercial development at the intersection of NE Martin Luther King Jr. Blvd. and N. Rosa Parks Way. The property is currently owned by the Portland Housing Bureau.

The Commission will undertake loans and grant programs to assist property owners and businesses in rehabilitating or redeveloping property within the Area to achieve the objectives of this Plan. This may include residential or commercial loans or grants, financial assistance to improve older buildings to current code standards (including seismic standards), assistance to remediate environmental conditions or other programs to eliminate blight in the Area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of this Plan.

1. Commercial Redevelopment. The Commission may provide assistance to property owners and businesses for commercial development, redevelopment and rehabilitation. The following are programs currently offered but are subject to change. Additional programs may be created over the life of the district.
 - (a) Development Opportunity Strategies Program: Provides business and/or financial assistance to property and business owners and developers in determining the feasibility of redevelopment projects which further the revitalization of commercial/industrial areas within the Area.
 - (b) Commercial Property Redevelopment Loan Program: Provides loans to assist private partners with redevelopment, new development and tenant improvements that encourage property revitalization and wealth creation within the Area.
 - (c) Storefront Improvement / Commercial Expansion Program: Provides financial assistance to property owners or tenants to improve the appearance of commercial storefront properties (including mixed-use projects) and/or to rehabilitate long-term vacant commercial space within the Area.
 - (d) Brownfields: Assist the redevelopment of brownfield sites for purposes consistent with this Plan. This assistance may take the form of loans, grants, and other funding programs for the assessment, acquisition, redevelopment, remediation, and disposition of properties within the Area.

2. Community Livability and Green Features. The Commission may provide assistance and incentives, including loans, grants or other funding programs, for private, nonprofit and for profit parties to undertake projects that are supportive of community livability and sustainability.

(a) **Green Features Grant:** Provides grants to businesses that need assistance undertaking sustainable improvements to their buildings.

(b) **Community Livability Grant:** Provides grants for capital improvement projects that implement community livability goals. Grants are generally provided to neighborhood associations, business associations, public or nonprofit tax exempt entities who provide community benefits.

Housing

Through the Portland Housing Bureau, the Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. The type and funding level for these projects and programs will be based on the 2001 Interstate URA Housing Implementation Strategy (the “Housing Strategy”) and the Portland Housing Bureau Strategic Framework, as well as other adopted City housing policies where applicable. To implement the housing objectives in this Plan, financial resources will be provided to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. Due to implementation of the TIF Set-Aside Policy adopted by Council in 2006, at least 30% of all TIF resources generated after adoption of the policy will be allocated for this purpose.

The creation of new housing opportunities and the incorporation of programs to maintain existing housing, especially rental and ownership housing which is affordable to low and moderate income households is a critical factor in addressing the challenges of gentrification and displacement. While the specifics of a housing program for ICURA are included in the Housing Strategy, this Plan authorizes projects and programs which fulfill the housing-related goals and objectives of this Plan, including but not limited to:

(a) **Homebuyer Program:** Provide financial assistance to those seeking to purchase a home in the Area, either directly or through subsidized construction or permanent loans to project developers;

(b) **Home Rehabilitation Program:** Provide financial assistance to homeowners in the Area for the purpose of making repairs and improvements to homes and property;

(c) **Housing Development Program:** Provide technical and/or financial assistance to developers of housing in the Area that furthers the goals and objectives of this Plan;

(d) **Rental Property Repair:** Provide financial assistance to owners of rental property (including mixed-use projects) in the Area for the purpose of making repairs and improvements to the residential unit and property; and

(e) **Housing Development:** Land acquisition and transfer for rehabilitation and redevelopment which is consistent with the goals and objectives of this Plan.

Business Development

The Commission may provide assistance and incentives, including loans, grants or other funding programs, for private, nonprofit and for profit parties to undertake projects and programs that are supportive of the wealth creation, economic development, jobs creation and employment goals of this Plan, with particular focus on those projects and programs that fulfill the goals of the EcDev Strategy and the 2011 Council adopted NED Strategy.

(a) Financial mechanisms to promote, facilitate, and develop employment opportunities in the Area;

(b) **Business Retention & Expansion Development Program:** Provide business and/or financial assistance to firms seeking to improve operations, increase profitability and/or create new jobs in support of the revitalization and employment goals of this Plan, with special emphasis on small businesses and firms which provide family wage jobs;

(c) **Business Recruitment / Area Marketing Program:** In conjunction with other redevelopment and business development projects of this Plan, the Commission will promote opportunities within the Area to prospective employers and businesses customers;

(d) **Cluster Industry Development:** Engage target industry cluster firms indentified by the Commission and City in strategies to support job retention/creation, entrepreneurship and innovation to further Portland's competitiveness; and

(e) **Neighborhood Economic Development:** Focus on growing vibrant commercial areas, promoting healthy businesses, and stimulating job growth, through partnerships between the community, public entities, community-based organizations and the private sector.

Land Acquisition, Improvement and Disposition for Redevelopment Projects

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX below.

Properties currently identified for potential acquisition include:

1. 574 NE Alberta Street, currently owned by Portland Public Schools

2. 7528 N. Fenwick Avenue, currently owned by Portland Public Schools

Relocation

To reduce the negative impacts of redevelopment activities, the Commission will provide assistance to persons or businesses displaced in finding replacement facilities. All persons or businesses to be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken, and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments for relocation shall be made pursuant to PDC's currently adopted Relocation Policy. The Commission has prepared and maintains information in its office relating to its Relocation Policy and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

Planning and Administration

The Commission will undertake program development, and project planning activities necessary to achieve the goals and objectives of this Plan. The Commission will also undertake administration of all aspects of this Plan, in a manner consistent with the goals and objectives.

VIII. PROPERTY ACQUISITION POLICIES AND PROCEDURES

It is the intent of this Plan to acquire property within the Area, if necessary, by any legal means to achieve the objectives of this Plan. Property acquisition is hereby made a part of this Plan and may be used to achieve the objectives of this Plan.

Property Acquisition From Willing Sellers

For projects authorized by this Plan, the Commission may acquire property from owners that wish to convey title. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of this Plan.

IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES

Property Disposition

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the goals and objectives of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in this Plan for the specific uses to be permitted on the real property. Real property acquired by the Commission may be disposed of to any other person or entity by the Commission, in accordance with this Plan. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and to comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan. The Commission shall endeavor to solicit local businesses and developers in the disposition of property, in part by providing staff assistance regarding the process of land disposition.

To provide adequate safeguards to insure that the provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants which is assisted financially by the Commission, shall be made subject to such restrictive covenants, easements, or other conditions as may be necessary to implement the goals of this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

Developer's Obligations

Any developer who acquires Commission-owned property, and its successors and assigns, in addition to the other controls and obligations stipulated and required of it by the provisions of this Plan, shall also be obligated by such additional requirements as may be determined by the Commission, including but not limited to:

- (a) The developer shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies that may have jurisdiction on properties and facilities to be developed within the Area.
- (b) The developer and its successors or assigns shall develop such property, in accordance with the land use provisions and building requirements specified in this Plan.
- (c) The developer shall submit all plans and specifications for construction of improvements on the land to the Commission for prior review and distribute to appropriate reviewing bodies in accordance with current City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of current City codes and ordinances.
- (d) The developer shall accept all conditions and agreements as may be required by the Commission for land sale or for receiving financial assistance from the Commission.
- (e) The developer shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
- (f) The developer shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, gender, sexual orientation, or national origin in the sale, lease or occupancy thereof.
- (g) The developer shall maintain developed and/or undeveloped property under its ownership within the Area in a clean, neat, and safe condition, in accordance with the approved plans for development.

X. METHODS FOR FINANCING THE PROJECT

General Description of the Proposed Financing Methods

The Commission may borrow money and accept advances, loans, grants and any other form of financial assistance from the Federal Government, the State, City, County, or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan, or may otherwise obtain financing as authorized by ORS Chapter 457 and Chapter XV of the City Charter. Upon request of the Commission, Council may from time to time issue revenue bonds, certificates, debentures or promissory notes to assist in financing project activities as provided by Section 15-106 of the City Charter.

The funds obtained by the Commission shall be used to pay or repay any costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457 and Chapter XV of the City Charter in connection with the implementation of this Plan.

The total maximum indebtedness which may be incurred to complete the Plan is \$335,000,000.

Self-Liquidation of Costs of Project

The Project may be financed, in whole or in part, by self-liquidation of the costs of project activities as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the increase, if any, in assessed value of property located in the Area, or part thereof, over the true cash value specified in the certificate of amendment to the certificate filed under ORS 457.430, shall, after collection by the tax collector, be paid into a special fund of the Commission and shall be used to pay the principal and interest on any indebtedness incurred by the Commission to finance or refinance the implementation of this Plan.

Prior Indebtedness

Any indebtedness permitted by law and incurred by the Commission or the City in connection with preplanning for this Plan shall be repaid from tax increments from the Area when and if such funds are available.

XI. OTHER PROVISIONS

Non-Discrimination

In the preparation, adoption and implementation of this Plan, no public official or private party shall take any action or cause any person, group or organization to be discriminated against on the basis of age, race, color, religion, gender, sexual orientation, marital status, citizenship status, or national origin.

Conformance With City Comprehensive Plan

This Plan is in conformity with the Comprehensive Plan of the City as a whole relative to the improvement of residential neighborhoods, commercial districts, and employment centers of north and northeast Portland.

Agreements Between Commission and Property Owners

The Commission will implement this Plan through vehicles such as partnerships between the Commission and other public agencies and private sector property owners, for-profit developers and non-profit development organizations. It is the intention of the Commission to utilize agreements such as memorandums of understanding, development agreements or other mechanisms with Area property owners and developers to guide and specify public investments and private development. These agreements will be utilized throughout the life of the Plan to ensure activities are in conformance with this Plan.

XII. PROCEDURES FOR CHANGES OR AMENDMENTS IN THE APPROVED INTERSTATE CORRIDOR URBAN RENEWAL PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

A. Substantial Amendments

Substantial amendments are solely amendments that:

1. add land to the Area, except for an addition of land that totals not more than one percent of the existing Area; or
2. increase the maximum amount of indebtedness that can be issued or incurred under this Plan.

Substantial amendments shall require the same approval process as required for initial plan adoption including the approval process as provided in ORS 457.095 and the notice requirement set forth in ORS 457.120.

B. Council-Approved Amendments

Council-approved amendments are solely amendments that identify a project that includes a public building.

Council-approved amendments require approval by the Commission by resolution and by Council, which may approve the amendment by resolution. Council-approved amendments do not require any of the procedural or notice requirements of ORS Chapter 457, including but not limited to the procedures set forth in ORS 457.085(4) and (5). To the extent that a Council-approved amendment involves a public building, such amendment shall explain how the building serves of benefits the Area.

C. Minor Amendments

Minor amendments are amendments that are neither substantial, nor Council-approved amendments. Minor amendments may include changing the goals of the Plan or removing land from the Area. Minor amendments are effective upon adoption of a resolution by the Commission approving the amendment.

XIII. DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN

Duration of Urban Renewal Plan

No indebtedness, as defined by applicable state law, for which taxes divided under ORS 457.440 are to be pledged, shall be issued under this Plan (and under any and all projects undertaken with respect to this Plan) when maximum indebtedness is reached.

Validity

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan

XIV. PROJECTS INCLUDING PUBLIC BUILDINGS

The following projects include public buildings and set forth below is an explanation of how those buildings serve or benefit the Area:

1. **Historic Kenton Firehouse, 2209 N. Schofield St:** This building serves as a community meeting facility. Interior improvements, including energy efficient upgrades, benefit the Area by increasing the attractiveness of the space for community use.
2. **Interstate Firehouse Cultural Center, 5340 N. Interstate Ave.:** This building serves as a community meeting facility. Improvement of signage on the Interstate Firehouse benefits the Area by providing better visibility in order for the community to take advantage of this public resource. Soundproofing to mitigate noise from the MAX light rail increases the attractiveness of the space for community use.

XV. EXHIBITS

- A. Interstate Corridor Urban Renewal Area - Legal Description of Area Boundary
- B. Interstate Corridor Urban Renewal Area - Comprehensive Plan Maps
- C. Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area
- D. Original (2000) Comprehensive Plan Findings of Fact
- E. Comprehensive Plan Findings of Fact

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EXHIBIT 1

LEGAL DESCRIPTION, PAGE 1 OF 63

THE INTERSTATE URBAN RENEWAL AREA

PORTLAND, OREGON

Beginning at the southeast corner of Lot 5, Block 251 of the Plat of "Holladay's Addition", Assessor Map 1N1E 26CC, at the intersection of the northerly right-of-way line of NE Schuyler Street and the westerly right-of-way line of NE 7th Avenue, located in the Southwest One-Quarter of Section 26, Township 1 North, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, State of Oregon;

1. Thence westerly 1300 feet, more or less, along said northerly right-of-way line of NE Schuyler Street to its intersection with the westerly right-of-way line of NE 2nd Avenue, at the southeast corner of Block 246 of the Plat of "Holladay's Addition", Assessor Map 1N1E 27DD;
2. Thence southerly 160 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 7, Block 245 of the Plat of "Holladay's Addition", Assessor Map 1N1E 27DD;
3. Thence westerly 200 feet, more or less, along said south line of Lot 7 and the south line of Lot 2, Block 245 of said Plat to its intersection with the easterly right-of-way line of NE 1st Avenue, Assessor Map 1N1E 27DD;
4. Thence southerly 90 feet more, or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of NE Broadway, Assessor Map 1N1E 27DD;
5. Thence westerly 521 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Williams Avenue, at the southwest corner of Block 2 of the Plat of "Elizabeth Irvings Addition", Assessor Map 1N1E 27DD;
6. Thence northwesterly 238 feet, more or less, to the intersection of the westerly right-of-way line of N Williams Avenue and the northeasterly right-of-way line of US Highway Interstate 5, at a point on the east line of Lot 5, Block 1 of the Plat of "Elizabeth Irvings Addition No. 2" that is 19.54 feet south of the northeast corner of said Lot 5, Assessor Map 1N1E 27DC;
7. Thence northwesterly 2167 feet, more or less, along said northeasterly right-of-way line of US Highway Interstate 5 to its intersection with the southerly right-of-way line of N Russell Street, at a point that is 5.00 feet easterly of the northwest corner of Lot 18, Block 42 of the Plat of "Albina", Assessor Map 1N1E 27DB;
8. Thence westerly 265 feet, more or less, along the westerly extension of said southerly right-of-way line to its intersection with the southwestly right-of-way line of US Highway Interstate 5, at the northeast corner of Lot 1, Block 47 of the Plat of "Albina", Assessor Map 1N1E 27CA;

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9. Thence southeasterly 2279 feet, more or less, along said southwesterly right-of line to its intersection with the northerly right-of-way line of N Hancock Street, at a point on the south line of Lot 11, Block 38 of the Plat of "Albina" that is 20.00 feet westerly of the southeast corner of line of said Lot 11, Assessor Map 1N1E 27DC;
10. Thence southerly 64 feet, more or less, along a line to the its intersection with the southerly right-of-way line of N Hancock Street and the westerly right-of-way line of N Flint Avenue, Assessor Map 1N1E 27DC;
11. Thence 63 feet, more or less, along a line to its intersection with the easterly right-of-way line of N Flint Avenue and the southwesterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 27DC;
12. Thence southwesterly 456 feet, more or less, along said southwesterly right-of-way line of US Highway Interstate 5 to its intersection with the northerly right-of-way line of N Broadway and the easterly right-of-way line of N Flint Avenue, Assessor Map 1N1E 27DC;
13. Thence westerly 119 feet, more or less, along said northerly right-of-way line of N Broadway to its intersection with the northeasterly right-of-way line of N Wheeler Avenue, Assessor Map 1N1E 27DC;
14. Thence southerly 112 feet, more or less, to the intersection of the southwesterly right-of-way line of N Wheeler Avenue and the northwesterly right-of-way line of N Broadway, at a point on the northeasterly line of Lot 6, Block 17 of the Plat of "Elizabeth Irvings Addition" that is 20 feet northwesterly of the most easterly corner of said Lot 6, Assessor Map 1N1E 27DC;
15. Thence northwesterly 340 feet, more or less, along said southwesterly right-of-way line of N Wheeler Avenue to its intersection with the northwesterly right-of-way line of N Dixon Street, at the most easterly corner of Lot 9, Block 3 of the Plat of "Delmer Shaver's 2nd Addition", Assessor Map 1N1E 27DC;
16. Thence southwesterly 1257 feet, more or less, along the northwesterly right-of-way line of N Dixon Avenue and the southwesterly extension thereof to its intersection with the mean high water line of the east bank of the Willamette River, Assessor Map 1N1E 27CD;
17. Thence northwesterly 3305 feet, more or less, along said mean high water line of the east bank of the Willamette River to its intersection with the northwesterly line of Tax Lot 2700, Assessor Map 1N1E 27CB;
18. Thence northeasterly 258 feet, more or less, along said northwesterly line of said Tax Lot 2700 to its intersection with the southwesterly right-of-way line of N River Street, Assessor Map 1N1E 27CB;
19. Thence northwesterly 25 feet, more or less, along said southwesterly right-of-way line to its intersection with the southwesterly extension of the centerline of N Essex Avenue, Assessor Map 1N1E 27CB;
20. Thence northeasterly 298 feet, more or less, along said centerline of N Essex Avenue and the southwesterly extension thereof and the northeasterly extension thereof to its intersection with the northerly right-of-of-way line of N Russell Street, also being the southerly line of Parcel 2 of Partition Plat Number 1992-164, Assessor Map 1N1E 27BC;
21. Thence easterly 504 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Brendle Avenue, at the most southerly southeast corner of said Parcel 2, Assessor Map 1N1E 27BC;
22. Thence northerly 330 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Knott Street, Assessor Map 1N1E 27BC;

Exhibit A

23. Thence easterly 615 feet, more or less, along said northerly right-of-way line and the easterly extension thereof, to its intersection with the centerline of N Interstate Avenue, Assessor Map 1N1E 27BC;
24. Thence northerly 347 feet, more or less, along said centerline to its intersection with the centerline of N Graham Street, Assessor Map 1N1E 27BD;
25. Thence easterly 337 feet, more or less, along said centerline to its intersection with the centerline of N Mississippi Avenue, Assessor Map 1N1E 27BD;
26. Thence northerly 295 feet, more or less, along said centerline to its intersection with the westerly extension of the southerly right-of-way line of N Stanton Street, Assessor Map 1N1E 27BD;
27. Thence easterly 442 feet, more or less, along said southerly right-of-way line of N Stanton Street and the westerly extension thereof to a point 10 feet westerly of the northeast corner of Lot 1, Block 11 of the Plat of "Proebstels Addition", Assessor Map 1N1E 27BD;
28. Thence northwesterly 108 feet, more or less, to the southwest corner of Lot 6, Block 12 of the Plat of "Proebstels Addition", Assessor Map 1N1E 27BD;
29. Thence northerly 285 feet, more or less, along the west line of said Block 12 to the northwest corner of Lot 1, Block 12 of said Plat on the southerly right-of-way line of N Morris Street, Assessor Map 1N1E 27BD;
30. Thence easterly 319 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the west line of Lot 8, Block 13 (now vacated) of the Plat of "Riverview Addition" and the southeasterly right-of-way line of Pacific Highway Stadium Freeway – Fremont Interchange, Assessor Map 1N1E 27DB;
31. Thence northeasterly 368 feet, more or less, along said southeasterly right-of-way line to a point on the north line of Lot 2, Block 13 of the Plat of "Riverview Addition", being 5.00 feet easterly of the northwest corner of said Lot 2, Assessor Map 1N1E 27BA;
32. Thence easterly 117 feet, more or less, along the north line of Block 13 of said Plat, and the easterly extension thereof, to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 27AC;
33. Thence southerly 1598 feet, more or less, along said centerline to its intersection with the westerly extension of the northerly right-of-way line of N Russell Street, Assessor Map 1N1E 27AC;
34. Thence easterly 1216 feet, more or less, along said northerly right-of-way line and the westerly extension thereof and the easterly extension thereof to its intersection with the easterly right-of-way line of N Williams Avenue, Assessor Map 1N1E 27AC;
35. Thence northerly 941 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the centerline of N Stanton Street (30.00 feet north of Block 2 of the Plat of "Railroad Shops Addition", Assessor Map 1N1E 27AC;
36. Thence westerly 403 feet, more or less, along said centerline and the easterly extension thereof to its intersection with the centerline of N Vancouver Avenue, Assessor Map 1N1E 27AC;
37. Thence northerly 608 feet, more or less, along said centerline to its intersection with the centerline of N Monroe Street, Assessor Map 1N1E 27AB;
38. Thence westerly 378 feet, more or less, along said centerline (vacated by City of Portland Ordinance No. 146553) to its intersection with the east line of the Plat of "Riverview Addition" Assessor Map 1N1E 27AB;
39. Thence northerly 459 feet, more or less, along said east line of said Plat to its intersection with the southerly right-of-way line of N Cook Street and the easterly right-of-way line of Pacific Highway Stadium Freeway – Fremont Interchange, Assessor Map 1N1E 27AB;

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40. Thence northerly 158 feet, more or less, continuing along said east line of said Plat and said easterly right-of-way line of Pacific Highway Stadium Freeway – Freemont Interchange to its intersection with a line parallel to and 28.00 feet northeasterly of the southbound centerline of said Pacific Highway per ODOT Highway Drawing Number 8B-14-18, Assessor Map 1N1E 27AB;
41. Thence northwesterly 78 feet, more or less, along said line parallel to and 28.00 feet northeasterly of the said southbound centerline to its intersection with the northwesterly line of Tax Lot 4600, Assessor Map 1N1E 27AB;
42. Thence northeasterly 9 feet, more or less, along said northwesterly line of Tax Lot 4600 to its intersection with a line parallel to and 36.00 feet northerly of the southbound centerline of the Pacific Highway Stadium Freeway – Freemont Interchange, Assessor Map 1N1E 27AB;
43. Thence westerly 181 feet, more or less, along said line parallel to and 36.00 feet northerly of said southbound centerline to its intersection with the east line of Lot 9, Block 1 of the Plat of “Riverview Addition”, Assessor Map 1N1E 27AB;
44. Thence southerly 12 feet, more or less, along said east line to its intersection with the south line of said Block 1, Assessor Map 1N1E 27AB;
45. Thence westerly 81 feet, more or less, along said south line to its intersection with the easterly right-of-way line of N Commercial Avenue, Assessor Map 1N1E 27AB;
46. Thence southwestwesterly 213 feet, more or less, to the intersection of the northwesterly right-of-way line of Pacific Highway Stadium Freeway – Freemont Interchange and the east line of Lot 4, Block 7 of the Plat of “Riverview Addition”, at a point 41.00 feet northerly of the southeast corner of said Lot 4, Assessor Map 1N1E 27AB;
47. Thence southwestwesterly 98 feet, more or less, along said northwesterly right-of-way line to the northeast corner of Lot 9, Block 7 of said Plat, Assessor Map 1N1E 27AB;
48. Thence southwestwesterly 135 feet, more or less, continuing along said northwesterly right-of-way line to its intersection with the easterly right-of-way line of N Kerby Avenue, Assessor Map 1N1E 27BA;
49. Thence southwestwesterly 81 feet, more or less, continuing along said northwesterly right-of-way line to its intersection with the southerly right-of-way line of N Fargo Street and the southerly extension of the east line of Block 6 of the Plat of “Riverview Addition”, Assessor Map 1N1E 27BA;
50. Thence westerly 201 feet, more or less, along said southerly right-of-way line to the northeast corner of Lot 6, Block 11 of the Plat of “Riverview Addition” and the northwesterly right-of-way line of Pacific Highway Stadium Freeway Freemont Interchange, Assessor Map 1N1E 27BA;
51. Thence southwestwesterly 80 feet, more or less, along the southeasterly line of Tax Lot 6800, Assessor Map 1N1E 27BA, to a point that is approximately 14 feet northeasterly of the southwestwesterly corner of said Tax Lot 6800, Assessor Map 1N1E 27BA;
52. Thence southerly 80 feet, more or less, along a line parallel to and approximately 12.4 feet easterly of the easterly right-of-way line of N Borthwick Avenue, Assessor Map 1N1E 27BA;
53. Thence westerly 79 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 180°00’00”, Length of 78.53 feet, and a Chord of North 89°05’27” West 49.99 feet, to a point on a line parallel to and 12.47 feet easterly of the east line of Lot 1, Block 12 of the Plat of “Riverview Addition” and the southerly extension thereof, Assessor Map 1N1E 27BA;
54. Thence northerly 4 feet, more or less, to the centerline of the vacated alley of Block 12 of the Plat of “Riverview Addition” and the easterly extension thereof (vacated by City of

Exhibit A

- Portland Ordinance No. 132820), that is approximately 12.5 feet westerly of the centerline-centerline intersection of said alley and N Borthwick Avenue, Assessor Map 1N1E 27BA;
55. Thence westerly 94 feet, more or less, along said alley centerline to its intersection with the northerly extension of the east line of Lot 12, Block 12 of the Plat of "Riverview Addition", Assessor Map 1N1E 27BA;
 56. Thence southerly 8 feet, more or less, along said northerly extension of said east line to its intersection with the north line of Lot 13, Block 12 of said Plat, Assessor Map 1N1E 27BA;
 57. Thence easterly 40 feet, more or less, along said north line of Lot 13 to its intersection with northwesterly right-of-way line of Pacific Highway Stadium Freeway Fremont Interchange, at the northeast corner of said Lot 13, Assessor Map 1N1E 27BA;
 58. Thence southwestly 162 feet, more or less, along said northwesterly right-of-way line to its intersection with the northerly right-of-way line of N Monroe Street and the south line of Block 12 of the Plat of "Riverview Addition", at the southeast corner of Lot 10, Block 12 of said Plat, Assessor Map 1N1E 27BA;
 59. Thence westerly 121 feet, more or less, along said south line of Block 12 to its intersection with the easterly right-of-way line of N Albina Avenue, Assessor Map 1N1E 27BA;
 60. Thence southerly 18 feet, more or less, along said easterly right-of-way line to a point, Assessor Map 1N1E 27BA;
 61. Thence southwestly 40 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of $92^{\circ}32'07''$, Length of 40.38 feet, and a Chord of South $47^{\circ}31'58''$ West 36.10 feet, to a point on the southerly right-of-way line of N Monroe Street and the easterly extension thereof, Assessor Map 1N1E 27BA;
 62. Thence westerly 283 feet, more or less, along said southerly right-of-way line and the easterly extension thereof and the westerly extension thereof to its intersection with the centerline of N Mississippi Avenue, Assessor Map 1N1E 27BA;
 63. Thence northwesterly 42 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of $95^{\circ}52'38''$, Length of 41.83 feet, and a Chord of North $40^{\circ}26'18''$ West 37.12 feet, to a point on a line parallel to and 5.00 feet easterly of the westerly right-of-way line of N Mississippi Avenue, Assessor Map 1N1E 27BA;
 64. Thence northerly 23 feet, more or less, along said line parallel to and 5.00 feet easterly of said westerly right-of-way line to its intersection with the easterly extension of the southerly line of Lot 8, Block 15 of the Plat of "Cook's Addition", Assessor Map 1N1E 27BA;
 65. Thence westerly 97 feet, more or less, along said south line and the easterly extension thereof to its intersection with the east line of Lot 9, Block 15 of said Plat, Assessor Map 1N1E 27BA;
 66. Thence northerly 100 feet, more or less, along said east line to its intersection with the north line of said Lot 9, Assessor Map 1N1E 27BA;
 67. Thence westerly 15 feet, more or less, along said north line to its intersection with the east line of Lot 5, Block 15 of said Plat, Assessor Map 1N1E 27BA;
 68. Thence northwesterly 99 feet, more or less, to the intersection of the north line of said Lot 5 and the southeasterly right-of-way line of N Cook Street, Assessor Map 1N1E 27BA;
 69. Thence northerly 93 feet, more or less, to the intersection of the westerly right-of-way line of N Michigan Avenue and the south line of Lot 8, Block 11 of the Plat of "Cook's Addition", Assessor Map 1N1E 27BA;
 70. Thence northwesterly 168 feet, more or less, to the intersection of the west line of Lot 4, Block 11 of said Plat and the east line of a 15.00 foot wide Alley, at a point that is 35 feet northerly of the southwest corner of said Lot 4, Assessor Map 1N1E 27BA;

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71. Thence northerly 15 feet, more or less, along the west line of said Lot 4 to the southwest corner of Lot 1, Block 11 of said Plat, Assessor Map 1N1E 27BA;
72. Thence northwesterly 16 feet, more or less, to a point on the east line of Lot 2, Block 11 of said Plat, that is 6.00 feet northerly of the southeast corner of said Lot 2, Assessor Map 1N1E 27BB;
73. Thence northwesterly 55 feet, more or less, to the intersection of the southerly right-of-way line of N Revere Street and the north line of Lot 2, Block 11 of said Plat, at a point that is 33.00 feet westerly of the northeast corner of said Lot 2, Assessor Map 1N1E 27BB;
74. Thence northwesterly 57 feet, more or less, to the intersection of the northerly right-of-way line of N Revere Street and the south line of Lot 12, Block 3 of the Plat of "Cook's Addition", at a point that is 10 feet westerly of the southeast corner of said Lot 12, Assessor Map 1N1E 27BB;
75. Thence northwesterly 76 feet, more or less, to the intersection of the west line of said Lot 12 and the easterly right-of-way line of N Missouri Avenue, at a point that is 35 feet southerly of the northwest corner of said Lot 12, Assessor Map 1N1E 27BB;
76. Thence northerly 235 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Fremont Street, Assessor Map 1N1E 27BB;
77. Thence northwesterly 7 feet, more or less, to the midpoint of the southeasterly curb return at the intersection N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
78. Thence southerly and northerly 502 feet, more or less, along the easterly, southerly, and westerly curb lines of N Missouri Avenue to the intersection of the westerly and southerly curb lines of N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
79. Thence westerly and easterly 198 feet, more or less, along the southerly, westerly, and northerly curb lines of N Fremont Street to the midpoint of the northwesterly curb return at the intersection of N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
80. Thence northwesterly 8 feet, more or less, to the intersection of the westerly right-of-way line of N Missouri Avenue and the northerly right-of-way line of N Fremont Street, Assessor Map 1N1E 27BB;
81. Thence westerly 55 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 27BB;
82. Thence northerly 235 feet, more or less, along the said easterly right-of-way line to its intersection with the south line of Lot 13, Block 33 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
83. Thence westerly 10 feet, more or less, along said south line to its intersection with the west line of the east half of Block 33 of said Plat, Assessor Map 1N1E 22CC;
84. Thence northerly 404 feet, more or less, along said west line of the east half of said Block 33 and the northerly extension thereof to its intersection with the southerly curb line of N Beech street, Assessor Map 1N1E 22CC;
85. Thence westerly 7 feet, more or less, along said southerly curb line to a point, Assessor Map 1N1E 22CC;
86. Thence northerly 79 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 180°00'00", Length of 78.54 feet, and a Chord of North 01°51'20" East 50.00 feet, to a point on the northerly curb line of N Beech Street that is 7 feet, more or less, westerly of the intersection of said northerly curb line and the southerly extension of the west line of the east half of Block 28 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;

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87. Thence easterly 7 feet, more or less, along said northerly curb line to its intersection with the southerly extension of the west line of the east half of Block 28 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
88. Thence northerly 355 feet, more or less, along said west line of the east half of said Block 28 to its intersection with the southerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
89. Thence westerly 28 feet, more or less, along the westerly extension of the southerly right-of-way line of N Failing Street to a point on the east side of the easterly pedestrian ramp of the pedestrian bridge over US Highway Interstate 5, Assessor Map 1N1E 22CC;
90. Thence westerly 686 feet, more or less, along the east side of the easterly ramp of said pedestrian bridge to the southeasterly corner of said ramp, then westerly along the south line of said easterly ramp to the southwest corner of said ramp, then northerly along said west side of said ramp to the southerly line of said pedestrian bridge, then westerly along said southerly line of said bridge to the east line of the westerly ramp of said pedestrian bridge, then southerly along said east line of said westerly ramp to the southeasterly corner of said westerly ramp, then westerly along said southerly line of said ramp to the southwest corner of said ramp, then northerly along said west side to its intersection with the easterly extension of the southerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
91. Thence westerly 64 feet, more or less, along said easterly extension to its intersection with the west line of the east half of Block 29 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
92. Thence southerly 1455 feet, more or less, along said west line of the east half of Block 29 of said Plat and the southerly extension thereof, along the west line of the east half of Block 32 of said Plat, and along the west line of the east half of Block 5 of the Plat of "Cook's Addition", to its intersection with the north line of Lot 1, Block 9 of the Plat of "Cook's Addition", at the northwest corner of said Lot 1, Assessor Map 1N1E 27BB;
93. Thence easterly 30 feet, more or less, along said north line to its intersection with the westerly right-of-way line of US Highway Interstate 5 at a point that is 30 feet easterly of the northwest corner of said Lot 1, Assessor Map 1N1E 27BB;
94. Thence southeasterly 213 feet, more or less, along said westerly right-of-way line to its intersection with the east line of Lot 8, Block 9 of said Plat and the westerly right-of-way line of N Minnesota Avenue (now vacated), at a point that is 36.01 feet northerly of the southeast corner of said Lot 8, Assessor Map 1N1E 27BB;
95. Thence southerly 92 feet, more or less, along said east line of Lot 8 to its intersection with the northerly right-of-way line of N Interstate Avenue, Assessor Map 1N1E 27BB;
96. Thence southeasterly 127 feet, more or less, to the intersection of the westerly right-of-way line of US Highway Interstate 5 and the east line of Lot 10, Block 16 of the Plat of "Cook's Addition", Assessor Map 1N1E 27BB;
97. Thence southeasterly 534 feet, more or less, continuing along said westerly right-of-way line and the southeasterly extension thereof to the northwest corner of the Plat of "Proebstels Addition Replat", Assessor Map 1N1E 27BB;
98. Thence northwesterly 118 feet, more or less, to the intersection of the southerly line of Block 16 of the Plat of "Cook's Addition" and the northerly line of County Road Number 932, at the southwest corner of Lot 21, Block 16 of said Plat, Assessor Map 1N1E 27BB;
99. Thence northwesterly 1374 feet, more or less, along said southerly line of Block 16 and the northerly line of County Road Number 932 to its intersection with the west line of the

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Northwest One-Quarter of Section 27, Township 1 North, Range 1 East, Willamette Meridian, Assessor Map 1N1E 28A;

100. Thence northerly 146 feet, more or less, along said west line of the Northwest One-Quarter of Section 27 to the southeast corner of Tax Lot 100 Assessor Map 1N1E 28A, Assessor Map 1N1E 28A;
101. Thence northwesterly 1041 feet, more or less, along the southwesterly line of said Tax Lot 100, the southwesterly line of Tax Lot 600 Assessor Map 1N1E 21DD, and the southwesterly line of Tax Lot 5701 Assessor Map 1N1E 21DD to the most westerly corner of said Tax Lot 5701, Assessor Map 1N1E 21DD;
102. Thence northeasterly 13 feet, more or less, along the northwesterly line of said Tax Lot 5701 to its intersection with the southwesterly line of the Plat of "Overlook", Assessor Map 1N1E 21DD;
103. Thence southeasterly 169 feet, more or less, along the southerly lines of Tax Lots 6100, 6200, and 6300 Assessor Map 1N1E 21DD to the southeasterly corner of said Tax Lot 6300, Assessor Map 1N1E 21DD;
104. Thence northeasterly 115 feet, more or less, along the easterly line of said Tax Lot 6300 and its northeasterly extension thereof to its intersection with the centerline of N Melrose Drive, Assessor Map 1N1E 21DD;
105. Thence easterly and northeasterly 270 feet, more or less, along said centerline to its intersection with the centerline of N Overlook Boulevard; Assessor Map 1N1E 21DD;
106. Thence easterly 454 feet, more or less, along said centerline to its intersection with the southerly extension of the north-south division line of Block 24 of the Plat of "Overlook", Assessor Map 1N1E 22CC;
107. Thence northerly 1561 feet, more or less, along said southerly extension of the north-south division line of Block 24 of said Plat and the northerly extension thereof, along the north-south division lines of Block 15, Block 14 and Block 1 of said Plat, to its intersection with the westerly right-of-way line of N Interstate Avenue, Assessor Map 1N1E 22CB;
108. Thence northwesterly 3 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 11, Block 1 of the Plat of "Overlook", Assessor Map 1N1E 22CB;
109. Thence westerly 128 feet, more or less, along said north line of Lot 11 and the westerly extension thereof to its intersection with the centerline of N Massachusetts Avenue, Assessor Map 1N1E 21DA;
110. Thence northerly 50 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 2 of the Plat of "Overlook", Assessor Map 1N1E 21DA;
111. Thence westerly 130 feet, more or less, along said easterly extension of and the north line of said Lot 5 to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 21DA;
112. Thence northerly 230 feet, more or less, along said north-south division line and the northerly extension thereof to its intersection with the centerline of N Skidmore Street, Assessor Map 1N1E 21DA;
113. Thence westerly 87 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 23, Block 2 of the Plat of "Hardimans Addition"; Assessor Map 1N1E 21DA;
114. Thence northerly 277 feet, more or less, along said southerly extension of and the west line of said Lot 23 and the northerly extension thereof, along the west line of Lot 2, Block 2 of said Plat, to its intersection with the centerline of N Prescott Street, Assessor Map 1N1E 21AD;

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115. Thence westerly 1203 feet, more or less, along said centerline to its intersection with the southerly extension of the east line of Lot 12, Block 4 of the Plat of "Blandena Heights", Assessor Map 1N1E 21AC;
116. Thence northerly 132 feet, more or less, along said southerly extension and the east line of said Lot 12 to its intersection with the southerly right-of-way line of N Going Street, Assessor Map 1N1E 21AC;
117. Thence westerly 810 feet, more or less, along said southerly right-of-way line to its intersection with the northerly extension of the west line of Lot 3, Block 9 of the Plat of "Gay Tract", Assessor Map 1N1E 21AC;
118. Thence southerly 143 feet, more or less, along the said northerly extension of and the west line of said Lot 3 to its intersection with the northerly right-of-way line of N Prescott Street, Assessor Map 1N1E 21DB;
119. Thence westerly 71 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of the Plat of "Griswold Tract", Assessor Map 1N1E 21DB;
120. Thence southerly 281 feet, more or less, along said northerly extension of and the west line of said Plat to the northwest corner of Lot 12, Block A of the Plat of "Overlook", Assessor Map 1N1E 21ADB;
121. Thence southeasterly 23 feet, more or less, along the southwesterly line of said Lot 12 to its intersection with the north line of the James Thompson Donation Land Claim No. 42, Assessor Map 1N1E 21DB;
122. Thence westerly 1356 feet, more or less, along said north line of the Thompson Donation Land Claim and the north line of Parcel 2 of Partition Plat Number 1992-164 to the northwest corner of said Parcel 2, Assessor Map 1N1E 21CA;
123. Thence southerly 947 feet, more or less, along the west line of said Parcel 2 to its intersection with the northeasterly extension of the southerly line of Parcel 1 of Partition Plat Number 2003-38, Assessor Map 1N1E 21C;
124. Thence southwestwesterly 189 feet, more or less, along said northeasterly extension of and the southerly line of said Parcel 1 to its intersection with the ordinary high water line on the east bank of the Willamette River, Assessor Map 1N1E 21C;
125. Thence northwestwesterly 4478 feet, more or less, along said ordinary high water line to its intersection with the southeasterly line of Tax Lot 1100, Assessor Map 1N1E 20A;
126. Thence northeasterly 577 feet, more or less, along the southeasterly line of said Tax Lot 1100 and the northeasterly extension thereof to its intersection with the northeasterly right-of-way line of N Channel Avenue, Assessor Map 1N1E 20AB;
127. Thence northwestwesterly 802 feet, more or less, along said northeasterly right-of-way line to its intersection with the easterly right-of-way line of N Commerce Street, Assessor Map 1N1E 20AB;
128. Thence northeasterly 570 feet, more or less, along said easterly right-of-way line to its intersection with the southwestwesterly right-of-way line of N Lagoon Avenue, Assessor Map 1N1E 20AB;
129. Thence southeasterly 27 feet, more or less, along said southwestwesterly right-of-way line to its intersection with the southwestwesterly extension of the southeasterly line of Parcel 2 of Partition Plat Number 2004-008, Assessor Map 1N1E 20AB;
130. Thence northeasterly 242 feet, more or less, along said southeasterly line of said Parcel 2 and the southwestwesterly extension thereof and the northeasterly extension thereof to its intersection with the ordinary high water line of the Swan Island Basin, Assessor Map 1N1E 20A;

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131. Thence southeasterly 580 feet, more or less, along said ordinary high water line to the northerly southerly angle point of Parcel 2 of Partition Plat Number 1995-139, Assessor Map 1N1E 20A;
132. Thence northeasterly 782 feet, more or less, continuing along said ordinary high water line to the most northerly northwest corner of Parcel 2 of Partition Plat Number 2006-193, Assessor Map 1N1E 20A;
133. Thence easterly 235 feet, more or less, along the most northerly line of said Parcel 2 and the easterly extension thereof to its intersection of the easterly right-of-way line of N Basin Avenue, Assessor Map 1N1E 20A;
134. Thence northwesterly 55 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Tax Lot 1700, Assessor Map 1N1E 17D;
135. Thence easterly 800 feet, more or less, along said south line to its intersection with the west line of Tax Lot 1900, Assessor Map 1N1E 16CC;
136. Thence northerly 312 feet, more or less, along the west line of said Tax Lot 1900 to its intersection with the northwesterly line of Tax Lot 1600, Assessor Map 1N1E 16CC;
137. Thence northeasterly 150 feet, more or less, along said northwesterly line and the northeasterly extension thereof to its intersection with the southwesterly right-of-way line of the Union Pacific Railroad (OWR & N. CO), Assessor Map 1N1E 16CC;
138. Thence southeasterly 665 feet, more or less, along said southwesterly right-of-way line to its intersection with the north line of Section 21, Township 1 North, Range 1 East, Assessor Map 1N1E 21BB;
139. Thence easterly 79 feet, more or less, along said north line of Section 21 to its intersection with the northeasterly right-of-way line of the Union Pacific Railroad, Assessor Map 1N1E 21BB;
140. Thence southeasterly 1145 feet, more or less, along said northeasterly right-of-way line to its intersection with the north line of Lot 4 of the Plat of "Madrona Bluff", Assessor Map 1N1E 21BA;
141. Thence northeasterly 749 feet, more or less, along the northerly lines of said Lot 4 and the easterly extension thereof to its intersection with the centerline of N Greely Avenue, Assessor Map 1N1E 21BA;
142. Thence southeasterly 184 feet, more or less, along said centerline to its intersection with the centerline of N Sumner Street, Assessor Map 1N1E 21BA;
143. Thence easterly 570 feet, more or less, along said centerline to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 21BA;
144. Thence southerly 1451 feet, more or less, along said centerline and the southerly extension thereof to its intersection with the westerly extension of the east-west division line of Block 7 of the Plat of "Gay Tract", also being the northwest corner of City of Portland Vacation Ordinance Number 59643 for that portion of N Delaware Avenue, Assessor Map 1N1E 21AC;
145. Thence easterly 429 feet, more or less, along said east-west division line of Block 7 to its intersection with the east line of Lot 17, Block 7 of said Plat, Assessor Map 1N1E 21AC;
146. Thence southerly 66 feet, more or less, along said east line to its intersection with the northerly right-of-way line of N Going Street, Assessor Map 1N1E 21AC;
147. Thence easterly 1358 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 10 feet easterly of the east line of Block 2 of the Plat of "Blandena Heights", also being the west line of City of Portland Vacation Ordinance Number 115764 for that portion of N Denver Avenue, Assessor Map 1N1E 21AC;

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148. Thence northerly 180 feet, more or less, along said line parallel to and 10 feet easterly of the east line of said Block 2 to its intersection with the southerly right-of-way line of N Blandena Street, Assessor Map 1N1E 21AC;
149. Thence easterly 19 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the centerline of N Denver Avenue, Assessor Map 1N1E 21AC;
150. Thence northerly 587 feet, more or less, along said southerly extension of and said centerline to its intersection with the centerline of N Humbolt Street, Assessor Map 1N1E 21AD;
151. Thence easterly 662 feet, more or less, along said centerline to its intersection with the centerline of N Concord Avenue, Assessor Map 1N1E 21AD;
152. Thence southerly 420 feet, more or less, along said centerline to its intersection with the south line of the Plat of "Riverside Addition", Assessor Map 1N1E 21AD;
153. Thence easterly 433 feet, more or less, along said south line to its intersection with the east line of Lot 8, Block 9 of said Plat, Assessor Map 1N1E 21AD;
154. Thence northerly 158 feet, more or less, along said east line and the northerly extension thereof to its intersection with the centerline of N Wygant Street, Assessor Map 1N1E 21AD;
155. Thence easterly 100 feet, more or less, along said centerline to its intersection with the southerly extension of the east line of Lot 15, Block 10 of the Plat of "Riverside Addition", Assessor Map 1N1E 21AD;
156. Thence northerly 1040 feet, more or less, along said east line of Lot 15 and the southerly extension thereof and the northerly extension thereof, along the east lines of Lot 10, Block 10, Lots 10 and 15 of Block 11, Lots 10 and 15 of Block 12, Lots 10 and 15 of Block 13 of the Plat of "Riverside Addition", to its intersection with the centerline of N Sumner Street, Assessor Map 1N1E 21AA;
157. Thence westerly 100 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 16, Block 14 of said Plat, Assessor Map 1N1E 21AA;
158. Thence northerly 130 feet, more or less, along said southerly extension of and the west line of said Lot 16 to its intersection with the east-west division line of Block 14 of the Plat of "Riverside Addition"; Assessor Map 1N1E 21AA;
159. Thence easterly 100 feet, more or less, along said east-west division line to its intersection with the east line of Lot 10, Block 14 of said Plat, Assessor Map 1N1E 21AA;
160. Thence northerly 520 feet, more or less, along said east line of said Lot 10 and the northerly extension thereof, along the east line of Lots 10 and 15 of Block 15, and Lot 15, Block 16 of said Plat, to its intersection with the east-west division line of Block 16 of the Plat of "Riverside Addition", Assessor Map 1N1E 21AA;
161. Thence easterly 3443 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Blocks 1 and 6 of the Plat of "Riverside Addition" and the east-west division line of Blocks 1 and 2 of the Plat of "Madrona Hill", to its intersection with the west line of Lot 15, Block 2 of the Plat of "Madrona Hill", Assessor Map 1N1E 21BA;
162. Thence northerly 95 feet, more or less, along said west line to its intersection with the southerly right-of-way line of N Killingsworth Street, Assessor Map 1N1E 21BA;
163. Thence northeasterly 62 feet, more or less, to the southeast corner of Lot 13, Block 13 of the Plat of "Willamette", on the northerly right-of-way line of N Killingsworth Street", Assessor Map 1N1E 16CD;

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164. Thence northerly 1427 feet, more or less, along the north-south division line of Block 13 and the northerly extension thereof, along the north-south division line of Blocks 14 and Block 15 of said Plat, to its intersection with the north line of Lot 11, Block 15 of the Plat of "Willamette", Assessor Map 1N1E 16CA;
165. Thence easterly 260 feet, more or less, along said north line and the easterly extension thereof, along the north line of Lot 14, Block 10 of said Plat, to its intersection with the north-south division line of Block 10 of said Plat, Assessor Map 1N1E 16CA;
166. Thence southerly 1266 feet, more or less, along said north-south division line and the southerly extension thereof, along the north-south division line of Blocks 11 and 12 of said Plat, to its intersection with south line of Lot 9, Block 12 of said Plat, Assessor Map 1N1E 16CD;
167. Thence easterly 654 feet, more or less, along said south line and the easterly extension thereof, along the south line of Lots 9 and 16 of Block 5, the south line of Lots 9 and 16 of Block 4, to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16CD;
168. Thence southerly 50 feet, more or less, along said centerline to the intersection of the westerly extension of the south line of Lot 3, Block 1 of the Plat of "Gay's Addition", Assessor Map 1N1E 16DC;
169. Thence easterly 2462 feet, more or less, along said westerly extension of and the south line of said Lot 3 and the easterly extension thereof, along the south line of Lot 15, Block 1 of said Plat, the south line of Lots 3 and 15 of Block 3 of said Plat, the south line of Lots 3 and 15 of Block 5 of said Plat; the south line of Lot 3, Block 1, the south line of Lots 3 and 15 of Block 2, the south line of Lot 3, Block 3 of the Plat of "Park Addition to Albina"; the south line of Lot 10, Block 6 and the east-west division line of Block 5 of the Plat of "Nut-Grove"; the east-west division line of Block 8 and the east-west division line of Block 1 of the Plat of "Havelock"; to its intersection with east line of Lot 4, Block 1 of the Plat of "Havelock", Assessor Map 1N1E 16DD;
170. Thence northerly 1058 feet, more or less, along said east line and the northerly extension thereof, along the east line of Lots 4 and 21 of Block 2, the east line of Lots 4 and 21 of Block 3, the east line of Lot 3 of Block 4 of said Plat, the east line of Lot 5, Block 4 of the Plat of "Minrose", and the east line of Lot 19, Block 1 of the Plat of "Minrose", to its intersection with the north line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 16DD;
171. Thence easterly 33 feet, more or less, along said north line to its intersection with the east line of Lot 3, Block 1 of said Plat, Assessor Map 1N1E 16DD;
172. Thence northerly 1301 feet, more or less, along said east line of said Lot 3 and the northerly extension thereof, along the east line of Lot 6, Block 1 of the Plat of "Interstate Addition", the east line of Lot 5, Block 10 of the Plat of "Granville", the east line of Lot 4, Block 11 of the Plat of "Granville", the east line of Lot 3, Block 6 of the Plat of "Rosalind Addition", the east line of Lots 3 and 14 of Block 3, and the east line of Lot 14, Block 2 of the Plat of "Rosalind Addition", to its intersection with the east-west division line of Block 2 of the Plat of "Rosalind Addition", Assessor Map 1N1E 16DA;
173. Thence westerly 1067 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 1 of the Plat of "Rosalind Addition", the north line of Block 1 of the Plat of "Granville", the north line of Lot 2, Block 7 of the Plat of "Granville" to its intersection with the east line of Lot 9, Block 12 of the Plat of "Park Addition to Albina", Assessor Map 1N1E 16DA;
174. Thence northerly 8 feet, more or less, along said east line to its intersection with the north line of said Lot 9, Assessor Map 1N1E 16DA;

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175. Thence westerly 1007 feet, more or less, along said north line of said Lot 9 and the westerly extension thereof, along the north line of Lots 9 and 20 of Block 11 and the north line of Lot 9, Block 10 of the Plat of "Park Addition", the north line of Lots 10 and 15 of Block 4 and Lot 15, Block 5 of the Plat of "Albion Addition", to the northwest corner of Lot 15, Block 5 of the Plat of "Albion Addition", Assessor Map 1N1E 16DB;
176. Thence southerly 25 feet, more or less, along the west line of said Lot 15 to its intersection with the north line of the south one-half of Lot 10, Block 5 of said Plat, Assessor Map 1N1E 16DB;
177. Thence westerly 190 feet, more or less, along said north line of the south one-half of said Lot 10 and the westerly extension thereof to its intersection with the westerly right-of-way line of N Boston Avenue, Assessor Map 1N1E 16DB;
178. Thence northerly 8 feet, more or less, along said westerly right-of-way line to the northeast corner of Tax Lot 8500 Assessor Map 1N1E 16DB, being 17.45 feet southerly of the northeast corner of Lot 15, Block 6 of the Plat of "Albion Addition", Assessor Map 1N1E 16DB;
179. Thence westerly 100 feet, more or less, along the northerly line of said Tax Lot 8500, a line parallel to and 17.45 feet southerly of the north line of said Lot 15, to its intersection with the east line of Lot 10, Block 6 of said Plat, Assessor Map 1N1E 16DB;
180. Thence northerly 17 feet, more or less, to the northeast corner of Lot 10, Block 6 of the Plat of "Albion Addition", Assessor Map 1N1E 16DB;
181. Thence westerly 135 feet, more or less, along the north line of said Lot 10 and the westerly extension thereof to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16CA;
182. Thence southerly 33 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 3, Block 1 of the Plat of "Willamette", Assessor Map 1N1E 16CA;
183. Thence westerly 785 feet, more or less, along north line of said Lot 3 and the easterly extension thereof, along the north line of Lot 20, Block 1, Lots 3 and 20 of Block 8, Lots 3 and 20 of Block 9 of said Plat and the westerly extension thereof to its intersection with the centerline of N Greeley Avenue, Assessor Map 1N1E 16CA;
184. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 16 of the Plat of "Willamette", Assessor Map 1N1E 16CA;
185. Thence westerly 130 feet, more or less, along the north line of said Lot 5 and the easterly extension thereof, to the northwest corner of said Lot 5, Assessor Map 1N1E 16CA;
186. Thence northerly 438 feet, more or less, along the north-south division line of Block 16 of the Plat of "Willamette" and the north-south division line of Block 13 of the Plat of "Burrage Tract" to the northwest corner of Lot 10, Block 13 of the Plat of "Burrage Tract", Assessor Map 1N1E 16BD;
187. Thence easterly 100 feet, more or less, along the north line of said Lot 10 to its intersection with the westerly right-of-way line of N Greeley Avenue, Assessor Map 1N1E 16BD;
188. Thence northerly 511 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Dekum Street, Assessor Map 1N1E 16BD;
189. Thence easterly 160 feet, more or less, along said northerly right-of-way line to its intersection with the north-south division line of Block 11 of the Plat of "Burrage Tract", Assessor Map 1N1E 16BD;

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190. Thence northerly 601 feet, more or less, along the north-south division line of said Block 11 to its intersection with the southerly right-of-way line of N Bryant Street, Assessor Map 1N1E 16BD;
191. Thence easterly 620 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Delaware Avenue, Assessor Map 1N1E 16BD;
192. Thence southerly 78 feet, more or less, along said westerly right-of-way line to its intersection with the north line of that portion of N Delaware Avenue that was vacated by City of Portland Ordinance Number 133856, Assessor Map 1N1E 16BD;
193. Thence easterly 30 feet, more or less, along said north line of that vacated portion of N Delaware Avenue to the northeast corner of said vacation, Assessor Map 1N1E 16BD;
194. Thence southerly 198 feet, more or less, along the east line of said vacation to its intersection with the northerly right-of-way line of N Saratoga Street, Assessor Map 1N1E 16BD;
195. Thence westerly 30 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Delaware Avenue, Assessor Map 1N1E 16BD;
196. Thence southerly 383 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of N Dekum Street, Assessor Map 1N1E 16BD;
197. Thence westerly 721 feet, more or less, along said southerly right-of-way line to its intersection with the easterly right-of-way line of N Greeley Avenue, Assessor Map 1N1E 16BD;
198. Thence southerly 401 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Lot 17, Block 12 of the Plat of "Burrage Addition", Assessor Map 1N1E 16BD;
199. Thence easterly 100 feet, more or less, along the south line of said Lot 17 to the southeast corner of said Lot 17, Assessor Map 1N1E 16BD;
200. Thence southerly 100 feet, more or less, along the west line of Lots 9 and 10 of Block 12 of said Plat to the southwest corner of said Lot 10, Assessor Map 1N1E 16BD;
201. Thence easterly 651 feet, more or less, along the south line of said Lot 10 and the easterly extension thereof, along the south line of Lots 10 and 15 of Block 5 and Lots 10 and 15 of Block 4 of said Plat to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16BD;
202. Thence northerly 20 feet, more or less, along said centerline to its intersection with the westerly extension of the south line of Lot 5, Block 1 of the Plat of "Multnomah Park", Assessor Map 1N1E 16AC;
203. Thence easterly 671 feet, more or less, along the south line of said Lot 5 and the westerly extension thereof, and along the south line of Lot 42, Block 1, the south line of Lots 5 and 42 of Block 2, and the south line of Lot 5, Block 3 of said Plat, and the easterly extension thereof to its intersection with the centerline of N Newcastle Avenue, Assessor Map 1N1E 16AC;
204. Thence northerly 31 feet, more or less, along said centerline to its intersection with the westerly extension of the north line of Tax Lot 10501, Assessor Map 1N1E 16AC;
205. Thence easterly 389 feet, more or less, along said north line and the westerly extension thereof, also along the north line of Tax Lots 11601, 11500, and 11400 Assessor Map 1N1E 16AC, to its intersection with the west line of Lot 2 of the Plat of "Little Homes Subdivision No. 3", at northeast corner of Tax Lot 11400, Assessor Map 1N1E 16AC;

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206. Thence southerly 5 feet, more or less, along the west line of said Lot 2 to the northwest corner of Tax Lot 11300, Assessor Map 1N1E 16AC;
207. Thence easterly 132 feet, more or less, along the north line of said Tax Lot 11300 and the north line of Tax Lot 11200 to its intersection with the west line of Lot 1 of the Plat of "Little Homes Subdivision No. 3", at the southeast corner of Tax Lot 11000, Assessor Map 1N1E 16AC;
208. Thence northerly 5 feet, more or less, along the west line of said Lot 1 to the northwest corner of Tax Lot 11101, Assessor Map 1N1E 16AC;
209. Thence easterly 97 feet, more or less, along the north line of said Tax Lot 11101 to its intersection with the westerly right-of-way line of N Denver Avenue, Assessor Map 1N1E 16AC;
210. Thence southerly 30 feet, more or less, along said westerly right-of-way line to a point that is 99 feet, more or less, northerly or the southeast corner of Lot 1 of the Plat of "Little Homes Subdivision No. 3"; Assessor Map 1N1E 16AC;
211. Thence northeasterly 71 feet, more or less, to the intersection of the easterly right-of-way line of N Denver Avenue, at a point that is 5 feet northerly of the southwest corner of Lot 14, Block 5 of the Plat of "Wilburton", Assessor Map 1N1E 16AD;
212. Thence easterly 95 feet, more or less, along a line parallel to and 5.00 feet northerly of the south line of said Lot 14 to the intersection of the west line of Lot 9, Block 5 of said Plat, Assessor Map 1N1E 16AD;
213. Thence southerly 5 feet, more or less, along the west line of said Lot 9 to the southwest corner of said Lot 9, Assessor Map 1N1E 16AD;
214. Thence easterly 1040 feet, more or less, along the south line of said Lot 9 and the easterly extension thereof, along the south line of Lots 9 and 14 of Block 4 of said Plat, along the south line of Lots 9 and 14 of Block 3 of said Plat, along the south line of Lots 9 and 14 of Block 2 of said Plat, and along the south line of Lot 14, Block 1 of said Plat to its intersection with the north-south division line of Block 1 of said Plat Assessor Map 1N1E 16AD;
215. Thence northerly 2352 feet, more or less, along the north-south division line of Block 1 of the Plat of "Wilburton" and its northerly extension thereof, along the north-south division line of Block 10 of said Plat, along the north-south division line of Block 1 of the Plat of "Eldean", along the north-south division line of Block 1 of the Plat of "Masters Addition", and along the north-south division line of Block 1 of the Plat of "Worlds Fair Addition" to the northeast corner of Lot 16, Block 1 of the Plat of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
216. Thence westerly 3 feet, more or less, along the south line of Lot 17, Block 1 of the Plat of "Worlds Fair Addition" to a point that is 3.43 feet westerly of the southeast corner of said Lot 17, Assessor Map 1N1E 16AA;
217. Thence northerly 100 feet, more or less, along a line parallel to and 3.43 feet westerly of the east line of said Lot 17 and Lot 18, Block 1 of the Plat of "Worlds Fair Addition" to its intersection with the south line of Lot 19, Block 1 of said Plat, Assessor Map 1N1E 16AA;
218. Thence easterly 3 feet, more or less, along the south line of said Lot 19 to its intersection with the north-south division line of said Block 1 of the Plat of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
219. Thence northerly 200 feet, more or less, along the north-south division line of said Block 1 to the northeast corner of Lot 22, Block 1 of the Plat of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
220. Thence westerly 910 feet, more or less along the north line of Lot 22, Block 1 of the Plat of "Worlds Fair Addition" and the westerly extension thereof, along the north line of Lots 3

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- and 22 of Block 2, the north line of Lots 3 and 22 of Block 3, and the north line of Lots 3 and 22 of Block 4 of the Plat of "Worlds Fair Addition" to its intersection with the centerline of N Campbell Avenue, Assessor Map 1N1E 16AA;
221. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 5 of the Plat of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
222. Thence westerly 124 feet, more or less, along said north line and the easterly extension thereof to its intersection with the north-south division line of Block 5 of the Plat of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
223. Thence southerly 50 feet, more or less, along said north-south division line of said Block 5 to the northeast corner of Lot 19, Block 5 of "Worlds Fair Addition", Assessor Map 1N1E 16AA;
224. Thence westerly 136 feet, more or less, along the north line of said Lot 19 and the westerly extension thereof to its intersection with the centerline of N Denver Avenue, Assessor Map 1N1E 16AA;
225. Thence northerly 99 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 31, Block 6 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
226. Thence westerly 143 feet, more or less, along the easterly extension of said north line of said Lot 31 and the westerly extension thereof to its intersection with the east line of the west half of Block 6 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
227. Thence southerly 200 feet, more or less, along said east line of the west half of Block 6 of said Plat to its intersection with the north line of Lot 10, Block 6 of said Plat, Assessor Map 1N1E 16AB;
228. Thence westerly 125 feet, more or less, along the north line said Lot 10 and the westerly extension thereof to its intersection with the centerline of N Lancaster Avenue, Assessor Map 1N1E 16AB;
229. Thence northerly 250 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 29, Block 7 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
230. Thence westerly 264 feet, more or less, along said north line of said Lot 29 and the easterly extension thereof and the north line of Lot 20, Block 7 of said Plat and the westerly extension thereof to its intersection with the centerline of N Mobile Avenue, Assessor Map 1N1E 16AB;
231. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 33, Block 8 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
232. Thence westerly 403 feet, more or less, along said easterly extension and the north line of said Lot 33 and the north line of Lot 16, Block 8 of the Plat of "Electric Addition" and the westerly extension thereof, along the north line of Lot 33, Block 9 of said Plat to its intersection with the east line of the west half of Block 9 of said Plat, Assessor Map 1N1E 16AB;
233. Thence southerly 5 feet, more or less, along said east line of the west half of Block 9 to a point that is 5.00 feet southerly of the northeast corner of Lot 16, Block 9 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
234. Thence westerly 100 feet, more or less, along a line parallel to and 5.00 feet southerly of the north line of said Lot 16 to its intersection with the easterly right-of-way line of N Boston Avenue, Assessor Map 1N1E 16AB;

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235. Thence northerly 5 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the north line of Lot 33, Block 10 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
236. Thence westerly 164 feet, more or less, along said north line of said Lot 33 and the easterly extension thereof and the westerly extension thereof to its intersection with the east line of the west half of Block 10 of the Plat of "Electric Addition", Assessor Map 1N1E 16AB;
237. Thence northerly 50 feet, more or less, along said east line of the west half of said Block 10 to its intersection with the north line of Lot 18, Block 10 of said Plat, Assessor Map 1N1E 16AB;
238. Thence westerly 126 feet, more or less, along the north line of said Lot 18 and the westerly extension thereof to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16AB;
239. Thence southerly 20 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 4, Block 1 of the Plat of "Burrage Tract", Assessor Map 1N1E 16BA;
240. Thence westerly 1296 feet, more or less, along said north line of said Lot 4 and the easterly extension thereof and the north line of Lot 19, Block 1 of said Plat and the westerly extension thereof, along the north line of Lots 4 and 19 of Block 8, the north line of Lots 4 and 19 of Block 9, the north line of Lots 4 and 19 of Block 16, and the north line of Lots 4 and 19 of Block 17 of said Plat, to its intersection with the centerline of N Villard Avenue, Assessor Map 1N1E 16BA;
241. Thence southerly 73 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of the south half of Lot 5, Block 27 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
242. Thence westerly 316 feet, more or less, along said north line of the south half of said Lot 5 and the easterly extension thereof and westerly extension thereof, along the north line of the south half of Lot 20, Block 26 of the Plat of "Arbor Lodge", to its intersection with the north-south division line of said Block 26, Assessor Map 1N1E 16BB;
243. Thence northerly 50 feet, more or less, along said north-south division line of Block 26 to its intersection with the easterly extension of the north line of Lot 6, Block 26 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
244. Thence westerly 146 feet, more or less, along said the north line of said Lot 6 and the easterly extension thereof and the westerly extension thereof to its intersection with the centerline of N Knowles Avenue, Assessor Map 1N1E 16BB;
245. Thence northerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 16, Block 25 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
246. Thence westerly 152 feet, more or less, along said north line of said Lot 16 and the easterly extension thereof and the westerly extension thereof to its intersection with the east line of the west half of Block 25 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
247. Thence southerly 66 feet, more or less, along said east line of the west half of Block 25 to its intersection with the north line of Lot 7, Block 25 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
248. Thence westerly 292 feet, more or less, along the north line of said Lot 7 and the westerly extension thereof, along the north of Lot 18, Block 24 of the Plat of "Arbor Lodge", to its intersection with the east line of the west half of Block 24 of said Plat, Assessor Map 1N1E 16BB;

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249. Thence northerly 67 feet, more or less, along said east line of the west half of Block 24 to its intersection with the north line of Lot 9, Block 24 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
250. Thence westerly 139 feet, more or less, along the north line of said Lot 9 and the westerly extension thereof to its intersection with the centerline of N Vincent Avenue, Assessor Map 1N1E 16BB;
251. Thence southerly 33 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 17, Block 23 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
252. Thence westerly 152 feet, more or less, along said easterly extension and the north line of said Lot 17 and the westerly extension thereof, to its intersection with the east line of the west half of Block 23 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
253. Thence northerly 33 feet, more or less, along said east line of the west half of Block 23 to its intersection with the north line of Lot 9, Block 23 of the Plat of "Arbor Lodge", Assessor Map 1N1E 16BB;
254. Thence westerly 129 feet, more or less, along the north line of said Lot 9 to its intersection with the easterly right-of-way line of N Wabash Avenue, Assessor Map 1N1E 16BB;
255. Thence southwestly 62 feet, more or less, to the northeast corner of Lot 3, Block 100 of the Plat of "Mock Crest", on the westerly right-of-way line of N Wabash Avenue; Assessor Map 1N1E 17AA;
256. Thence westerly 98 feet, more or less, along the north line of said Lot 3 to the southwest corner of Lot 2, Block 100 of the Plat of "Mock Crest", Assessor Map 1N1E 17AA;
257. Thence northerly 50 feet, more or less, along the west line of said Lot 2 to the northeast corner of Lot 46, Block 100 of the Plat of "Mock Crest", Assessor Map 1N1E 17AA;
258. Thence westerly 130 feet, more or less, along the north line of said Lot 46 and the westerly extension thereof to its intersection with the centerline of N Seward Avenue, Assessor Map 1N1E 17AA;
259. Thence northerly 92 feet, more or less, along said centerline to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 17AA;
260. Thence westerly 2632 feet, more or less, along said centerline to its intersection with the northerly extension of the westerly right-of-way line of N Woolsey Avenue, Assessor Map 1N1E 8CD;
261. Thence southerly 124 feet, more or less, along said northerly extension and the westerly right-of-way line of N Woolsey Avenue to its intersection with the south line of Lot 2, Block 82 of the Plat of "Mock's Addition", Assessor Map 1N1E 8CD;
262. Thence westerly 115 feet, more or less, along said south line and the westerly extension thereof to its intersection with the east line of the west half of Block 82 of the Plat of "Mock's Addition", Assessor Map 1N1E 8CD;
263. Thence northerly 50 feet, more or less, along said east line of the west half of Block 82 to its intersection with the north line of Lot 19, Block 82 of the Plat of "Mock's Addition", Assessor Map 1N1E 8CD;
264. Thence westerly 160 feet, more or less, along said north line of Lot 19 and the westerly extension thereof to its intersection with the westerly right-of-way line of N Dwight Avenue, Assessor Map 1N1E 8CD;
265. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 6, Block 81 of the Plat of "Mock's Addition", Assessor Map 1N1E 8CD;
266. Thence westerly 86 feet, more or less, along said south line of Lot 6 to the southwest corner of said Lot 6, Assessor Map 1N1E 8CD;

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267. Thence northerly 5 feet, more or less, along the west line of said Lot 6 to a point that is 5.00 feet northerly of the southeast corner of Lot 21, Block 81 of the Plat of "Mock's Addition", Assessor Map 1N1E 8CD;
268. Thence westerly 87 feet, more or less, along a line parallel to and 5.00 feet northerly of the south line of said Lot 21 to its intersection with the easterly right-of-way line of N Newman Avenue, Assessor Map 1N1E 8CD;
269. Thence northerly 58 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 10, Block 1 of the Plat of "The Smithson Land Company's Addition", Assessor Map 1N1E 8CD;
270. Thence northwesterly 134 feet, more or less, along said southeasterly extension and the northerly line of said Lot 10 to the easterly corner of Lot 9, Block 1 of the Plat of "The Smithson Land Company's Addition", Assessor Map 1N1E 8CD;
271. Thence southwestly 25 feet, more or less, along the southeasterly line of said Lot 9 to the easterly corner of Lot 12, Block 1 of the Plat of "The Smithson Land Company's Addition", Assessor Map 1N1E 8CD;
272. Thence northwesterly 100 feet, more or less, along the northeasterly line of said Lot 12 to its intersection with the easterly right-of-way line of N Huron Avenue, Assessor Map 1N1E 8CD;
273. Thence northeasterly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northeasterly line of Lot 10, Block 2 of the Plat of "The Smithson Land Company's Addition", Assessor Map 1N1E 8CD;
274. Thence northwesterly 500 feet, more or less, along said southeasterly extension and the northeasterly line of said Lot 10 and the northwesterly extension thereof, along the northeasterly line of Lot 9, Block 2, the northeasterly line of Lots 9 and 10 of Block 3 of the Plat of "The Smithson Land Company's Addition", to its intersection with the easterly right-of-way line of N Stockton Avenue, Assessor Map 1N1E 8CD;
275. Thence northwesterly 50 feet, more or less, to the northeasterly corner of Lot 4, Block 4 of the Plat of "Tiff's Subdivision", on the westerly right-of-way line of N Stockton Avenue, Assessor Map 1N1E 8CD;
276. Thence northwesterly 105 feet, more or less, along the northerly line of said Lot 4 and the northwesterly extension thereof to the easterly line of the west half of Block 4 of the Plat of "Tiff's Subdivision", Assessor Map 1N1E 8CD;
277. Thence southwestly 33 feet, more or less, along said easterly line of the west half of Block 4 to its intersection with the northerly line of Lot 32, Block 4 of the Plat of "Tiff's Subdivision", Assessor Map 1N1E 8CD;
278. Thence northwesterly 355 feet, more or less, along said northerly line of Lot 32 and the northwesterly extension thereof, along the northerly line of Lots 5 and 32 of Block 72 of the Plat of "University Park", to its intersection with the easterly right-of-way line of N Jordan Avenue, Assessor Map 1N1E 8CC;
279. Thence northeasterly 33 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 4, Block 71 of the Plat of "University Park", Assessor Map 1N1E 8CC;
280. Thence northwesterly 311 feet, more or less, along said southeasterly extension and the northerly line of Lot 4 and the northwesterly extension thereof, along the northerly line of Lot 33, Block 71 of the Plat of "University Park", to its intersection with the westerly right-of-way line of N Haven Avenue, at the southeasterly corner of Lot 10, Block 57 of said Plat, Assessor Map 1N1E 8CB;

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281. Thence southwesterly 123 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Bowdoin Street, at the southeasterly corner of Lot 11, Block 57 of the Plat of "University Park", Assessor Map 1N1E 8CC;
282. Thence northwesterly 383 feet, more or less, along said northerly right-of-way line and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Hodge Avenue, at the southeasterly corner of Lot 11, Block 56 of the Plat of "University Park", Assessor Map 1N1E 8CB;
283. Thence southwesterly 293 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Oberlin Street, at the southeasterly corner of Lot 11, Block 55 of the Plat of "University Park", Assessor Map 1N1E 8CC;
284. Thence northwesterly 333 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Stanford Avenue, at the southwesterly corner of Lot 20, Block 55 of the Plat of "University Park", Assessor Map 1N1E 8CC;
285. Thence northeasterly 416 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the southerly line of Lot 13, Block 39 of the Plat of "University Park", Assessor Map 1N1E 8CB;
286. Thence northwesterly 240 feet, more or less, along said southeasterly extension and the southerly line of said Lot 13 and the northwesterly extension thereof, along the southerly lines of Lots 8, 9, 10, 11, and 12 of Block 39 of the Plat of "University Park", to the southerly southwest corner of said Lot 8, Assessor Map 1N1E 7DA;
287. Thence southwesterly 34 feet, more or less, to the southeasterly corner of Lot 4, Block 39 of said Plat, Assessor Map 1N1E 7DA;
288. Thence northwesterly 105 feet, more or less, along the southerly line of said Lot 4 to its intersection with the southeasterly right-of-way line of N Portsmouth Avenue, Assessor Map 1N1E 7DA;
289. Thence northwesterly 82 feet, more or less, to the intersection of the northwesterly right-of-way line of N Portsmouth Avenue and the northeasterly line of the southerly half of Lot 11, Block 3 of the Plat of "Portsmouth", Assessor Map 1N1E 7DA;
290. Thence northwesterly 110 feet, more or less, along said northeasterly line of the southerly half of said Lot 11 to the most northerly corner of the southerly half of said Lot 11, Assessor Map 1N1E 7DA;
291. Thence northwesterly 26 feet, more or less, to the most southerly corner of Lot 7, Block 3 of the Plat of "Portsmouth", Assessor Map 1N1E 7DA;
292. Thence northwesterly 1018 feet, more or less, along the southerly line of Lots 1, 2, 3, 4, 5, 6, and 7 of Block 3 and the northwesterly extension thereof, along the southerly line of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Block 2, and the southerly line of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Block 1 of said Plat, to its intersection with the easterly right-of-way line of N McKenna Avenue, Assessor Map 1N1E 7DA;
293. Thence northeasterly 26 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the line that is parallel to and 10.00 feet northerly of the northerly line of Lot 3, Block 6 of the Plat of "McKenna Park", Assessor Map 1N1E 7DB;
294. Thence northwesterly 155 feet, more or less, along said southeasterly extension of the line that is parallel to and 10.00 feet northerly of the northerly line of said Lot 3 to its intersection with the easterly line of Lot 15, Block 6 of the Plat of "McKenna Park", Assessor Map 1N1E 7DB;
295. Thence southwesterly 33 feet, more or less, along said easterly line to its intersection with the northerly line of Lot 6, Block 6 of the Plat of "McKenna Park", Assessor Map 1N1E 7DB;

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296. Thence northwesterly 127 feet, more or less, along said northerly line and the northerly line of Lots 7 and 8 of Block 6 of the Plat of "McKenna Park" to its intersection with the easterly line of Lot 11, Block 6 of said Plat, Assessor Map 1N1E 7DB;
297. Thence southwesterly 117 feet, more or less, along said easterly line and the easterly line of Lots 9 and 10, Block 6 of the Plat of "McKenna Park" to its intersection with the northerly right-of-way line of N Bowdoin Street, Assessor Map 1N1E 7DB;
298. Thence northwesterly 100 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Wall Avenue, Assessor Map 1N1E 7DB;
299. Thence northeasterly 140 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 3, Block 1 of the Plat of "McKenna Park", Assessor Map 1N1E 7AC;
300. Thence northwesterly 180 feet, more or less, along said southeasterly extension and the northerly line of said Lot 3 to the easterly line of Lot 28, Block 1 of the Plat of "McKenna Park", Assessor Map 1N1E 7AC;
301. Thence southwesterly 23 feet, more or less, along said easterly line to its intersection with the northerly line of Lot 6, Block 1 of the Plat of "McKenna Park", Assessor Map 1N1E 7AC;
302. Thence northwesterly 450 feet, more or less, along said northerly line and the northwesterly extension thereof, along the northerly line of Lots 7, 8, 9, 10, 11, 12, 13, and 14 of Block 1 of the Plat of "McKenna Park", to its intersection with the easterly line of Lot 17, Block 1 of said Plat, Assessor Map 1N1E 7AC;
303. Thence northeasterly 23 feet, more or less, along said easterly line to its intersection with the northerly line of said Lot 17, Assessor Map 1N1E 7AC;
304. Thence northwesterly 122 feet, more or less, along said northerly line to its intersection with the easterly right-of-way line of N Westanna Avenue at the northwesterly corner of Lot 17, Block 1 of the Plat of "McKenna Park", Assessor Map 1N1E 7AC;
305. Thence westerly 57 feet, more or less, to the northeasterly corner of Lot 5, Block 12 of the Plat of "Northern Hill Addition", Assessor Map 1N1E 7AC;
306. Thence northwesterly 275 feet, more or less, along the northerly line of said Lot 5 and the northwesterly extension thereof, along the northerly line of Lot 34, Block 12 of said Plat, to its intersection with the westerly right-of-way line of N Newell Avenue at the northeasterly corner of Lot 5, Block 11 of said Plat, Assessor Map 1N1E 7BD;
307. Thence southwesterly 125 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Lot 10, Block 11 of the Plat of "Northern Hill Addition", Assessor Map 1N1E 7BD;
308. Thence northwesterly 500 feet, more or less, along said northerly line and the northwesterly extension thereof, along the northerly line of Lot 29, Block 11 and the northerly line of Lots 10 and 29 of Block 10 of the Plat of "Northern Hill Addition", to its intersection with the easterly right-of-way line of N Carey Boulevard, Assessor Map 1N1E 7BD;
309. Thence northeasterly 244 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Lombard Street, Assessor Map 1N1E 7BD;
310. Thence northwesterly 442 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of the Burlington Northern Railroad, Assessor Map 1N1E 7B;
311. Thence southwesterly 1378 feet, more or less, along said westerly right-of-way line to its intersection with the easterly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7CB;

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312. Thence northeasterly 1083 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the northerly right-of-way line of N Kellogg Street, Assessor Map 1N1E 7BC;
313. Thence northwesterly 260 feet, more or less, along said easterly extension of and the northerly right-of-way line of N Kellogg Street to its intersection with the westerly line of Lot 12, Block 5 of the Plat of "South St Johns ",Assessor Map 1N1E 7BC;
314. Thence northeasterly 100 feet, more or less, along said westerly line of said Lot 12 to its intersection with the northerly line of Lot 13, Block 5 of the Plat of "South St Johns", Assessor Map 1N1E 7BC;
315. Thence northwesterly 1149 feet, more or less, along said northerly line of said Lot 13 and the northwesterly extension thereof, along the northerly line of Lots 14, 15, and 16 of Block 5 of the Plat of "South St Johns", the northerly line of Lots 9, 10, 11, 12, 13, 14, 15, and 16 of Block 4 of said Plat, the northerly line of Lots 10, 11, 12, 13, 14, 15, 16, 17, and 18 of Block 3 of said Plat, to its intersection with the easterly right-of-way line of N Buchanan Avenue, Assessor Map 1N1W 12AA;
316. Thence southwesterly 72 feet, more or less, to the intersection of the westerly right-of-way line of N Buchanan Avenue and a line parallel to and 100 feet northeasterly of the southwesterly line of Lot 1, Block 3 of the Plat of "St Johns Heights", Assessor Map 1N1W 12AA;
317. Thence northwesterly 91 feet, more or less, along said line parallel to and 100 feet northeasterly of the southwesterly line of said Lot 1 and the northwesterly extension thereof to its intersection with the easterly line of Lot 3, Block 3 of said Plat, Assessor Map 1N1W 12AA;
318. Thence northeasterly 49 feet, more or less, along said easterly line to the intersection of the northerly line of the Plat of "St Johns Heights", at the northeast corner of said Lot 3, Assessor Map 1N1W 12AA;
319. Thence northwesterly 1346 feet, more or less, along said northerly line of the Plat of "St Johns Heights" and the westerly extension thereof, along the northerly line of Lots 1 and 10 of Block 2 of the Plat of "Severance Addition to St Johns", to its intersection with the westerly right-of-way line of N Oswego Avenue, Assessor Map 1N1W 12AB;
320. Thence southwesterly 223 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Jersey Street, Assessor Map 1N1W 12AB;
321. Thence northwesterly 240 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the easterly line of Lot 11, Block 3 of the Plat of "Severance Addition to St Johns", Assessor Map 1N1W 12AB;
322. Thence southwesterly 260 feet, more or less, along said northerly extension and the easterly line of said Lot 11 and along the easterly line of Lots 12, 13, and 14 of Block 3 of the Plat of "Severance Addition to St Johns", to its intersection with the northerly right-of-way line of N Ivanhoe Street, Assessor Map 1N1W 12AB;
323. Thence southwesterly 63 feet, more or less, along a line to the northeasterly corner of Lot 8, Block 5 of the Plat of "Severance Addition to St Johns", on the southerly right-of-way line of N Ivanhoe Street, Assessor Map 1N1W 12AB;
324. Thence southwesterly 100 feet, more or less, along the easterly line of said Lot 8 and the easterly line of Lot 9, Block 5 of the Plat of "Severance Addition to St Johns", to the southeast corner of said Lot 9, Assessor Map 1N1W 12AB;
325. Thence northwesterly 10 feet, more or less, along the southerly line of said Lot 9 to the intersection with the easterly line of Lot 10, Block 5 of said Plat, Assessor Map 1N1W 12AB;

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326. Thence southwesterly 100 feet, more or less, along said easterly line and the easterly line of Lot 11, Block 5 of said Plat to its intersection with the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12AB;
327. Thence northwesterly 171 feet, more or less, along said northerly right-of-way line and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Richmond Avenue, Assessor Map 1N1W 12AB;
328. Thence southwesterly 260 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Princeton Street, Assessor Map 1N1W 12AB;
329. Thence northwesterly 460 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N John Avenue, Assessor Map 1N1W 12AB;
330. Thence northeasterly 100 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the southerly line of Lot 8, Block 27 of the Plat of "James Johns 2nd Addition", at the southeasterly corner of the vacated portion of N John Avenue by City of Portland Vacation Ordinance No. 137185, Assessor Map 1N1W 12AB;
331. Thence northwesterly 260 feet, more or less, along said southeasterly extension of and the southerly line of said Lot 8, along the southerly line of Lots 5, 6, and 7, Block 27 of the Plat of "James Johns 2nd Addition", to its intersection with the easterly right-of-way line of N Leavitt Avenue, Assessor Map 1N1W 12BA;
332. Thence northeasterly 160 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12BA;
333. Thence northwesterly 321 feet, more or less, along said southeasterly extension and the northerly right-of-way of N Syracuse Street and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Burlington Avenue, Assessor Map 1N1W 12BA;
334. Thence southwesterly 287 feet, more or less, along said westerly right-of-way line to its intersection with the southwesterly line of Lot 4, Block 28 of the Plat of "James Johns Addition" and the northeasterly line of the Plat of "Bridge Court Condominiums", Assessor Map 1N1W 12BA;
335. Thence northwesterly 213 feet, more or less, along said southwesterly line of said Lot 4 and the northwesterly extension thereof, along the southwesterly line of Lot 3, Block 28 of the Plat of "James Johns Addition", to its intersection with the southeasterly right-of-way line of N Philadelphia Avenue, Assessor Map 1N1W 12BA;
336. Thence northeasterly 107 feet, more or less, along said southeasterly right-of-way line to its intersection with the southwesterly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12BA;
337. Thence northeasterly 69 feet, more or less, to the intersection of the southeasterly right-of-way line of N Philadelphia Avenue and the northeasterly right-of-way line of N Syracuse Street, at the most westerly corner of Tax Lot 3200, Assessor Map 1N1W 12BA;
338. Thence northwesterly 460 feet, more or less, along said northeasterly right-of-way line to its intersection with the northwesterly line of Lot 1, Block 37 of the Plat of "James Johns Addition", Assessor Map 1N1W 12BA;
339. Thence northeasterly 100 feet, more or less, along said northwesterly line of said Lot 1 to the most southerly corner of Lot 3, Block 37 of said Plat, Assessor Map 1N1W 12BA;
340. Thence northwesterly 990 feet, more or less, along the southwesterly line of said Lot 3 and the northwesterly extension thereof, along the southwesterly line of Lots 3 and 4 of Block

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- 36, the southwesterly line of Lots 3 and 4, Block 35, the southwesterly line of Lots 3 and 4 of Block 34 of said Plat, and the southwesterly line of Lot 8, Block 4 of the Plat of "Chipman's", to its intersection with the northwesterly line of said Lot 8, Assessor Map 1N1W 1CD;
341. Thence northeasterly 260 feet, more or less, along the northwesterly line of said Lot 8 and the northeasterly extension thereof, along the northwesterly line of Lot 9, Block 5 of the Plat of "Chipman's", to the most easterly corner of Lot 10, Block 5 of said Plat, Assessor Map 1N1W 1CD;
342. Thence northwesterly 50 feet, more or less, along the northeasterly line of said Lot 10 to the most westerly corner of Lot 7, Block 5 of said Plat, Assessor Map 1N1W 1CD;
343. Thence northeasterly 100 feet, more or less, along the northwesterly line of said Lot 7 to its intersection with the southwesterly right-of-way line of N Lombard Street, Assessor Map 1N1W 1CD;
344. Thence northeasterly 64 feet, more or less, along a line to the northeasterly right-of-way line of N Lombard Street at the intersection of a line that is parallel to and 15.13 feet northwesterly of the southeasterly line of Lot 11, Block 3 of the Plat of "Hill's Addition", Assessor Map 1N1W 1CD;
345. Thence northeasterly 92 feet, more or less, along a line that is parallel to and 15.13 feet northwesterly of the southeasterly line of said Lot 11 to the intersection of the northeasterly line of said Lot 11, Assessor Map 1N1W 1CD;
346. Thence easterly 21 feet, more or less, along a line to the most westerly corner of Lot 17, Block 3 of the Plat of "Hill's Addition", Assessor Map 1N1W 1CD;
347. Thence northeasterly 92 feet, more or less, along the northwesterly line of said Lot 17 to its intersection with the southwesterly right-of-way line of N Kellogg Street, Assessor Map 1N1W 1CD;
348. Thence southeasterly 80 feet, more or less, along said southwesterly right-of-way line to its intersection with the northwesterly right-of-way line of N St. Louis Avenue, Assessor Map 1N1W 1CD;
349. Thence southeasterly 72 feet, more or less, to the intersection of the southeasterly right-of-way line of N St. Louis Avenue and the northeasterly line of Tax Lot 12500, Assessor Map 1N1W 1CD;
350. Thence southeasterly 87 feet, more or less, along said northeasterly line of said Tax Lot 12500 to its intersection of the northwesterly line of the Plat of "Court Place", on the northerly right-of-way line of a 16.00 foot wide Alley, Assessor Map 1N1W 1CD;
351. Thence southwesterly 116 feet, more or less, along said northerly right-of-way line to its intersection with the easterly line of Lot 11, Block 3 of the Plat of "Court Place", also the southwesterly right-of-way line of a 16.00 foot wide Alley, Assessor Map 1N1W 1CD;
352. Thence southeasterly 376 feet, more or less, along said southwesterly right-of-way line and the southeasterly extension thereof to its intersection with the southwesterly extension of the northwesterly line of Lot 2, Block 3 of the Plat of "Court Addition", Assessor Map 1N1W 1CD;
353. Thence northeasterly 116 feet, more or less, along said southwesterly extension and the northerly line of said Lot 2 to its intersection with the southwesterly right-of-way line of N Kellogg Street, Assessor Map 1N1W 1CD;
354. Thence southeasterly 50 feet, more or less, along said southwesterly right-of-way line to its intersection with the southwesterly extension of the northwesterly line of Lot 12, Block 2 of the Plat of "Court Place", Assessor Map 1N1W 1CD;

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355. Thence northeasterly 160 feet, more or less, along said southwesterly extension of and the northwesterly line of said Lot 12 to the most northerly corner of said Lot 12, Assessor Map 1N1W 1CD;
356. Thence southeasterly 50 feet, more or less, along the northeasterly line of said Lot 12 to its intersection with the northerly right-of-way line of N Chicago Avenue, at the most easterly corner of said Lot 12, Assessor Map 1N1W 1CD;
357. Thence southeasterly 384 feet, more or less, along the northwesterly extension of the southwesterly line of Lot 19, Block 1 of the Plat of "Chester Place" and the southwesterly line of said Lot 19 and along the southwesterly line of Lot 8, Block 1 of said Plat and the southeasterly extension thereof, to its intersection with the southeasterly right-of-way line of N Burlington Avenue, Assessor Map 1N1W 1CD;
358. Thence northeasterly 200 feet, more or less, along said southeasterly right-of-way line to its intersection with the southerly right-of-way line of N Central Street, Assessor Map 1N1W 1DC;
359. Thence southeasterly 215 feet, more or less, along said southerly right-of-way line to its intersection with the northwesterly right-of-way line of N Leavitt Avenue, Assessor Map 1N1W 1DC;
360. Thence southwesterly 544 feet, more or less, along said northwesterly right-of-way line to its intersection with the southerly right-of-way line of N Kellogg Street, Assessor Map 1N1W 12AB;
361. Thence southeasterly 320 feet, more or less, along said southerly right-of-way line to its intersection with the southeasterly right-of-way line of N John Ave, Assessor Map 1N1W 12AB;
362. Thence southwesterly 200 feet, more or less, along said southeasterly right-of-way line to its intersection with the northerly right-of-way line of N Lombard Street, Assessor Map 1N1W 12AB;
363. Thence southeasterly 200 feet, more or less, along said northerly right-of-way line to its intersection with the northwesterly right-of-way line of N Charleston Avenue, Assessor Map 1N1W 12AB;
364. Thence northeasterly 230 feet, more or less, along said northwesterly right-of-way line to its intersection with the centerline of that portion of vacated N Kellogg Street per City of Portland Vacation Ordinance No. 38807, Assessor Map 1N1W 12AB;
365. Thence southeasterly 236 feet, more or less, along said vacated centerline to the intersection of the westerly line of Tax Lot 10200, Assessor Map 1N1W 12AB;
366. Thence northerly 241 feet, more or less, along the westerly line of said Tax Lot 10200 and the westerly line of Tax Lots 10500 and 10600 to the northwest corner of said Tax Lot 10600; Assessor Map 1N1W 12AB;
367. Thence easterly 86 feet, more or less, along the northerly line of said Tax Lot 10600 to its intersection with the westerly right-of-way line of N Richmond Avenue, Assessor Map 1N1W 12AB;
368. Thence southerly 50 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the northerly line of Tax Lot 1000, Assessor Map 1N1W 12AB;
369. Thence easterly 260 feet, more or less, along said westerly extension and the northerly line of said Tax Lot 1000 and the northerly line of Tax Lot 900 to its intersection with the westerly right-of-way line of N Oswego Avenue, Assessor Map 1N1W 12AB;
370. Thence southeasterly 83 feet, more or less, to the intersection of the northwesterly right-of-way line of N Lombard Way and the easterly right-of-way line of N Oswego Avenue at the

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- southwesterly corner of Lot 1, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
371. Thence northerly 114 feet, more or less, along the easterly right-of-way line of N Oswego Avenue to its intersection of the southerly right-of-way line of a 16.00 foot wide Alley at the most northwesterly corner of Lot 2, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
 372. Thence northeasterly 54 feet, more or less, along said southerly right-of-way line to its intersection with the easterly line of Lot 4, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
 373. Thence southeasterly 92 feet, more or less, along the easterly line of said Lot 4 to its intersection with the northwesterly right-of-way line of N Lombard Way, Assessor Map 1N1W 12AA;
 374. Thence southeasterly 72 feet, more or less, to the southeasterly right-of-way line of N Lombard Way at the most northerly corner of Lot 2, Block 2 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
 375. Thence northeasterly 179 feet, more or less, along the southeasterly right-of-way line of N Lombard Way to its intersection with the westerly right-of-way line of N Mohawk Avenue at the most northerly corner of Lot 8, Block 2 of said Plat, Assessor Map 1N1W 12AA;
 376. Thence southerly 94 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Lot 7, Block 2 of said Plat, Assessor Map 1N1W 12AA;
 377. Thence easterly 61 feet, more or less, to the easterly right-of-way line of N Mohawk Avenue at the intersection of a line parallel to and 100 feet northerly of the southerly line of Lot 1, Block 3 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
 378. Thence southeasterly 113 feet, more or less, along the a line parallel to and 100 feet northerly of the southerly line of Lots 1, 2, 3, 4, and 5 of Block 3 of said Plat to the intersection of the easterly line of said Plat, Assessor Map 1N1W 12AA;
 379. Thence northeasterly 260 feet, more or less, along said easterly line of the Plat of “Caples Addition” to the intersection of the most northerly northeasterly line of Tax Lot 10000, Assessor Map 1N1W 12AA;
 380. Thence southeasterly 79 feet, more or less, along the most northerly northeasterly line of said Tax Lot 10000 to the northwesterly corner of Tax Lot 9800, Assessor Map 1N1W 12AA;
 381. Thence southwestly 100 feet, more or less, along the westerly line of said Tax Lot 9800 and the westerly line of Tax Lot 9900 to the southwestly corner of said Tax Lot 9900, Assessor Map 1N1W 12AA;
 382. Thence southeasterly 160 feet, more or less, along the southerly line of said Tax Lot 9900 and the southeasterly extension thereof to its intersection with the easterly right-of-way line of N Tyler Avenue, Assessor Map 1N1W 12AA;
 383. Thence southwestly 160 feet, more or less, along said easterly right-of-way line to its intersection with the southerly line of Lot 2, Block F of the Plat of “Elizabeth Caples Addition”, Assessor Map 1N1W 12AA;
 384. Thence southeasterly 301 feet, more or less, along said southerly line of Lot 2 and the southerly line of Lots 3, 4, and 6 of Block F of said Plat to the intersection of the westerly right-of-way line of N Polk Avenue, Assessor Map 1N1W 12AA;
 385. Thence easterly 65 feet, more or less, to the easterly right-of-way line of N Polk Avenue at the intersection of the north line of the south half of Lot 2, Block E of the Plat of “Elizabeth Caples Addition”, Assessor Map 1N1W 12AA;

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386. Thence southeasterly 100 feet, more or less, along said north line of the south half of Lot 2 to its intersection with the easterly line of said Lot 2, Assessor Map 1N1W 12AA;
387. Thence southwesterly 25 feet, more or less, along said easterly line of Lot 2 to its intersection with the northerly line of Lot 14, Block E of said Plat, Assessor Map 1N1W 12AA;
388. Thence southeasterly 1695 feet, more or less, along said northerly line of said Lot 14 and along the northerly line of Lots 9, 10, 11, 12, 13 of Block E of the Plat of "Elizabeth Caples Addition", the east-west division line of Block 2 of the Plat of "South St Johns", the east-west division line of Blocks D, E, and F of the Plat of "St Cloud Heights", to its intersection with the westerly right-of-way line N Ida Avenue, Assessor Map 1N1E 7BC;
389. Thence easterly 72 feet, more or less, to the easterly right-of-way line of N Ida Avenue at its intersection with a line parallel to and 16.66 feet southerly of the northerly line of Tract 20 of the Plat of "Northern Hill Acres", Assessor Map 1N1E 7BD;
390. Thence northeasterly 208 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the east-west division line of Block C of the Plat of "St Clouds Heights", Assessor Map 1N1E 7BA;
391. Thence northwesterly 66 feet, more or less, along said southeasterly extension of the east-west division line of said Block C to the westerly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7BA;
392. Thence northeasterly 171 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Central Street, Assessor Map 1N1E 7B;
393. Thence northwesterly 804 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Burr Avenue, Assessor Map 1N1E 7B;
394. Thence northeasterly 919 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Smith Street, Assessor Map 1N1E 7B;
395. Thence southeasterly 819 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Ida Ave, Assessor Map 1N1E 7BA;
396. Thence southwesterly 828 feet, more or less, along said westerly right-of-way line to its intersection with the northwesterly extension of the east-west division line of Block 2 of the Plat of "High School Addition", Assessor Map 1N1E 7BA;
397. Thence southeasterly 63 feet, more or less, along said northwesterly extension of the east-west division line of said Block 2 to its intersection with the easterly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7BA;
398. Thence southwesterly 170 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Central Street, Assessor Map 1N1E 7BA;
399. Thence southeasterly 215 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Heppner Avenue, Assessor Map 1N1E 7BD;
400. Thence southwesterly 300 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 16.66 feet southerly of the northerly line of Tract 20 of the Plat of "Northern Hill Acres", Assessor Map 1N1E 7BD;
401. Thence southeasterly 60 feet, more or less, along a line to the easterly right-of-way line of N Heppner Avenue at the intersection of the southerly right-of-way line of a 15.00 foot wide Alley, Assessor Map 1N1E 7BD;

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402. Thence southeasterly 128 feet, more or less, along said southerly right-of-way line of the Alley to its intersection with the southerly line of Lot 6 of the Plat of "Northern Hill Acres", Assessor Map 1N1E 7BD;
403. Thence southeasterly 99 feet, more or less, along said southerly line to its intersection with the westerly right-of-way line of N Gilbert Avenue, Assessor Map 1N1E 7BD;
404. Thence southwesterly 190 feet, more or less, along said westerly right-of-way line to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 7BD;
405. Thence southeasterly 413 feet, more or less, along said centerline to its intersection with the southwesterly extension of the westerly right-of-way line of N Carey Boulevard, also being the easterly right-of-way line of the Burlington Northern Railroad, Assessor Map 1N1E 7BD;
406. Thence northeasterly 4602 feet, more or less, along said westerly right-of-way line of N Carey Boulevard and the centerline of N Columbia Court to its intersection with the northerly line of the Plat of "College Place", being a line parallel to and 50.00 northeasterly of the southwesterly right-of-way line of N Columbia Court, Assessor Map 1N1E 6DA;
407. Thence southeasterly 1865 feet, more or less, along said northerly line of the Plat of "College Place" and the southeasterly extension thereof to its intersection with the centerline of N Columbia Boulevard and the centerline of N Fiske Avenue, Assessor Map 1N1E 5CD;
408. Thence southeasterly 5071 feet, more or less, along the centerline of N Columbia Boulevard to its intersection with the southerly extension of the west line of Tax Lot 200, Assessor Map 1N1E 9BB;
409. Thence northerly 1429 feet, more or less, to the southerly mean high water line of the Columbia Slough, Assessor Map 1N1E 9;
410. Thence southeasterly 3160 feet, more or less, along said southerly mean high water line to its intersection with the westerly right-of-way line of N Denver Avenue, Assessor Map 1N1E 9AB;
411. Thence northerly 204 feet, more or less, along said westerly right-of-way line to a point that lies North 175.9 feet and West 2188.6 feet from the Northeast Corner of the John Rankin Donation Land Corner, at the southerly northeasterly corner of Tax Lot 100, Assessor Map 1N1E 9AB;
412. Thence northwesterly 510 feet, more or less, to the southeasterly corner of Delta Park, at the southeast corner of Tax Lot 400, Assessor Map 1N1E 4;
413. Thence northerly 997 feet, more or less, along the southerly easterly line of said Tax Lot 400 to the most southerly corner of that tract of land conveyed to Oregon Department of Transportation by Deed Book 2511 Page 406, as recorded in 1991, Assessor Map 1N1E 4DD;
414. Thence northwesterly 530 feet, more or less, along the easterly end northerly lines of said Deed Book to the northwesterly corner thereof, on the southerly easterly line of Tax Lot 400, Assessor Man 1N1E 4;
415. Thence westerly 66 feet, more or less, along said southerly easterly line of said Tax Lot 400 to its intersection with the southerly right-of-way line of N Victory Boulevard and the westerly right-of-way line of N Expo Road, Assessor Map 1N1E 4;
416. Thence northerly 30 feet, more or less, to the intersection of the northerly right-of-way line of N Victory Boulevard and the westerly right-of-way line of N Expo Road, on the easterly line of said Tax Lot 400, Assessor Map 1N1E 4;
417. Thence northerly 2081 feet, more or less, along the east line of said Tax Lot 400 and the east line of Tax lot 400, Assessor Map 1N1E 4A, to the southeasterly corner of Tax Lot 401, Assessor Map 1N1E 4A;

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418. Thence northwesterly 1087 feet, more or less, along the easterly and northerly line of said Lot 401 to the northwesterly corner of said Tax Lot 401, Assessor Map 1N1E 4A;
419. Thence northwesterly 500 feet, more or less, along the northeasterly line of Tax Lot 400, Assessor Map 1N1E 4A and the easterly line of Tax Lot 402, Assessor Map 1N1E 4A to the northeasterly corner of said Tax Lot 402, Assessor Map 1N1E 4A;
420. Thence northwesterly 1259 feet, more or less, along the northerly line of said Tax Lot 402 and the northerly line of said Tax Lot 400 to the most southwesterly corner of Tax Lot 202, Assessor Map 2N1E 33;
421. Thence northeasterly 417 feet, more or less, along the westerly line of said Tax Lot 202 and the southerly westerly line of Tax Lot 200, Assessor Map 2N1E 33, to the northeasterly corner of Tax Lot 100, Assessor Map 1N1E 4;
422. Thence northwesterly 609 feet, more or less, along the northerly line of said Tax Lot 100 to its intersection with the easterly right-of-way line of N Force Avenue, Assessor Map 2N1E 33;
423. Thence northeasterly 934 feet, more or less, along said easterly right-of-way line and the northeasterly extension thereof to its intersection with the southerly mean high water line of the Oregon Slough, Assessor Map 2N1E 33D;
424. Thence southeasterly 8707 feet, more or less, along said southerly mean high water line to its intersection with the westerly line of Tax Lot 500, Assessor Map 1N1E 2BC;
425. Thence southerly 70 feet, more or less, along said westerly line of Tax Lot 500 to its intersection with the northerly right-of-way line of NE Bridgeton Road, Assessor Map 1N1E 2BC;
426. Thence southeasterly 1257 feet, more or less, along said northerly right-of-way line to its intersection with the northerly right-of-way line of NE Marine Drive, Assessor Map 1N1E 2BD;
427. Thence southwestly 265 feet, more or less, along a line to the southeasterly right-of-way line of NE Marine Drive at the most northerly corner of Tract 'G' of the Plat of Mariner's Gale", Assessor Map 1N1E 2B;
428. Thence southwestly 1050 feet, more or less, along the easterly and southerly lines of said Tract "G" to the northwest corner of Lot 105 of the Plat of "Mariner's Gale", Assessor Map 1N1E 2BC;
429. Thence southerly 149 feet, more or less, along the westerly line of said Lot 105 and the southerly extension thereof to its intersection with the centerline of NE Faloma Road, Assessor Map 1N1E 2BC;
430. Thence northwesterly 348 feet, more or less, along said centerline to its intersection with the centerline of NE 6th Drive, Assessor Map 1N1E 2BC;
431. Thence southwestly 425 feet, more or less, along said centerline to its intersection with the southeasterly extension of the southerly line of Lot 19 of the Plat of "South Shore Acres", Assessor Map 1N1E 2BC;
432. Thence northwesterly 403 feet, more or less, along said southeasterly extension and the southerly line of said Lot 19 and along the southerly line of Lot 20 of said Plat to its intersection with the easterly line of Lot 21 of said Plat, Assessor Map 1N1E 3AD;
433. Thence northeasterly 335 feet, more or less, along said easterly line of Lot 21 and its northeasterly extension thereof to its intersection of the northerly right-of-way line of NE Marine Drive, Assessor Map 1N1E 3AD;
434. Thence westerly 3638 feet, more or less, along said northerly right-of-way line to its intersection with the westerly line of Tax Lot 1100, Assessor Map 1N1E 3BA;
435. Thence northerly 25 feet, more or less, along said westerly line to its intersection with the northerly right-of-way line of N Marine Drive, Assessor Map 1N1E 3BA;

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436. Thence northwesterly 488 feet, more or less, along said northerly right-of-way line to its intersection with the easterly line of Document Number 98-178873, a point that is 184.40 feet, easterly of the southwesterly corner of Tax Lot 1700, Assessor Map 1N1E 3BA;
437. Thence southerly 17 feet, more or less, along said easterly line to a point that is 30.00 feet northerly from the centerline of N Marine Drive, Assessor Map 1N1E 3BA;
438. Thence northwesterly 944 feet, more or less, along a line parallel to and 30.00 feet northerly of the centerline of N Marine Drive to its intersection with the northeasterly right-of-way line of N Martin Luther King JR. Boulevard, Assessor Map 1N1E 3BB;
439. Thence northwesterly 45 feet, more or less, along said northeasterly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5 and the Interstate 5 Entrance Ramp, Assessor Map 1N1E 3BB;
440. Thence northwesterly 1103 feet, more or less, along said easterly right-of-way line to its intersection with the westerly line of Tax Lot 2000, Assessor Map 2N1E 34C;
441. Thence northwesterly 324 feet, more or less, to the intersection of the northerly right-of-way line of N Pier 99 Street and the southerly easterly line of Tax Lot 100, Assessor Map 2N1E 33DD;
442. Thence northwesterly 354 feet, more or less, along said northerly right-of-way line to its intersection with the westerly line of said Tax Lot 100, Assessor Map 2N1E 33DD;
443. Thence westerly 198 feet, more or less, along the following courses: North $65^{\circ}20'53''$ West 87.09 feet, North $83^{\circ}05'54''$ West 85.58 feet, South $74^{\circ}03'12''$ West 15.18 feet, and a long a curve to the left with a Radius of 46.95 feet, Delta of $12^{\circ}05'13$, Length of 9.96 feet, and a Chord of South $70^{\circ}24'58''$ West 9.94 feet, to the most westerly corner of Tax Lot 800, Assessor Map 2N1E 33DD;
444. Thence southeasterly 269 feet, more or less, along the westerly line of said Tax Lot 800 to its intersection with the easterly right-of-way line of US Highway Interstate 5 and the Swift-Union Connector, at the northwesterly corner of Tax Lot 100, Assessor Map 1N1E 4AA;
445. Thence southwestly 673 feet, more or less, along the west line of Tax Lots 100, 300, and 400, Assessor Map 1N1E 4AA to a point that is 3.75 feet, southerly of the northwest corner of said Tax Lot 400, Assessor Map 1N1E 4AA;
446. Thence westerly 133 feet, more or less, to a point on the easterly line of Tax Lot 201, Assessor Map 2N1E 33 at a point that is 249.06 feet northerly of the southeasterly corner of said Tax Lot 201, Assessor Map 2N1E 33;
447. Thence southerly 213 feet, more or less, along said easterly line of Tax Lot 201 to its intersection with the centerline of N Expo Road, County Road No. 4205, Assessor Map 1N1E 4AA;
448. Thence southerly 1767 feet, more or less, along said centerline to a point that is 118 feet westerly of Engineers Station 135+14.87 of the centerline of the Pacific Highway as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4DD;
449. Thence southerly 1284 feet, more or less, to a point that is 79 feet westerly of Engineers Station 147+95.02 of the FD3 centerline as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4;
450. Thence southerly 451 feet, more or less, to a point that is 83.61 feet westerly of Engineers Station 152+48.14 of said FD3 centerline, Assessor Map 1N1E 4;
451. Thence southerly 676 feet, more or less, along the following courses: South $12^{\circ}04'52''$ West 86.63 feet, then along a curve to the left with a Radius of 839.38 feet, Delta of $14^{\circ}23'04''$, Length of 210.73 feet, and a Chord of South $04^{\circ}53'20''$ West 210.18 feet, and then South $00^{\circ}38'13''$ East 378.72 feet to a point that is 34.98 feet easterly of Engineers

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- Station 159+10.08 of the DA centerline as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4;
452. Thence southeasterly 112 feet, more or less, along said line between the northeast corner of Tax Lot 200 and the northwest corner of Tax Lot 100, to the westerly right-of-way line of US Highway Interstate 5 at the northwesterly corner of Tax Lot 100, Assessor Map 1N1E 4DD;
 453. Thence easterly 373 feet, more or less, along the northerly line of said Tax Lot 100 to the northeast corner of said Tax Lot 100 and the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 4DD;
 454. Thence southeasterly 1305 feet, more or less, along the said westerly right-of-way line to its intersection with the easterly line of Tax Lot 500, Assessor Map 1N1E 9AA;
 455. Thence northeasterly 145 feet, more or less, to the easterly right-of-way line of US Highway Interstate 5 at the most westerly corner of Tax Lot 400, Assessor Map 1N1E 10BB;
 456. Thence northerly 1223 feet, more or less, along said easterly right-of-way line to its intersection with the northerly line of Tax Lot 1200, Assessor Map 1N1E 3CC;
 457. Thence northerly 380 feet, more or less, to the southwest corner of Tax Lot 400, Assessor Map 1N1E 3CC;
 458. Thence northerly 100 feet, more or less, along the southerly westerly line of said Tax Lot 400 to the northwest corner of said Tax Lot 400, Assessor Map 1N1E 3CC;
 459. Thence easterly 40 feet, more or less, along the westerly northerly line of said Tax Lot 400 to the angle point in the north line of said Tax Lot 400, Assessor Map 1N1E 3CC;
 460. Thence northeasterly 51 feet, more or less, along the northerly westerly line of said Tax Lot 400 and the northeasterly extension thereof to its intersection with the centerline of N Whitaker Road, Assessor Map 1N1E 3CC;
 461. Thence southeasterly 1070 feet, more or less, along said centerline to its intersection with the westerly extension of the southerly line of the Plat of "Delta Meadows", Assessor Map 1N1E 3CC;
 462. Thence easterly 1413 feet, more or less, along said easterly extension and the southerly line of said Plat to its intersection with the southerly extension of the most easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
 463. Thence northerly 25 feet, more or less, along said southerly extension of the most easterly line of said Lot 2, to the intersection with a line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of the Plat of "Delta Park", Assessor Map 1N1E 3C;
 464. Thence westerly 356 feet, more or less, along said line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of said Plat to its intersection with a line that is parallel to and 25 feet easterly of the southerly easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
 465. Thence northerly 175 feet, more or less, along said line that is parallel to and 25 feet easterly of the southerly east line of said Lot 2 to its intersection with the northerly line of Tax Lot 500, Assessor Map 1N1E 3C;
 466. Thence northwesterly 565 feet, more or less, along said northerly line of Tax Lot 500 to its intersection with the southeasterly right-of-way line of N Hayden Meadows Drive, Assessor Map 1N1E 3C;
 467. Thence northerly 1401 feet, more or less, along said southeasterly right-of-way line to its intersection with the southerly extension of the southerly east line of Lot 16, Block 1 of the Plat of "Delta Meadows", Assessor Map 1N1E 3CB;

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468. Thence northerly 319 feet, more or less, along said southerly extension and the east line of said Lot 16 to its intersection with the northerly line of said Plat, Assessor Map 1N1E 3CB;
469. Thence easterly 810 feet, more or less, along said northerly line to its intersection with a line that is parallel to and 6 feet westerly of the east line of Lot 24, Block 1 of the Plat of "Delta Meadows", Assessor Map 1N1E 3CA;
470. Thence southerly 314 feet, more or less, along said line that is parallel to and 6 feet westerly of the east line of said Lot 24 and the southerly extension there of to its intersection with the southerly right-of-way line of N Hayden Meadows Drive, Assessor Map 1N1E 3CA;
471. Thence southeasterly 251 feet, more or less, along said southerly right-of-way line and the westerly right-of-way line of N Kerby Avenue, to its intersection with the northerly line of Tax Lot 1500, Assessor Map 1N1E 3CA;
472. Thence westerly 610 feet, more or less, along said northerly line and the westerly line of said Tax Lot 1500 to its intersection with the southerly line of Block 2 of the Plat of "Delta Park, at a point that is 111 feet, more or less, easterly of the southwest corner of Lot 11, Block 2 of said Plat, Assessor Map 1N1E 3CA;
473. Thence easterly 535 feet, more or less, along the southerly line of said Block 2 to its intersection with the westerly line of Lot 2, Block 3 of said Plat, Assessor Map 1N1E 3C;
474. Thence southeasterly 445 feet, more or less, along the southwesterly line of said Lot 2, Block 3 to the southeasterly corner of said Lot 2, Assessor Map 1N1E 3C;
475. Thence northerly 552 feet, more or less, along the easterly line of said Lot 2, Block 3 to its intersection with the southerly line of Lot 1, Block 3 of said Plat, Assessor Map 1N1E 3C;
476. Thence northeasterly 391 feet, more or less, along said southerly line and its northeasterly extension thereof to its intersection with the westerly right-of-way line of N Martin Luther King JR Boulevard, Assessor Map 1N1E 3D;
477. Thence southerly 2468 feet, more or less, along said westerly right-of-way line to its intersection with the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 10A;
478. Thence southerly 1728 feet, more or less, along said westerly right-of-way line to its intersection with the northerly mean high water line of the Columbia Slough, Assessor Map 1N1E 10A;
479. Thence westerly 3805 feet, more or less, along said mean ordinary high water line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10BB;
480. Thence northerly 345 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Schmeer Road, Assessor Map 1N1E 10BB;
481. Thence westerly 273 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 9AA;
482. Thence southerly 349 feet, more or less, along said westerly right-of-way line to its intersection with the northerly mean high water line of the Columbia Slough, Assessor Map 1N1E 9AA;
483. Thence westerly 1405 feet, more or less, along said northerly mean high water line to its intersection with the easterly right-of-way line of N Denver Avenue, Assessor Map 1N1E 9AA;
484. Thence southerly 189 feet, more or less, along said easterly right-of-way line to its intersection with the southerly mean high water line of the Columbia Slough, Assessor Map 1N1E 9AA;

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485. Thence easterly 1652 feet, more or less, along said southerly mean high water line to its intersection with the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10BC;
486. Thence southerly 1397 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Tax Lot 1200, at the southeast corner of Tax Lot 1000, Assessor Map 1N1E 10BC;
487. Thence southeasterly 276 feet, more or less, along the northerly line of said Tax Lot 1200 to the most easterly corner of said Tax Lot 1200, Assessor Map 1N1E 10BC;
488. Thence westerly 265 feet, more or less, along the southerly line of said Tax Lot 1200 to its intersection with the easterly line of Tax Lot 900, Assessor Map 1N1E 10BC;
489. Thence southerly 41 feet, more or less, along said easterly line to the southeast corner of said Tax Lot 900, Assessor Map 1N1E 10BC;
490. Thence southeasterly 171 feet, more or less, to the most northerly corner of Tax Lot 6800, Assessor Map 1N1E 10CB;
491. Thence southeasterly 320 feet, more or less, along the northeasterly line of said Tax Lot 6800 to the northeasterly corner of said Tax Lot 6800, Assessor Map 1N1E 10CB;
492. Thence southerly 73 feet, more or less, along the easterly line of said Tax Lot 6800 to the southeasterly corner of said Tax Lot 6800, Assessor Map 1N1E 10CB;
493. Thence northwesterly 266 feet, more or less, along the southerly line of said Tax Lot 6800 to its intersection with the westerly right-of-way line of US Highway Interstate 5, at the northeasterly corner of Tax Lot 6700, Assessor Map 1N1E 10CB;
494. Thence southerly 578 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Kilpatrick Street, at the southeast corner of Lot 10, Block 14 of the Plat of "Fairport", Assessor Map 1N1E 10CB;
495. Thence southerly 306 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Watts Street, Assessor Map 1N1E 10CB;
496. Thence southeasterly 22 feet, more or less, to a point on the north line of Lot 11, Block 12 of the Plat of "Fairport" at a point that is 40.00 feet easterly of the northwest corner of said Lot 11, Assessor Map 1N1E 10CB;
497. Thence southeasterly 101 feet, more or less, to a point on the south line of Lot 14, Block 17 of said Plat that is 55 feet easterly of the southwest corner of said Lot 14, Assessor Map 1N1E 10CB;
498. Thence westerly 55 feet, more or less, along said south line of Lot 14 to the northeast corner of Parcel 1 of Partition Plat Number 1996-134; Assessor Map 1N1E 10CB;
499. Thence southerly 100 feet, more or less, along the east line of said Parcel 1 to its intersection with the northerly right-of-way line of N Winchell Street, Assessor Map 1N1E 10CB;
500. Thence southerly 334 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Terry Street, Assessor Map 1N1E 10CC;
501. Thence southeasterly 11 feet, more or less, to a point on the north line of Lot 1, Block 1 of the Plat of "Haley's Addition" that is 48.08 feet from the northwest corner of said Lot 1, Assessor Map 1N1E 10CC;
502. Thence southwesterly 201 feet, more or less, to a point on the south line of Lot 13, Block 1 of said Plat that is 31.06 feet from the southwest corner of said Lot 13, Assessor Map 1N1E 10CC;
503. Thence southwesterly 21 feet, more or less, to the midpoint of the northeasterly curve at the intersection of N Minnesota Avenue and N Farragut Street, Assessor Map 1N1E 10CC;

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504. Thence southerly 290 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Baldwin Street, Assessor Map 1N1E 10CC;
505. Thence southeasterly 4 feet, more or less, to the northeast corner of Lot 6, Block 4 of the Plat of "Avenue Homes", on the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
506. Thence southerly 707 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Lombard Street, Assessor Map 1N1E 10CC;
507. Thence easterly 782 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
508. Thence northerly 215 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Russet Street, Assessor Map 1N1E 10CC;
509. Thence northwesterly 79 feet, more or less, along the southerly and easterly curb line of N Russet Street to its intersection with the southerly extension of the west line of Lot 19, Block 21 of the Plat of "Fairport", Assessor Map 1N1E 10CC;
510. Thence northwesterly 407 feet, more or less, along said southerly extension and the easterly right-of-way line of US Highway Interstate 5 to its intersection with the southerly right-of-way line of N Baldwin Street, Assessor Map 1N1E 10CC;
511. Thence northeasterly 11 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Baldwin Street, Assessor Map 1N1E 10CC;
512. Thence northerly 277 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint on the curve of the northwesterly intersection of N Missouri Avenue and N Farragut Street, Assessor Map 1N1E 10CC;
513. Thence northwesterly 27 feet, more or less, to the intersection of the south line of Lot 8, Block 1 of the Plat of "Fairport" and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
514. Thence northerly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Terry Street, Assessor Map 1N1E 10CC;
515. Thence northeasterly 27 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Terry Street, Assessor Map 1N1E 10CC;
516. Thence northerly 638 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint of the northwesterly curve at the intersection of N Missouri Avenue and N Winchell Street, Assessor Map 1N1E 10CC;
517. Thence northwesterly 30 feet, more or less, to the intersection of the south line of Lot 8, Block 5 of the Plat of "Fairport" and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CB;
518. Thence northerly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Watts Street, Assessor Map 1N1E 10CB;
519. Thence northeasterly 23 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Watts Street, Assessor Map 1N1E 10CB;

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520. Thence northerly 274 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint of the northwesterly curve at the intersection of N Missouri Avenue and N Kilpatrick Street, Assessor Map 1N1E 10CB;
521. Thence northwesterly 20 feet, more or less, to the intersection of the south line of Block 9 of the Plat of "Fairport" and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CB;
522. Thence northerly 378 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Block 9 of the Plat of "Fairport", Assessor Map 1N1E 10CB;
523. Thence northwesterly 199 feet, more or less, to the southeasterly corner of Tax Lot 200, Assessor Map 1N1E 10CB;
524. Thence northwesterly 132 feet, more or less, along the southerly line of said Tax Lot 200 to the southwesterly corner of said Lot 200, Assessor Map 1N1E 10CB;
525. Thence northerly 63 feet, more or less, along the westerly line of said Tax Lot 200, to the northwesterly corner of said Tax Lot 200, Assessor Map 1N1E 10CB;
526. Thence northeasterly 101 feet, more or less, to the intersection of the easterly right-of-way line of US Highway Interstate 5 and the northerly right-of-way line of N Columbia Boulevard, at the southwest corner of Tax Lot 700, Assessor Map 1N1E 10BC;
527. Thence northerly 713 feet, more or less, along said easterly right-of-way line to the southwest corner of Tax Lot 300, Assessor Map 1N1E 10BC;
528. Thence northeasterly 431 feet, more or less, along the westerly and northerly lines of said Tax Lot 300 to the northwest corner of Tax Lot 200, Assessor Map 1N1E 10BC;
529. Thence southeasterly 589 feet, more or less, along the northerly line of said Tax Lot 200 to the most northerly corner of Tax Lot 400, Assessor Map 1N1E 10BD;
530. Thence easterly 302 feet, more or less, to the intersection of the southerly mean high water line of the Columbia Slough and the northerly extension of the west line of the Plat of "Swinton" on the easterly right-of-way line of Columbia Boulevard Interchange, Assessor Map 1N1E 10BD;
531. Thence southerly 788 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of N Columbia Boulevard, Assessor Map 1N1E 10CA;
532. Thence easterly 1884 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 10DB;
533. Thence southerly 930 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of Oregon Western Railroad Company, Assessor Map 1N1E 10DB;
534. Thence southeasterly 2257 feet, more or less, along said southerly right-of-way line to its intersection with the centerline of NE Martin Luther King JR Boulevard, Assessor Map 1N1E 111CC;
535. Thence southeasterly 308 feet, more or less, to the southerly right-of-way line of NE Winchell Street and along said southerly right-of-way line to its intersection with the east line of Lot 19, Block 15 of the Plat of "EL Tovar", Assessor Map 1N1E 11CC;
536. Thence southerly 152 feet, more or less, along the east line of said Lot 19 and the east line of Lot 12, Block 15 of said Plat to its intersection with the north right-of-way line of NE Russet Street, Assessor Map 1N1E 11CC;
537. Thence westerly 143 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 14 of the Plat of "El Tovar", Assessor Map 1N1E 11CC;

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538. Thence southerly 50 feet, more or less, along said northerly extension to its intersection with the southerly right-of-way line of NE Russet Street, Assessor Map 1N1E 11CC;
539. Thence easterly 343 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 11CC;
540. Thence southerly 200 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 11CC;
541. Thence westerly 344 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 13 of the Plat of "El Tovar", Assessor Map 1N1E 11CC;
542. Thence southerly 80 feet, more or less, along said northerly extension to its intersection with the southerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 14BB;
543. Thence easterly 244 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 18, Block 13 of said Plat, Assessor Map 1N1E 14BB;
544. Thence southerly 100 feet, more or less, along said east line to its intersection with the east-west division line of Block 13 of said Plat, Assessor Map 1N1E 14BB;
545. Thence westerly 150 feet, more or less, along said east-west division line of said Block 13 to its intersection with the west line of Lot 11, Block 13 of said Plat, Assessor Map 1N1E 14BB;
546. Thence southerly 350 feet, more or less, along said west line and the southerly extension thereof, along the west line of Lots 20 and 11 of Block 12, of the Plat of "El Tovar", to its intersection with the northerly right-of-way line of NE Holland Street, Assessor Map 1N1E 14BB;
547. Thence westerly 96 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 11 of the Plat of "El Tovar", Assessor Map 1N1E 14BB;
548. Thence southerly 984 feet, more or less, along said northerly extension and the west line of said Lot 22 and the southerly extension thereof, along the west line of Lot 9, Block 11, the west line of Lots 22 and 9 of Block 10, and the north-south division line of Block 9 of said Plat, to its intersection with the southerly right-of-way line of NE Bryant Street, Assessor Map 1N1E 14BC;
549. Thence easterly 90 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 14BC;
550. Thence southerly 415 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 17, Block 28 of the Plat of "Woodlawn", Assessor Map 1N1E 14BC;
551. Thence easterly 320 feet, more or less, along said westerly extension and the north line of said Lot 17 and the easterly extension thereof, along the north line of Lot 18, Block 28 of said Plat, to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 14BC;
552. Thence northerly 50 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 16, Block 39 of the Plat of "Woodlawn", Assessor Map 1N1E 14BC;
553. Thence easterly 100 feet, more or less, along said north line to its intersection with the west line of Lot 15, Block 39 of said Plat, Assessor Map 1N1E 14BC;
554. Thence southerly 50 feet, more or less, along said west line to its intersection with the north line of Lot 18, Block 39 of said Plat, Assessor Map 1N1E 14BC;

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555. Thence easterly 100 feet, more or less, along said north line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 14BC;
556. Thence northeasterly 65 feet, more or less, to the intersection of the easterly right-of-way line of NE 7th Avenue at a point that is 75 feet northerly of the southwest corner of Block 40 of the Plat of "Woodlawn", Assessor Map 1N1E 14BC;
557. Thence northerly 377 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Bryant Street, at the northwest corner of said Block 40, Assessor Map 1N1E 14BC;
558. Thence easterly 396 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 14BC;
559. Thence southerly 66 feet, more or less, along said westerly right-of-way line to its intersection with the northwesterly right-of-way line of NE Madrona Street, Assessor Map 1N1E 14BC;
560. Thence southeasterly 66 feet, more or less, to the intersection of the southeasterly right-of-way line of NE Madrona Street and the northwesterly extension of the northeasterly line of Lot 5, Block 3 of the Plat of "Woodlawn", Assessor Map 1N1E 14BC;
561. Thence southwesterly 151 feet, more or less, along said southeasterly right-of-way line to its intersection with the northwesterly extension of the southwesterly line of Lot 3, Block 3 of said Plat, Assessor Map 1N1E 14BC;
562. Thence southeasterly 233 feet, more or less, along said northwesterly extension and the southwesterly line of said Lot 3, along the southwesterly line of Lot 13, Block 3 of said Plat and its southeasterly extension thereof, to its intersection with the southeasterly right-of-way line of NE Oneonta Street, Assessor Map 1N1E 14BD;
563. Thence northeasterly 50 feet, more or less, along said southeasterly right-of-way line to its intersection with the southwesterly line of Lot 2, Block 8 of the Plat of "Woodlawn", Assessor Map 1N1E 14BD;
564. Thence southeasterly 99 feet, more or less, along said southwesterly line to its intersection with the northwesterly line of Lot 10, block 8 of said Plat, Assessor Map 1N1E 14BD;
565. Thence northeasterly 151 feet, more or less, along said northwesterly line and the northwesterly line of Lot 9, Block 8 of said Plat to its intersection with the southwesterly line of Lot 8, Block 8 of said Plat, Assessor Map 1N1E 14BD;
566. Thence southeasterly 127 feet, more or less, along said southwesterly line to its intersection with the vacated centerline of NE Woodlawn Street per City of Portland Ordinance No. 134567, Assessor Map 1N1E 14BD;
567. Thence southwesterly 6 feet, more or less, along said vacated centerline to its intersection with the northerly right-of-way line of NE Dekum Street, Assessor Map 1N1E 14BD;
568. Thence westerly 172 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 2, Block 11 of the Plat of "Woodlawn", Assessor Map 1N1E 14BD;
569. Thence southerly 127 feet, more or less, along said northerly extension and the west line of said Lot 2 to its intersection with a line parallel to and 45 feet northwesterly of the southeasterly line of Lot 1, Block 11 of said Plat, Assessor Map 1N1E 14BD;
570. Thence southwesterly 85 feet, more or less, along said line parallel to and 45 feet northwesterly of the southeasterly line of Lot 1 to its intersection with the northeasterly right-of-way line of NE Durham Avenue, Assessor Map 1N1E 14BD;
571. Thence westerly 98 feet, more or less, to the intersection of the southwesterly right-of-way line of NE Durham Avenue and a line parallel to and 10 feet southerly of the east-west division line of Block 10 of the Plat of "Woodlawn", Assessor Map 1N1E 14BC;

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572. Thence westerly 99 feet, more or less, along said line parallel to and 10 feet southerly of the east-west division line of said Block 10, to its intersection with the east line of Lot 7, Block 10 of said Plat, Assessor Map 1N1E 14BC;
573. Thence northerly 10 feet, more or less, along said east line to its intersection with the east-west division line of said Block 10, Assessor Map 1N1E 14BC;
574. Thence westerly 1030 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 9 of said Plat, along the north line of Lots 10 and 3 of Block 4 of the Plat of "Maxwell", and the north line of Lot 27, Block 1 of the Plat of "Maxwell", to its intersection with the north-south division line of Block 1 of the Plat of "Maxwell", Assessor Map 1N1E 14BC;
575. Thence southerly 375 feet, more or less, along said north-south division line to its intersection with the easterly extension of the north line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 14BC;
576. Thence easterly 100 feet, more or less, along said easterly extension to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 14BC;
577. Thence southerly 1400 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Ainsworth Street, Assessor Map 1N1E 14CB;
578. Thence easterly 205 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the westerly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 14CB;
579. Thence southerly 391 feet, more or less, along said northerly extension and the westerly right-of-way line of NE 6th Avenue to its intersection with the southerly right-of-way line of NE Simpson Street, Assessor Map 1N1E 14CC;
580. Thence westerly 125 feet, more or less, along said southerly right-of-way line to its intersection with the east line of the west half of Lot 8, Block 5 of the Plat of "Cloverdale Extension", Assessor Map 1N1E 14CC;
581. Thence southerly 100 feet, more or less, along said west line of the west half of Lot 8 to its intersection with the north line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 14CC;
582. Thence westerly 25 feet, more or less, along said north line to its intersection with the west line of said Lot 13, Assessor Map 1N1E 14CC;
583. Thence southerly 672 feet, more or less, along said west line and the southerly extension thereof, along the west line of Lot 6, Block 4 of the Plat of "Cloverdale Extension", the west line of Lots 21 and 6 of Block 3 of the Plat of "Cloverdale Tract", the west line of Lots 8 and 23 of Block 2 of the Plat of "Cloverdale Tract", to its intersection with the southerly right-of-way line of NE Church Street, Assessor Map 1N1E 14CC;
584. Thence easterly 400 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 14CC;
585. Thence southerly 190 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 14CC;
586. Thence easterly 200 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the westerly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 23BB;
587. Thence southerly 220 feet, more or less, along said northerly extension and the westerly right-of-way line of NE 8th Avenue to its intersection with the southerly right-of-way line of NE Killingsworth Court, Assessor Map 1N1E 23BB;

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588. Thence westerly 320 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 2, Block 5 of the Plat of "Waits Cloverdale Annex", Assessor Map 1N1E 23BB;
589. Thence southerly 130 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Emerson Street, Assessor Map 1N1E 23BB;
590. Thence westerly 60 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
591. Thence southerly 40 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Emerson Street, Assessor Map 1N1E 23BB;
592. Thence easterly 120 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 7, Block 2 of the Plat of "Roselawn", Assessor Map 1N1E 23BB;
593. Thence southerly 198 feet, more or less, along said east line and along a line parallel to and 10 feet westerly of the east line of Lot 4, Block 5 of the Plat of "Roselawn", to its intersection with the northerly right-of-way line of NE Roselawn Street, Assessor Map 1N1E 23BB;
594. Thence westerly 119 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
595. Thence southerly 40 feet, more or less, along the southerly extension of said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Roselawn Street at a point on the north line of Lot 12, Block 7 of the Plat of "Roselawn" that is 8.96 feet westerly of the northeast corner of said Lot 12, Assessor Map 1N1E 23BB;
596. Thence westerly 31 feet, more or less, along said southerly right-of-way line to its intersection with the easterly line of the Plat of "Walnut Park West", Assessor Map 1N1E 23BB;
597. Thence southerly 63 feet, more or less, along said easterly line to its intersection with the northerly line of the Plat of "Arleta Park", Assessor Map 1N1E 23BB;
598. Thence westerly 30 feet, more or less, along said northerly line to its intersection with the west line of Lot 99 of the Plat of "Arleta Park", Assessor Map 1N1E 23BB;
599. Thence southerly 135 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Sumner Street, Assessor Map 1N1E 23BB;
600. Thence westerly 200 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 124 of said Plat, Assessor Map 1N1E 23BB;
601. Thence southerly 85 feet, more or less, along said west line to the northeast corner of Lot 126 of said Plat, Assessor Map 1N1E 23BB;
602. Thence westerly 25 feet, more or less, along the north line of said Lot 126 to the northwest corner thereof, Assessor Map 1N1E 23BB;
603. Thence southerly 85 feet, more or less, along the west line of said Lot 126 to its intersection with the northerly right-of-way line of NE Webster Street, Assessor Map 1N1E 23BB;
604. Thence easterly 75 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the easterly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 23BB;
605. Thence southerly 210 feet, more or less, along said northerly extension and the easterly right-of-way line of NE Grand Avenue to its intersection with the north line of Lot 5 of Block 2 of the Plat of "Rosedale", Assessor Map 1N1E 23BB;

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606. Thence easterly 250 feet, more or less, along said north line and the easterly extension, along the north line of Lot 10, Block 2 of said Plat, to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
607. Thence northerly 80 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 3, Block 3 of the Plat of "Rosedale", Assessor Map 1N1E 23BB;
608. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 3 of the Plat of "Rosedale", Assessor Map 1N1E 23BB;
609. Thence southerly 46 feet, more or less, along said north-south division line to its intersection with a line parallel to and 6 feet southerly of the north line of Lot 11, Block 3 of said Plat, Assessor Map 1N1E 23BB;
610. Thence easterly 100 feet, more or less, along said line parallel to and 6 feet southerly of the north line of Lot 11, Block 3 to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 23BB;
611. Thence southerly 149 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BB;
612. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 23BB;
613. Thence northerly 75 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 4 of the Plat of "Rosedale", Assessor Map 1N1E 23BB;
614. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 4 of said Plat, Assessor Map 1N1E 23BB;
615. Thence southerly 75 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BB;
616. Thence easterly 150 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 23BB;
617. Thence northerly 72 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 1.5 feet southerly of the north line of Lot 6, Block 5 of the Plat of "Rosedale", Assessor Map 1N1E 23BB;
618. Thence easterly 150 feet, more or less, along said line parallel to and 1.5 feet southerly of the north line of said Lot 6, along a line parallel to and 3 feet southerly of the north line of Lot 9, Block 5 of said Plat and the easterly extension thereof, and along the north line of Lot 6, Block 6 of the Plat of "Rosedale", and along the north line of Lot 6, Block 6 of the Plat of "Rosedale Annex" to its intersection with the north-south division line of Block 6 of the Plat of "Rosedale Annex", Assessor Map 1N1E 23BA;
619. Thence southerly 75 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BA;
620. Thence easterly 150 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 10th Avenue, Assessor Map 1N1E 23BA;
621. Thence northerly 75 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 7 of the Plat of "Rosedale Annex", Assessor Map 1N1E 23BA;

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622. Thence easterly 1099 feet, more or less, along said north line, the north line of Lot 9, Block 7 of said Plat, the north line of Lots 6 and 9 of Block 8 of said Plat, the north line of Lots 6 and 9 of Block 9 of said Plat, the north line of Lots 6 and 9 of Block 10 of said Plat, and the north line of Lot 6, Block 11 of said Plat, to its intersection with the west line of Block 23 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
623. Thence northerly 25 feet, more or less, along said west line to its intersection with the north line of Lot 7, Block 23 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
624. Thence easterly 356 feet, more or less, along said north line of Lot 7 and its easterly extension thereof, along the north line of Lots 7 and 10 of Block 24 of said Plat, to its intersection with the westerly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 23AB;
625. Thence northerly 1038 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 19, Block 2 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
626. Thence westerly 200 feet, more or less, along said south line and along the south line of Lot 4, Block 2 of said Plat, to its intersection with the easterly right-of-way line of NE 14th Place, Assessor Map 1N1E 23AB;
627. Thence northerly 126 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 23AB;
628. Thence northerly 60 feet, more or less, to the intersection of the east line of Lot 2, Block 1 of the Plat of "Oakhurst" and the northerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 14DC;
629. Thence westerly 100 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 14th Avenue, Assessor Map 1N1E 14DC;
630. Thence northerly 100 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 1, Block 1 of the Plat of "Oakhurst", Assessor Map 1N1E 14DC;
631. Thence easterly 200 feet, more or less, along said north line and along the north line of Lots 2, 3, and 4 of Block 1 of said Plat, to its intersection with the westerly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 14DC;
632. Thence easterly 61 feet, more or less, to the intersection with the easterly right-of-way line of NE 15th Avenue with a line parallel to and 10 feet northerly of the south line of Lot 6, Block 3 of the Plat of "Oakhurst", Assessor Map 1N1E 14DC;
633. Thence easterly 100 feet, more or less, along said line parallel to and 10 feet northerly of the south line of said Lot 6, to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 14DC;
634. Thence southerly 10 feet, more or less, along said north-south division line to its intersection with the north line of Lot 3, Block 2 of said Plat, Assessor Map 1N1E 14DC;
635. Thence easterly 360 feet, more or less, along said north line, the north line of Lot 4, Block 2 of said Plat, and the north line of Lots 1, 2, 3, and 4 of Block 3 of said Plat, to its intersection with the westerly right-of-way line of NE 17th Avenue, Assessor Map 1N1E 14DC;
636. Thence southerly 100 feet, more or less, along said westerly right-of-way to its intersection with the northerly right-of-way line of NE Killingsworth Street, at the southeast corner of Lot 4, Block 3 of the Plat of "Oakhurst", Assessor Map 1N1E 14DC;

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637. Thence southwesterly 60 feet, more or less, to the intersection of the southerly right-of-way line of NE Killingsworth Street and the east line of Lot 1, Block 4 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
638. Thence easterly 100 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 17th Avenue, Assessor Map 1N1E 23AB;
639. Thence southerly 101 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 8 feet southerly of the north line of Lot 19, Block 4 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
640. Thence westerly 200 feet, more or less, along said line parallel to and 8 feet southerly of said north line of Lot 19 and along a line parallel to and 9.4 feet southerly of the north line of Lot 4, Block 4 of the Plat of "Vernon" to its intersection with the easterly right-of-way line of NE 16th Avenue, Assessor Map 1N1E 23AB;
641. Thence northerly 102 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 23AB;
642. Thence westerly 50 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 16th Avenue, Assessor Map 1N1E 23AB;
643. Thence southerly 126 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 19, Block 3 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
644. Thence westerly 100 feet, more or less, along said south line to its intersection with the north-south division line of Block 3 of said Plat, Assessor Map 1N1E 23AB;
645. Thence southerly 68 feet, more or less, along said north-south division line to its intersection with the north line of Lot 7, Block 3 of said Plat, Assessor Map 1N1E 23AB;
646. Thence westerly 100 feet, more or less, along said north line to its intersection with the easterly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 23AB;
647. Thence southerly 970 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Lot 6, Block 25 of the Plat of "Vernon", Assessor Map 1N1E 23AB;
648. Thence easterly 1000 feet, more or less, along said south line and along the south line of Lot 11, Block 25 of said Plat, the south line of Lots 6 and 11 of Block 26 of said Plat, the south line of Lots 6 and 11 of Block 27 of said Plat, and the south line of Lots 6 and 11 of Block 28 of said Plat, to its intersection with the easterly right-of-way line of NE 19th Avenue, Assessor Map 1N1E 23AA;
649. Thence northerly 50 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 29 of the Plat of "Vernon", Assessor Map 1N1E 23AA;
650. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 29 of said Plat, Assessor Map 1N1E 23AA;
651. Thence southerly 50 feet, more or less, along said north-south division line to its intersection with the south line of Lot 11, Block 29 of said Plat, Assessor Map 1N1E 23AA;
652. Thence easterly 1100 feet, more or less, along said south line and along the south line of Lots 6 and 11, Block 30 of said Plat, the south line of Lots 6 and 11 of Block 31 of said Plat, the south line of Lots 6 and 11, Block 32 of said Plat, and the south line of Lots 6 and 11 of Block 33 of said plat, to its intersection with the westerly right-of-way line of NE 24th Avenue, Assessor Map 1N1E 23AA;

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653. Thence southeasterly 54 feet, more or less, to the easterly right-of-way line of NE 24th Avenue at its intersection with the south line of Lot 8, Block 11 of the Plat of “Ina Park”, Assessor Map 1N1E 24BB;
654. Thence easterly 360 feet, more or less, along said south line and along the south line of Lot 13, Block 11 of said Plat, and the south line of Lot 8, Block 12 of said Plat, to its intersection with the east line of the west half of Block 12 of said Plat, Assessor Map 1N1E 24BB;
655. Thence southerly 40 feet, more or less, along said east line of the west half of Block 12 to its intersection with the north line of Lot 10, Block 12 of said Plat, Assessor Map 1N1E 24BB;
656. Thence northeasterly 13 feet, more or less, to the intersection of the west line of the east half of said Block 12, and a line parallel to and 9 feet northerly of the south line of Lot 12, Block 12 of said Plat, Assessor Map 1N1E 24BB;
657. Thence easterly 150 feet, more or less, along said parallel line and its easterly extension thereof to its intersection with the easterly right-of-way line of NE 26th Avenue, Assessor Map 1N1E 24BB;
658. Thence northerly 30 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 9, Block 13 of the Plat of “Ina Park”, Assessor Map 1N1E 24BB’;
659. Thence easterly 680 feet, more or less, along said north line and along the north line of Lot 12, Block 12 of said Plat, the north line of Lots 9 and 12 of Block 13 of said Plat, the north line of Lots 9 and 12 of Block 14 of said Plat, and the north line of Lot 9 and 12 of Block 15 of said Plat, to its intersection with the east line of the west half of Lot 12, Block 15 of said Plat, Assessor Map 1N1E 24BB;
660. Thence southerly 19 feet, more or less, along said east line of the west half of said Lot 12 to its intersection with a line parallel to and 20 feet southerly of the north line of said Lot 12, Assessor Map 1N1E 24BB;
661. Thence easterly 49 feet, more or less, along said line parallel to and 20 feet southerly of the north line of said Lot 12 to its intersection with the westerly right-of-way line of NE 29th Avenue, Assessor Map 1N1E 24BA;
662. Thence northeasterly 40 feet, more or less, to the intersection of the easterly right-of-way line of NE 29th Avenue and a line parallel to and 10 feet northerly of the south line of Lot 10, Block 15 of the Plat of “Foxchase Addition”, Assessor Map 1N1E 24BA;
663. Thence northerly 40 feet, more or less, along said easterly right-of-way line to its intersection with the north line of said Lot 10, Assessor Map 1N1E 24BA;
664. Thence easterly 475 feet, more or less, along said north line and along the north line of Lot 7, Block 15 of said Plat, and the north line of Lots 10 and 7 of Block 14 of said Plat, to its intersection with the westerly right-of-way line of NE 31st Avenue, Assessor Map 1N1E 24BA;
665. Thence southerly 259 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 20, Block 5 of the Plat of “Elberta”, Assessor Map 1N1E 24BD;
666. Thence westerly 516 feet, more or less, along said north line and along the north line of Lot 3, Block 5 of said Plat, and the north line of Lots 20 and 3 of Block 4 of said Plat and the westerly extension thereof, to its intersection with the westerly right-of-way NE 29th Avenue, Assessor Map 1N1E 24BC;
667. Thence southerly 80 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 18, Block 3 of the Plat of “Elberta”, Assessor Map 1N1E 24BC;

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668. Thence westerly 100 feet, more or less, along said north line to its intersection with the west line of the east half of Block 3 of said Plat, Assessor Map 1N1E 24BC;
669. Thence northerly 89 feet, more or less, along said west line of the east half of said Block 3 to its intersection with the north line of Lot 20 of said Block 3, Assessor Map 1N1E 24BC;
670. Thence northwesterly 11 feet, more or less, to the intersection of the east line of the west half of said Block 3 and a line parallel to and 12 feet northerly of the south line of Lot 2, Block 3 of said Plat, Assessor Map 1N1E 24BC;
671. Thence westerly 151 feet, more or less, along said line parallel to and 12 feet northerly of the south line of said Lot 2 to its intersection with the easterly right-of-way line of NE 28th Avenue, Assessor Map 1N1E 24BC;
672. Thence southwestwesterly 51 feet, more or less, to the intersection of the westerly right-of-way line of NE 28th Avenue and the north line of Lot 20, Block 2 of the Plat of "Elberta", Assessor Map 1N1E 24BC;
673. Thence westerly 470 feet, more or less, along said north line, the north line of Lot 3, Block 2 of said Plat, the north line of Lot 3, Block 1 of said Plat, and the north line of Lot 3, Block 3 of the Plat of "Lester Park", to its intersection with the easterly right-of-way line of NE 26th Avenue, Assessor Map 1N1E 24BC;
674. Thence northwesterly 54 feet, more or less, to the intersection of the westerly right-of-way line of NE 26th Avenue and the south line of the Plat of "Alberta Row", Assessor Map 1N1E 24BC;
675. Thence westerly 100 feet, more or less, along said south line to its intersection with the west line of the east half of Block 2 of the Plat of "Lester Park", Assessor Map 1N1E 24BC;
676. Thence northwesterly 27 feet, more or less, to the intersection of the east line of the west half of Block 2 of said Plat at the southeast corner of the Plat of "Alberta Townhouse Condominiums", being the southeast corner of Lot 1, Block 2 of the Plat of "Lester Park", Assessor Map 1N1E 24BC;
677. Thence westerly 150 feet, more or less, along the south line of the Plat of "Alberta Townhouse Condominiums" and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 25th Avenue, Assessor Map 1N1E 24BC;
678. Thence southerly 44 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 20, Block 1 of the Plat of "Lester Park", Assessor Map 1N1E 24BC;
679. Thence westerly 261 feet, more or less, along said north line and the north line of Lot 3, Block 1 of said Plat, to its intersection with the easterly right-of-way line of NE 24th Avenue, Assessor Map 1N1E 23AD;
680. Thence southwestwesterly 51 feet, more or less, to the intersection of the westerly right-of-way line of NE 24th Avenue and the north line of Lot 16, Block 34 of the Plat of "Vernon", Assessor Map 1N1E 23AD;
681. Thence westerly 2606 feet, more or less, along the north line of Lot 16, Block 34 of said Plat and along the north line of Lot 3, Block 34 of said Plat, the north line of Lots 16 and 3 of Block 35 of said Plat, the north line of Lots 16 and 3 of Block 36 of said Plat, the north line of Lots 16 and 3 of Block 37 of said Plat, the north line of Lots 16 and 3 of Block 38 of said Plat, the north line of Lots 16 and 3 of Block 39 of said Plat, the north line of Lots 16 and 3 of Block 40 of said Plat, the north line of Lots 16 and 3 of Block 41 of said Plat, the north line of Lots 16 and 3 of Block 42 of said Plat, the north line of Lots 16 and 3 of Block 43 of said Plat, and the north line of Lot 3, Block 44 of said Plat, to its intersection with the east line of Block 6 of the Plat of "Albina Heights", Assessor Map 1N1E 23BD;

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682. Thence southerly 17 feet, more or less, along said east line of Block 6 to its intersection with the north line of Lot 4, Block 6 of said Plat, Assessor Map 1N1E 23BD;
683. Thence westerly 150 feet, more or less, along said north line and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 14th Avenue, Assessor Map 1N1E 23BD;
684. Thence northerly 10 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 10 feet northerly of the south line of Lot 12, Block 5 of the Plat of "Albina Heights", Assessor Map 1N1E 23BD;
685. Thence westerly 100 feet, more or less, along said line parallel to and 10 feet northerly of the south line of said Lot 12 to its intersection with the north-south division line of Block 5 of said Plat, Assessor Map 1N1E 23BD;
686. Thence southerly 10 feet, more or less, along said north-south division line to its intersection with the north line of Lot 4, Block 5 of said Plat, Assessor Map 1N1E 23BD;
687. Thence westerly 400 feet, more or less, along said north line and the north line of Lots 11 and 4 of Block 4 of said Plat and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 12th Avenue, Assessor Map 1N1E 23BD;
688. Thence southerly 40 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 10, Block 3 of the Plat of "Albina Heights", Assessor Map 1N1E 23BD;
689. Thence westerly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 3 of said Plat, Assessor Map 1N1E 23BD;
690. Thence northerly 40 feet, more or less, along said north-south division line to its intersection with the north line of Lot 4, Block 3 of said Plat, Assessor Map 1N1E 23BD;
691. Thence westerly 250 feet, more or less, along said north line and the north line of Lot 11, Block 2 of said Plat, to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 23BD;
692. Thence northerly 116 feet, more or less, along said north-south division line to its intersection with the southerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BD;
693. Thence westerly 649 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 23BC;
694. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 10, Block 4 of the Plat of "Lesh's Addition", Assessor Map 1N1E 23BC;
695. Thence westerly 750 feet, more or less, along said north line and along the north line of Lot 3, Block 4 of said Plat, the north line of Lots 10 and 3 of Block 3 of said Plat, and the north line of Lots 10 and 3 of Block 2 of said Plat, to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 23BC;
696. Thence southerly 50 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 9, Block 1 of the Plat of "Lesh's Addition", Assessor Map 1N1E 23BC;
697. Thence westerly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 1 of said Plat, Assessor Map 1N1E 23BC;
698. Thence southerly 1514 feet, more or less, along said north-south division, the north-south division line of Block 3 of the Plat of "Davis Highlands", the north-south division line of Blocks 1 and 22 of the Plat of "Highland", and the north-south division line of Block 1 of the Plat of "Lincoln Park Annex", to its intersection with the southerly right-of-way line NE Skidmore Street, Assessor Map 1N1E 23CB;

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699. Thence easterly 125 feet, more or less, along said southerly right-of-way line to its intersection with the centerline of NE Grand Avenue, Assessor Map 1N1E 23CB;
700. Thence southerly 450 feet, more or less, along said centerline to its intersection with the southerly right-of-way line of NE Mason Street, Assessor Map 1N1E 23CB;
701. Thence easterly 125 feet, more or less, along said southerly right-of-way line to its intersection with the north-south division line of Block 16 of the Plat of "Lincoln Park Annex", Assessor Map 1N1E 23CB;
702. Thence southerly 400 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Shaver Street, Assessor Map 1N1E 23CB;
703. Thence westerly 125 feet, more or less, along said northerly right of way line to its intersection with the centerline of NE Grand Avenue, Assessor Map 1N1E 23CB;
704. Thence southerly 1431 feet, more or less, along said centerline and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Fremont Street, at a point 15.59 feet easterly of the northwest corner of Lot 52, Block 13 of the Plat of "Town of Albina", Assessor Map 1N1E 26BB;
705. Thence westerly 16 feet, more or less, along said southerly right-of-way line to its intersection with the west line of said Lot 52, Assessor Map 1N1E 26BB;
706. Thence southerly 247 feet, more or less, along said west line and the west line of Lot 33, Block 13 of the Plat of "Town of Albina", to its intersection with the north line of the Plat of "Bailey Hill", Assessor Map 1N1E 26BB;
707. Thence easterly 10 feet, more or less, along said north line to its intersection with the west line of Lot 4 of said Plat, Assessor Map 1N1E 26BB;
708. Thence southerly 106 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE Cook Street, Assessor Map 1N1E 26BB;
709. Thence southwesterly 53 feet, more or less, to the intersection of the southerly right-of-way line of NE Cook Street and the west line of Lot 5, Block 13 of the Plat of "Town of Albina", Assessor Map 1N1E 26BB;
710. Thence southerly 605 feet, more or less, along the west line of Lot 5, Block 13 of said Plat and along the west line of Lot 7, Block 12 of said Plat, the west line of Lot 26, Block 12 of said Plat, and the west line of Lot 7, Block 11 of said Plat, to its intersection with the southerly right-of-way line of NE Monroe Street, Assessor Map 1N1E 26BB;
711. Thence easterly 50 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 25, Block 11 of said Plat, Assessor Map 1N1E 26BB;
712. Thence southerly 250 feet, more or less, along said west line and the west line of Lot 8, Block 10 of said Plat to its intersection with the northerly right-of-way line of NE Morris Street, Assessor Map 1N1E 26BB;
713. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the the northerly extension of the west line of Lot 26, Block 10 of said Plat, Assessor Map 1N1E 26BB;
714. Thence southerly 311 feet, more or less, along said northerly extension and the west line of said Lot 26 and the west line of Lot 7, Block 9 of said Plat to its intersection with the northerly right-of-way line of NE Stanton Street, Assessor Map 1N1E 23BC;
715. Thence easterly 148 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 23, Block 9 of the Plat of "Town of Albina", Assessor Map 1N1E 23BC;
716. Thence southerly 186 feet, more or less, along said northerly extension and the west line of said Lot 23 to its intersection with the north line of Block 8 of said Plat, Assessor Map 1N1E 23BC;

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717. Thence westerly 150 feet, more or less, along said north line to its intersection with the west line of Lot 7, Block 8 of said Plat, Assessor Map 1N1E 23BC;
718. Thence southerly 125 feet, more or less, along said west line of Lot 7 to its intersection with the northerly right-of-way line of NE Graham Street, Assessor Map 1N1E 23BC;
719. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 25, Block 8 of said Plat, Assessor Map 1N1E 23BC;
720. Thence southerly 1117 feet, more or less, along said northerly extension and the west line of Lot 25 and along the west line of Lot 8, Block 7 of said Plat, the west line of Lot 25, Block 7 of said Plat, the west line of the Plat of "Knott Street Townhomes No. 2", the west line of Lot 25, Block 6 of said Plat, the west line of Lot 8, Block 5 of said Plat, and the west line of the Plat of "Mado Condominiums", to its intersection with the north line of Block 4 of the Plat of "Town of Albina Replat", Assessor Map 1N1E 26CB;
721. Thence westerly 50 feet, more or less, along said north line of Block 4 to its intersection with the west line of Lot 7, Block 4 of said Plat, Assessor Map 1N1E 26CB;
722. Thence southerly 185 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Sacramento Street at the northwest corner of Lot 26, Block 4 of the Plat of "Town of Albina Replat", Assessor Map 1N1E 26CB;
723. Thence easterly 101 feet, more or less, along said southerly right-of-way line to its intersection with the west line of the Plat of "Sacramento Lofts Condominiums", Assessor Map 1N1E 26CB;
724. Thence southerly 125 feet, more or less, along said west line to its intersection with the north line of Block 3 of the Plat of "Town of Albina Replat", Assessor Map 1N1E 26CB;
725. Thence westerly 50 feet, more or less, along said north line to its intersection with the west line of Lot 8, Block 3 of said Plat, Assessor Map 1N1E 26CB;
726. Thence southerly 125 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 26CB;
727. Thence westerly 51 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 26, Block 3 of said Plat, Assessor Map 1N1E 26CB;
728. Thence southerly 370 feet, more or less, along said northerly extension and the west line of said Lot 26 and along the west line of Lot 7, Block 2 of the Plat of "Town of Albina Replat", to its intersection with the southerly right-of-way line of NE Tillamook Street, Assessor Map 1N1E 26CB;
729. Thence westerly 17 feet, more or less, along said southerly right-of-way line to its intersection with the west line of the east one-third of Lot 27, Block 2 of said Plat, Assessor Map 1N1E 26CB;
730. Thence southerly 125 feet, more or less, along said west line of the east one-third of Lot 27 to its intersection with the north line of Block 1 of the Plat of "Town of Albina Replat", Assessor Map 1N1E 26CC;
731. Thence easterly 17 feet, more or less, along said north line to its intersection with the west line of Lot 7, Block 1 of said Plat, Assessor Map 1N1E 26CC;
732. Thence southerly 104 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 26CC;
733. Thence easterly 16 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of a line parallel to and 31.62 feet westerly of the east line of Lot 26, Block 1 of the Plat of "Town of Albina Replat", Assessor Map 1N1E 26CC;

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734. Thence southerly 133 feet, more or less, along said northerly extension and the line parallel to and 31.62 feet westerly of the east line of said Lot 26 to its intersection with the south line of the north half of said Lot 26, Assessor Map 1N1E 26CC;
735. Thence easterly 283 feet, more or less, along said south line of the north half of said Lot 26 and along the south line of the north half of Lots 25, 24, 23, 22, and 21 of Block 1 of said Plat, to its intersection with the west line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 26CC;
736. Thence northerly 73 feet, more or less, along said west line to its intersection with the southerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 26CC;
737. Thence easterly 203 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 26CC;
738. Thence southerly 146 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 26CC;
739. Thence easterly 20 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the east line of Block 251 of the Plat of "Holladay's Addition", being the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 26CC;
740. Thence southerly 260 feet, more or less, along said northerly extension and the east line of said Block 251 its intersection with the northerly right-of-way line of NE Schuyler Street, and the Point of Beginning.

Excepting the following parcels:

Parcel 1:

Beginning at the intersection of the northerly right-of-way line of N Failing Street and the west line of the east half of Block 28 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;

1000. Thence westerly 30 feet, more or less, along the westerly extension of the northerly right-of-way line of N Failing Street to its intersection with the east side of the easterly ramp of the pedestrian bridge over US Highway Interstate 5, Assessor Map 1N1E 22CC;
1001. Thence westerly 271 feet, more or less, along the east side of said easterly ramp to the northeast corner of said ramp, then westerly along the northerly line of said pedestrian bridge to the northwest corner of the westerly ramp of said pedestrian bridge, then southerly along the west side of said westerly ramp to its intersection with the easterly extension of the northerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
1002. Thence westerly 81 feet, more or less, along said easterly extension to its intersection with the east line of the west half of Block 20 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
1003. Thence northerly 405 feet, more or less, along said east line of the west half of Block 20 and the northerly extension thereof to its intersection with the southerly curb line of N Shaver Street, at a point that is 4.74 feet north of the intersection point of the southerly right-of-way line of N Shaver Street and the east line of the west half of said Block 20, Assessor Map 1N1E 22CC;
1004. Thence northerly 94 feet, more or less, along the following courses: North 89°52'07"
East 8.44 feet, along a curve to the left with a Radius of 25.00 feet, Delta of 180°13'50",

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- Length of 78.64 feet, and a Chord of North $00^{\circ}14'48''$ West 50.00 feet, and then South $89^{\circ}45'08''$ West 6.60 feet to the intersection of the southerly extension of the east line of the west half of Block 17 of the Plat of "Multnomah", Assessor Map 1N1E 22CB;
1005. Thence northerly 409 feet, more or less, along said southerly extension and the east line of the west half of said Block 17 and the northerly extension thereof to its intersection with the southerly curb line of N Mason Street, at a point that is 4.75 feet north of the intersection point of the southerly right-of-way line of N Mason Street and the east line of the west half of said Block 17, Assessor Map 1N1E 22CB;
1006. Thence northerly 93 feet, more or less, along the following courses: South $88^{\circ}08'42''$ East 7.48 feet, along a curve to the left with a Radius of 20.00 feet, Delta of $179^{\circ}59'58''$, Length of 78.54 feet, and a Chord of North $01^{\circ}651'20''$ East 50.00 feet, and then North $88^{\circ}08'36''$ West 7.47 feet to the intersection of the southerly extension of the east line of the west half of Block 8 of the Plat of "Multnomah", Assessor Map 1N1E 22CB;
1007. Thence northerly 405 feet, more or less, along said southerly extension and the east line of the west half of said Block 8 to its intersection with the southerly right-of-way line of N Skidmore Street, Assessor Map 1N1E 22CB;
1008. Thence easterly 275 feet, more or less, along the easterly extension of said southerly right-of-way line to its intersection with the east line of Lot 2, Block 9 (now vacated) of the Plat of "Multnomah", Assessor Map 1N1E 22CB;
1009. Thence southerly 660 feet, more or less, to the northwest corner of Lot 9, Block 16 of the Plat of "Multnomah", Assessor Map 1N1E 22CB;
1010. Thence southerly 204 feet, more or less, along the west line of the east half of said Block 16 and the southerly extension thereof to its intersection with the northerly curb line of N Shaver Street, at a point that is 4.77 feet south of the intersection of the northerly right-of-way line of N Shaver Street and the west line of the east half of said Block 16, Assessor Map 1N1E 22CB;
1011. Thence southerly 94 feet, more or less, along the following courses: North $88^{\circ}08'58''$ West 7.59 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'48''$, Length of 78.54 feet, and a Chord of South $01^{\circ}51'08''$ West 50.00 feet, and then South $88^{\circ}08'50''$ East 7.58 feet to the intersection of the northerly extension of the west line of the east half of Block 21 of the Plat of "Multnomah" and the southerly curb line of N Shaver Street, Assessor Map 1N1E 22CC;
1012. Thence southerly 405 feet, more or less, along said northerly extension and the west line of the east half of said Block 21 to its intersection with the northerly right-of-way line of N Failing Street, and the Point of Beginning, Assessor Map 1N1E 22CC.

Parcel 2:

Beginning at the intersection of the northerly right-of-way line of N Skidmore Street and the east line of the west half of Block 5 of the Plat of "Multnomah", Assessor Map 1N1E 22CB;

1013. Thence northerly 252 feet, more or less, along said east line of the west half of Block 5 to a point that is 10.02 feet southerly of the northeast corner of Tax Lot 3200, Assessor Map 1N1E 22CB;
1014. Thence northerly 109 feet, more or less, along the following courses: South $88^{\circ}49'49''$ East 7.30 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'47''$, Length of 78.54 feet, and a Chord of North $01^{\circ}10'18''$ East 50.00 feet, and then North $88^{\circ}49'44''$ West 22.68 feet to a point on the easterly line of Tax Lot 3000, Assessor Map 1N1E 22BC, that is 11.08 feet northerly of the southeast corner of said Tax Lot 3000, on the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 22BC;

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1015. Thence northwesterly 189 feet, more or less, along said westerly right-of-way line, along the easterly line of Tax Lots 3000, 3100, and 3200 to a point that its 4.62 feet southeasterly of the northeasterly corner of 3200, Assessor Map 1N1E 22BC;
1016. Thence northeasterly 126 feet, more or less, to the southeast corner of Lot 1, Block 12 of the Plat of "M. Patton's Tract", Assessor Map 1N1E 22BC;
1017. Thence northerly 15 feet, more or less, along the east line of said Lot 1 to its intersection with the south line of Tax Lot 6101, Assessor Map 1N1E 22BC;
1018. Thence northeasterly 111 feet, more or less, along the southerly lines of said Tax Lot 6101 to its intersection with the westerly right-of-way line of N Minnesota Avenue, Assessor Map 1N1E 22BC;
1019. Thence northerly 2 feet, more or less, along said westerly right-of-way line to a point that is 1.86 feet northerly of the southeast corner of Lot 7, Block 12 of the Plat of "M. Patton's Tract", Assessor Map 1N1E 22BC;
1020. Thence easterly 58 feet, more or less, along a curve to the right with a Radius of 25.00 feet, a Delta of $132^{\circ}01'34''$, Length of 57.58 feet, and a Chord of North $68^{\circ}02'56''$ East 45.67 feet, to a point on the easterly edge of pavement of N Minnesota Avenue, Assessor Map 1N1E 22BC;
1021. Thence northerly 910 feet, more or less, along said easterly edge of pavement and the northerly extension thereof to its intersection with the southerly right-of-way line of N Alberta Street, Assessor Map 1N1E 22BC;
1022. Thence easterly 189 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 22BC;
1023. Thence southerly 1532 feet, more or less, along said westerly right-of-way line and along the east line of Blocks 19 and 20 of the Plat of "M. Patton's Tract", and the east line of the west half of Block 4 (now vacated) of the Plat of "Multnomah", to its intersection with the northerly right-of-way line of N Skidmore Street and the Point of Beginning, Assessor Map 1N1E 22CB.
1024. Thence westerly 273 feet, more or less, along said northerly right-of-way line to its intersection with the east line of the west half of Block 5 of the Plat of "Multnomah", and the Point of Beginning, Assessor Map 1N1E 22CB.

Parcel 3:

Beginning at the intersection of the northerly right-of-way line of N Alberta Street and the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 22BB;

1025. Thence westerly 189 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Minnesota Avenue, Assessor Map 1N1E 22BB;
1026. Thence northerly 1275 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Killingsworth Street, Assessor Map 1N1E 22BB;
1027. Thence easterly 190 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 22BB;
1028. Thence southerly 1278 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Alberta Street and the Point of Beginning, Assessor Map 1N1E 22BB.

Parcel 4:

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Beginning at the intersection of the northerly right-of-way line of N Killingsworth Street and the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 15CC;

- 1029. Thence westerly 206 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Minnesota Avenue, Assessor Map 1N1E 15CC;
- 1030. Thence northerly 1290 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Ainsworth Street, Assessor Map 1N1E 15CC;
- 1031. Thence easterly 213 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 15CC;
- 1032. Thence southerly 1290 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Killingsworth Street and the Point of Beginning, Assessor Map 1N1E 15CC.

Parcel 5:

Beginning at the intersection of the southerly right-of-way line of N Rosa Parks Way and the north-south division line of Block 3 of the Plat of "Gainsborough", Assessor Map 1N1E 15CB;

- 1033. Thence southerly 155 feet, more or less, along said north-south division line to its intersection with the north line of Lot 4, Block 3 of said Plat, Assessor Map 1N1E 15CB;
- 1034. Thence southwestwardly 318 feet, more or less, to the south line of Lot 10, Block 3 of said Plat at a point that is 40 feet easterly of the southwest corner of said Lot 10, Assessor Map 1N1E 15CB;
- 1035. Thence southeasterly 19 feet, more or less, to the point of curve of the northerly curb return of N Holman Street, Assessor Map 1N1E 15CB;
- 1036. Thence southwestwardly 784 feet, along the northwesterly and westerly curb line of N Holman Street and N Missouri Avenue to its intersection of the northerly right-of-way line of N Ainsworth Street, Assessor Map 1N1E 15CB;
- 1037. Thence westerly 214 feet, more or less, along said northerly right-of-way line to its intersection with the easterly curb line of N Minnesota Avenue, Assessor Map 1N1E 15CB;
- 1038. Thence northerly 742 feet, more or less, along said easterly curb line to a point on the northeasterly curb return of N Holman Street that bears South 28°21'15" East 22.78 feet from the southeast corner of Tax Lot 1300, Assessor Map 1N1E 15CB;
- 1039. Thence northeasterly 36 feet, more or less, to the southeasterly corner of Tax Lot 1200, at the intersection of the westerly right-of-way line of US Highway Interstate 5 and the northerly right-of-way line of N Holman Street, Assessor Map 1N1E 15CB;
- 1040. Thence northwesterly 475 feet, more or less, along said westerly right-of-way line, being the easterly line of Tax Lots 1200, 2000, and 2100 to the northwesterly corner of said Tax Lot 2100, Assessor Map 1N1E 15CB;
- 1041. Thence northerly 12 feet, more or less, along the east line of Tax Lot 2200 to its intersection with the southerly right-of-way line of N Rosa Parks Way, Assessor Map 1N1E 15CB;;
- 1042. Thence easterly 595 feet, more or less, along said southerly right-of-way line to its intersection with the north-south division line of Block 3 of the Plat of "Gainsborough", and the Point of Beginning, Assessor Map 1N1E 15CB.

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Parcel 6:

Beginning at the southeast corner of Lot 11, Block 2 of the Plat of “Pacific Place”, on the northerly right-of-way line of N Rosa Parks Way, Assessor Map 1N1E 15BC;

1043. Thence westerly 585 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Montana Avenue, Assessor Map 1N1E 15BC;
1044. Thence northerly 101 feet, more or less, along said easterly right-of-way line to the southwest corner of Tax Lot 13500, Assessor Map 1N1E 15BC;
1045. Thence northerly 479 feet, more or less, along the easterly line of said Tax Lot 13500, being the westerly right-of-way line of US Highway Interstate 5, to the southeast corner of Lot 8, Block 6 of the Plat of “Goodmorning Addition”, Assessor Map 1N1E 15BC;
1046. Thence northerly 34 feet, more or less, along the east line of said Lot 8 and the northerly extension thereof to a point that is 3.79 feet northerly of the northeast corner of said Lot 8, Assessor Map 1N1E 15BC;
1047. Thence northerly 94 feet, more or less, along the following courses: South $87^{\circ}36'06''$ East 7.51 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'50''$, Length of 78.54 feet, and a Chord of North $02^{\circ}25'59''$ East 50.00 feet, and then North $87^{\circ}34'07''$ West 8.01 feet to the its intersection with the southerly extension of the east line of the west half of Block 9 of the Plat of “Goodmorning Addition”, Assessor Map 1N1E 15BC;
1048. Thence northerly 273 feet, more or less, along said southerly extension and the east line of the west half of said Block 9 to its intersection with the southerly right-of-way line of N Saratoga Street, Assessor Map 1N1E 15BC;
1049. Thence easterly 435 feet, more or less, along the southerly pedestrian trail and bridge over US Highway Interstate 5 to its intersection with the north-south division line of Block 3 of the Plat of “Parkway”, at a point that is 19.21 feet northerly of the northwest corner of Lot 4, Block 3 of said Plat, Assessor Map 1N1E 15BC;
1050. Thence southerly 430 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of N Dekum Street, Assessor Map 1N1E 15BC;
1051. Thence southeasterly 5 feet, more or less, on a bearing of South $32^{\circ}43'37''$ East 5.12 feet to a point on the northerly curb return of N Dekum Street, Assessor Map 1N1E 15BC;
1052. Thence southeasterly 120 feet, more or less, along the following courses: North $88^{\circ}24'40''$ West 3.60 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $180^{\circ}00'00''$, Length of 78.54 feet, and a Chord of South $01^{\circ}35'31''$ West 50.00 feet, and then South $88^{\circ}24'29''$ East 37.73 feet to its intersection with the northerly extension of the westerly line of Tax Lot 14500, Assessor Map 1N1E 15BC;
1053. Thence southerly 332 feet, more or less, along said northerly extension and the westerly line of said Tax Lot 14500, and the southeasterly extension thereof to the westerly curb line of N Missouri Avenue, Assessor Map 1N1E 15BC;
1054. Thence southerly 234 feet, more or less, along said westerly curb line and the southerly extension there of on the following courses: South $01^{\circ}09'44''$ West 172.48 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $141^{\circ}33'14''$, Length of 61.75 feet, and a Chord of South $69^{\circ}36'53''$ East 47.20 feet a point on the easterly right-of-way line of N Missouri Avenue that is 16.81 feet southerly of the northwest corner of Lot 11, Block 2 of the Plat of “Pacific Place”, Assessor Map 1N1E 15BC.

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1055. Thence southerly 116 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of N Rosa Parks Way at the southeast corner of said Lot 11, and the Point of Beginning, Assessor Map 1N1E 15BC.

Parcel 7:

Beginning at the intersection of the northerly right-of-way line of N Saratoga Street and the east line of the west half of Block 12 of the Plat of "Goodmorning Addition", Assessor Map 1N1E 15BC;

1056. Thence northerly 889 feet, more or less, along said east line of the west half of said Block 12 and along the east line of the west half of Block 15 of said Plat to its intersection with the southerly right-of-way line of N Buffalo Street, Assessor Map 1N1E 15BB;
1057. Thence northerly 86 feet, more or less, along the following courses: South $87^{\circ}45'38''$ East 6.30 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $182^{\circ}47'03''$, Length of 79.80 feet, and a Chord of North $00^{\circ}50'50''$ East 50.01 feet, and then North $09^{\circ}20'54''$ East 0.87 feet to the southeast corner of Tax Lot 10300, Assessor Map 1N1E 15BB;
1058. Thence northerly 568 feet, more or less, along said east line and the east line of Tax Lot 10600 to the northeast corner of Lot 8, Block 2 of the Plat of "Kennal Addition" (now vacated), Assessor Map 1N1E 15BB;
1059. Thence northeasterly 509 feet, more or less, to the northerly corner of Tax Lot 200, Assessor Map 1N1E 15BB;
1060. Thence southwesterly 192 feet, more or less, along the westerly line of said Tax Lot 200 and the westerly line of Tax Lot 300 to its intersection with the northerly right-of-way line of N Stafford Street, Assessor Map 1N1E 15BB;
1061. Thence southeasterly 4 feet, more or less, to the a point on the northwesterly curb return of N Stafford Street and N Missouri Avenue, Assessor Map 1N1E 15BB;
1062. Thence southwesterly 309 feet, more or less, along the westerly curb line of N Missouri Avenue to the midpoint of the southwesterly curb return of N Missouri Avenue and N Holland Street, Assessor Map 1N1E 15BB;
1063. Thence southwesterly 20 feet, more or less, to the northeast corner of Lot 41, Block 29 of the Plat of "Fairport", Assessor Map 1N1E 15BB;
1064. Thence southwesterly 204 feet, more or less, along the westerly line of Tax Lots 1900 and 2000 to its intersection with the northerly right-of-way line of N Buffalo Street, Assessor Map 1N1E 15BB;
1065. Thence 14 feet, more or less, to the midpoint of the northwesterly curb return of N Missouri Avenue and N Buffalo Street, Assessor Map 1N1E 15BB;
1066. Thence southerly 276 feet, more or less, along the westerly curb line of N Missouri Avenue to the midpoint of the southwesterly curb return of N Missouri Avenue and N Morgan Street, Assessor Map 1N1E 15BB;
1067. Thence southwesterly 31 feet, more or less, to the intersection of the southerly right-of-way line of N Morgan Street and the easterly right-of-way line of US Highway Interstate 5, at the northwest corner of Tax Lot 5400, Assessor Map 1N1E 15BB;
1068. Thence southerly 327 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of N Bryant Street, Assessor Map 1N1E 15BB;
1069. Thence southwesterly 552 feet, more or less, along the westerly extension of the northerly right-of-way line of N Bryant Street and along northerly line of the pedestrian trail and bridge over US Highway Interstate 5 to the intersection of the northerly right-

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of-way line of N Saratoga Street and the east line of the west half of Block 2 of the Plat of "Goodmorning Addition", and the Point of Beginning, Assessor Map 1N1E 15BC.

Parcel 8:

Beginning at the centerline-centerline intersection of N Albina Avenue and N Farragut Street, Assessor Map 1N1E 10CD;

1070. Thence easterly 2391 feet, more or less, along the centerline of N Farragut Street to its intersection with the centerline of NE Rodney Avenue, Assessor Map 1N1E 10DD;
1071. Thence southerly 249 feet, more or less, along said centerline of to its intersection with the centerline of NE Baldwin, Assessor Map 1N1E 10DD;
1072. Thence easterly 427 feet, more or less, along said centerline to its intersection with the centerline of NE Mallory Avenue, Assessor Map 1N1E 10DD;
1073. Thence southerly 250 feet, more or less, along said centerline to its intersection with the centerline of NE Russett Street, Assessor Map 1N1E 10DD;
1074. Thence easterly 275 feet, more or less, along said centerline to its intersection with the northerly extension of the west line of Lot 6, Block 7 of the Plat of "Loveleigh Loves Addition", Assessor Map 1N1E 10DD;
1075. Thence southerly 225 feet, more or less, along said northerly extension of and the west line of said Lot 6 and the west line of Lot 13, Block 7 of said Plat to its intersection with the northerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 10DD;
1076. Thence easterly 95 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 8 of said Plat, Assessor Map 1N1E 15AA;
1077. Thence southerly 1081 feet, more or less, along said northerly extension and the west line of said Lot 8, along the west line of Lot 11, Block 8 of said Plat, the west line of Lots 8 and 11 of Block 11 of said Plat, the west line of Lots 8 and 11 of Block 12 of said Plat, and the west line of Lots 8 and 11 of Block 15 of said Plat, to its intersection with the southerly right-of-way line of NE Morgan Street, Assessor Map 1N1E 15AA;
1078. Thence easterly 97 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Martin Luther King JR Boulevard, Assessor Map 1N1E 15AA;
1079. Thence southerly 432 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of NE Bryant Street, at the northeast corner of Tax Lot 10800, Assessor Map 1N1E 15AD;
1080. Thence westerly 100 feet, more or less, along said southerly right-of-way line to its intersection with the north-south division line of Block 1 of the Plat of "Piedmont Park", Assessor Map 1N1E 15AD;
1081. Thence southerly 719 feet, more or less, along said north-south division line and the southerly extension thereof, along the north-south division line of Block 8 of said Plat, to its intersection with the north line of Lot 8, Block 1 of the Plat of "Beverly", Assessor Map 1N1E 15AD;
1082. Thence westerly 9 feet, more or less, along said north line to its intersection with the east line of Lot 11, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1083. Thence southerly 100 feet, more or less, along said east line and the east line of Lot 12, Block 1 of said Plat, to the intersection of the north line of Lot 6, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1084. Thence easterly 10 feet, more or less, along said north line to its intersection with a line parallel to and 9.6 feet easterly of the west line of said Lot 6, Assessor Map 1N1E 15AD;

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1085. Thence southerly 50 feet, more or less, along said line parallel to and 9.6 feet easterly of the west line of said Lot 6 to its intersection with the north line of Lot 5, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1086. Thence westerly 10 feet, more or less, along said north line to its intersection with the east line of Lot 14, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1087. Thence southerly 150 feet, more or less, along said east line and along the east line of Lots 15 and 16 of Block 1 of said Plat, to its intersection with the south line of Lot 16, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1088. Thence westerly 992 feet, more or less, along said south line, along the south line of Lots 3 and 16 of Block 2 of the Plat of "Beverly", the south line of Lots 3 and 16 of Block 3 of said Plat, and the south line of Lot 4, Block 4 of said Plat and the westerly extension thereof, to its intersection with the centerline of NE Cleveland Avenue, Assessor Map 1N1E 15AD;
1089. Thence northerly 29 feet, more or less, along said centerline to its intersection with the easterly extension of a line parallel to and 2 feet southerly of the north line of Lot 2 of the Plat of "Nocera", Assessor Map 1N1E 15AD;
1090. Thence westerly 128 feet, more or less, along said easterly extension of said line parallel to and 2 feet southerly of the north line of said Lot 2 and along said parallel line to its intersection with the west line of the east half of Block 1 of the Plat of "Nocera", Assessor Map 1N1E 15AD;
1091. Thence westerly 15 feet, more or less, to the northeast corner of Lot 21, Block 1 of the Plat of "Nocera", Assessor Map 1N1E 15AD;
1092. Thence westerly 767 feet, more or less, thereof, along the north line of said Lot 21 and its westerly extension, and along a line parallel to and 7 feet northerly of the south line of Lot 9, Block 1 of the Plat of "Kirkmar", to its intersection of the north-south division line of Block 1 of said Plat, Assessor Map 1N1E 15AC;
1093. Thence southerly 8 feet, more or less, along said north-south division line to its intersection with the north line of Lot 12, Block 1 of said Plat, Assessor Map 1N1E 15AC;
1094. Thence westerly 501 feet, more or less, along said north line and along the north line of Lot 13, Block 1 of the Plat of "Kirkmar", the north line of Lots 10 and 11 of Block 2 of said Plat, the north line of the Plat of "Rosa Parks Condominiums", the north line of Lots 10 and 11, Block 3 of the Plat of "Kirkmar", to its intersection with west line of Block 3 of the Plat of "Kirkmar", Assessor Map 1N1E 15AC;
1095. Thence southerly 4 feet, more or less, along said west line to its intersection with the north line of Lot 12, Block 3 of said Plat, Assessor Map 1N1E 15AC;
1096. Thence westerly 150 feet, more or less, along said north line and the north line of Lot 13, Block 3 of said Plat and the westerly extension thereof to its intersection with the centerline of N Congress Avenue, Assessor Map 1N1E 15BD;
1097. Thence northerly 1063 feet, more or less, along said centerline to its intersection with the centerline of N Bryant Street, Assessor Map 1N1E 15BD;
1098. Thence westerly 664 feet, more or less, along said centerline to its intersection with the southerly extension of the north-south division line of Block 54 of the Plat of "Swinton", Assessor Map 1N1E 15BA;
1099. Thence northerly 1261 feet, more or less, along said north-south division line of Block 54 and the northerly extension thereof, along the west line of Lots 18 and 27 of Block 50 of said Plat, the west line of Lots 18 and 27 of Block 49 of said plat, the west line of Lots 18 and 27 of Block 46 of said Plat, and the west line of Lot 18, Block 45 of said

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- Plat, to its intersection with the east-west division line of Block 45 of said Plat, Assessor Map 1N1E 15BA;
1100. Thence easterly 1490 feet, more or less, along said east-west division line of Block 45 and the easterly extension thereof, along the east-west division line of Block 44 of the Plat of "Swinton", the east-west division line of Block 9 of the Plat of "Lovewood", and the east-west division line of Lot 4 of the Plat of "Lovewood", to its intersection with the centerline of N Vancouver Avenue, Assessor Map 1N1E 15AB;
1101. Thence southerly 127 feet, more or less, along said centerline to its intersection with the centerline of N Stafford Street, Assessor Map 1N1E 15AB;
1102. Thence easterly 157 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 6, Block 5 of the Plat of "Loveleigh", Assessor Map 1N1E 15AB;
1103. Thence northerly 125 feet, more or less, along said southerly extension of and the west line of said Lot 6 to its intersection with the east-west division line of Block 5 of said Plat, Assessor Map 1N1E 15AB;
1104. Thence easterly 100 feet, more or less, along said east-west division line to its intersection of the west line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 15AB;
1105. Thence northerly 135 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 15AB;
1106. Thence westerly 110 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 5, Block 4 of the Plat of "Loveleigh", Assessor Map 1N1E 10DC;
1107. Thence northerly 145 feet, more or less, along said southerly extension and the west line of said Lot 5 to its intersection with the east-west division line of Block 4 of said Plat, Assessor Map 1N1E 10DC;
1108. Thence westerly 1713 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 3 of the Plat of "Lakewood", the east-west division line of Block 10 of the Plat of "Lakewood", the east-west division line of Block 43 of the Plat of "Swinton", and the east-west division line of Block 42 of the Plat of "Swinton", to its intersection with the centerline of N Albina Avenue, Assessor Map 1N1E 10CD;
1109. Thence northerly 644 feet, more or less, along said centerline to its intersection with the centerline of N Farragut Street and the Point of Beginning, Assessor Map 1N1E 10CD.

Parcel 9:

Beginning at the centerline-centerline intersection of N Ainsworth Street and N Kerby Avenue, Assessor Map 1N1E 15CA;

1110. Thence easterly 147 feet, more or less, along the centerline of N Ainsworth Street to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 15CA;
1111. Thence northerly 1170 feet, more or less, along said centerline to its intersection with the westerly extension of the north line of Lot 2, Block 1 of the Plat of "Longwood", Assessor Map 1N1E 15CA;
1112. Thence easterly 146 feet, more or less, along said westerly extension of and the north line of said Lot 2 and the easterly extension thereof to its intersection with the west line of Block 51 of the Plat of "Piedmont", Assessor Map 1N1E 15DB;
1113. Thence northerly 11 feet, more or less, along said west line of Block 51 to its intersection with a line parallel to and 10 feet southerly of the north line of Lot 5, Block 51 of said Plat, Assessor Map 1N1E 15DB;

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1114. Thence easterly 100 feet, more or less, along said line parallel to and 10 feet southerly of the north line of said Lot 5 to its intersection with the westerly right-of-way line of N Commercial Avenue, Assessor Map 1N1E 15DB;
1115. Thence southerly 11 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 52 of the Plat of "Piedmont", Assessor Map 1N1E 15DB;
1116. Thence easterly 433 feet, more or less, along said westerly extension and the north line of said Lot 13 and the easterly extension thereof, along the north line of Lot 4, Block 52 of said Plat, the north line of Lot 9, Block 53 of said Plat, to its intersection with the west line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1117. Thence southerly 75 feet, more or less, along said west line to its intersection with a line parallel to and 25 feet northerly of the south line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1118. Thence easterly 58 feet, more or less, along said line parallel to and 25 feet northerly of the south line of said Lot 2 to its intersection with a line parallel to and 100 feet westerly of the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 15DB;
1119. Thence northerly 76 feet, more or less, along said line parallel to and 100 feet westerly of the westerly right-of-way line of N Vancouver Avenue to its intersection with the north line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1120. Thence easterly 524 feet, more or less, along said north line and the easterly extension thereof, along the north line of Lot 2, Block 54 of the Plat of "Piedmont", and the north line of Lot 13, Block 55 of said Plat, to its intersection with the west line of the east half of Block 55 of said Plat, Assessor Map 1N1E 15DB;
1121. Thence northerly 13 feet, more or less, along said west line of the east half of Block 55 to its intersection with a line parallel to and 13 feet northerly of the south line of Lot 5, Block 55 of said Plat, Assessor Map 1N1E 15DB;
1122. Thence easterly 100 feet, more or less, along said line parallel to and 13 feet northerly of the south line of said Lot 5 to its intersection with the westerly right-of-way line of N Williams Avenue, Assessor Map 1N1E 15DB;
1123. Thence southerly 12 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 56 of the Plat of "Piedmont", Assessor Map 1N1E 15DA;
1124. Thence easterly 175 feet, more or less, along said westerly extension of and the north line of said Lot 13 and the easterly extension thereof to its intersection with the west line of the east half of Block 56 of said Plat, Assessor Map 1N1E 15DA;
1125. Thence southerly 4 feet, more or less, along said west line of the east half of said Block 56 to its intersection with a line parallel to and 4 feet southerly of the north line of Lot 4, Block 56 of the Plat of "Piedmont", Assessor Map 1N1E 15DA;
1126. Thence easterly 100 feet, more or less, along said line parallel to and 4 feet southerly of the north line of said Lot 4 to its intersection with the westerly right-of-way line of NE Cleveland Avenue, Assessor Map 1N1E 15DA;
1127. Thence northerly 4 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 57 of the Plat of "Piedmont", Assessor Map 1N1E 15DA;
1128. Thence easterly 855 feet, more or less, along said westerly extension of and the north line of said Lot 13 and the easterly extension thereof, along the north line of Lot 4, Block 57 of said Plat, the north line of Lots 13 and 4 of Block 58 of said Plat, and the

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- north line of Lots 13 and 4 of Block 59 of said Plat, to its intersection with the centerline of NE Garfield Avenue, Assessor Map 1N1E 15DA;
1129. Thence southerly 230 feet, more or less, along said centerline to its intersection with the centerline of NE Highland Street, Assessor Map 1N1E 15DA;
1130. Thence easterly 130 feet, more or less, along said centerline to its intersection with the northerly extension of the east line of the west half of Block 41 of the Plat of "Piedmont", Assessor Map 1N1E 15DA;
1131. Thence southerly 930 feet, more or less, along said northerly extension of and the east line of the west half of said Block 41 and the southerly extension thereof, along the east line of the west half of Block 40 of said Plat, to its intersection with the centerline of NE Ainsworth Street, Assessor Map 1N1E 15DA;
1132. Thence westerly 710 feet, more or less, along said centerline to its intersection with the westerly right-of-way line of NE Rodney Avenue, Assessor Map 1N1E 15DD;
1133. Thence southerly 1210 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 2, Block 4 of the Plat of "Piedmont", Assessor Map 1N1E 15DD;
1134. Thence westerly 275 feet, more or less, along said north line and the westerly extension thereof, along the north line of Lot 13, Block 4 of said Plat, to its intersection with the westerly right-of-way line of NE Cleveland Avenue, Assessor Map 1N1E 15DD;
1135. Thence southerly 9 feet, more or less, along said westerly right-of-way line to its intersection with the north line of the Plat of "Casa Milagrass Condominiums", Assessor Map 1N1E 15DD;
1136. Thence westerly 115 feet, more or less, along said north line and the westerly extension thereof to its intersection with the east line of the west half of Block 5 of the Plat of "Piedmont", Assessor Map 1N1E 15DD;
1137. Thence northerly 11 feet, more or less, along said east line to its intersection with the north line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 15DD;
1138. Thence westerly 1245 feet, more or less, along said north line and the westerly extension thereof, along the north line of Lots 2 and 13 of Block 6 of the Plat of "Piedmont", the north line of Lot 2, Block 7 of said Plat, the north line of Parcel 2 of Partition Plat Number 1996-124, the north line of Lot 10, Block 8 of the Plat of "Piedmont", and the north line of Lots 2 and 13 of Block 9 of said Plat, to its intersection with the centerline of N Commercial Avenue, Assessor Map 1N1E 15DC;
1139. Thence northerly 609 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Tax Lot 7200, Assessor Map 1N1E 15DC;
1140. Thence westerly 130 feet, more or less, along said westerly extension and the north line of said Tax Lot 7200 to its intersection with the west line of Block 11 of said Plat, Assessor Map 1N1E 15DC;
1141. Thence northerly 9 feet, more or less, along said west line to its intersection with the easterly extension of the centerline of N Jarrett Street, Assessor Map 1N1E 15CD;
1142. Thence westerly 294 feet, more or less, along said westerly extension of and said centerline to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 15CD;
1143. Thence northerly 580 feet, more or less, along said centerline to its intersection with the centerline of N Ainsworth Street and the Point of Beginning, Assessor Map 1N1E 15CD.

Parcel 10:

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- Beginning at the intersection of the southerly right-of-way line of NE Fremont Street and the east line of Lot 16, Block 15 of the Plat of "Williams Avenue Addition", Assessor Map 1N1E 27AA;
1144. Thence southerly 125 feet, more or less, along said east line to the southwest corner of Lot 14, Block 15 of said Plat, Assessor Map 1N1E 27AA;
1145. Thence easterly 3 feet, more or less, along the south line of said Lot 14 to its intersection with a line parallel to and 3.00 feet easterly of the east line of Lot 11, Block 15 of said Plat, Assessor Map 1N1E 27AA;
1146. Thence southerly 100 feet, more or less, along said line parallel to and 3.00 feet easterly of the east line of said Lot 11 to its intersection with the northerly right-of-way line of N Ivy Street, Assessor Map 1N1E 27AA;
1147. Thence southwesterly 60 feet, more or less, to the intersection of the southerly right-of-way line of N Ivy Street and the east line of Lot 16, Block 14 of said Plat, Assessor Map 1N1E 27AA;
1148. Thence westerly 100 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 17, Block 14 of said Plat, Assessor Map 1N1E 27AA;
1149. Thence southerly 200 feet, more or less, along said west line and the west line of Lot 10, Block 14 of said Plat to its intersection with the northerly right-of-way line of NE Cook Street, Assessor Map 1N1E 27AA;
1150. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 16, Block 13 of the Plat of "Williams Avenue Addition", Assessor Map 1N1E 27AA;
1151. Thence southerly 799 feet, more or less, along said northerly extension of and the west line of said Lot 16, along the west line of Lot 11, Block 13 of said Plat, the west line of Lots 16 and 11 of Block 12 of said Plat, and the west line of Lots 16 and 11 of Block 11 of said Plat, to its intersection with the northerly right-of-way line of NE Monroe Street, Assessor Map 1N1E 27AA;
1152. Thence easterly 110 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 60 feet westerly of the east line of Lot 12, Block 11 of said Plat, Assessor Map 1N1E 27AA;
1153. Thence southwesterly 63 feet, more or less, to the intersection with the southerly right-of-way line of NE Morris Street, at its intersection with the west line of Lot 45, Block 14 of the plat of "Town of Albina", Assessor Map 1N1E 27AD;
1154. Thence southerly 427 feet, more or less, along said west line and along the west line of Lots 44, 43, 18, 17, 16, 15, 14, and 13 of Block 14, to its intersection with the north line of Block 15 of said Plat, Assessor Map 1N1E 27AD;
1155. Thence westerly 75 feet, more or less, along said north line to its intersection with the east line of Lot 18, Block 15 of said Plat, Assessor Map 1N1E 27AD;
1156. Thence southerly 351 feet, more or less, along said east line and the southerly extension thereof, along the east line of Lot 9, Block 15 of said Plat, to its intersection with the north line of Block 16 of said Plat, Assessor Map 1N1E 27AD;
1157. Thence westerly 940 feet, more or less, along said north line and the westerly extension thereof, along the north line of Block 27 of said Plat, to its intersection with the west line of Lot 4, Block 28 of said Plat, Assessor Map 1N1E 27AD;
1158. Thence northerly 351 feet, more or less, along said west line and the northerly extension thereof, along the west line of Lot 23, Block 28 of said Plat, to its intersection with the south line of Block 29 of said Plat, Assessor Map 1N1E 27AD;
1159. Thence easterly 15 feet, more or less, along said south line to its intersection with the west line of Lot 5, Block 29 of said Plat, Assessor Map 1N1E 27AD;

Exhibit A

1160. Thence northerly 180 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of NE Stanton Street, Assessor Map 1N1E 27AD;
1161. Thence easterly 80 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 26, Block 29 of the Plat of "Town of Albina", Assessor Map 1N1E 27AD;
1162. Thence northerly 30 feet, more or less, along said southerly extension of said west line to its intersection with the northerly right-of-way line of NE Stanton Street, Assessor Map 1N1E 27AD;
1163. Thence easterly 240 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Lot 20, Block 29 of the Plat of "Town of Albina", Assessor Map 1N1E 27AD;
1164. Thence northerly 109 feet, more or less, along said west line to its intersection with the south line of Lot 44, Block 29 of said Plat, Assessor Map 1N1E 27AD;
1165. Thence westerly 40 feet, more or less, along said south line to its intersection with the east line of Lot 43, Block 29 of said Plat, Assessor Map 1N1E 27AD;
1166. Thence northerly 109 feet, more or less, along said east line to its intersection with the southerly right-of-way line of NE Morris Street, Assessor Map 1N1E 27AD;
1167. Thence westerly 200 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 39, Block 29 of the Plat of "Town of Albina", Assessor Map 1N1E 27AD;
1168. Thence northerly 30 feet, more or less, along the northerly extension of the said west line to its intersection with the centerline of NE Morris Street, Assessor Map 1N1E 27AA;
1169. Thence westerly 120 feet, more or less, along said centerline to its intersection with the southerly extension of Lot 5, Block 10 of the Plat of "Williams Avenue Addition", Assessor Map 1N1E 27AA;
1170. Thence northerly 911 feet, more or less, along said southerly extension of and the west line of said Lot 5, along the west line of Lot 24, Block 10 of said Plat, the west line of Lots 5 and 24 of Block 9 of said Plat, the west line of Lots 5 and 24 of Block 8, and the west line of Lot 8, Block 7 of said Plat, to its intersection with the north line of Lots 6, Block 7 of said Plat, Assessor Map 1N1E 27AA;
1171. Thence westerly 10 feet, more or less, along said north line to its intersection with a line parallel to and 10 feet westerly of the west line of Lot 3, Block 7 of said Plat, Assessor Map 1N1E 27AA;
1172. Thence northerly 110 feet, more or less, along said line parallel to and 10 feet westerly of the west line of said Lot 3 to its intersection with the southerly right-of-way line of NE Ivy Street, Assessor Map 1N1E 27AA;
1173. Thence easterly 10 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the west line of Lot 3, Block 6 of the Plat of "Williams Avenue Addition", Assessor Map 1N1E 27AA;
1174. Thence northerly 153 feet, more or less, along said southerly extension of and the west line of said Lot 3 to its intersection with the south line of the Plat of "Albina Homestead Addition", Assessor Map 1N1E 27AA;
1175. Thence westerly 15 feet, more or less, along said south line to its intersection with the west line of Lot 11 of said Plat, Assessor Map 1N1E 27AA;
1176. Thence northerly 165 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of NE Fremont Street, Assessor Map 1N1E 27AA;

Exhibit A

- 1177. Thence easterly 946 feet, more or less, along said centerline to its intersection with the southerly extension of the easterly right-of-way line of NE Garfield Avenue, Assessor Map 1N1E 27AA;
- 1178. Thence southerly 30 feet, more or less, along said southerly extension of said easterly right-of-way line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Fremont Street, Assessor Map 1N1E 27AA;
- 1179. Thence easterly 81 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 16, Block 15 of the Plat of "Williams Avenue Addition" and the Point of Beginning, Assessor Map 1N1E 27AA.

Parcel 11:

Beginning at the intersection of the southerly right-of-way line of NE Hancock Street and the westerly right-of-way line of NE Third Avenue, Assessor Map 1N1E 27DD;

- 1180. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 6, Block 247 of the Plat of "Holladay's Addition", Assessor Map 1N1E 27DD;
- 1181. Thence westerly 360 feet, more or less, along said north line, along the north line of Lot 3, Block 247 of said Plat and the north line of Lot 6, Block 246 of said Plat, to its intersection with the east line of Lot 2, Block 246 of said Plat, Assessor Map 1N1E 27DD;
- 1182. Thence northerly 50 feet, more or less, along said east line to its intersection with the south line of Lot 1, Block 246 of said Plat, Assessor Map 1N1E 27DD;
- 1183. Thence westerly 100 feet, more or less, along said south line to its intersection with the easterly right-of-way line of NE First Avenue, Assessor Map 1N1E 27DD;
- 1184. Thence northerly 110 feet, more or less, along said easterly right-of-way line and the northerly extension thereof to its intersection with the northerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
- 1185. Thence westerly 69 feet, more or less, along said northerly right-of-way line to its intersection with the west line of the east half of Lot 10, Block 22 of the Plat of "Town of Albina", Assessor Map 1N1E 27DD;
- 1186. Thence northerly 201 feet, more or less, along said west line and the northerly extension thereof to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 27DD;
- 1187. Thence westerly 325 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Lot 23, Block 22 of the Plat of "Town of Albina", Assessor Map 1N1E 27DD;
- 1188. Thence northerly 300 feet, more or less, along said west line and the west line of Lot 4, Block 23 of said Plat to its intersection with the southerly right-of-way line of NE Tillamook Street, Assessor Map 1N1E 27DA;
- 1189. Thence easterly 50 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the east line of Lot 23, Block 23 of the Plat of "Town of Albina", Assessor Map 1N1E 27DA;
- 1190. Thence northerly 402 feet, more or less, along said southerly extension of and the east line of said Lot 23 and the northerly extension thereof, along the east line of Lot 4, Block 24 of said Plat, to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 27DA;
- 1191. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Partition Plat Number 1994-17, Assessor Map 1N1E 27DA;

Exhibit A

1192. Thence northerly 150 feet, more or less, along said west line to its intersection with the south line of Lot 3, Block 25 of the Plat of "Town of Albina", Assessor Map 1N1E 27DA;
1193. Thence westerly 125 feet, more or less, along said south line to its intersection with the easterly right-of-way line of N Williams Avenue, Assessor Map 1N1E 27DA;
1194. Thence northerly 201 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of NE Sacramento Street, Assessor Map 1N1E 27DA;
1195. Thence easterly 595 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of NE Rodney Avenue, Assessor Map 1N1E 27DA;
1196. Thence northerly 150 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Block 18 of the Plat of "Town of Albina", Assessor Map 1N1E 27DA;
1197. Thence easterly 420 feet, more or less, along said westerly extension and the north line of said Block 18 to its intersection with the east line of Lot 19, Block 18 of said Plat, Assessor Map 1N1E 27DA;
1198. Thence southerly 150 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Sacramento Street, Assessor Map 1N1E 27DA;
1199. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 18 of the Plat of "Town of Albina", Assessor Map 1N1E 27DA;
1200. Thence southerly 201 feet, more or less, along said northerly extension of and the west line of said Lot 8 to its intersection with the north line of Block 19 of said Plat, Assessor Map 1N1E 27DA;
1201. Thence easterly 50 feet, more or less, along said north line to its intersection with the east line of Lot 19, Block 19 of said Plat, Assessor Map 1N1E 27DA;
1202. Thence southerly 150 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 27DA;
1203. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 19 of the Plat of "Town of Albina", Assessor Map 1N1E 27DA;
1204. Thence southerly 552 feet, more or less, along said northerly extension of and the west line of said Lot 8 and along the west line of Lot 19, Block 20 of said Plat and the west line of Lot 8, Block 8 of said Plat, to its intersection with the north line of Block 21 of said Plat, Assessor Map 1N1E 27DD;
1205. Thence westerly 50 feet, more or less, along said north line to its intersection with the west line of Lot 20, Block 21 of said Plat, Assessor Map 1N1E 27DD;
1206. Thence southerly 150 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 27DD;
1207. Thence westerly 100 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 5, Block 21 of the Plat of "Town of Albina", Assessor Map 1N1E 27DD;
1208. Thence southerly 127 feet, more or less, along said northerly extension of and the west line of said Lot 5 to its intersection with the north line of the south half of said Lot 5, Assessor Map 1N1E 27DD;
1209. Thence easterly 50 feet, more or less, along said north line to its intersection with the west line of Lot 6, Block 21 of said Plat, Assessor Map 1N1E 27DD;

Exhibit A

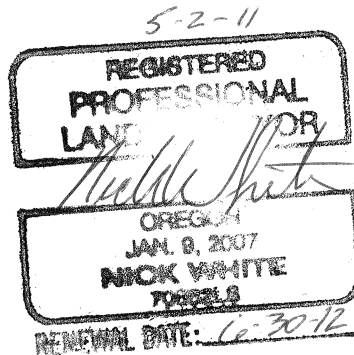
- 1210. Thence southerly 134 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
- 1211. Thence easterly 116 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Third Avenue and the Point of Beginning, Assessor Map 1N1E 27DD.

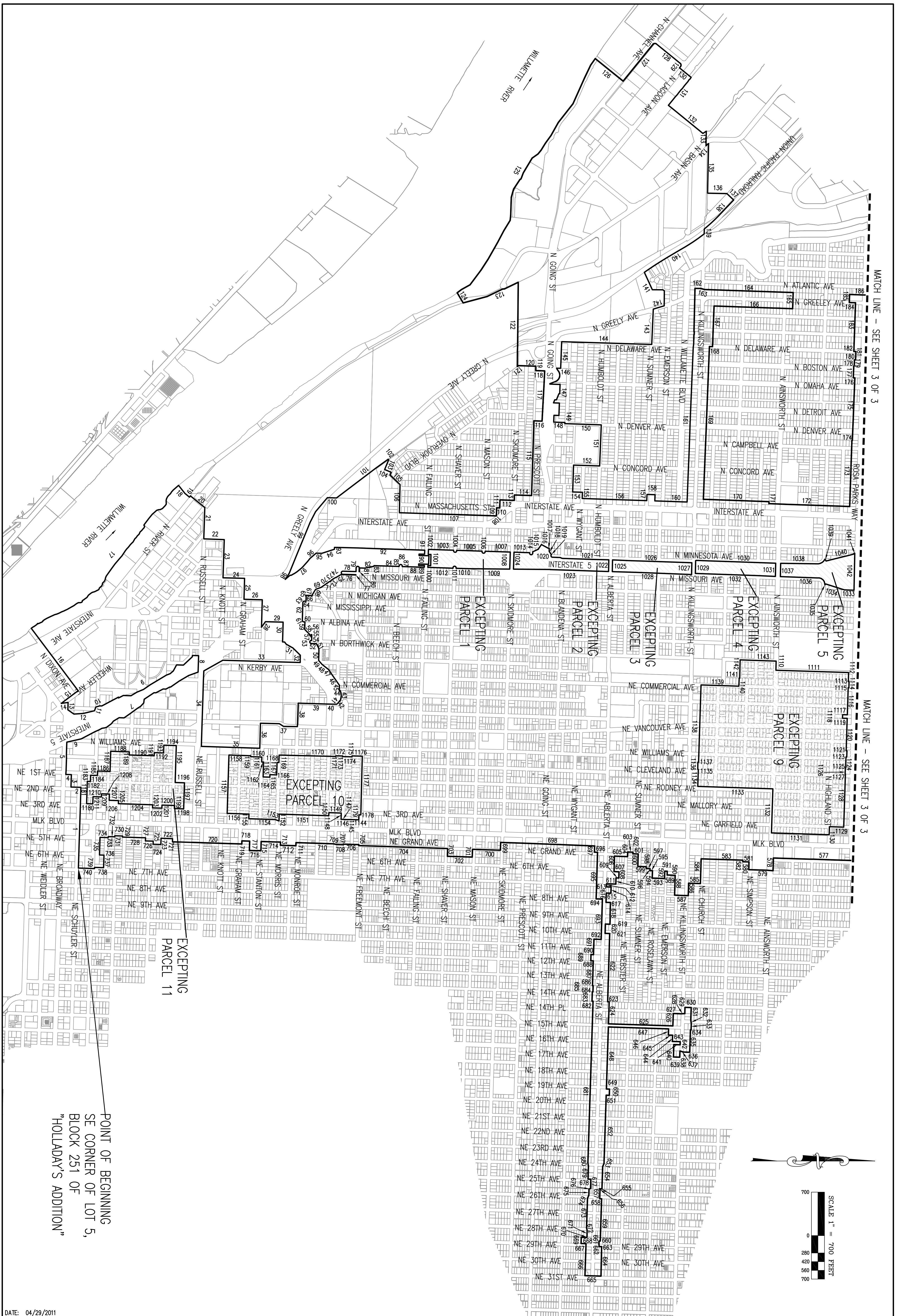
Parcel 12:

Beginning at the northeast corner of Lot 44 of the Plat of "Roth Estates", on the southerly right-of-way line of NE Bridgeton Road, Assessor Map 1N1E 2BC;

- 1212. Thence southeasterly 855 feet, more or less, along said southerly right-of-way line to its intersection with the westerly line of Tax Lot 100, Assessor Map 1N1E 2BC;
- 1213. Thence southerly 192 feet, more or less, along said westerly line to its intersection with the northerly right-of-way line of NE Marine Drive, Assessor Map 1N1E 2BC;
- 1214. Thence southwestly 757 feet, more or less, along said northerly right-of-way line to its intersection with the easterly line of Tax Lot 1300 , Assessor Map 1N1E 2BC;
- 1215. Thence northerly and westerly 266 feet, more or less, along the easterly and northeasterly lines of said Tax Lot 1300 to its intersection with the southerly extension of the easterly line of the Plat of "Roth Estates", Assessor Map 1N1E 2BC;
- 1216. Thence northeasterly 631 feet, more or less, along said southerly extension and the easterly line of said Plat to the intersection of the southerly right-of-way line of NE Bridgeton Road and the Point of Beginning, Assessor Map 1N1E 2BC.

Said Interstate Urban Renewal Area Boundary Line delineates an Area containing 3990 acres, more or less, and lying entirely within the City of Portland, County of Multnomah, State of Oregon.





DATE: 04/29/2011

JOB NUMBER
2836

SHEET
2 OF 3

REGISTERED
LAND SURVEYOR
Mark White
OREGON
JANUARY 9, 2007
NICK WHITE
065253
RENEWALS: 07/20/12

DESIGNED BY: MSK
CHECKED BY: NSW
DRAWING NO.: 2836/MPL
SCALE: AS NOTED
PREPARED FOR: PORTLAND DEVELOPMENT COMMISSION
222 NW 5TH AVE
PORTLAND, OR 97209
503.823.6839

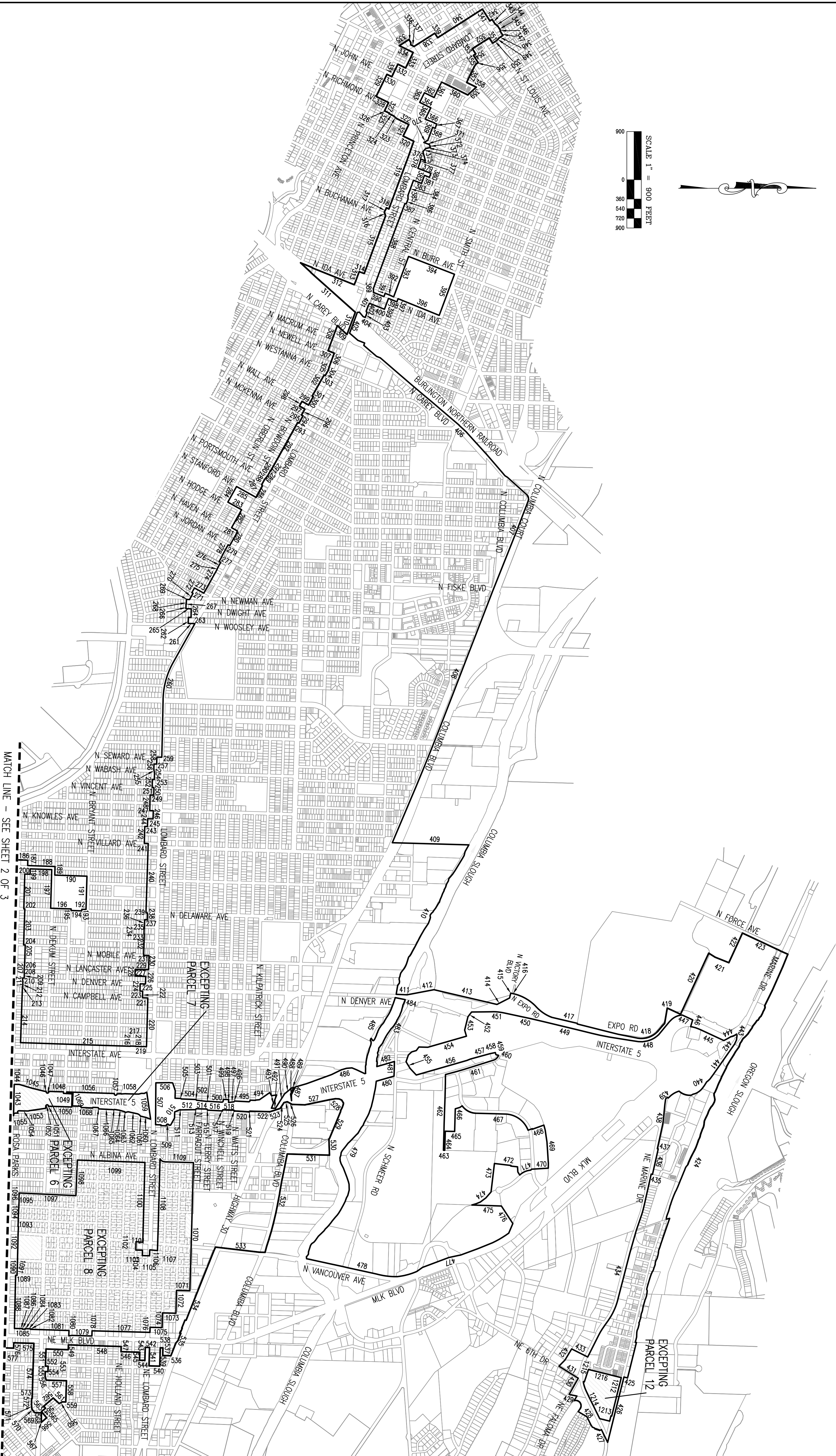
ENGINEERING · PLANNING
SURVEYING · FORESTRY

13910 SW GALBREATH DR.,
SUITE 100
SHERWOOD, OR 97140
PHONE: (503) 925-8799
FAX: (503) 925-8969

EXHIBIT 1.A,
LEGAL DESCRIPTION MAP
INTERSTATE URBAN RENEWAL
AREA; SOUTH HALF
3990 ACRES±

INTERSTATE URBAN
RENEWAL AREA

PORTLAND OREGON



MATCH LINE -- SEE SHEET 2 OF 3

MATCH LINE -- SEE SHEET 2 OF 3

SCALE 1" = 900 FEET



DATE: 04/29/2011

JOB NUMBER
2836
SHEET
3 OF 3

REGISTERED
LAND SURVEYOR
M. White
NICK WHITE
JANUARY 9, 2007
RENEWALS: 9/29/12

PREPARED FOR
PORTLAND DEVELOPMENT
COMMISSION
222 NW 5TH AVE
PORTLAND, OR 97209
503.823.8839

DESIGNED BY: MJK
DRAWN BY: NSW
CHECKED BY: 2836MPL
SCALE: AS NOTED

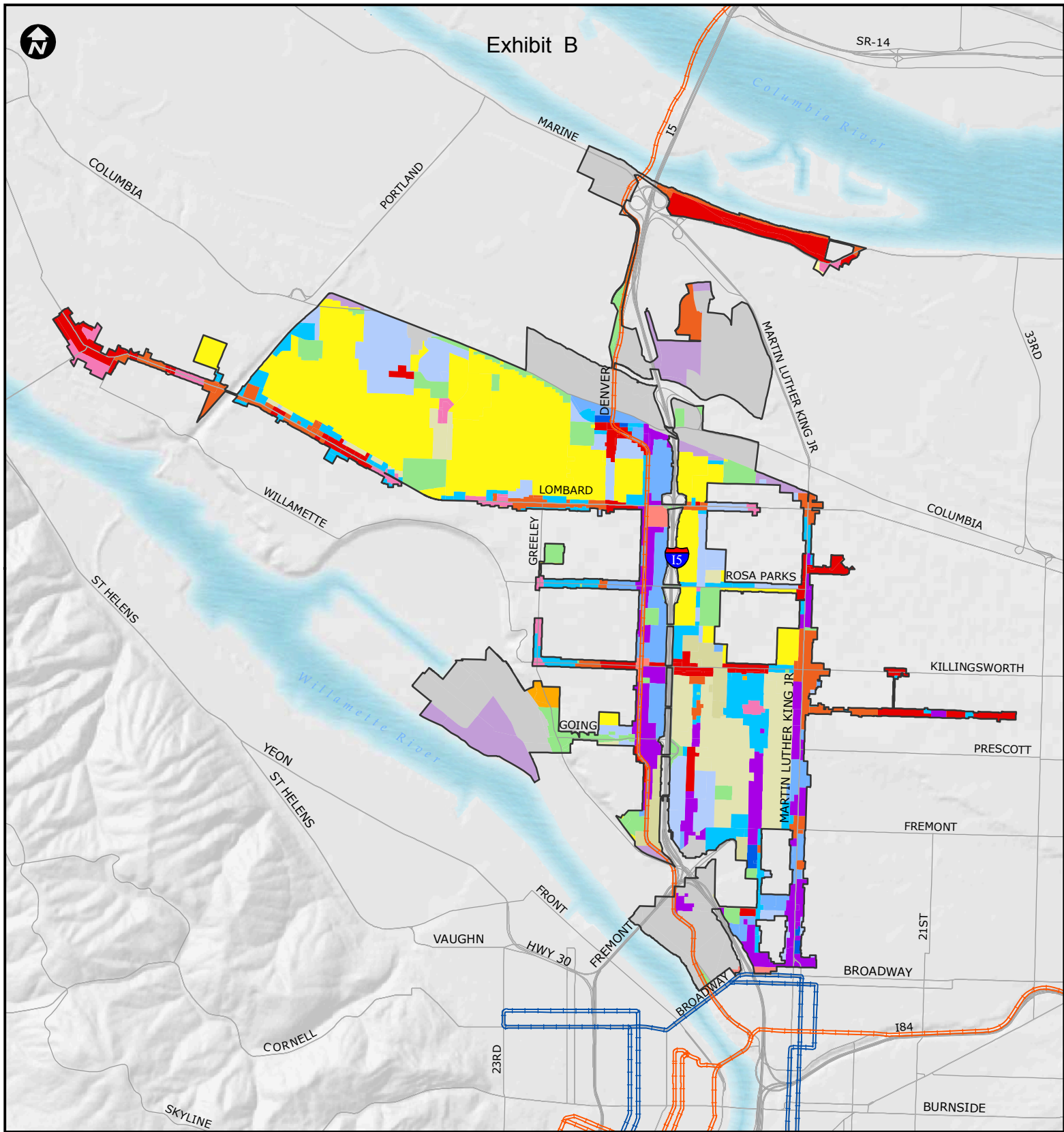
ENGINEERING • PLANNING
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13910 SW CALBREATH DR.,
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SHERWOOD, OR 97140
PHONE: (503) 925-8799
FAX: (503) 925-8969

EXHIBIT 1.A,
LEGAL DESCRIPTION MAP
INTERSTATE URBAN RENEWAL
AREA; NORTH HALF
3990 ACRES±

**INTERSTATE URBAN
RENEWAL AREA**

PORTLAND OREGON



Amended and Restated Interstate Corridor Urban Renewal Area - Comp Plan



Exhibit C

Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area

The Interstate Urban Renewal planning process included extensive outreach to the North/Northeast Portland community. It was guided by a Public Involvement Strategy developed in November 1999 with input from the Interstate Corridor Advisory Committee. The following list highlights some of the methods and approaches used to implement the Public Involvement Strategy and overall outreach effort.

- The Interstate Corridor Advisory Committee, with representatives appointed by stakeholder organizations (neighborhood associations, business associations, community-based organizations, etc.), met monthly (sometimes more often) from November, 1999 to May, 2000, with the primary purpose of preparing a recommended urban renewal plan, URA boundaries, and spending priorities for the URA.
- Public comment was taken at the beginning and end of each Advisory Committee meeting. This information was used to write guiding principles, procedures and project ideas that will be part of the urban renewal plan.
- Small breakout groups at Advisory Committee meetings encouraged discussion and idea generation to help develop guiding principles for urban renewal in the Interstate Corridor.
- Advisory Committee members passed along information and decisions made at their monthly meetings to their respective constituents.
- Commission staff made presentations to more than 40 neighborhood associations, business associations, community groups and other stakeholder groups to explain and update stakeholders on the urban renewal process.
- A Community Survey/Door-to-Door Canvass was completed in January 2000 which asked area residents to rank spending priorities for urban renewal dollars. Over 1,300 surveys were collected. This information was used to set financial priorities for urban renewal spending. The survey was made accessible to non-English speakers through bilingual volunteers, and a translation sheet was included that allowed for follow-up in the residents' native language.
- The Interstate Corridor Urban Renewal Bulletin was sent out monthly to a mailing list of over 600 area residents and businesses to provide updates on the urban renewal planning process.
- Advertising and notification of key events (such as the community forums) was done in the neighborhood press – The Skanner, The Observer, the Asian Reporter, El Hispanic News, Noticias Latinas, Neighbors Between the Rivers, and neighborhood newsletters.
- Two sets of community forums were held to inform people about urban renewal and to solicit public comment on boundaries, guiding principles, and possible projects to be undertaken within the URA. The forums were conducted in January and April of 2000.
- Maps were made available at all public meetings in a variety of formats for the community to have a visual understanding of the urban renewal area.
- One Community Advisory Committee meeting was video taped to provide for future viewing by a larger audience and to be made into an educational video on urban renewal.
- Public comment forms were available at forums and meetings to encourage input from those who were reluctant to share their concerns verbally.
- Copies of minutes of Community Advisory Committee meetings, forums and workshops have been made available to the public.

Exhibit C

N/NE CAC Meetings: Summary of Information Presented and Input Received

Twelve meetings were held by the N/NE CAC. Complete summaries and videos of all meetings are on the PDC website, at: <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

The meetings began in August 2009 and concluded in May 2010. Meetings 1-3 gave general orientation to the issues being considered. Meetings 4 and 5 provided information about housing and economic development programs. Meetings 6-8 dealt with potential expansion areas. Meetings 9-11 reviewed prior information and allowed for discussion of priorities and decision-making. Voting on the recommendations occurred at Meeting 12. Each meeting allowed time for committee members' questions and public input.

A Request Log was compiled to answer questions which were raised but not fully addressed in the meetings.

Meeting 1: The mission statement was presented. A community snapshot of key demographics and background information about PDC's business finance tools was presented. The priorities of the ICURAC and OCCURAC were detailed.

Meeting 2: Presentations were made on the background community opinions research that was compiled prior to convening this N/NE CAC: Community Opinions Research by CH2A & Associates and the N/NE Stakeholder Interviews Report conducted by Northwest Ideas, LLC. The "Criteria for Decision-Making" was introduced and discussed by the committee. A presentation of the basics of tax increment financing was made.

Meeting 3: The Criteria for Decision-Making was reviewed and adopted. A financial summary of the two urban renewal areas was outlined. The distinction between eligible and ineligible activities for tax increment financing was made. The chairs of the urban renewal advisory committees presented background on goals and priorities of their areas.

Meeting 4: This meeting focused on economic development tools available in the urban renewal areas. Presentations were made by the African American Chamber of Commerce, the Hispanic Metropolitan Chamber of Commerce, the Oregon Association of Minority Entrepreneurs, Albina Community Bank, and the Portland Development Commission Business Finance team.

Meeting 5: The Portland Housing Bureau presented information about the recent restructuring of the City of Portland's housing programs. In December of 2008, the City consolidated the former Bureau of Housing and Community Development and the Portland Development Commission's Housing Department. This consolidated housing investments, allowed the 30 percent TIF to be set aside, federal/state and the City's general fund to be coordinated by a single Portland Housing Bureau (PHB), effective July 1, 2009.

Meeting 6: A PSU professor made a presentation about the historical significance relating to disinvestment and reinvestment issues resulting in gentrification and racial disparities within the study areas. The meeting focused on the Martin Luther King, Jr. Blvd. proposed

Exhibit C

expansion area. Materials included a virtual tour, presentations by stakeholders, and a financial summary.

Meeting 7: A detailed summary of the PDC community involvement activities was provided. The meeting focused on the south side of Lombard Street and St. Johns Town Center proposed expansion areas. Materials included a virtual tour, presentations by stakeholders and a financial summary.

Meeting 8: A presentation was made by Portland Community College, including an overview of PCC and their role in the economic development of the region, and in the Interstate Corridor Urban Renewal Area. The meeting focused on the Rose Quarter proposed expansion area. Materials included a virtual tour, presentations by stakeholders, including a presentation by the Mayor's office on the Rose Quarter Development Project, and a financial summary by PDC.

Meeting 9: The mission, Criteria for Decision-Making, charge to the N/NE CAC, and the Report outline were reviewed - no changes were made. The potential expansion areas were reviewed, and a "lightening round" of votes through anonymous electronic voting was cast to give an idea of the direction the N/NE CAC was leaning, in terms of boundary expansions.

Meeting 10: This meeting was a round table discussion, with committee members summarizing the positions of their respective constituents or organizations. Mayor Sam Adams presented information about the Rose Quarter Development Project.

Meeting 11: The round table discussion continued with additional committee members summarizing the positions of their respective constituents or organizations. PDC staff was directed to prepare recommendations on which to vote at the next meeting.

Meeting 12: Community input was taken. The committee voted on the recommendations.

Exhibit C

Summary of Community Input in N/NE Economic Development Initiative

The N/NE CAC was one strategy used to engage the community in this important study. Additional strategies and outreach tools are defined in the North/Northeast Economic Development Initiative Study Public Participation Plan, and can be seen on the PDC website at <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

Some of the specific outreach strategies were:

Community Advisory Committee

- Regular meetings of the N/NE CAC were held from August 2009 to May 2010 at the Billy Webb Elks Lodge (6 N. Tillamook St.) from 6:00-8:00 p.m.
- Members represented the diversity of the N/NE communities.
- Each meeting had time for public comments and comment cards were available for those who preferred to ask questions in writing. Staff responded to all inquiries.
- A Request Log tracked questions asked at public meetings and staff responses.
- Full meetings were televised on Portland Community Media CityNet30 and posted online at Blip.TV
- Public attendance at these meetings averaged between 60 and 75 individuals. The in-person attendance total for the twelve meetings was approximately 800 people.
- Members included representatives from the following organizations:
 - African American Chamber of Commerce
 - Albina Community Bank
 - Central City Concern
 - Hispanic Metropolitan Chamber of Commerce
 - Interstate Corridor Urban Renewal Advisory Committee
 - Montesi and Associates, Latino small business
 - Multnomah County
 - New Columbia resident
 - Northeast Coalition of Neighborhoods
 - North Northeast Business Association
 - North Portland Business Association
 - Northwest Association of Minority Contractors
 - Oregon Association of Minority Entrepreneurs
 - Oregon Convention Center Urban Renewal Advisory Committee
 - Portland Community College
 - Portland Public Schools
 - Portland Trailblazers
 - Roslyn Hill Development
- A subcommittee on minority contracting met and recommended the use of PDC's goals and standards for minority and women contracting and workforce diversity for all applicable projects.

All communications and materials sent to the Community Advisory Committee were also sent to all members of the Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees (URAC), the Martin Luther King, Jr. Blvd. Advisory Committee, and to each groups' interested parties list. This information was received by approximately 600 people.

Exhibit C

Community Meetings

- Initiative kick-off at Jazz on the Mississippi on September 12, 2009.
- Community groups and stakeholders presented their issues at NNE CAC Meetings 6, 7, 8, 10 & 11
- Presentations to other community groups:
 - St. Johns Main Street Committee
 - Martin Luther King, Jr. Blvd. Advisory Committee
 - Oregon Convention Center URAC
 - Interstate Corridor URAC
 - Eliot Neighborhood Association
 - African American Alliance
 - North Portland Neighborhood Services
- The Northeast Coalition of Neighborhoods, in conjunction with the Urban League of Portland and Portland State University held four community forums in February and March of 2010 to provide information and gain input from the community on the potential changes to the Interstate Corridor and Oregon Convention Center URAs. Over two hundred citizens participated in these forums. At the March 24, 2010 meeting of the N/NE CAC a presentation was made by representatives of this group with initial recommendations based on the community feedback. A handout on Community Perspectives was also presented by the group. These documents are contained on the PDC website under the March 24, 2010 meeting documents.

Urban Renewal Advisory Committee meetings

- The Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees were kept apprised of the activities and decisions of the N/NE CAC.
- PDC provided special briefings to a joint meeting of the URACs.

PDC Board Briefings

- The PDC Board of Commissioners authorized initiation of the N/NE EDI in December 2008.
- The Board was briefed in May 2009 with an update based on results from the initial financial analysis.

Oregon Convention Center Urban Renewal Advisory Committee 2010 Membership

Regular Members represent the following organizations:

Neighborhood Associations:

- Eliot Neighborhood Association
- Irvington Neighborhood Association
- King Neighborhood Association
- Lloyd District Community Association
- Woodlawn Neighborhood Association

Neighborhood Business Associations:

- N/NE Business Association

Community Partners:

- Housing Developer (CCC)

Exhibit C

- Entertainment
- Lloyd Business Improvement District
- Lloyd Transportation Management Association
- Oregon Convention Center

At Large Members:

- City-Wide

Interstate Corridor Urban Renewal Advisory Committee 2010 Membership Regular Members represent the following organizations:

Neighborhood Associations:

- Eliot NA
- Arbor Lodge NA
- Overlook NA
- Humboldt NA
- Boise NA
- Kenton NA
- Portsmouth NA
- Piedmont NA

Neighborhood Business Associations:

- Interstate Corridor Business Alliance
- North Portland Business Association

Community Partners:

- Portland Community Reinvestment Initiatives Inc. (housing interests)
- Bosco Milligan Foundation (historic interests)
- N/NE Economic Development Alliance (economic development interests)
- University of Portland (development interests)
- Northeast Workforce Center (business/economic development interests)

At-Large Members:

- Neighborhood at-large (2)
- Real Estate interests
- Affordable Housing interests
- Parks interests

Alternate Members:

- Eliot NA
- Overlook NA
- Kenton NA

N/NE Economic Development Initiative Web Page

<http://www.pdc.us/four/nnestudy>

Contains all information about the project including:

- Project information and background;
- Community Advisory Committee meetings, meeting summaries and materials;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Page views from August 1, 2009 through May 19, 2010

Exhibit C

- Web site: 5331 views
- Main N/NE EDI page: 2491 views
- Materials page : 1906 views
- Timeline: 418 views
- Publications page: 235 views
- Next steps page: 41 views (since its creation on 5/20/10)

N/NE Facebook Page

<http://www.facebook.com/pdxNNEDI>

Contains information about the project including:

- Project information and background;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Responses from individuals;
- From August 1, 2009 through May 19, 2010, 308 people signed up as liking the N/NE EDI Facebook page.

Twitter

- Staff tweeted at each meeting using the #NNEDI tag so people could follow the meeting on Twitter. Staff responded to questions asked via Twitter.
- From August 1, 2009 to May 19, 2010 staff averaged 30 Tweets per N/NE CAC meeting.

U.S. Mail

- Approximately 3,000 mailers were sent to all residents, businesses, and property owners within the expansion areas notifying them that their property was being considered for inclusion in the URA.

E-Blasts

Email updates regarding meeting agendas and materials were sent out to:

- The N/NE CAC and an interested parties list of over 600 individuals;
- The Interstate and OCC URACs and related interested parties lists;
- Martin Luther King, Jr. Blvd. Advisory Committee members and related interested parties list;
- A media list that included community papers as well as those whose circulation is citywide.

Print Media

- Regular media releases on significant events in the study.
- Advertisements in community newspapers such as the Portland Observer, The Skanner, Asian Reporter, El Hispanic News, Sentinel, and the Eliot News.
- The Skanner Newspaper placed a link to the N/NE EDI web page on their web page.
- PDC Commissioner Bertha Ferrán has written about the N/NE EDI in her monthly column in El Hispanic News.

Electronic Media

Exhibit C

- Portland Community Media taped all the meetings and replayed them on Channel 30 at least once a week.
- A 10 minute video summary was created of each meeting and posted on the N/NE Facebook Page
- The meetings are available to view on the N/NE Facebook page using Blip.TV.
- PDC has produced and aired Spanish language radio advertisements.
- PDC has posted N/NE EDI videos on YouTube:
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/6/bHEwnPKI08s>
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/30/HwepUaH3ZaI>

Chambers of Commerce

- PDC developed technical assistance agreements with each of the four minority chambers of commerce—the Hispanic Metropolitan Chamber of Commerce; the African American Chamber of Commerce; the Oregon Native American Chamber of Commerce; and the Philippine-American Chamber of Commerce. Each of these chambers provided communications and outreach recommendations and business opportunities for the North-Northeast Economic Development Initiative.

Stakeholder Interviews

- Harold Williams and Harold Williams II from CH2A Associates interviewed more than 500 community members over a year and a half to lay the ground work for the development of the North/Northeast Economic Development Initiative. In addition, Mr. Williams arranged dozens of meetings with PDC senior executives and long-time members of the North/Northeast community prior to the beginning of the project, including members of the Albina Ministerial Alliance, small businesses, and minority developers and contractors.
- Prior to beginning this initiative, State. Rep. Lew Frederick and Ms. Sue Hagmeier from Northwest Ideas interviewed over 40 stakeholders in N/NE Portland to gain their perspective on the current situation in both URAs and their ideas for future development. These interviews were the first part of the formal process to enhance resources in North and Northeast Portland.
- The Rev. Renee Ward developed a faith community outreach plan that PDC used for the N/NE EDI.

Outreach as Part of Amendment Approval Process

- A citywide notice to all residents that an amendment to the URA is occurring including dates for upcoming public meetings related to the amendment will be mailed.
- There are opportunities for public testimony before the PDC Board, Planning and Sustainability Commission and City Council during the amendment approval process.

Additional Outreach for Rose Quarter Development Project

<http://rosequarterdevelopment.org/>

- This separate but concurrent process will result in the creation of a Rose Quarter Development Strategy and a determination on the future of Memorial Coliseum.
- Thirteen meetings held to date
- Public attendance at these meetings averages 25-50 people

Exhibit C

- Over 650 people attended the public presentation of 29 Coliseum concepts
- Rose Quarter Stakeholder Advisory Committee is chaired by Mayor Sam Adams and has 31 voting members who represent the following organizations:
 - American Institute of Architects
 - Bicycle Transportation Alliance
 - Central City Concern
 - City of Portland
 - Eliot Neighborhood Association
 - Greenlight Greater Portland
 - Interstate Corridor Urban Renewal Advisory Committee
 - Kalberer Company
 - Lloyd District Neighborhood Association
 - Lloyd Transportation Management Association
 - Mississippi Studios
 - National Association of Minority Contractors
 - One Wolf Soccer Management and Development
 - Oregon Association of Minority Entrepreneurs
 - Oregon Ballet Theatre
 - Oregon Sports Authority
 - Portland Business Alliance
 - Portland Center Stage
 - Portland Public Schools
 - Portland State University
 - The Natural Step Network
 - Travel Portland
 - Urban League of Portland
 - Youth perspective

**Exhibit D
to the
Amended and Restated
Interstate Corridor Urban Renewal Plan**

The following "Exhibit C: Comprehensive Plan Findings of Fact" was attached to City Council Ordinance No. 174829 approved on August 23, 2000, creating the Interstate Corridor Urban Renewal Plan. It is being incorporated in this Amended and Restated Interstate Corridor Urban Renewal Plan as Exhibit D.

EXHIBIT C**COMPREHENSIVE PLAN FINDINGS OF FACT****PORTLAND'S COMPREHENSIVE PLAN**

Portland's *Comprehensive Plan* contains a set of goals, policies, and objectives that apply to the entire city. These citywide components are amplified and supplemented by similar provisions in community and neighborhood plans. The *Comprehensive Plan Map* depicts land use designations and street classifications. This map along with citywide, community, and neighborhood goals, policies, and objectives comprise Portland's *Comprehensive Plan*. All of these plan components have been acknowledged as meeting the Statewide Planning Goals.

On January 25, 2000, Portland received additional recognition that its *Comprehensive Plan* continues to meet all requirements of Oregon law by successfully completing its first state-sponsored periodic review (Oregon Department of Land Conservation and Development Order #001132).

The city zoning maps, planning and zoning code, and land division code carry out the *Comprehensive Plan*, but are not part of the *Comprehensive Plan*.

URBAN RENEWAL PLANS CONFORM TO COMPREHENSIVE PLANS

Urban renewal plans contain financing provisions for projects described in the *Comprehensive Plan*, and may fund other projects that conform to the land use designations and street classifications depicted on *Comprehensive Plan Map*.

Comprehensive plans describe a variety of public goods that are to be achieved over the long term. These goods are usually complimentary, but there are times when a comprehensive plan provision can only be advanced at the expense of another; or when one provision is funded while others must wait.

In determining whether the *Interstate Corridor Urban Renewal Plan* conforms with Portland's *Comprehensive Plan*, the city must choose between sometimes competing public goods. To do this the city will apply the following definition of "conform:"

1. On balance, the purposes of the *Comprehensive Plan* are advanced as a whole; and
2. Future compliance with the *Comprehensive Plan* is not precluded.

It should be noted that Portland's economic development plan is citywide *Comprehensive Plan* Goal 5. Thus, any urban renewal plan that conforms with citywide Goal 5 will also conform with the city's economic development plan.

THE INTERSTATE CORRIDOR URBAN RENEWAL AREA PLAN

The proposed urban renewal boundary contains approximately 3,700 acres within North and Northeast Portland. The plan is governed by goals and objectives that adopt the *Albina Community Plan* as the policy framework for the urban renewal area. The *Interstate Corridor Urban Renewal Area Plan* is expected to generate approximately 200 million current-year dollars in tax increment over the 20 year life of the plan. The increment is reserved for project expenditures in the following categories.

Project Category	Percent °	Dollars
Housing	25	50,000,000
Transportation	24	48,000,000
Economic Development	19	38,000,000
Revitalization	12	24,000,000
Community Facilities	10	20,000,000
Parks and Open Space	5	10,000,000
Urban Design and Historic Preservation	5	10,000,000
Totals	100	200,000,000

Of the 48 million dollars of proposed transportation expenditures, 30 million is reserved for Interstate Light Rail. Light rail thus accounts for 15 percent of total project expenditures.

CITYWIDE COMPREHENSIVE PLAN GOALS, POLICIES, AND OBJECTIVES

Portland's *Comprehensive Plan* contains goals, policies, and objectives that apply to the entire city. These citywide provisions became effective on January 1, 1981, have been amended several times, and were last revised on January 15, 1999. The following citywide goals, policies, and objectives apply to the *Interstate Corridor Urban Renewal Plan*:

Citywide Policy 1.4 Intergovernmental Coordination

Ensure continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

Finding: The *Interstate Corridor Urban Renewal Plan* is extensively coordinated with governments within the metropolitan region. The Portland City Council has adopted the *Interstate Max Conceptual Design Report* (Resolution 35832) that was jointly prepared with Tri-Met and Metro. The City Council has also authorized an Intergovernmental Agreement (Ordinance 173839) with Tri-Met and the Portland Development Commission to fund light rail.

The *Interstate Corridor Urban Renewal Plan* will help to achieve the housing and jobs targets required by Metro's *Urban Growth Management Functional Plan* and help fulfill the objectives of the *Albina Community Plan*. The *Albina Community Plan* is part of Portland's *Comprehensive Plan*, and was developed through a process that included extensive review, coordination, and the participation of many other governments.

The *Albina Community Plan* was aimed at ensuring the efficient use of public funds. Tri-Met, the Housing Authority of Portland, Portland Public Schools, the Portland Bureau of Parks and Recreation, the Portland Development Commission, Multnomah County, and the Portland Office of Transportation all worked with the Portland Bureau of Planning to develop the *Albina Community Plan*.

General Principle 3 of the *Interstate Corridor Urban Renewal Plan* requires the Portland Development Commission to, "coordinate and integrate urban renewal efforts with the Urban Renewal Advisory Committee, Tri-Met, Oregon Department of Transportation, and other agencies, as well as the efforts of the private and nonprofit sectors." The *Albina Community Plan* framework and the coordinating provisions of the *Interstate Corridor Urban Renewal Plan* will help maximize the efficient use of public funds.

Citywide Goal 2: Urban Development

Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Finding: The *Interstate Corridor Urban Renewal Plan* is expected to generate 2,120 units of housing and at least 5,470 jobs during the 20 year life of the plan. These numbers are over and above the increase in housing and jobs that would be expected without urban renewal. Jobs and housing will be interconnected by a multimodal transportation system. The synergistic mixture of jobs, housing, and transportation options will help maintain Portland as a major employment and housing center within the metropolitan region.

The *Interstate Corridor Urban Renewal Plan* boundary was drawn to exclude areas with well established residential character. The final boundary was heavily influenced by the advice of a large citizen's committee including both neighborhood and business representatives. Areas within the boundary have not recovered from a period of disinvestment and decline. Homes and business within the boundary will qualify for special loan programs to help establish, or reestablish, their desired residential and business center character.

Citywide Policy 2.2 Urban Diversity

Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for additional housing and employment opportunities. Interstate light rail will connect housing to jobs in the Central City, the Convention Center, the Portland International Airport, Airport Way, Gresham, and Washington County. The combination of new jobs, new employment

opportunities, and increased mobility will help attract and retain a stable and diverse urban population.

Citywide Policy 2.6 Open Space

Provide opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries. Establish a loop trail that encircles the city, and promote the recreational use of the city's rivers, creeks, lakes, and sloughs.

Finding: The *Interstate Corridor Urban Renewal Plan* supports open space by providing 10 million dollars for parks and open space projects. This expenditure will be governed by the following Parks and Open Space Principles:

1. Existing Assets. Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the corridor.
2. Linkages. Enhance, extend, and create pedestrian and bicycle linkages between area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island
3. New Development. Incorporate suitable, high quality parks and open spaces within or near large-scale new development.
4. Community Needs. Meet the recreational and open space needs of the community.
5. Preserve Natural Areas. Preserve and enhance natural areas, such as the Columbia Slough and Bridgeton Slough.
6. Pocket Parks. Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space .

These projects will increase opportunities for recreation and visual relief, help complete the city trail system, and promote the recreational use of the Willamette and Columbia Rivers, and the Columbia and Bridgeton Sloughs.

Policy 2.9 Residential Neighborhoods

Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

Finding: The boundary of the *Interstate Corridor Urban Renewal Plan* was drawn to exclude residential neighborhoods that have already made a full recovery from the economic decline that affected much of North and inner Northeast Portland. The plan proposes an expenditure of 24 million dollars for revitalization. These funds will be focused on light rail station areas and the intersections of major street arterials. These focused investments will provide an additional range of housing types and an expected increase of 2,120 housing units.

Citywide Policy 2.11 Commercial Centers

Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change zoning. Higher residential densities are allowed by Portland's *Comprehensive Plan Map*, but these densities are contingent upon the availability of light rail. By providing 30 million dollars to develop light rail, the *Interstate Corridor Urban Renewal Plan* facilitates higher residential densities within 2000 feet of light rail stations.

Future light rail station development will strengthen the mixed use character of established commercial centers where east/west arterials intersect Interstate Avenue. Light rail and station area development will also provide greater access to labor-intensive industrial activities on Swan Island and in Lower Albina.

The *Interstate Corridor Urban Renewal Plan* allocates 24 million dollars for revitalization. This expenditure is governed by the following Revitalization Principles:

1. **Focus Redevelopment.** Focus major redevelopment around light rail station areas and other key nodes within the Urban Renewal Area, such as intersections of main arterials, to optimize the leverage of public investment and to recognize that redevelopment is critical to the success of light rail.
2. **Main Streets.** Foster the development of mixed-use, medium- and high-density projects at appropriate locations, e.g. at transit stations and along Main Street corridors as identified in the Metro 2040 Plan. These projects would typically consist of one or more floors of residences over ground floor commercial/retail.
3. **Location Of High Density.** Locate high-density housing in appropriately zoned areas along major transit corridors, in a manner that is compatible with adjoining neighborhoods.
4. **Mixed Uses.** Provide for a mix of uses (housing and commercial) along main street corridors, especially Interstate, with related support services such as day care.
5. **Mix Of Scales.** Public-sponsored redevelopment projects should be divided into small and medium scale components, where feasible, to increase opportunities for local, smaller scale developers and contractors, especially Minority/Women/Emerging Small Business contractors.

6. **Revitalization Strategy.** Prepare and implement strategies for the revitalization of key areas within the urban renewal area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations.

Expenditures made in accord with these principles will strengthen and expand commercial and mixed use centers.

Citywide Policy 2.12 Transit Corridors

Provide a mixture of activities along major transit routes and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

Finding: The *Interstate Corridor Urban Renewal Plan* conforms with this policy for the reasons stated in the findings for Policies 2.9 and 2.11. Existing land use regulations require transit and pedestrian-oriented development. A portion of the 10 million dollars available for urban design and historic preservation is available to develop new design guidelines for Interstate Avenue. It is possible that new guidelines could be developed that would exceed the city-wide standards for transit and pedestrian orientation. The *Interstate Max Conceptual Design Report*, as already approved by the City Council, provides for enhanced pedestrian connections.

Citywide Policy 2.14 Industrial Sanctuaries

Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change any industrial zoning. The development of Interstate light rail, along with associated bicycle and pedestrian improvements, will give people alternatives to the automobile for commuting to industrial job sites on Swan Island and in Lower Albina. These alternatives will help reduce future conflicts between freight movement and commuter traffic. Reducing these conflicts will help preserve Swan Island and Lower Albina for manufacturing purposes.

Citywide Policy 2.17 Transit Stations and Transit Centers

Encourage transit-oriented development patterns at light rail transit stations and at transit centers to provide for easy access to transit service. Establish minimum residential densities on residentially-zoned lands within one-half mile of light rail transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding light rail transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use.

Finding: The *Interstate Corridor Urban Renewal Plan* supports existing zoning and *Comprehensive Plan Map* designations for the reasons stated in the findings for Policies 2.11 and 2.12 above. Minimum residential densities are being established citywide to comply with the Metro's *Urban Growth Management Functional Plan*.

Citywide Policy 2.18 Transit-Supportive Density

Through the community planning process, establish average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers. Establish average minimum residential densities of 25 units per acre within one-half mile of light rail stations and regional centers. Establish minimum floor area ratios for non-residential development at light rail centers of 0.5:1. Where these densities are not realistic or desirable due to existing, well-established development patterns or environmental constraints, use other methods to increase densities such as encouraging infill through accessory units in single-family zones or increased density on long-vacant lots.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the existing transit supportive density pattern of the *Comprehensive Plan Map*. This map pre-designated a pattern of high density residential (RH) zoning within 2,000 feet (approximately one-quarter mile) of Interstate light rail stations. The availability of RH zoning is contingent on the development of light rail. Existing zoning regulations provide for a 100 foot height limit and ground floor retail within 1,000 of a light rail station in an RH zone. By helping to fund light rail, the *Interstate Corridor Urban Renewal Plan* helps facilitate transit-supportive density.

Citywide Policy 2.26 Albina Community Plan

Promote the economic vitality, historic character and livability of inner north and inner northeast Portland by including the Albina Community Plan as a part of this Comprehensive Plan.

Finding: The *Interstate Corridor Urban Renewal Plan* recognizes that the *Albina Community Plan* is part of Portland's *Comprehensive Plan*. General Principle 5 of the *Interstate Corridor Urban Renewal Plan* provides that, "the Albina Community Plan will be the framework plan for

the urban renewal area." The *Interstate Corridor Urban Renewal Plan* will provide 24 million dollars for revitalization projects, 38 million dollars for economic development projects, and 10 million dollars for urban design and historic preservation projects called for by the *Albina Community Plan*.

One part of the urban renewal area extends beyond the area of the *Albina Community Plan*. This area is the Portsmouth Neighborhood. General Principle 5 also requires that a neighborhood plan be completed for the Portsmouth Neighborhood before major capital expenditures are made in this neighborhood. Since neighborhood plans are always adopted as amendments to Portland's *Comprehensive Plan*, the future Portsmouth Neighborhood Plan will provide a sufficient policy framework for the Portsmouth Neighborhood.

Citywide Goal 3: Neighborhoods

Preserve and reinforce the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the city's residential quality and economic vitality.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the preservation and stability of residential neighborhoods by excluding revitalized neighborhoods from the plan boundary, and by focusing investments along Interstate Avenue. These focused investments will facilitate increased residential densities within mixed use station communities. New station communities will attract and retain long-term residents and businesses. General Principle 2 of the *Interstate Corridor Urban Renewal Plan* establishes a preference for the retention of long term residents and businesses, while the plan as a whole provides for improvements in residential quality and economic vitality that would also benefit new residents and businesses.

Citywide Policy 3.1 Physical Conditions

Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

Finding: Housing Principle 6 of the *Interstate Corridor Urban Renewal Plan* says, "Preserve and rehabilitate the existing housing stock" and Community Facilities Principle 1 says, "Maintain, enhance, and connect existing communities and facilities to meet the needs of current and future residents." Community Facilities Principle 2 states, "Coordinate the location and operation of community facilities with transportation and housing investments." The plan devotes 50 million dollars to housing projects and 20 million dollars to community facilities projects. These coordinated projects will help prevent the deterioration of existing structures and public facilities.

Citywide Policy 3.2 Social Conditions

Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

Finding: The *Interstate Corridor Urban Renewal Plan* responds to neighborhood concerns in General Principle 11 that provides, "There will be no condemnation as part of the Urban Renewal area until, and if, the Interstate Corridor (Urban renewal Area) Advisory Committee decides that that it wants to amend the Urban Renewal Plan to include condemnation." The Eliot Neighborhood has born disproportionate social impacts from past urban renewal and public works projects. General Principle 11 is particularly responsive to the Eliot Neighborhood's concerns by stating, "There will be no condemnation in the Eliot Neighborhood Association for the life of the Plan." Housing Principle 1 will help prevent displacement, while General Principle 2 seeks to benefit the existing community. General Principle 3 provides for the coordination of all urban renewal investments. These principles respect and promote neighborhood interests.

Citywide Policy 3.3 Neighborhood Diversity

Promote neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the city's neighborhoods.

Finding: The *Interstate Corridor Urban Renewal Plan* seeks to benefit the existing community. General Principle 2 states:

The Interstate Corridor URA will primarily benefit *existing* residents and businesses within the urban renewal area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the urban renewal area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).

Housing Principle 5 States:

Provide a mix of housing opportunities consistent with the range of choices that existed within the urban renewal area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.

These guiding principles, in combination with a 50 million dollar housing investment, will help preserve the diversity of Portland's most diverse neighborhoods.

Citywide Policy 3.4 Historic Preservation

Preserve and retain historic structures and areas throughout the city.

Finding: The *Interstate Corridor Urban Renewal Plan* helps preserve and retain historic structures with a 10 million dollar investment in urban design and historic preservation. This investment is governed by Historic Preservation Principle 3, which states:

Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.

State renewal law requires that these investments be limited to the urban renewal area boundary. Since the Interstate Urban Renewal Area covers approximately 3,700 acres, a significant part of the city will benefit from enhanced historic preservation resources.

Citywide Policy 3.5 Neighborhood Involvement

Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations. Provide information to neighborhood and business associations which allows them to monitor the impact of the Comprehensive Plan and to report their findings annually to the Planning Commission.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for a continuing advisory committee. General Principle 1 states:

The planning and implementation of the Interstate Corridor Urban Renewal Area will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. To assure accountability, an Advisory Committee will remain in place for the duration of the URA, with broad and diverse representation from the community. Information will be accessible to the community. Particular emphasis will be given to engaging those sectors of the community not typically involved in this type of project, including the housebound and those who do not speak English. Communications will be in an accessible format where needed.

The projects to be funded by the *Interstate Corridor Urban Renewal Plan* will help carryout Portland's *Comprehensive Plan*. The Planning Commission is receptive to community concerns and will request periodic opportunities to advise the Portland Development Commission on implementation of the renewal plan. Any changes to the basic principles or goals of the *Interstate Corridor Urban Renewal Plan*, or changes that

substantially diverge from these principles or goals, require opportunities for the Planning Commission's review and comment.

Citywide Policy 3.8 Albina Community Plan Neighborhoods

Include as part of the Comprehensive Plan neighborhood plans developed as part of the Albina Community Plan. Neighborhood plans developed as part of the Albina Community Plan are those for Arbor Lodge, Boise, Concordia, Eliot, Humboldt, Irvington, Kenton, King, Piedmont, Sabin and Woodlawn.

Finding: The *Interstate Corridor Urban Renewal Plan* recognizes *Albina Community Plan* neighborhoods. The urban renewal plan area includes parts of the Eliot, Humboldt, Piedmont, King, Overlook, Arbor Lodge, Kenton and Bridgeton neighborhoods, and all of the Boise neighborhood. General Principle 5 states that, "The *Albina Community Plan* and its associated neighborhood plans, adopted by the City Council in 1993, will serve as the cornerstone for the *Interstate Corridor Urban Renewal Plan*." The renewal plan recognizes that these neighborhood plans are part of Portland's *Comprehensive Plan*.

Citywide Goal 4: Housing

Enhance Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households.

Finding: The *Interstate Corridor Urban Renewal Plan* will provide 50 million dollars for housing development which will help build 2,120 housing units. The expenditure of these funds is governed by the following housing principles.

1. Displacement. Develop and implement programs that address potential displacement of current residents (renters and homeowners), including non-citizens, so that they may remain in their homes and neighborhoods.
2. Home Ownership. Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program.
3. Compatible Infill. Assure that infill housing is compatible with established neighborhoods in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making any zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and Interstate Avenue.

4. **Seniors/Single Parents/Disabled.** Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor, and those with disabilities. Where appropriate, incorporate accessibility design principles.
5. **Housing Balance.** Provide a mix of housing opportunities consistent with the range of choices that existed within the urban renewal area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.
6. **Preservation.** Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance.
7. **Housing For Workers.** Provide ample housing opportunities for people who work in the area (current and future employees).
8. **Design Review.** Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects
9. **Support Services.** Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open space, etc.
10. **Income Diversity.** Assure that an adequate supply of housing is available to people of all income levels throughout the district.
11. **Transit Supportive Housing.** Support mixed-use, mixed -income housing projects along major transit corridors including Interstate Avenue.
12. **Housing Strategy.** Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the URA in accordance with the principles enumerated herein. The Strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this Strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc.

Funds expended in accord with these principles will provide housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households within the urban renewal plan area.

Citywide Policy 4.1 Housing Availability

Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this policy by increasing housing supply by 2,120 more units than would be otherwise expected. Housing Principle 10 will help; "Assure that an adequate supply of housing is available to people of all income levels throughout the district."

Citywide Policy 4.2 Maintain Housing Potential

Retain housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed use. When considering requests for amendments to the Comprehensive Plan map, require that any loss of potential housing units be replaced.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change the *Comprehensive Plan Map* or the *Zoning Map*. By helping to fund light rail, the renewal plan will enable future RH zoning. The plan will provide a net increase in both actual housing, and the housing potential of the *Zoning Map*.

Citywide Policy 4.5 Housing Conservation

Restore, rehabilitate, and conserve existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for the restoration, rehabilitation, and conservation of existing housing stock through Housing Principle 6. This principle states, "Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance." A portion of the 50 million dollars allocated for housing will be available for housing conservation.

Citywide Policy 4.7 Balanced Communities

Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

Finding: The *Interstate Corridor Urban Renewal Plan* supports balanced communities through Housing Principle 5. This principle states, "Provide a mix of housing opportunities consistent with the range of choices that existed within the urban renewal area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood." This principle

will govern the expenditure of the entire 50 million dollars designated for housing. The year 2000 benchmark will be used to assess balance, and to mitigate the effects of gentrification.

Citywide Policy 4.10 Housing Diversity

Promote creation of a range of housing types, prices, and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing community.

Finding: The *Interstate Corridor Urban Renewal Plan* supports housing price and rent diversity through Housing Principle 10. This principle will help "Assure that an adequate supply of housing is available to people of all income levels throughout the district." A fuller range of housing types is promoted by Housing Principle 2, which states, "Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program."

Citywide Policy 4.11 Housing Affordability

Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Finding: The *Interstate Corridor Urban Renewal Plan* supports housing affordability through Housing Principles 4, 7, and 10. Housing affordability will be advanced for the reasons stated in the findings for citywide Goal 4, Policy 4.1 and Policy 4.10.

Testimony was received that a 200 million dollar urban renewal investment combined with an additional 350 million investment in light rail (actually a total of 520 million dollars because there 30 million in urban renewal dollars is designated for light rail) would make North Portland less affordable by increasing the expected rate of growth in property values. This testimony was anecdotal, but in agreement with facts demonstrating that housing prices and rents have, indeed, increased in North Portland during the 1990's. There was also conjectural testimony that rents and house prices would increase faster with new public investments than without.

Assuming the conjecture is true, the inescapable conclusion is that the total amount of market-priced affordable housing would decline or disappear under either scenario, and that the only way to stabilize or increase the total amount of affordable housing would be through public investment. The *Interstate Corridor Urban Renewal Plan* provides 50 million dollars for this purpose.

Oregon law prohibits government rent and price controls, but makes an exception for publicly-supported housing. The Portland Development Commission uses urban renewal funds to leverage private investments in affordable housing, and the city maintains long-term affordability agreements as a condition of these public/private partnerships. These safeguards are provided for on pages 29 through 37 of the *Interstate Corridor Urban Renewal Plan*. All expenditures must be made in accord with General Principle 2 of the plan which seeks protection for existing residents from threats posed by gentrification.

Since more affordable housing will be preserved or established with the plan than without, the *Interstate Corridor Urban Renewal Plan* conforms to Portland's *Comprehensive Plan*.

Citywide Policy 4.12 Housing Continuum

Ensure that a range of housing from temporary shelters to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

Finding: The *Interstate Corridor Urban Renewal Plan* supports a housing continuum through Housing Principles 4 and 5 and through the following Community Facilities Principles:

1. Existing Facilities. Maintain, enhance and connect existing community services and facilities to meet the needs of current and future residents.
2. Location Coordination. Coordinate the location and operation of community facilities with transportation and housing investments.
3. Intergenerational. Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
4. Accessibility. Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.

Citywide Policy 4.14 Neighborhood Stability

Stabilize neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure; and (3) opportunities for community interaction.

Finding: The *Interstate Corridor Urban Renewal Plan* supports neighborhood stability by fighting displacement of existing residents (Housing Principle 1), encouraging new forms of home ownership (Housing Principle 2), and funding transportation and community facility projects that will facilitate community interaction.

Citywide Goal 5: Economic Development

Foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city.

Finding: Citywide Goal 5 is the Economic Development Plan for the City of Portland. The *Interstate Corridor Urban Renewal Plan* supports Goal 5 through the Following Economic Development Principles:

1. **Economic Principles Overview.** The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.
2. **Wealth Creation.** Foster entrepreneurship and wealth creation within the community.
3. **Displacement.** Retain and support existing businesses by seeking to insure that they benefit from the urban renewal program and related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Urban Renewal and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.
4. **Business Expansion.** Support expansion of existing businesses which offer family- wage employment opportunities within the community.
5. **Brownfields.** Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation (s) to perform some or all of these tasks.
6. **Training Facilities.** Support the creation of job training facilities, resource facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes area schools and employers to ensure effective service delivery for residents.

7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the URA. Family wage refers to incomes which can sustain a family, including a full range of benefits (medical, etc.).
8. **Existing Residents.** Provide opportunities for current area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize area residents and businesses on all project phases and new developments within the URA.
9. **Positive Business Environment.** Recognizing that each area serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.
10. **Job Access.** Optimize access of area residents to employment opportunities both inside and outside of the URA.
11. **Child Care.** Support access to stable, quality child care through the development of child care networks. Focus on improvements in provider training, facilities improvements, transportation needs, and provider business development to free up other funds for subsidies to parents. Employers benefiting from urban renewal will be required to describe how they will assist workers with child care prior to receiving urban renewal support.
12. **Economic Development Strategy.** Prepare a comprehensive economic development strategy to guide funding decisions in accordance with the principles set forth herein. The Strategy will assess the needs and opportunities related to job growth and wealth creation, and will identify existing programs to address these needs and opportunities, and also develop new programs where warranted. The development and ongoing monitoring of this Strategy will involve residents, business owners, workforce development providers, education, and other concerned parties.

These principles will guide the expenditure of 48 million dollars, and this expenditure is expected to generate 5,470 jobs during the life of the urban renewal plan. Job creation will foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in a 3,700 acre area of the city that has suffered a period of disinvestment and economic decline.

Citywide Policy 5.1 Urban Development and Revitalization

Encourage investment in the development, redevelopment, rehabilitation, and adaptive reuse of urban land and buildings for employment and housing opportunities.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the adaptive reuse of urban land through the productive redevelopment of

brownfields (Economic Development Principle 5), and the rehabilitation of buildings through storefront grants aimed at the retention of existing businesses (Economic Development Principle 4), and the preservation of existing housing (Housing Principle 6).

Citywide Policy 5.2 Business Development

Sustain and support business development activities to retain, expand and recruit businesses.

Finding: The *Interstate Corridor Urban Renewal Plan* supports business development through Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).

Citywide Policy 5.3 Community-Based Economic Development

Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.

Finding: The *Interstate Corridor Urban Renewal Plan* supports community-based economic development initiatives through strategic use of resources. General Principle 10 states, "Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient use of tax increment funds, they should serve to leverage other investments whenever possible."

Citywide Policy 5.4 Transportation System

Promote a multi-modal regional transportation system that encourages economic development.

Finding: The *Interstate Corridor Urban Renewal Plan* supports multi-modal transportation by helping to add a light rail option to existing transportation choices. The effects on the regional transportation system are elaborated in the Citywide Goal 6 findings below.

Citywide Policy 5.4, Objective C

Work closely with public agencies, such as Tri-Met, and the private sector to deliver an efficient and effective transportation system and network. Improve transit connections between residential communities and work sites.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this objective for the reasons stated in the findings for citywide Policies 1.4, 2.2, 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 5.4, Objective D

Support transit-supportive development and redevelopment along designated transit streets and in the vicinity of light rail stations.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this objective for the reasons stated in the findings for citywide Policies 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 5.6 Area Character and Identity Within Designated Commercial Areas

Promote and enhance the special character and identity of Portland's designated commercial areas.

Finding: The *Interstate Corridor Urban Renewal Plan* will enhance the special character and identity of commercial areas through application of Economic Development Principle 9 (Positive Business Environment) and through design quality. Urban Form Principles 2 and 4 provide:

2. Development Quality. Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.
4. Design Review. On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area.

All urban renewal-funded projects will respect the desired character of different commercial areas.

Citywide Policy 5.7 Business Environment Within Designated Commercial Areas

Promote a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the formation, retention, and expansion of commercial businesses for the reasons stated in the findings for citywide Policy 2.11 above and through the application Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).

Citywide Goal 6: Transportation

Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies.

Finding: The *Interstate Corridor Urban Renewal Plan* fosters an affordable, and efficient transportation system by helping to fund Interstate light rail and bicycle and pedestrian improvements. Every segment of the Interstate light rail alignment is within a classified transit arterial street. The meaning of transit classifications is elaborated in the finding for citywide Policy 6.8 below.

The *Interstate Corridor Urban Renewal Plan* allocates 48 million dollars for transportation improvements, with 30 million of these dollars reserved for Interstate light rail. This expenditure is governed by the following Transportation Principles:

1. **Optimize Light Rail Investment.** Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the area, and by enhancing access to transit for residents and workers.
2. **Target Investments.** Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Interstate Corridor. Give priority to transportation improvements which will enhance access to key employment areas.
3. **Coordination With Other Goals.** Coordinate and integrate transportation investments with other goals and objectives of the Urban Renewal Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).
4. **Access.** Assure that area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.
5. **Pedestrian Environment.** Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.
6. **Traffic Impacts.** Mitigate negative impacts on area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.

7. **Transportation Modes.** Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the area.
8. **Truck Access.** Maintain good truck access to businesses within the urban renewal area, but discourage truck movement which is only passing through the area. Also discourage truck movement on residential streets.
9. **Transportation Strategy.** Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of the Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of the Plan.

The 30 million dollar urban renewal investment in light rail (the total City of Portland contribution) will leverage an additional \$320 million dollars in non-city (primarily federal) funding. This high degree of leveraging keeps the Interstate light rail project affordable to the citizens of Portland.

The light rail investment will also aid the overall efficiency of the region's intermodal transportation system by providing North Portland residents light rail route to regional employment centers, and citizens of the region a light rail route to employment centers in North Portland.

Testimony was received that overall city-wide and regional efficiencies are gained at the expense of local efficiencies within North Portland. While much of this testimony was anecdotal or conjectural, one important fact was mentioned. Interstate light rail will reduce Interstate Avenue from four traffic lanes to two traffic lanes (left turn refuges will be provided in addition to the two full-width traffic lanes). The reduction in lanes will have one unavoidable consequence and another possible consequence.

The unavoidable consequence is that the Number 5 Tri-Met Bus will not be able to operate on the reconfigured Interstate Avenue. The light rail train will also make fewer stops than the bus. Service frequency will be the same between the bus and train (10 minute peak, 15 minute midday). Travel time is expected to be up to 13 minutes shorter by train (comparing the Jantzen Beach bus stop to downtown against the Expo Center train stop to downtown). About 78 percent of the existing Number 5 bus boarding occur within one block of a planned light rail station. Six of the discontinued bus stops will be within two or three blocks of a light rail station. Three of the discontinued bus stops are within four blocks of a light rail station. None of the discontinued bus stops are further than four blocks from a planned light rail station. Tri-Met has agreed to replace all the lost Number 5 Bus hours of service within the same service area. Although total transit service will be increased (new light rail service with no reduction in bus hour service), up to 22 percent of existing Number 5 Bus patrons may have to walk two to four blocks further to transit. This extra walk time will be mitigated by urban renewal housing investments at light rail stations. Housing

Principle 4 would focus housing investments at light rail stations for the elderly and persons with disabilities. When housing and transportation investments are considered together, a net increase in mobility can be expected.

Although Interstate light rail will reduce the otherwise expected growth in regional weekday peak automobile trips, local spill-over affects are expected. Half of the trips displaced by lane reductions on Interstate Avenue will be replaced by transit trips, or will move out of the corridor altogether. The remaining trips will be dispersed among six alternative routes: Denver, Martin Luther King, Vancouver, Albina, Greeley, and I-5. In the absence of mitigation measures, reduced service levels are expected at Interstate and Shaver (B to C) and at Interstate and Multnomah (D to E) over a no light rail option. Service level is expected to improve at Interstate and Argyle/Denver (F to B/C) over a no light rail option.

Proposed mitigation will help avoid future reductions in service levels. Mitigation measures include building longer left turn refuges on Interstate Avenue and implementing "smart" signal timing. Transportation Principle 6 (Traffic Impacts) directs urban renewal funds to be spent on signal technology and other mitigation methods.

The Transportation Element of Portland's *Comprehensive Plan* classifies Interstate Avenue as a "Major City Traffic Street" and a "Regional Transitway." Because 25 percent of the weekday peak trips on Interstate Avenue are originating in Vancouver and Clark County, Washington, Interstate Avenue is actually functioning as a "Regional Trafficway." Removing two traffic lanes and building light rail on Interstate Avenue will help this street function in accord with its *Comprehensive Plan* classification.

A selective reading of comprehensive plan policies could lead to the mistaken conclusion that every street should be improved to facilitate every conceivable mode of transportation. This is, of course, impossible. Decisions have to be made to optimize certain streets for selected modes. This is a major purpose for the policy classifications for arterial streets. The sum total of these decisions create a balanced, affordable and efficient transportation system. The decision of the *Interstate Corridor Urban Renewal Plan* to help fund Interstate light rail conforms to Portland's *Comprehensive Plan*.

Citywide Policy 6.6 Urban Form

Support a regional form composed of mixed-use centers served by a multi-modal transportation system. New development should be served by interconnected public streets which provide safe and convenient pedestrian, bicycle and vehicle access. Street and pedestrian connections should be provided to transit routes and within and between new and existing residential, commercial, and employment areas and other activity centers.

Finding: The *Interstate Corridor Urban Renewal Plan* supports mixed use centers at light rail stations along Interstate Avenue for the reasons stated in the findings for citywide Goal 2 and Policies 2.2, 2.11, 2.12, 2.17, and 2.18 above. The urban renewal area is already composed of interconnected public streets. Redevelopment will take advantage of the existing street pattern. No part of the *Interstate Corridor Urban Renewal Plan* calls for, or requires, the vacation of existing public rights-of-way.

The *Interstate Corridor Urban Renewal Plan*, when combined with associated investments in light rail, will enhance pedestrian access to transit. These improvements are described in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Policy 6.7 Public Transit

Develop transit as the preferred form of person trips to and from the Central City, all regional and town centers, and light rail stations. Enhance access to transit along main streets and transit corridors. Transit shall not be viewed simply as a method of reducing peak-hour, work-trip congestion on the automobile network, but shall serve all trip types. Reduce transit travel times on the primary transit network, in the Central City, and in regional and town centers to achieve reasonable travel times and levels of reliability, including taking measures to allow the priority movement of transit on certain transit streets. Support a public transit system that addresses the special needs of the transportation disadvantaged.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this policy for the reasons stated in the findings for Goal 6 and Policy 6.6 above. Interstate light rail will provide 10 minute peak service and 15 minute midday service. The hours of service from the part of Tri-Met Bus 5 to be displaced by light rail will be redistributed within the same service area.

Citywide Policy 6.8 Regional Rail Corridors

Assign priority to the funding and development of the regional mass transit system to reduce both the need for new regional traffic facilities and reliance on the automobile. Decisions on light rail transitway alignments and their connections to other regional facilities will be based on individual corridor studies. Regional Transitway designations in the

northern and southern corridors represent alternative alignments for future light rail transitways. The Transportation Element will be amended to show the chosen alignment as determined by the Draft Environmental Impact Statement process and as adopted by City Council. Funding decisions for light rail transit corridors should be based upon the population being served, the opportunities for redevelopment, and the traffic congestion problems in the corridors.

Finding: The *Interstate Corridor Urban Renewal Plan* supports regional rail corridors for the reasons stated in the findings for citywide Goal 6 and Policy 6.6 above.

The Draft Environmental Impact Statement did not set the chosen alignment for Interstate light rail, but described different alignment options. The chosen alignment was set by the Final Environmental Impact Statement of October, 1999. The Portland City Council approved this alignment along with the *Interstate Max Conceptual Design Report*. Although the chosen alignment and the Transportation Element of the *Comprehensive Plan* are the same, the Transportation Element designates a small portion of the chosen alignment between Freemont and the Rose Quarter as a "Major City Transit Street" rather than a "Regional Transit Way." Citywide Policy 6.8 is written so that any conflicts between the 1996 street classification maps and the light rail alignment chosen by the Environmental Impact Statement are resolved in favor of the latter. Although the differences between the 1996 street classification and the 1999 chosen alignment does not rise to the level of a conflict, the Portland Department of Transportation is preparing an amendment to Transportation Element to reclassify the portion of the chosen alignment between Freemont and the Rose Quarter as a "Regional Transitway."

Citywide Policy 6.9 Transit-Oriented Development

Reinforce the link between transit and land use by increasing residential densities on residentially-zoned lands and encouraging transit-oriented development along Major City Transit Streets and Regional Transitways, as well as in activity centers, at existing and planned light rail transit stations, and at transit centers in conformance with the Comprehensive Plan and Zoning Code.

Finding: The *Interstate Corridor Urban Renewal Plan* supports transit-oriented development for the reasons stated in the finding for citywide Policies 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 6.11 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

Finding: The *Interstate Corridor Urban Renewal Plan* supports pedestrian transportation for the reasons stated in the findings for citywide Goal 6 and Policies 6.6, 6.7, 6.8, and 6.9 above. Significant pedestrian and bicycle improvements are described in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Policy 7.6 Energy Efficient Transportation

Provide opportunities for non-auto transportation including alternative vehicles, buses, light rail, bikeways, and walkways. The City shall promote the reduction of gasoline and diesel use by conventional buses, autos, and trucks by increasing fuel efficiency and by promoting alternative fuels.

Finding: The *Interstate Corridor Urban Renewal Plan* supports energy efficiency and clean energy by converting a volume equal to one-quarter of the peak weekday automobile trips on Interstate Avenue to light rail. Energy efficiency will be achieved for the reasons stated in the findings for citywide Goal 6 and Policies 6.6, 6.7, 6.8, 6.9 and 6.11 above. Total hours of bus service will be retained in addition the extra transit capacity provided by light rail. Bus service has the capability of converting more automobile trips to transit. Nothing in the *Interstate Corridor Urban Renewal Plan* prevents the conversion of this bus service from diesel to alternative fuels.

Citywide Goal 8: Environment

Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution.

Finding: The *Interstate Corridor Urban Renewal Plan* boundary includes a section of the Columbia Slough, Willamette River waterfront at Lower Albina and Swan Island, Columbia River (Portland Harbor) waterfront along the north side of Bridgeton Neighborhood and the Expo Center. Parks and Open Space Principle 5 calls for the protection of natural areas.

New development within the urban renewal area is not expected to affect water quality within the Columbia Slough. Area to the south of the slough is in a combined (stormwater and sanitary) sewer area. The Portland Bureau of Environmental Services is in the process of activating a new public facility (the first "Big Pipe") to intercept all combined sewage and hold it for processing at the sewage treatment plant. This project

will prevent sewage overflows into the slough and will become operational on December 31, 2000.

Air and noise pollution will be abated by replacing automobile trips with cleaner and quieter light rail trips.

Citywide Policy 9.1: Citizen Involvement Coordination:

Encourage citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals, and the general public.

Finding: The *Interstate Corridor Urban Renewal Plan* was developed through an extensive citizen involvement program, guided by a 54 member citizens' committee. General Principle 1 is outreach, and states:

The planning and implementation of the Interstate Corridor Urban Renewal Area will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. To assure accountability, an Advisory Committee will remain in place for the duration of the URA, with broad and diverse representation from the community. Information will be accessible to the community. Particular emphasis will be given to engaging those sectors of the community not typically involved in this type of project, including the housebound and those who do not speak English. Communications will be in an accessible format where needed.

The following is urban renewal plan's description of the Portland Development Commission's commitment to public involvement.

The process leading to creation of the Interstate Corridor Urban Renewal Area has been built around an extensive and broad-based public involvement effort. From the earliest stage of planning efforts for the urban renewal area (URA), the Portland Development Commission (the "Commission") has committed itself to engaging the community in a meaningful manner in all decisions affecting the URA. The Commission has solicited, received and considered the input of residents, property owners, business owners, neighborhood associations, business district associations, community based organizations, ethnic and minority groups, other interested parties and the general public in the development of this Plan. The Commission will affirmatively seek continuing public involvement in its implementation. Exhibit C describes the Commission's outreach efforts in more detail.

The foremost expression of the Commission's commitment to engage the community in the urban renewal area is the *Interstate Corridor URA Advisory Committee*. In the fall of 1999, the Commission invited over fifty community organizations to name a representative to the Advisory Committee. The Advisory Committee's primary tasks, through creation of the URA, have been to advise the Commission and Council on the boundaries for the URA, the guiding principles on which future funding decisions are to be based, and the creation and implementation of the public outreach strategy.

The composition of the Advisory Committee may evolve over the life of the URA; but it will continue to convene for the life of the URA, to assure adherence to the principles incorporated in this urban renewal Plan, to offer advice to the Commission on any possible amendments to the Plan (including possible boundary expansion) and, importantly, to participate in financial decisions affecting the URA, setting priorities for expenditures through the Commission's "Five Year Plan" and annual budget processes. While these decisions ultimately rest with the Commission, the Commission is committed to giving substantial weight to the positions of the Committee. The Advisory Committee and the Commission will adopt protocols regarding changes to the Committee membership and leadership, which shall be structured so as to allow comprehensive representation of key stakeholder groups throughout the Area. Those groups will be invited to appoint representatives to the Committee. The membership will be structured to provide full discussion of diverse community interests and views.

The Commission is committed to continue to pursue an aggressive public participation strategy over the life of the urban renewal Plan. This is in accordance with Goal #1 of the urban renewal Plan, calling for a "thorough, ongoing, and inclusive community involvement process".

The following is a description of public involvement efforts:

The Interstate Urban Renewal planning process included extensive outreach to the North/Northeast Portland community. It was guided by a Public Involvement Strategy developed in November 1999 with input from the Interstate Corridor Advisory Committee. The following list highlights some of the methods and approaches used to implement the Public Involvement Strategy and overall outreach effort.

- The Interstate Corridor Advisory Committee, with representatives appointed by stakeholder organizations (neighborhood associations, business associations, community-based organizations, etc.), met monthly (sometimes more often) from November, 1999 to May, 2000, with the primary purpose of preparing a recommended urban renewal plan, URA boundaries, and spending priorities for the URA.
- Public comment was taken at the beginning and end of each Advisory Committee meeting. This information was used to write guiding principles, procedures and project ideas that will be part of the urban renewal plan.
- Small breakout groups at Advisory Committee meetings encouraged discussion and idea generation to help develop guiding principles for urban renewal in the Interstate Corridor.

- Advisory Committee members passed along information and decisions made at their monthly meetings to their respective constituents.
- Commission staff made presentations to more than 40 neighborhood associations, business associations, community groups and other stakeholder groups to explain and update stakeholders on the urban renewal process.
- A Community Survey/Door-to-Door Canvass was completed in January 2000 which asked area residents to rank spending priorities for urban renewal dollars. Over 1,300 surveys were collected. This information was used to set financial priorities for urban renewal spending. The survey was made accessible to non-English speakers through bilingual volunteers, and a translation sheet was included that allowed for follow-up in the residents' native language.
- The Interstate Corridor Urban Renewal Bulletin was sent out monthly to a mailing list of over 600 area residents and businesses to provide updates on the urban renewal planning process.
- Advertising and notification of key events (such as the community forums) was done in the neighborhood press – The Skanner, The Observer, the Asian Reporter, El Hispanic News, Noticias Latinas, Neighbors Between the Rivers, and neighborhood newsletters.
- Two sets of community forums were held to inform people about urban renewal and to solicit public comment on boundaries, guiding principles, and possible projects to be undertaken within the URA. The forums were conducted in January and April of 2000.
- Maps were made available at all public meetings in a variety of formats for the community to have a visual understanding of the urban renewal area.
- One Community Advisory Committee meeting was video taped to provide for future viewing by a larger audience and to be made into an educational video on urban renewal.
- Public comment forms were available at forums and meetings to encourage input from those who were reluctant to share their concerns verbally.
- Copies of minutes of Community Advisory Committee meetings, forums and workshops have been made available to the public.

This public outreach was followed by open, public, and properly announced meetings of the Portland Development Commission (June 21 and July 12), the Portland Planning Commission (July 11, July 25, and August 8), and the City Council (August 16 and 23), that included citywide mailed notice and opportunities to testify and effectively influence city decisions at each of the public hearings. The Portland Development Commission approved the *Interstate Corridor Urban*

Renewal Plan by resolution. The Portland Planning Commission reviewed the plan for conformity with the Comprehensive Plan, and on August 8, 2000, recommended that the plan be approved by City Council. The *Interstate Corridor Urban Renewal Plan* conforms to the citizen involvement requirements of the *Comprehensive Plan*.

Citywide Goal 11: Public Facilities

Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

Finding: The *Interstate Corridor Urban Renewal Plan* supports existing and planned land use patterns and densities depicted on the *Comprehensive Plan Map*. The urban renewal plan expressly provides that:

The City of Portland's Comprehensive Plan and implementing ordinances govern land use within the area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section and Exhibit "B" (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibit B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern. The Report accompanying this urban renewal plan contains a brief description of the zoning designations which correspond to the Comprehensive Plan designations.

Citywide Policy 11.1 Service Responsibility

Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

- (1) Streets and other public ways;
- (2) Sanitary and storm water sewers;
- (3) Police protection;
- (4) Fire protection;
- (5) Parks and recreation;
- (6) Water supply;
- (7) Planning, zoning, buildings and subdivision control.

Finding: The *Interstate Corridor Urban Renewal Plan* will support "hard project" facilities. General Principle 12 provides:

The availability of urban renewal funding should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the city. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds,

towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

The *Interstate Corridor Urban Renewal Plan* enhances the city's opportunities to fulfill its service obligations through the following Community Facilities Principles:

1. Existing Facilities. Maintain, enhance and connect existing community services and facilities to meet the needs of current and future residents.
2. Location Coordination. Coordinate the location and operation of community facilities with transportation and housing investments.
3. Intergenerational. Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
4. Accessibility. Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.

Citywide Policy 11.9 Transit Corridors

High priority will be given to improvements which promote more effective public transportation for those streets functioning as transit corridors.

Finding: The *Interstate Corridor Urban Renewal Plan* follows this priority for the reasons stated in the citywide Goal 6 transportation findings above.

Citywide Policy 11.12 Transit Improvements

Construct or modify transit streets to promote more efficient and effective public transportation and improve access for pedestrians to transit. Construct transit streets so that transit vehicle movement is not significantly impaired or made unsafe by street width, turning radii or other physical constraints.

Finding: The *Interstate Corridor Urban Renewal Plan* supports promotes more efficient and effective public transportation and improve access for pedestrians to transit for the reasons stated in the citywide Goal 6 transportation findings above. Satisfaction of street width, turning radii, and other physical constraint considerations is demonstrated in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Subgoal 11 F: Parks And Recreation

Maximize the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland.

Finding: The *Interstate Corridor Urban Renewal Plan* cannot support routine park maintenance and operations like lawn mowing or litter removal, but can preserve parks and open space, and can fund projects to improve the quality, safety, and usability of parks and park facilities. The plan includes the following Parks and Open Space Principles:

1. Existing Assets. Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the corridor.
2. Linkages. Enhance, extend, and create pedestrian and bicycle linkages between area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island
3. New Development. Incorporate suitable, high quality parks and open spaces within or near large-scale new development.
4. Community Needs. Meet the recreational and open space needs of the community.
5. Preserve Natural Areas. Preserve and enhance natural areas, such as the Columbia Slough and Bridgeton Slough.
6. Pocket Parks. Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space.

Citywide Goal 12: Urban Design

Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character, by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban design and historic preservation through the following principles:

1. Target Street Improvements. Target streetscape improvements to complement light rail use and to leverage appropriate private investment.
2. Development Quality. Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.

3. **Historic Preservation.** Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.
4. **Design Review.** On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area.
5. **Heritage.** Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the area, particularly that of the African-American community.
6. **Art & Parks.** Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TRI-MET in investing in public art and greenspaces and encourage private investment as well. Public art should reflect the history of the area and should utilize local artists.

Citywide Policy 12.1 Portland's Character

Enhance and extend Portland's attractive identity. Build on design elements, features and themes identified with the city. Recognize and extend the use of city themes that establish a basis of a shared identity reinforcing the individual's sense of participation in a larger community.

Finding: The *Interstate Corridor Urban Renewal Plan* supports Portland's charter through the design principles stated in the citywide Goal 12 finding above, particularly Principles 2-6.

Citywide Policy 12.2 Enhancing Variety

Promote the development of areas of special identity and urban character. Portland is a city built from the aggregation of formerly independent settlements. The city's residential, commercial and industrial areas should have attractive identities that enhance the urbanity of the city.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity through the design principles stated in the citywide Goal 12 finding above, particularly Principles 2-6.

Citywide Policy 12.3 Historic Preservation

Enhance the city's identity through the protection of Portland's significant historic resources. Preserve and reuse historic artifacts as part of Portland's fabric. Encourage development to sensitively incorporate preservation of historic structures and artifacts.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity through the design principles stated in the citywide Goal 12 finding above, particularly Principle 5.

Citywide Policy 12.4 Provide for Pedestrians

Portland is experienced most intimately by pedestrians. Recognize that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the city as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity for the reasons stated in the citywide Goal 6 transportation findings above, and through the design principles stated in the citywide Goal 12 finding above, particularly Principle 1.

Citywide Policy 12.6 Preserve Neighborhoods

Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

Finding: The *Interstate Corridor Urban Renewal Plan* helps preserve neighborhoods for the reasons stated in the findings for citywide Goal 3 above, and through the design principles stated in the citywide Goal 12 finding above, particularly Principles 3, 4, and 5.

Citywide Policy 12.7 Design Quality

Enhance Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. Encourage the design of the built environment to meet standards of excellence while fostering the creativity of architects and designers. Establish design review in areas that are important to Portland's identity, setting, history and to the enhancement of its character.

Finding: The *Interstate Corridor Urban Renewal Plan* encourages design quality through the design principles stated in the citywide Goal 12 finding above, particularly Principle 2.

ALBINA COMMUNITY PLAN

The *Albina Community Plan* was adopted by City Council on September 30, 1993, as part of Portland's *Comprehensive Plan*. The *Albina Community Plan* articulates a detailed vision for the revitalization of north and northeast Portland. The *Interstate Corridor Urban Renewal Plan* expressly provides in General Principle 5 that, "The Albina Community Plan and its associated neighborhood plans, adopted by City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan. Specifically, the Albina Community Plan will be the framework plan for the urban renewal area."

The *Interstate Corridor Urban Renewal Plan* conforms to the following applicable provision of the *Albina Community Plan* for the reasons stated in the citywide findings above. Whenever the Albina Community Plan establishes a numeric objective that is not contained in the citywide plan, a supplemental finding is provided below:

Albina Land Use Policy A: General Land Use

Encourage residential, recreational, economic and institutional developments that reinforce Plan Area neighborhoods; increase the attractiveness of Albina to residents, institutions, businesses and visitors; and create a land use pattern that will reduce dependence on the automobile.

Albina Land Use Policy B: Livable Neighborhoods

Protect and improve the livability of the residential neighborhoods within the Albina Community. Direct new development activity to those areas that have experienced or are experiencing a loss of housing. Ensure the compatibility of new development with nearby housing. Foster the development of complete neighborhoods that have service and retail businesses located within or conveniently near to them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.

Albina Land Use Policy C: A Pattern of Green

Enhance the Albina area with attractive and well maintained parks and open spaces. Ensure that open space and recreation facilities in the Albina Community meet the needs of present and future residents. Develop green links between Albina's parks and recreational facilities, its residential areas, a citywide system of green spaces and nearby natural areas.

Albina Land Use Policy D: Economic Development

Foster development of distinct, well-anchored commercial, institutional and industrial nodes and centers that serve the needs of the community, attract shoppers from throughout the region and take advantage of the close proximity of the district to the Central City, Oregon Convention Center and Columbia Corridor. Ensure that institutions have opportunities for growth that meet their needs. Support the expanding

and new industrial firms that provide family wage jobs to Albina Community residents. Protect residential neighborhoods from negative impacts associated with commercial, institutional and/or industrial growth.

Albina Land Use Policy E: Transit Supportive Land Use

Focus new development at locations along transportation corridors that offer opportunities for transit supportive developments and foster the creation of good environments for pedestrians in these areas.

Albina Transportation Policy

Take full advantage of the Albina Community's location by improving its connections to the region. Emphasize light rail transit as the major transportation investment while improving access to freeways to serve industrial and employment centers. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Provide safe and attractive routes for bicyclists and pedestrians

Albina Transportation Policy, Objective 9

Support early development of a light rail line serving inner North and Northeast Portland. Ensure that light rail transit and supporting bus service provides access for local residents as well as regional service through the district.

Albina Transportation Policy, Objective 10

Provide transportation access to jobs and training opportunities. Link commercial, employment and residential areas with an efficient multimodal transportation system.

Albina Transportation Policy, Objective 12

Provide for higher density housing opportunities adjacent to the northern light rail alignment that is timed with the completion of the Environmental Impact Statement (EIS) process and the securing of funding. Limit rezonings that allow higher density housing to locations that are within 2,000 feet of the location of light rail transit stations as identified in the approved EIS.

Supplemental Finding: This policy is met for the reasons stated in the finding for Citywide Policy 2.11, Commercial Centers.

Albina Business Growth and Development, General Policy

Stimulate investment, capital formation, and job creation benefiting Albina enterprises and households. Expand and diversify the area's industrial, commercial, and institutional employment base. Aggressively market the Albina Community to investors, developers, business owners, workers, households, and tourists.

Albina Business Investment and Development, Policy A

Build a sustainable and robust economic activity and employment base in the Albina Community. Use public policies and resources to capture and direct the benefits of growth in community institutions and Albina Impact Area industries to Albina Community enterprises and households. Improve the competitive position and performance of the community's retail and service sectors. Maintain the public infrastructure necessary to support the expansion of economic activities and employment.

Albina Business Investment and Development, Policy A, Objective 7
Nurture and promote local entrepreneurship, micro-business growth, and business expansion, particularly for emerging small businesses and enterprises owned by women and minorities.

Albina Business Investment and Development, Policy A, Objective 8
Support community and private sector efforts to build working capital loan funds for Albina Community business start-up and expansion.

Albina Business Investment and Development, Policy A, Objective 9
Support the growth of community-based revitalization organizations and corporations offering technical, development, and/or financial assistance to community entrepreneurs and businesses.

Albina Business Investment and Development, Policy A, Objective 10
Create business incentive programs and resources which foster start-up firms and expansion in targeted industries.

**Albina Business Investment and Development, Policy B,
Commercial, Institutional and Employment Centers**

Recruit, retain, and encourage expansion of economic activities and institutions which enhance neighborhood livability. Conserve community assets and resources. Use public programs and resources to encourage more efficient design and utilization in the Albina Community's commercial, institutional and industrial centers.

**Albina Business Investment and Development, Policy C: Household
Income and Employment**

Use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents. Focus economic development activities to produce the greatest positive impact on those portions of Albina suffering most severely from under-utilization of human resources.

Albina Jobs and Employment Policy

Reduce the unemployment rate among Albina residents. Strengthen programs that provide education, job training, job retention skills and services that prepare area residents for long-term employment and that create opportunities for career advancement. Ensure that job training programs include comprehensive services that are ethnically and culturally sensitive.

Albina Jobs and Employment Policy, Objective 1

Increase the number of Albina residents who have family wage jobs.

Albina Jobs and Employment Policy, Objective 2

Encourage local employers to hire area residents from the Albina Community.

Albina Jobs and Employment Policy, Objective 3

Develop and strengthen a network of agencies to effectively coordinate the referral of adults and youth into the appropriate pre-employment training, educational programs and support services, thus eliminating duplication of services.

Albina Jobs and Employment Policy, Objective 4

Encourage instructors of job skills training and education programs to become familiar with other languages in order to improve communication with Albina's diverse population.

Albina Jobs and Employment Policy, Objective 5

Ensure that job training and education programs prepare area residents and students to effectively participate in the workforce.

Albina Jobs and Employment Policy, Objective 6

Identify successful sensitivity and multi-cultural training programs and invite local businesses to replicate them.

Albina Jobs and Employment Policy, Objective 7

Develop and continue training programs that are designed to accommodate youth, adult and "special needs" populations.

Albina Jobs and Employment Policy, Objective 8

Develop a mix of programs and services to provide child care for working parents and those who are in job training or education programs.

Albina Jobs and Employment Policy, Objective 9

Provide assistance and guidance to youth with education and career decisions.

Albina Jobs and Employment Policy, Objective 10

Encourage collaboration between businesses, schools and job training centers so that they can solicit from each other the types of skills and training necessary for a successful job candidate.

Albina Jobs and Employment Policy, Objective 12

Ensure that area residents have affordable and convenient access to major employment centers.

Albina Jobs and Employment Policy, Objective 13

Target a minimum of 20% of all new jobs over the next 20 years to Albina residents.

Supplemental Finding: *The Interstate Corridor Urban Renewal Plan* benefits the existing community. General Principle 2 states:

The Interstate Corridor URA will primarily benefit *existing* residents and businesses within the urban renewal area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the urban renewal area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).

Albina Jobs and Employment Policy, Objective 14

Identify and support an existing, broadly representative community-based committee from the Albina Community Plan area to monitor, advocate, and serve as the accountability link with organized employment and education service delivery systems. The committee's goals are to ensure that the Plan's Jobs & Employment and Education policy objectives and actions are rigorously pursued and implementation programs coordinated, efficient, and effective.

Albina Housing Policy

Increase housing opportunities for current and future residents of the Albina Community by preserving and rehabilitating the existing housing stock, constructing appropriate infill housing in residential neighborhoods and building higher density housing near business centers and major transit routes. Stimulate new housing investment by emphasizing the Albina Community's central location, established public services, and quality housing stock.

Albina Housing Policy, Objective 1

Improve the quality and quantity of housing for Albina residents. Provide a variety of housing types for households of all sizes and incomes.

Albina Housing Policy, Objective 2

Add 3,000 new housing units to the Albina Community Plan Study Area over the next 20 years.

Supplemental Finding: The *Interstate Corridor Urban Renewal Plan* will add 2,120 housing units within a 3,700 acre area within the next 20 years. Approximately 3,000 of these acres are within the 12,000 acre Albina Community Plan Study Area. Since almost one-third of the total housing goal will be met in one-quarter of the study area, the *Interstate Corridor Urban Renewal Plan* conforms with the *Albina Community Plan*.

Albina Community Image and Character, General Policy

Build a positive identity for the Albina Community throughout the metropolitan area. Reinforce Albina's identity as a part of Portland and celebrate its special diverse architectural and cultural character. Provide opportunities for people outside of the district to experience the positive characteristics of the Albina Community. Strengthen the Albina Community's sense of place through the promotion of its art, history and culture.

Albina Community Image and Character, Policy A: Arts and Culture

Encourage private and public organizations to participate in activities and actions that create a sense of identity and community among those living and working in the Albina Community. Promote the importance of art as a means for community pride, involvement and revitalization.

Albina Community Image and Character, Policy B: Urban Design

Improve the physical appearance of Albina. Enhance the desirable and distinctive characteristics of the Albina Community and its individual residential, commercial and employment districts. Strengthen visual and physical connections to the rest of the city. Mark transitions into neighborhoods and districts. Create a safe and pleasant environment for pedestrians. Strengthen the pattern of green that exists throughout the Albina Community.

Albina Community Image and Character, Policy C: Historic Preservation

Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

Exhibit E

Amended and Restated Interstate Corridor Urban Renewal Plan: Comprehensive Plan Findings of Fact

DRAFT - May 25, 2011

This Exhibit E is currently a working draft and will be replaced in its entirety upon approval from the Portland Planning and Sustainability Commission, currently scheduled for June 28, 2011.

Introduction

The purpose of this document is to meet the statutory requirements for land use planning consistency under ORS 457.095(3) to find conformance of the *Amended and Restated Interstate Corridor Urban Renewal Plan* (“Plan”) with the *Portland Comprehensive Plan*. This document is organized by starting with findings for the *Portland Comprehensive Plan* followed by all other relevant neighborhood and area plans as subordinate and supporting of the overall goals and policies in the *Comprehensive Plan*.

Summary of the Interstate Corridor Urban Renewal Plan and Amendment

The *Interstate Corridor Urban Renewal Plan* was originally adopted in 2000 to address the many challenges and opportunities in this part of North and Northeast Portland. The original plan was geographically focused on the Interstate Avenue Corridor area which covers parts of the Overlook, Arbor Lodge, Piedmont, Humboldt, King, Boise, Eliot and Kenton Neighborhoods, and also included all of the Portsmouth Neighborhood, and portions of the East Columbia and Bridgeton Neighborhoods to the north. The total acreage of the original plan area is 3804 acres.

The 2011 amendments to the urban renewal plan, in general, add land area in North and Northeast Portland to the plan boundary, and remove some small non-developable areas. Roughly 229.75 acres in the Interstate 5 Freeway right-of-way, and portions of the Columbia Slough are removed from the original plan area. A total of 245.62 acres of land that is not currently in an urban renewal area, including part of the St. Johns Town Center, the south side of North Lombard Street, and an eastern segment of NE Alberta Street, is being added. A total of 169.92 acres is being moved from the Oregon Convention Center Urban Renewal Area to the Interstate Corridor Urban Renewal Area. The amended plan area is approximately 3990 acres. The text of the plan is also amended to reference neighborhoods and areas not originally included in the plan area. Additional details of the amendments to the *Interstate Corridor Urban Renewal Plan* are found in the *Report on the Amended and Restated Interstate Corridor Urban Renewal Plan (2011)*.

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The *Plan* is governed by goals and policies of the *Portland Comprehensive Plan*, as well as other plans in the area, including: *Albina Community Plan*, *St. Johns/Lombard Plan*, *Portsmouth Neighborhood Plan*, *North Interstate Corridor Plan* and the *Bridgeton Neighborhood Plan*. These set the policy framework for the urban renewal area.

The *Plan* has an established maximum indebtedness of 335 million dollars which may be incurred over the life of the plan. Increment generated in the Plan area is reserved for project expenditures in the following categories:

Project Category

- Housing
- Transportation
- Economic Development
- Revitalization
- Community Facilities
- Parks and Open Space
- Urban Design and Historic Preservation

Relationship to Local Plans

The Plan will play a critical role in achieving the goals, policies, and objectives of the *Portland Comprehensive Plan*, the *Albina Community Plan*, the *St. Johns/Lombard Plan*, and other applicable neighborhood plans.

The Plan will provide for urban renewal projects and programs that help to implement the City of Portland's plans and policies that seek to preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

The Plan goals and objectives support corresponding *Portland Comprehensive Plan* policies; in turn, the *Comprehensive Plan* is acknowledged by the Land Conservation and Development Commission (LCDC) as consistent with Oregon Land Use Planning Goals and Policies.

The Plan has been formulated through a public involvement process that is consistent with the Citizen Involvement (Goal 9) and Metropolitan Coordination (Goal 1) policies of the *Comprehensive Plan*. The neighborhood and commercial area revitalization goals are consistent with city and regional goals to reinvest and redirect growth and development into existing urban areas.

The Plan will facilitate redevelopment and public improvements that will provide a range of commercial, employment and housing opportunities in Interstate Corridor station communities, in the St. Johns Town Center, and Metro 2040 main street areas (hereafter "main streets" -- N Lombard Street, N Denver Avenue, N/NE Killingsworth Street, N/NE Alberta Street, NE Martin Luther King Jr. Blvd.).

The Plan also will help provide housing and employment opportunities. The creation and maintenance of a variety of housing choices for residents of all income levels is an important goal found in the Portland *Comprehensive Plan* and supporting documents. This goal is supported by projects in the Plan. Encouraging job creation is another goal that is supported by urban renewal projects.

The Plan includes a range of anticipated transportation improvements that will help provide a range of transportation choices and enhance connectivity and will reinforce the livability of neighborhoods and the vitality of commercial areas. The Plan will facilitate the redevelopment of an area that is well served by transit, which will reduce the need for employees and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the City's street system.

The Plan also supports policies that call for providing parks and open spaces to meet recreational needs; creating a sense of connection with the natural environment; and protecting natural resources by reducing the impact of development.

The Plan is generally supportive of the *Albina Community Plan*, *St. Johns/Lombard Plan*, *North Interstate Corridor Plan*, and the neighborhood plans that encompass the area. Finding of conformance more specific to the policies of these plans follows.

A. City of Portland Comprehensive Plan

The Portland *Comprehensive Plan* was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981.

The Plan was prepared in conformity with the Portland *Comprehensive Plan*. Urban renewal plans contain financing provisions for projects described in the Comprehensive Plan, and may fund other projects that conform to the land use designations and street classifications depicted on the Comprehensive Plan Map.

Comprehensive plans describe a variety of public goods that are to be achieved over the long term. These goods are usually complimentary, but there are times when a comprehensive plan provision can only be advanced at the expense of another; or when one provision is funded while others must wait.

In determining whether the Plan conforms with Portland's *Comprehensive Plan*, the city must choose between sometimes competing public goods. To do this the city will apply the following definition of "conform:"

1. On balance, the purposes of the *Comprehensive Plan* are advanced as a whole; and
2. Future compliance with the *Comprehensive Plan* is not precluded.

The Plan is consistent with the following *Comprehensive Plan* policies:

Goal 1, Metropolitan Coordination, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. The Plan is supportive of this goal because:

1. These findings demonstrate that the Plan is consistent with the statewide planning goals and supportive of the regional goals in Metro's Urban Growth Management Functional Plan.

Policy 1.4 Intergovernmental Coordination, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

2. The PDC consulted all affected overlapping taxing jurisdictions, including Portland Public Schools, Metro, and Multnomah County.

Goal 2, Urban Development, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The Plan is supportive of this goal because:

3. The Plan will facilitate the redevelopment of Interstate Corridor and MAX station areas, as well as key main streets (Lombard, Martin Luther King Jr Blvd, Denver, Killingsworth, Alberta) and the St. Johns town center area with more intense commercial, employment and residential uses that could provide more diverse employment and affordable housing opportunities than currently exist. Specifically, the Plan is particularly supportive of the following policies:

Policy 2.1 Population Growth, calls for allowing for population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households.

4. The Plan will facilitate the redevelopment of the light rail station communities, main street segments, and town center with more intense commercial and residential uses that will provide more diverse employment and affordable housing opportunities.

Policy 2.2 Urban Diversity, calls for promoting a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

5. The Plan will facilitate redevelopment that will provide a range of commercial, employment and housing opportunities in MAX station areas, as well as key main streets (Lombard, Martin Luther King Jr. Blvd, Denver, Killingsworth, Alberta) and the St. Johns town center area.

Policy 2.6 Open Space, calls for providing opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries. Establish a loop trail that encircles the city, and promote the recreational use of the city's rivers, creeks, lakes, and sloughs.

6. The Plan supports open space by providing funding for parks and open space projects as identified in Section VII. The projects will increase opportunities for recreation and visual relief, help complete the city trail system, and promote the recreational use of the Willamette and Columbia Rivers, and the Columbia and Bridgeton Sloughs.

Policy 2.9 Residential Neighborhoods, calls for allowing a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

7. The Plan boundary focuses primarily on light rail transit station communities along Interstate Avenue, and along major streets (Lombard, Martin Luther King Jr. Blvd, Alberta, Killingsworth, Denver) which allow for development of multi dwelling housing and mixed use housing developments. The boundary includes a large part of the Portsmouth Neighborhood, but excepting the area of the New Columbia development, this area is zoned for single-dwelling residential development and is unlikely to be the focus of urban renewal development.

Policy 2.11 Commercial Centers, calls for expanding the role of major established commercial centers which are well served by transit.

8. The Plan will provide funding resources to support the continued development of the Interstate Corridor area with a mix of commercial and housing uses.
9. The Plan area includes portions of N. Lombard Street, NE Martin Luther King Jr. Blvd, N. Denver Avenue, N/NE Killingsworth, and NE Alberta Street which are designated as main streets, and a portion of the St. Johns town center. These areas all function as significant commercial areas that are well served by transit and which will benefit from URA investments.

Policy 2.12 Transit Corridors, calls for providing a mixture of activities along major transit routes, Major Transit Priority Streets, Transit Access Streets, and main streets to support the use of transit.

10. The plan supports this policy as it will provide opportunity for investment and redevelopment and create a mixture of commercial and residential activities within the St Johns town center, along the Interstate Avenue Corridor, and along several main streets within the boundary area, which are all major transit routes.

Policy 2.15 Living Closer to Work, calls for locating greater residential densities near major employment centers, including Metro-designated regional and town

Exhibit E

centers, to reduce vehicles miles traveled per capita and maintain air quality. It also calls for locating affordable housing close to employment centers.

11. The plan supports this policy as it will focus development in the Interstate light rail corridor which provides employment opportunities in the corridor and fast, convenient access to other major employment centers. The Plan area also includes a town center and main street areas that also provide a mix of opportunity for employment and higher-density residential development. A portion of the revenue generated through tax increment financing will be directed toward housing.

Policy 2.17 Transit Stations and Transit Centers, calls for encouraging transit-oriented development patterns at transit stations to provide for easy access to transit service.

12. The plan supports this policy as it will focus development in the Interstate light rail corridor. The adopted North Interstate Corridor Plan included amendments to the zoning map and code that allow for high density transit oriented development, as well as building and right-of way design standards that promote transit orientation and easy access to transit service.

Policy 2.18 Transit-Supportive Density, calls for establishing average minimum residential densities and minimum floor area ratios for non-residential development.

13. The plan supports development in the Interstate Avenue Corridor and at Interstate MAX transit station areas where zoning calls for and encourages high density residential and mixed use development. Additionally, the plan will support development along main streets and in the St Johns Town Center, which are places where the Comprehensive Plan and zoning map allow or require moderate to high density residential uses and allow for commercial and mixed use development.

Policy 2.19 Infill and Redevelopment, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. Encourage infill and redevelopment in the Central City, at transit stations, along main streets, and as neighborhood infill in existing residential, commercial and industrial areas.

14. The plan supports this policy as investments in redevelopment will result in infill development along key corridors within the plan boundary.

Policy 2.26 Albina Community Plan, calls for promoting the economic vitality, historic character and livability of inner north and inner northeast Portland.

15. General Principle 5 of the Plan provides that, "the Albina Community Plan will be the framework plan for the urban renewal area." Many of the urban renewal plan's goals are directed at revitalizing areas within the Albina Community Plan using the Albina Plan's goals and framework.

Goal 3, Neighborhoods, calls for preserving and reinforcing the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality. The Plan is consistent with this goal because:

16. The Plan supports the preservation and stability of residential neighborhoods by focusing investments along Interstate Avenue, and along other key main streets and in the St Johns town center. These focused investments will facilitate increased residential densities within mixed use station communities and the main street areas while providing land use stability in other portions of the neighborhoods. General Principle 2 of the Plan establishes a preference for the retention of long term residents and businesses, while the plan as a whole provides for improvements in residential quality and economic vitality that would also benefit new residents and businesses.

Policy 3.1 Physical Conditions, calls for providing and coordinating programs to prevent the deterioration of existing structures and public facilities.

17. The Plan will provide funding for housing repair, storefront improvement grants, and public facility and infrastructure projects that will help improve the physical condition of the URA.

Policy 3.3 Neighborhood Diversity, calls for promoting neighborhood diversity and security by encouraging diversity in age, income, race and ethnic background within the City's neighborhoods.

18. The Plan supports this policy by calling for an adequate supply of housing to support people of all income levels, by seeking to retain and support existing businesses, and by creating intergenerational community facilities.

Policy 3.4 Historic Preservation, calls for preserving and retaining historic structures and areas throughout the city.

19. The Plan will help preserve and retain historic structures with investment in urban design and historic preservation, as indicated in Section III of the Plan, which calls for making preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.

Policy 3.5 Neighborhood Involvement, calls for providing for the active involvement of neighborhoods residents and businesses in decisions affecting their neighborhood.

20. The PDC has established the Interstate Corridor Urban Renewal Advisory Committee (ICURAC) with representatives from area neighborhoods and businesses, to provide continuing input into the projects and programs. The composition of the advisory committee is expected to evolve over time, as indicated in Section II of the Plan.

Policy 3.6 Neighborhood Plans, calls for the City to maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan.

21. The City has adopted the following neighborhood plans for portions of the Interstate Corridor URA: Bridgeton Neighborhood Plan; Portsmouth Neighborhood Plan, St. Johns/Lombard Plan. A discussion of the relationship to these plans is addressed below.

Policy 3.8 Albina Community Plan Neighborhoods, includes as part of the Comprehensive Plan neighborhood plans developed as part of the Albina Community Plan. Neighborhood plans developed as part of the Albina Community Plan are those for Arbor Lodge, Boise, Concordia, Eliot, Humboldt, Irvington, Kenton, King, Piedmont, Sabin and Woodlawn.

22. The Plan recognizes Albina Community Plan neighborhoods. The urban renewal plan area includes part or all of the Eliot, Humboldt, Piedmont, King, Overlook, Arbor Lodge, Kenton, Concordia, and Boise neighborhoods. General Principle 5 states that, "The Albina Community Plan and its associated neighborhood plans, adopted by the City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan." The Plan recognizes that these neighborhood plans are part of Portland's Comprehensive Plan.

Goal 4, Housing, calls for enhancement of Portland's vitality by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the different needs of current and future households. The Plan is consistent with this goal because:

23. The Plan will provide funding for housing development which will help build and rehabilitate housing units. The expenditure of these funds is governed by the housing principles identified in Section III of the Plan. Funds expended in accord with these principles will provide housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households within the urban renewal plan area.

Policy 4.1 Housing Availability, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.

24. The Plan supports this policy by increasing housing supply by more units than would be otherwise expected. Housing Principle 10 of the Plan will help; "Assure

that an adequate supply of housing is available to people of all income levels throughout the district."

Policy 4.2 Housing Maintain Housing Potential, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed use. When considering requests for amendments to the Comprehensive Plan map, require that any loss of potential housing units be replaced.

25. The Plan does not change the Comprehensive Plan Map or the Zoning Map. By helping to fund light rail, the renewal plan enabled transit-supportive zoning as part of the North Interstate Corridor Plan. The plan will provide a net increase in actual housing.

Policy 4.3 Sustainable Housing, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

26. The Plan will enable redevelopment of sites in Interstate Corridor transit station communities, and main street segments (Lombard, Martin Luther King Jr. Blvd., Denver, Killingsworth and Alberta Avenue) to more intensive, mixed-use, transit-oriented development.

Policy 4.4 Housing Safety calls for ensuring a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

27. The Plan supports this goal as Section III calls for preservation and rehabilitation of existing housing stock and Section VII specifies projects and programs for housing preservation and rehabilitation.

Policy 4.5 Housing Conservation calls for restoring, rehabilitating, and conserving existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

28. The Plan calls for providing additional funding for preservation and rehabilitation of existing housing stock, identified in Section III, Housing Principle 6.

Policy 4.7 Balanced Communities calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

29. The Plan supports balanced communities through Housing Principle 5. This principle states, "Provide a mix of housing opportunities consistent with the range of choices that existed within the urban renewal area in the Year 2000. Encourage a

mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood." The year 2000 benchmark will be used to assess balance, and to mitigate the effects of gentrification.

30. Overall, the City Council established a policy that at least 30% of all tax increment resources generated after adoption of the policy (2006) are allocated to affordable housing projects and programs.

Policy 4.10 Housing Diversity calls for promoting creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

31. The Plan supports housing price and rent diversity, and a fuller range of housing types through Housing Principles 2 and 10, identified in Section III of the Plan. This principle will help "Assure that an adequate supply of housing is available to people of all income levels throughout the district." A fuller range of housing types is promoted by Housing Principle 2, which states, "Increase equity building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program."

Policy 4.11 Housing Affordability calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

32. Overall, the City Council established a policy that at least 30% of all tax increment resources generated after adoption of the policy (2006) are allocated to affordable housing projects and programs.
33. The Plan includes goals and objectives for housing (Section III), and programs and funding to address affordable housing (Section VII).

Policy 4.12 Housing Continuum calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

34. The Plan supports a housing continuum as it will enable additional funding for housing development and rehabilitation projects as described in Section VII of the Plan.

Policy 4.14 Neighborhood Stability calls for stabilizing neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.

35. The Plan supports this policy as it will enable additional funding for housing development and rehabilitation projects as described in Section VII of the Plan. The plan will also fund transportation and community facility projects that will facilitate community interaction.
36. Most new multi-dwelling housing areas within the urban renewal plan area are subject to the Portland Design Overlay zone (33.420) which will help ensure housing development that incorporates design elements that will encourage community interaction.

Goal 5, Economic Development, calls for fostering a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The Plan is consistent with this goal because:

37. The Plan will enable additional funding for business development projects and programs, including business retention, expansion, and recruitment and neighborhood economic development, identified in Section VII of the Plan.
38. The Plan will enable commercial areas along N Lombard, NE Martin Luther King Jr. Blvd, N Denver, N/NE Killingsworth, NE Alberta, and areas along N Interstate Avenue to be eligible for urban renewal funding and programs.

Policy 5.1 Urban Development and Revitalization, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

39. The Plan supports the development, redevelopment, rehabilitation and adaptive reuse of urban land through the productive redevelopment of brownfields (Economic Development Principle 5), the rehabilitation of buildings through storefront grants aimed at the retention and expansion of existing businesses (Economic Development Principle 4), and the preservation of existing housing (Housing Principle 6).

Policy 5.2 Business Development, calls for sustaining and supporting business development activities to retain, expand and recruit businesses.

40. The Plan supports business development through Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).

Policy 5.3 Community-Based Economic Development, calls for supporting community-based economic development initiatives consistent with the Comprehensive Plan and compatible with neighborhood livability.

41. The Plan supports community-based economic development initiatives through strategic use of resources, as indicated by General Principle 12, which states "Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient

use of tax increment funds, they should serve to leverage other investments whenever possible."

Policy 5.4 Infrastructure Development, calls for promoting a multi-modal regional transportation system that encourages economic development.

42. The Plan supports multimodal transportation by identifying transportation goals and objectives in Section III of the plan and by specifying multimodal public improvements in Section VII of the plan. The effects on the regional transportation system are elaborated in the Citywide Goal 6 findings below.
43. The plan further supports this policy and objective by identifying the goal of redevelopment and revitalization around light rail stations and along main arterials and main streets.

Policy 5.5 Infrastructure Development, calls for promoting public and private investments in public infrastructure to foster economic development in Council-designated target areas.

44. The Plan will enable additional funding for infrastructure projects as identified in Section VII of the Plan, including street improvements.

Policy 5.6 Area Character and Identity Within Designated Commercial Areas, calls for promoting and enhancing the special character and identity of Portland's designated commercial areas.

45. The Plan will enhance the special character and identity of commercial areas through application of Economic Development Principle 9 (Positive Business Environment) and through design quality as identified by Urban Form Principles 2 and 4. All urban renewal-funded projects will respect the desired character of different commercial areas.

Policy 5.7 Business Environment within Designated Commercial Areas, calls for promoting a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

46. The Plan supports the formation, retention, and expansion of commercial businesses for the reasons stated in the findings for citywide Policy 2.11 above and through the application of Economic Development Principles in Section III, including 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).
47. The Plan will enable additional funding for business development and property redevelopment, as identified in Section VII of the Plan, including storefront improvement grants, business recruitment and retention programs.

Goal 6, Transportation, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods;

supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The Plan is supportive of this goal because:

48. The Plan will facilitate the redevelopment of an area that is well served by transit, which will reduce the need for employees and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the City's street system.

Policy 6.19 Transit-Oriented Development, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

49. The Plan will enable additional funding for housing and commercial rehabilitation and development projects as listed in Section VII of the Plan that will enable transit-oriented development at station communities, St. Johns Town Center, and along main street segments.

Policy 6.22 Pedestrian Transportation, calls for planning and completion of a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

50. The Plan will enable additional funding for Infrastructure projects such as sidewalks, pedestrian-ways, trails, and curb extensions as indicated in the plan in Section VII, Urban Renewal Projects and Programs.

Policy 6.23 Bicycle Transportation, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

51. The Plan supports this policy as it will enable additional funding for Infrastructure projects such as right-of-way improvements to enhance safe and convenient bicycle access to employment areas as indicated in the plan in Section VII, Urban Renewal Projects and Programs.

Policy 6.34 North Transportation District, calls for reinforcing neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas.

52. The ICURA Plan supports this policy and objectives as the Goals and Objectives in Section III call for improvements to the transportation system, and the plan will enable additional funding for infrastructure projects as outlined in Section VII of the Plan.

Goal 7, Energy, calls for promoting a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The Plan is supportive of this goal because:

53. The Plan facilitates the development and redevelopment of areas within the URA plan boundaries in a compact, transit oriented development framework that is more energy efficient than one which relies upon automobiles for many trips.

Policy 7.3 Energy Efficiency in Residential Buildings, calls for encouraging energy efficiency in existing residences, focusing on the most energy-wasteful units, by helping to develop and promote public/private partnerships, utility, local, state, and federal programs. The City also shall promote energy efficient new housing by enforcing the energy saving standards in the state building code.

54. The Plan supports this policy as it will enable additional funding for development and rehabilitation of residential buildings that will be designed to meet current building codes that promote energy conservation. Further, most of the housing investments will be public/private partnerships for development.

Policy 7.6 Energy Efficient Transportation, calls for providing opportunities for non-auto transportation including alternative vehicles, buses, light rail, bikeways, and walkways.

55. The Plan supports this policy as it will enable additional funding for improvements to pedestrian and bicycle facilities as outlined in Section VII, Urban Renewal Projects and Programs.

Goal 8, Environment, calls for maintenance and improvement of the quality of Portland's air, water, and land resources, as well as protection of neighborhoods and business centers from noise pollution. The Plan is supportive of this goal because:

56. The Plan facilitates the redevelopment of transit station areas, as well as main street and town center areas for more intense commercial and residential use. This will conserve land resources, promote transit use and decrease the need for automobile travel.
57. The Plan boundary includes a section of the Willamette River waterfront at Lower Albina and Swan Island, Columbia River (Portland Harbor) waterfront along the north side of Bridgeton Neighborhood and the Expo Center. Parks and Open Space Principle 5 calls for the protection of natural areas.

New development within the urban renewal area is not expected to affect water quality within the Columbia Slough. Area to the south of the slough is in a combined (storm water and sanitary) sewer area. The Portland Bureau of Environmental Services is in the process of activating a new public facility to intercept all combined sewage and hold it for processing at the sewage treatment

plant. Air and noise pollution will be abated by replacing automobile trips with cleaner and quieter light rail trips

Goal 9, Citizen Involvement, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The Plan is supportive of this goal because:

58. The Plan was created and amended through an extensive citizen involvement process. See Section II and Exhibit C of the Plan for details on the citizen involvement process.
59. General Principle 1 of Section III of the Plan further states “The planning and implementation of the Interstate Corridor Urban Renewal Area will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. To assure accountability, an Advisory Committee will remain in place for the duration of the URA, with broad and diverse representation from the community. Information will be accessible to the community. Particular emphasis will be given to engaging those sectors of the community not typically involved in this type of project, including the housebound and those who do not speak English. Communications will be in an accessible format where needed.”
60. Over the course of the urban renewal process an Interstate Corridor Urban Renewal Advisory Committee composed of members of local neighborhoods and business associations was formed and has met to advise the urban renewal process.
61. The amendment process included extensive public outreach with public meetings and hearings at each step in the process, including the following:
 - On December 10, 2008, the Portland Development Commission directed staff to analyze past and planned investments, possible boundary adjustments and priorities for investments in the Oregon Convention Center and Interstate Corridor Urban Renewal Areas. This study became known as the N/NE Economic Development Initiative.
 - The PDC began the N/NE Economic Development Initiative with over 500 community conversations and interviews.
 - The PDC Board was briefed on May 27, 2009 upon completion of a preliminary financial feasibility study.
 - The Jazz on the Mississippi event on September 12, 2009 was the public kickoff event for the N/NE Economic Development Initiative.
 - The PDC convened the N/NE Economic Development Initiative Community Advisory Committee (N/NE CAC) in August 2009 to study and provide recommendations on potential boundary adjustments and planned investments. The N/NE CAC represented a broad community interest. They held 12 meetings to develop the recommendations that formed the basis of the amendment. N/NE CAC meetings were televised on Portland Community Media CityNet30 and

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posted online at Blip.TV. Public attendance at these meetings averaged between 60 and 75 individuals. The in-person attendance total for the 12 meetings was approximately 800 people. Meetings were held on:

- a. August 19, 2009
 - b. September 16, 2009
 - c. October 7, 2009
 - d. December 2, 2009
 - e. January 6, 2010
 - f. January 20, 2010
 - g. February 3, 2010
 - h. February 17, 2010
 - i. March 3, 2010
 - j. March 24, 2010
 - k. April 21, 2010
 - l. May 19, 2010 – The committee voted on recommendations to expand ICURA at this meeting
- The PDC published advertisements for the N/NE Economic Development Initiative in community newspapers such as the Portland Observer, The Skanner, Asian Reporter, El Hispanic News, Sentinel, and the Eliot News.
 - The Interstate Corridor Urban Renewal Advisory Committee (ICURAC) was briefed on the process at their regular meetings, held on:
 - a. May 21, 2009 – Joint meeting with OCCURAC
 - b. July 20, 2009
 - c. October 26, 2009
 - d. December 14, 2009
 - e. February 22, 2010
 - f. April 19, 2010
 - g. July 19, 2010
 - h. November 29, 2010
 - i. April 18, 2011
 - The Oregon Convention Center Urban Renewal Advisory Committee (OCCURAC) was briefed on the process at their regular meetings held on:
 - a. May 21, 2009 – Joint meeting with ICURAC
 - b. September 30, 2009
 - c. October 26, 2009
 - d. November 16, 2009
 - e. January 26, 2010
 - f. June 21, 2010
 - g. April 11, 2011
 - In addition, PDC made presentations at area neighborhood and business associations:
 - a. Martin Luther King Jr. Blvd. Advisory Committee – September 6, 2008 and January 29, 2009
 - b. St. Johns Main Street Coalition - September 2009 and February 2010
 - c. Eliot Neighborhood Association – November 6, 2009

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- d. African American Alliance – December 17, 2009 and June 17, 2010
- e. St. Johns Neighborhood Association - March 16, 2010
- PDC developed technical assistance agreements with each of the four minority chambers of commerce—the Hispanic Metropolitan Chamber of Commerce, the African American Chamber of Commerce, the Oregon Native American Chamber of Commerce, and the Philippine-American Chamber of Commerce. Each of these chambers provided communications and outreach recommendations and business opportunities for the N/NE Economic Development Initiative.
- The PDC maintained and updated a project web site (<http://www.pdc.us/four/nnestudy>) that included basic project information, announcements of public events, project documents and staff contact information.
- The PDC delivered frequent e-blasts to an interested parties list of over 600 individuals that was developed through the outreach process. The PDC also used social media, including Facebook and Twitter to publicize the N/NE Economic Development Initiative.
- The Northeast Coalition of Neighborhoods, in conjunction with the Urban League of Portland and Portland State University held four community forums in February and March 2010. Over 200 citizens participated in these forums.
- The main tools used to collect information from the public were comment cards at all public meetings, comments from website and a log of all comments and questions raised during the N/NE CAC meetings.
- The PDC mailed postcards to all affected residents, businesses, and property owners within the proposed expansion areas in April 2010.
- The Board was briefed on July 26, 2010 where staff presented the N/NE CAC recommendations and report.
- A press release was issued on March 4, 2011 informing the public that PDC would be moving forward with the N/NE CAC recommended ICURA expansion.
- The PDC met with all taxing jurisdictions, including Portland Public Schools, Metro, and Multnomah County in May 2011.
- The PDC published the Plan and Report on June 6, 2011.
- The Portland Development Commission approved the Plan at an advertised public meeting June 8, 2011.
- The Bureau of Planning and Sustainability will make a staff report on the Plan available on June 14, 2011.
- The Planning Commission will hold a public hearing on June 28, 2011.
- A notice will be sent to owners of real property within the City 30 days prior to the City Council hearing and proposed action.
- City Council will hold a public meeting on the Plan on July 20, 2011, with a second reading scheduled on July 27, 2011.

Policy 9.1 Citizen Involvement Coordination, calls for encouraging citizen involvement in land use planning projects by actively coordinating the planning process with

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relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

62. The Urban Renewal Advisory Committee includes representatives from the area neighborhoods and businesses, and the Portland Development Commission sought input from neighborhood and business organizations as part of the N/NE Economic Development Initiative as outlined in the finding for Statewide Goal 1 and as identified in Section II and Exhibit C of the Plan.
63. The PDC maintained a project website with background documents and meeting summaries available for download.
64. The Plan and Report were posted to the project website and available for download prior to the Portland Development Commission public hearing.
65. Notice of the Portland Development Commission public hearing on June 8, 2011 was advertised in the Oregonian.
66. Notice of the Planning and Sustainability Commission public hearing on June 28, 2011, was advertised in the Oregonian and notice was sent to interested parties.
67. Notice of the City Council hearings were mailed to all owners of real property in the City of Portland, as required by ORS 457.120 30 days prior to the Council hearing.
68. Notices of all public hearings were sent via email to a distribution list of more than 600 people including neighborhood associations, business organizations, residents and other interested parties.

Goal 11A, Public Facilities, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The Plan is consistent with this goal because:

69. The Plan will facilitate funding for public improvement projects that will promote improvements to existing infrastructure and public services facilities in the URA, thereby prioritizing denser new development and encouraging the efficient use of existing infrastructure rather than creating new infrastructure and development in rural areas.
70. The Plan supports the efficient use of infrastructure by facilitating redevelopment of sites in transit station communities, main street segments, and the St. Johns town center for more intense use.

Policy 11.1 Service Responsibility, calls for the City of Portland to provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

1. streets and other public ways
2. sanitary and stormwater sewers
3. police protection
4. fire protection
5. parks and recreation

6. water supply
7. planning, zoning, buildings and subdivision control.

71. The Plan will provide the necessary funding resources and additional time needed to implement the types of public improvements identified in Section VII of the Plan, Urban Renewal Projects and Programs.

Goal 11 B, Public Rights-of-Way, calls for improving the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The Plan is consistent with this goal because:

72. The Plan will enable additional funding for transportation projects that will improve connectivity and enhance pedestrian and bicycle routes, including intersection, pedestrian, and bicycle improvements as stated in Section VII, Urban Renewal Projects and Programs.

Policy 11.9 Project Selection, calls for giving priority consideration through the capital improvement program process to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

73. The Plan supports this policy as it will help fund transportation improvements and enable redevelopment of sites in the St. Johns Town Center, light rail station communities, and along main street segments to more intensive, mixed-use, transit-oriented development.
74. North Lombard, NE Alberta, N Denver, N/NE Killingsworth and NE Martin Luther King Jr. Blvd. are designated as 2040 Main Streets. The Plan will enable funding for transportation improvement projects that will support mixed-use, pedestrian-friendly development along the corridor.
75. As identified in Section VII, the Plan will enable additional funding for transportation projects that will improve connectivity and enhance pedestrian and bicycle routes to commercial and employment areas.

Goal 11 F Parks and Recreation, calls for maximizing the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The Plan is consistent with this goal because:

76. As identified in Section VII, Urban Renewal Projects and Programs, the Plan will facilitate parks and open space acquisition and improvement of parks and other public areas.

Goal 11 I Schools, calls for enhancing the educational opportunities of Portland's citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance

in planning educational facilities. The Plan is consistent with this goal because:

Policy 11.56 Maximize Investments calls for supporting school district facility and program investments in redeveloping neighborhoods through the City's allocation of housing assistance and park improvement investments.

77. The Plan boundary includes several schools. The City has partnered with local school districts to better support them by stabilizing enrollment through housing development and coordination of improvements near schools. As stated in Section VII, Projects and Programs, the Plan will provide the opportunity for funding for future facility improvements, as well as housing programs and public facility improvements in the adjacent areas.

Policy 11.57 Safety calls for providing traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools.

78. As identified in Section VII, Urban Renewal Projects and Programs, the Plan identifies funding for transportation projects that will improve pedestrian and bicycle routes and safety.

Goal 12, Urban Design, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The Plan is consistent with this goal because:

79. The Plan will provide funding resources to support the continued development of the Interstate Corridor transit station areas, as well as the main streets and town center areas within the urban renewal plan area.
80. The Plan supports urban design and historic preservation through the Urban Form principles identified in Section III of the Plan

Policy 12.1 Portland's Character, calls for enhancing and extending Portland's attractive identity. Build on design elements, features and themes identified with the city. Recognize and extend the use of city themes that establish a basis of a shared identity reinforcing the individual's sense of participation in a larger community.

81. The Plan supports Portland's character through the Urban Form Principles stated in the Section III of the Plan, particularly Principles 2-6.

Policy 12.2 Enhancing Variety, calls for promoting the development of areas of special identity and urban character with the City's residential, commercial and industrial areas having attractive identities that enhance the urbanity of the City.

82. The Plan supports urban character and special identity through the Urban Form Principles stated in the Section III of the Plan, particularly Principles 2-6. Further,

the Plan, through project and programs, will enable development of sites in the Interstate station communities, St Johns Town Center, and the main street segments in the plan area.

Policy 12.3 Historic Preservation, calls for enhancing the city's identity through the protection of Portland's significant historic resources. Preserve and reuse historic artifacts as part of Portland's fabric. Encourage development to sensitively incorporate preservation of historic structures and artifacts.

83. The Plan supports urban character and special identity through the Urban Form Principles stated in the Section III of the Plan, particularly Principle 5.

Policy 12.4 Provide for Pedestrians, calls for recognizing that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the city as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.

84. The Plan supports this policy as its transportation goals and objectives call for creating a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit. This policy is further supported by findings stated in the citywide Goal 6 transportation findings above, and through the Transportation and Urban Form Principles stated in the Section III of the Plan.

Policy 12.6 Preserve Neighborhoods, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places and to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

85. The Plan helps preserve neighborhoods for the reasons stated in the findings for citywide Goal 3 Neighborhoods above, and through the Urban Form Principles stated in the Section III of the Plan.

Policy 12.7 Design Quality, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. Encourage the design of the built environment to meet standards of excellence while fostering the creativity of architects and designers. Establish design review in areas that are important to Portland's identity, setting, history and to the enhancement of its character.

86. The Plan encourages design quality through the Urban Form Principles stated in the Section III of the Plan. Further, the city has employed the design overlay zone to

much of the area where development and rehabilitation projects are likely to occur, and hence projects will be subject to a review that is designed to address key design and character supporting features in each of the plan's different station community, main street and town center areas.

B. Albina Community Plan

The Albina Community Plan, including its associated Neighborhood Plans, was adopted by City Council on September 30, 1993. The policies and objectives of the plan were adopted as part of the Comprehensive Plan by Ordinance No. 167054. The Albina Community Plan articulates, in more detail than the citywide Comprehensive Plan, a vision for the revitalization of much of inner north and northeast Portland. The Plan expressly provides in General Principle 5 that, "The Albina Community Plan and its associated neighborhood plans, adopted by City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan." In general, the Plan is supportive of the Albina Community Plan because:

- 87. The Plan encourages investment in the Albina Community Plan area and enhances it's attractiveness as an employment and residential center.

Policy IA: General Land Use: Encourage residential, recreational, economic and institutional developments that reinforce Plan Area neighborhoods; increase the attractiveness of Albina to residents, institutions, businesses and visitors; and create a land use pattern that will reduce dependence on the automobile.

- 88. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in development and rehabilitation of buildings, investment in public facilities and transportation infrastructure, and investment in economic development programs that will increase the attractiveness of the Albina area and create a more transit-supportive land use pattern.

Policy IB: Livable Neighborhoods: Protect and improve the livability of the residential neighborhoods within the Albina Community. Direct new development activity to those areas that have experienced or are experiencing a loss of housing. Ensure the compatibility of new development with nearby housing. Foster the development of complete neighborhoods that have service and retail businesses located within or conveniently near to them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.

- 89. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in development and rehabilitation of buildings that will increase the supply of housing and commercial development that serves the community.

Policy IC: A Pattern of Green: Enhance the Albina area with attractive and well maintained parks and open spaces. Ensure that open space and recreation

facilities in the Albina Community meet the needs of present and future residents. Develop green links between Albina's parks and recreational facilities, its residential areas, a citywide system of green spaces and nearby natural areas.

90. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in parks and open space to meet community needs.

Policy ID: Economic Development: Foster development of distinct, well-anchored commercial, institutional and industrial nodes and centers that serve the needs of the community, attract shoppers from throughout the region and take advantage of the close proximity of the district to the Central City, Oregon Convention Center and Columbia Corridor. Ensure that institutions have opportunities for growth that meet their needs. Support the expanding and new industrial firms that provide family wage jobs to Albina Community residents. Protect residential neighborhoods from negative impacts associated with commercial, institutional and/or industrial growth.

91. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in economic development and jobs to strengthen existing businesses and assist residents in meeting jobs needs.

Policy IE: Transit Supportive Land Use: Focus new development at locations along transportation corridors that offer opportunities for transit supportive developments and foster the creation of good environments for pedestrians in these areas.

92. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in housing, and economic development that will foster development and revitalization of buildings in areas that are well-served by transit.

Policy II: Transportation: Take full advantage of the Albina Community's location by improving its connections to the region. Emphasize light rail transit as the major transportation investment while improving access to freeways to serve industrial and employment centers. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Provide safe and attractive routes for bicyclists and pedestrians.

93. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in transportation facilities to optimize light rail investment, create a safe and pleasant environment for pedestrian and bicyclists, while maintaining and in some cases improving access for other modes of travel to support economic development and other goals.

Policy III: Business Growth and Development: Stimulate investment, capital formation, and job creation benefiting Albina enterprises and households. Expand and diversify the area's industrial, commercial, and institutional employment base. Aggressively market the Albina Community to investors, developers, business owners, workers, households, and tourists.

94. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development investments and programs designed to expand the area's employment base and assist residents through job creation.

Policy IIIA: Business Investment and Development: Build a sustainable and robust economic activity and employment base in the Albina Community. Use public policies and resources to capture and direct the benefits of growth in community institutions and Albina Impact Area industries to Albina Community enterprises and households. Improve the competitive position and performance of the community's retail and service sectors. Maintain the public infrastructure necessary to support the expansion of economic activities and employment.

95. The Plan supports this policy because the its Goals and Objectives (Section III) and Projects and Programs (Section VII) call for 1) economic development investments and programs designed to expand the area's employment base and assist residents through local job creation; and 2) make investments in transportation and other public infrastructure that will support economic activities.

Policy IIIB: Commercial, Institutional and Employment Centers: Recruit, retain, and encourage expansion of economic activities and institutions which enhance neighborhood livability. Conserve community assets and resources. Use public programs and resources to encourage more efficient design and utilization in the Albina Community's commercial, institutional and industrial centers.

96. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions and investments that support existing businesses, and encourage revitalization and enhancements that serve the community.

Policy IIIC: Household Income and Employment: Use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents. Focus economic development activities to produce the greatest positive impact on those portions of Albina suffering most severely from under-utilization of human resources.

97. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions and

investments that support expansion of existing businesses that offer family wage jobs, foster entrepreneurship, and create wealth for community members.

Policy IV: Jobs and Employment: Reduce the unemployment rate among Albina residents. Strengthen programs that provide education, job training, job retention skills and services that prepare area residents for long-term employment and that create opportunities for career advancement. Ensure that job training programs include comprehensive services that are ethnically and culturally sensitive.

98. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions and investments that support expansion of existing businesses that offer family wage jobs, foster entrepreneurship, and create wealth for community members.

Policy V: Housing: Increase housing opportunities for current and future residents of the Albina Community by preserving and rehabilitating the existing housing stock, constructing appropriate infill housing in residential neighborhoods and building higher density housing near business centers and major transit routes. Stimulate new housing investment by emphasizing the Albina Community's central location, established public services, and quality housing stock.

99. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for housing actions and investments that create new housing units, rehabilitate existing housing stock, and provide financial assistance for home-ownership.

Policy VII: Public Safety: Improve public safety in the Albina Community and ensure that those living, working and visiting in the area are safe and have their property and human rights protected.

100. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for safety improvements to the transportation system and particularly pedestrian safety. The plan's revitalization goals generally support an environment that promotes public safety by rehabilitating blighted structures and environments.

Policy VIII: Family Services: Empower all families and individuals in Albina to live successful and productive lives by improving access to the sources they need to manage their own lives and by removing barriers and creating equitable access to quality health care, social services, employment opportunities, a variety of housing choices, transportation and education. Ensure that the delivery of family services is well coordinated, comprehensive and prevention-oriented. Encourage cooperation among citizens, governmental bodies, schools, and private and nonprofit organizations to provide planning, funding and support for family services.

101. The Plan supports this policy, in part, because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions that support employment growth and family-wage jobs in the plan area, and housing developments and transportation improvements that will benefit families in the plan area.

Policy IX: Community Image and Character: Build a positive identity for the Albina Community throughout the metropolitan area. Reinforce Albina's identity as a part of Portland and celebrate its special diverse architectural and cultural character. Provide opportunities for people outside of the district to experience the positive characteristics of the Albina Community. Strengthen the Albina Community's sense of place through the promotion of its art, history and culture.

102. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development and other actions that will strengthen the area's housing stock, commercial businesses, and parks and recreation facilities and enhance its attractiveness and identity as a special place in Portland.

Policy IXA: Arts and Culture: Encourage private and public organizations to participate in activities and actions that create a sense of identity and community among those living and working in the Albina Community. Promote the importance of art as a means for community pride, involvement and revitalization.

103. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for actions and investments that enhance the sense of identity in the area, including plazas, gateways, and public art.

Policy IXB: Urban Design: Improve the physical appearance of Albina. Enhance the desirable and distinctive characteristics of the Albina Community and its individual residential, commercial and employment districts. Strengthen visual and physical connections to the rest of the city. Mark transitions into neighborhoods and districts. Create a safe and pleasant environment for pedestrians. Strengthen the pattern of green that exists throughout the Albina Community.

104. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for actions and investments that enhance the sense of identity in the area, including plazas, gateways, and public art. They also call for economic development, housing, transportation and public facilities investments that will strengthen and enhance residential and commercial districts in the urban renewal plan area.

Policy IXC: Historic Preservation: Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

105. The Plan supports this policy as the plan's Goals and Objectives (Section III) call for making preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

Policy X: Environmental Values: Maintain a strong commitment to preserving and improving the environment within the community and its neighborhoods, including air, water and soil quality and related natural values.

106. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify sustainability, as "measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the area."

C. Albina Neighborhood Plans

The following Neighborhood Plans were adopted as part of the Albina Community Plan by Portland City Council on the dates listed below.

- Arbor Lodge Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Boise Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Concordia Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Eliot Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Humboldt Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Kenton Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054; amended by Ordinance No. 175210
- King Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Piedmont Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Sabin Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Woodlawn Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054

107. The Plan is consistent with the Albina Community Neighborhood Plans, each of which conforms to the Albina Community Plan. The Plan conforms to the

provision of the Albina Community Neighborhood Plans for the reasons stated in the citywide and Albina Community Plan findings above.

D. St Johns/Lombard Plan

The City Council adopted the St Johns/Lombard Plan on May 26, 2004. The policies and objectives of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 178452. In general, the Plan is supportive of the St. Johns/Lombard Plan because:

108. The Plan supports the St. Johns/Lombard Plan as it will provide opportunity for investment and redevelopment along key commercial main streets within the St Johns town center, and enhances it's attractiveness as an employment and commercial center.

Policy 1: Land Use and Placemaking: Accommodate growth and change in a manner that fosters the area's sense of place as a small town and main street within the city. Take advantage of its unique setting near the Willamette River, and support development of vital commercial areas.

109. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, housing actions that support development and revitalization, and investments in the transportation system and public facilities in the urban renewal plan area.

Policy 2: History and Identity: Strengthen the identity of the St. Johns and Lombard Street areas through development and community activities that integrate and build on the area's distinctive history and architecture.

110. The Plan supports this policy because the plan's Goals and Objectives (Section III) call for making preservation and maintenance of identified historically and or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

Policy 3: Transportation: Provide for a balanced multimodal transportation system that supports the urban development concept and land use vision for the town center and main street.

111. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and specifically enhance safety and comfort for pedestrians and bicyclists.

Policy 4: Economic Development: Build vital commercial areas in St. Johns and on Lombard Street by strengthening existing businesses, attracting new businesses

that foster a positive identity for the areas, and encouraging housing to support retail and other community amenities.

112. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development in the Downtown St. Johns area and along the Lombard main street that will support commercial activity.

113. The Plan supports this policy because the St Johns/Lombard Plan call for considering the use of economic development tools such as urban renewal.

Policy 5: Housing: Provide for a broad range of well-designed and compatible housing to accommodate local and regional housing needs, and to support development of vital town center and main street commercial areas.

114. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) provide an opportunity to support and enable housing and mixed use development in the Downtown St. Johns and Lombard main street areas that will support commercial activity and meet community housing needs.

Policy 6: Environment: Promote the development of a built environment that fosters ecological quality and uses sustainable development practices.

115. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify sustainability, as "measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the area."

E. Portsmouth Neighborhood Plan

City Council adopted the Portsmouth Neighborhood Plan on June 26, 2002. The policies and objectives of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 176614. The Plan is supportive of the following policies:

Policy 1: Portsmouth Identity: Build a strong neighborhood identity that fosters a sense of pride and community among Portsmouth residents. Celebrate, and strive to maintain, the cultural and ethnic diversity of the neighborhood. Strengthen the sense of neighborhood history in the Portsmouth neighborhood.

116. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for maintaining and enhancing community identity and enables funding for projects that will enhance the

community. The plan's Goals and Objectives also call for making preservation and maintenance of identified historically and or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

Policy 2: Parks, Open Space, and Recreational Trails: Celebrate the neighborhood's unique location between two rivers by protecting and enhancing Portsmouth's parks, open space and recreational trails. Encourage people to use Portsmouth's parks, recreation facilities, and open spaces.

117. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) identify parks and open space goals and enable funding for improvements and enhancements within the plan area.

Policy 3: Public Safety: Create a secure and comfortable neighborhood where people feel safe in their homes, on the neighborhood's streets and in its parks and schools. Develop a proactive partnership between Portsmouth residents, the Police Bureau and other agencies to help maintain a safe neighborhood.

118. The Plan is consistent with this policy as the plan seeks to facilitate improvements and development along main streets and in other areas that will enhance and revitalize the area and create more opportunities for community interaction.

Policy 4A: Neighborhood Livability, Environmental Health: Promote the public safety and environmental health of the community. Explore mitigation measures when land uses adversely impact the livability of the Portsmouth neighborhood.

119. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify sustainability, as "measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the area."

Policy 4B: Neighborhood Livability, Neighborhood Appearance: Improve Portsmouth neighborhood's appearance by maintaining property, keeping the neighborhood clean, and planting more green and landscaped areas. Encourage new development to be compatible with the existing character of the neighborhood.

120. The Plan is consistent with this policy as the plan seeks to facilitate rehabilitation and development that will enhance and revitalize the area. The urban renewal plan's goals call for incorporating high quality parks and open spaces within or near large-scale new development.

Policy 6A: Business Growth and Development, Lombard Main Street: Develop Lombard as a main street that provides neighborhood services and is a safe, pleasant environment for pedestrians and transit riders. Foster a pedestrian-oriented node along Lombard from Fiske to Portsmouth by protecting existing

storefront commercial buildings and encouraging new pedestrian-oriented mixed-use, commercial, and residential developments.

121. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development on the Lombard main street that will support commercial activity.

Policy 6B: Business Growth and Development, Residential Neighborhoods: Protect residential neighborhoods from adverse impacts of commercial uses. Promote home-based businesses in the neighborhood. Provide opportunities for retail and start-up businesses in Columbia Villa.

122. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation.

Policy 7: Transportation: Create a safe environment in which to walk, cycle, ride public transit, and drive. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Strive to ensure accessibility throughout the neighborhood and encourage people to use non-motorized modes of transportation.

123. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and specifically enhance safety and comfort for pedestrians and bicyclists.

Policy 8: Housing: Strengthen the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. As property values rise, ensure that there continues to be affordable housing in the neighborhood.

124. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) provide an opportunity to support and enable housing development and rehabilitation as well as assistance for home-buyers.

F. Bridgeton Neighborhood Plan

City Council adopted the Bridgeton Neighborhood Plan in November 1997. The policies of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 171238. The Plan is supportive of the following policies:

Policy 1: Housing, Business, and Neighborhood Design: Improve and maintain Bridgeton as a residential and commercial neighborhood with a unique recreational marine orientation.

125. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development.

Policy 2: Transportation and Public Utilities: Create a transportation network that provides accessibility and safety while retaining the special charm, character, pedestrian and bicycle orientation, and scenic views of Bridgeton.

126. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and specifically enhance safety and comfort for pedestrians and bicyclists.

Policy 3: Environment: Protect and enhance the integrity of North Portland Harbor, the shoreline dike, the Bridgeton Slough, and other natural resources of Bridgeton neighborhood.

127. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify sustainability, as "measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the area."

Policy 4: Community: Maintain the sense of community within the Bridgeton neighborhood.

128. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for maintaining and enhancing community identity and enable funding for projects that will enhance the community. The plan's Goals and Objectives also call for making preservation and maintenance of identified historically and or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

Policy 5: Public Safety: Foster and maintain a safe and healthy environment for residents, businesses and visitors.

129. The Plan is consistent with this policy as the plan seeks to facilitate improvements and development that will enhance and revitalize the area and create more opportunities for community interaction.

G. North Interstate Corridor Plan

City Council adopted the North Interstate Corridor Plan on July 23, 2008 by Ordinance No. 182072. The North Interstate Corridor Plan contains map and code amendments to encourage high density, high quality, transit supportive development; it does not contain policies or objectives.

130. The Plan is supportive of the North Interstate Corridor Plan as the Plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) promote well designed transit supportive development of the Interstate Avenue corridor and station areas. The plan also enables funding for enhancements to the transportation system and for enhancements to pedestrian safety and comfort.

Exhibit B
to Resolution No. 6883
Amended and Restated Interstate Corridor Urban Renewal Plan

Portland Development Commission
Board of Commissioners
June 8, 2011

Exhibit B to the Resolution contains:

- Report on the Amended and Restated Interstate Corridor Urban Renewal Plan
 - Appendix A - Map of Existing Street conditions
 - Appendix B - Map of Existing conditions of the sewer and storm water lines
 - Appendix C - N/NE Economic Development Initiative Community Advisory Committee Report

INTERSTATE CORRIDOR *Urban Renewal Area*

REPORT ON THE AMENDED AND RESTATED INTERSTATE CORRIDOR URBAN RENEWAL PLAN

June 8, 2011

Prepared by Elaine Howard Consulting, LLC and ED Hovee and Company, LLC
in conjunction with the Portland Development Commission
and the Portland Office of Management and Finance

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I. INTRODUCTION

This Report on the Amended and Restated Interstate Corridor Urban Renewal Plan (the “Report”) accompanies the Amended and Restated Interstate Corridor Urban Renewal Plan (the “Amended Plan”). The Amended Plan implements boundary changes to the Interstate Corridor Urban Renewal Area (“ICURA” or “Area”) made to the Interstate Corridor Urban Renewal Plan originally adopted on August 16, 2000 (the “Original Plan”) as a result of the North/Northeast Economic Development Initiative (“N/NE EDI”) as further described below. The Original Plan and Amended Plan are collectively referred to herein as the “Plan”. This Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the Portland City Council (“Council”) as part of its approval of the Plan.

As a result of prior urban renewal plan reviews and updates throughout the City of Portland (the “City”), community members from north and northeast Portland requested a process for review of ICURA and the Oregon Convention Center Urban Renewal Area (“OCCURA”). On December 10, 2008, the Portland Development Commission’s Board of Commissioners (the “Board”) directed Portland Development Commission (the “Commission” or “PDC”) staff to proceed with the N/NE EDI to put this request into action. From 2009 to 2011, the Commission conducted the N/NE EDI in partnership with the community to ensure that the Commission’s investments enhance livability and economic opportunity within ICURA and OCCURA, greater north and northeast Portland and the City at-large. PDC staff laid the groundwork with technical assistance agreements with each of the four Minority Chambers of Commerce, the National Association of Minority Contractors, and the Metropolitan Contractors Improvement Partnership. Consultants contacted more than 500 community residents and performed cultural and community-specific outreach, which resulted in a series of interviews and reports. In addition, over 40 stakeholder interviews were conducted to begin the formal process to amend the two urban renewal areas.

The outcome of this community process was the formation of the North/Northeast Economic Development Initiative Community Advisory Committee (the “N/NE CAC”). In August of 2009, the Commission convened the N/NE CAC to review the Original Plan and the OCCURA Plan and make recommendations regarding updates to these plans. Those recommendations were summarized in the North/Northeast Economic Development Initiative Community Advisory Committee Report which was reviewed by the Commission in July, 2010. Those recommendations are implemented in the Plan.

This Report provides technical information to support the Plan. ORS 457.220 (2) requires that any substantial change made in an urban renewal plan shall, before being carried out, be approved and recorded in the same manner as the original plan. The required elements of this Report are set forth in ORS 457.085 (3), subsections (a) through (i), as set forth below:

- (a) A description of physical, social, and economic conditions in the urban renewal areas of the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
- (d) The estimated total cost of each project and the sources of moneys to pay such costs;

- (e) The anticipated completion date for each project;
- (f) The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- (g) A financial analysis of the plan with sufficient information to determine feasibility;
- (h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- (i) A relocation report.

The balance of this Report addresses the requirements of ORS 457. In addition, this Report addresses compliance with the requirements of ORS 457.420 (2)(a), which sets limits on the amount of land area and assessed value within a jurisdiction that may be included within urban renewal areas.

II. A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA

In May, 2010, the N/NE CAC approved five separate expansion areas for ICURA. After this vote, and as a result of specific requests from community members, PDC staff added three additional areas totaling approximately 12 acres. The total expansion acreage is 415.54 acres (the “Expansion Area”). Approximately 230 acres of existing Interstate 5 right-of-way will be removed from ICURA (the “Removal Area”), for a net addition of 185.79 acres.¹

Total acreage moved from the OCCURA	169.92
Total acreage added which was in no urban renewal area	233.24
Arbor Lodge Park	10.35
Bridgeton Road	0.93
Friends of Children property	1.10
Expansion Area	415.54
Removal Area	-229.75
Net addition acreage	185.79

The Area resulting from the Amended Plan is shown in Figure 1. For the purposes of technical analysis for this Report, the Expansion Area (Figure 2) is divided into two areas: the area east of Interstate 5, including NE Martin Luther King Junior Boulevard (the “East Area”), and the area west of Interstate 5, including N. Lombard Street and the St. Johns Town Center (the “West Area”). The Removal Area is comprised predominantly of the properties in the Interstate 5 right-of-way (Figure 3).

This Report will also detail the information for the Area covered by the Original Plan (the “Existing Area”).

The East Area properties include the following areas, as recommended by the N/NE CAC, and as shown in Figure 2:

1. Properties north of Broadway/Schuyler presently in the OCCURA, including properties along NE Martin Luther King, Jr. Blvd. and NE Alberta Street;
2. Properties along NE Martin Luther King, Jr. Blvd. which are not presently in an urban renewal area;
3. NE Alberta Street properties which are not presently in an urban renewal area and a portion of NE Killingsworth Street; and
4. Additional areas added by community request following the N/NE CAC process:
 - a) Bridgeton Road: 0.93 acres of right-of-way
 - b) Friends of Children: 1.1 acre property at 44 NE Morris Street

¹ The Multnomah County Assessor’s office will make the final determination on acreage. These are estimates provided by the Portland Development Commission’s GIS system.

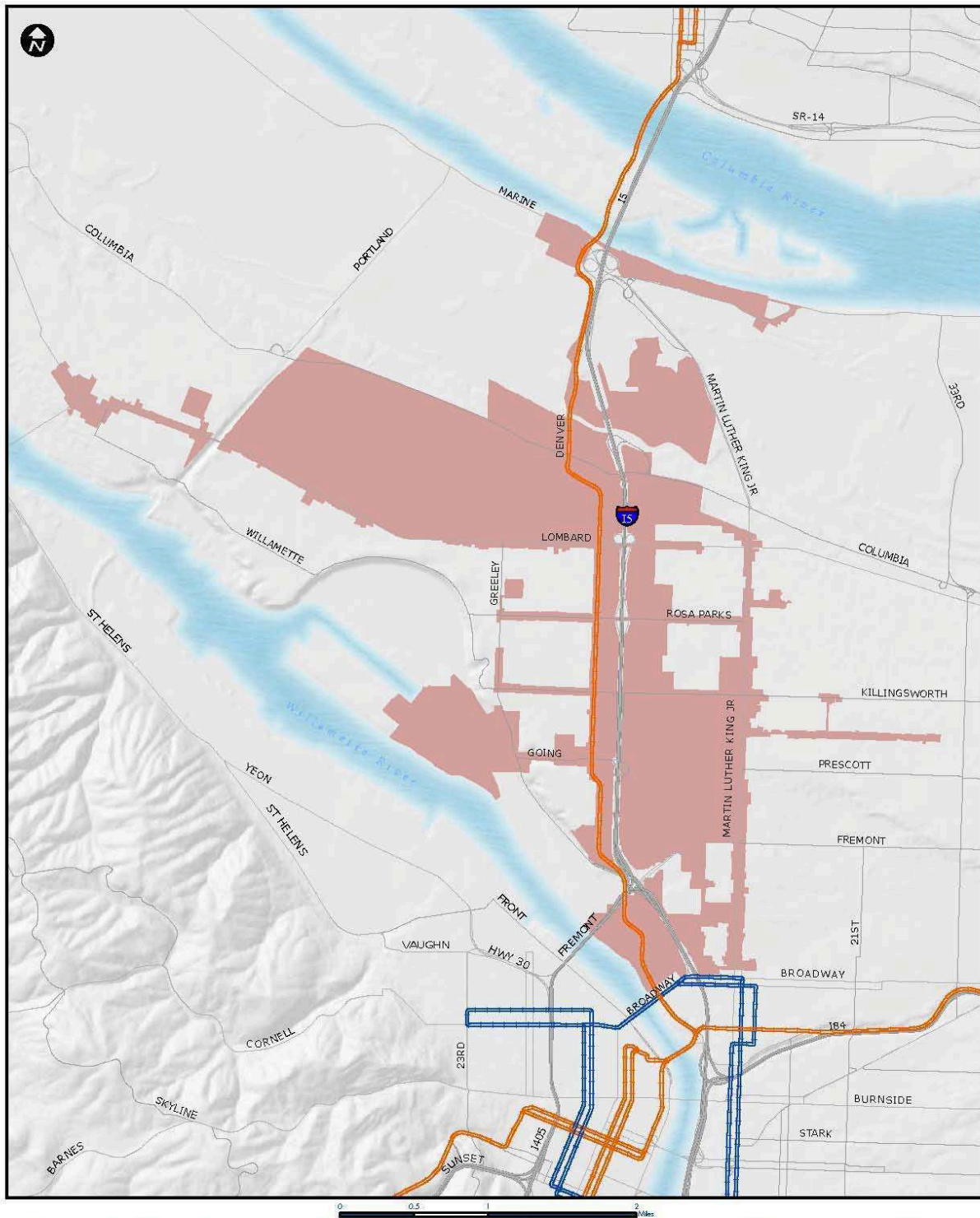
The West Area properties include the following areas, as recommended by the N/NE CAC, and as shown in Figure 2:

1. The south side of N. Lombard Street;
2. St. Johns Town Center Area;
3. Roosevelt High School; and
4. Additional area added by community request following the N/NE CAC process:
 - a) Arbor Lodge Park: 10.35 acres

The Removal Area is shown in Figure 3.

The Existing Area is shown in Figure 4.

Figure 1: Amended and Restated Interstate Corridor Urban Renewal Area

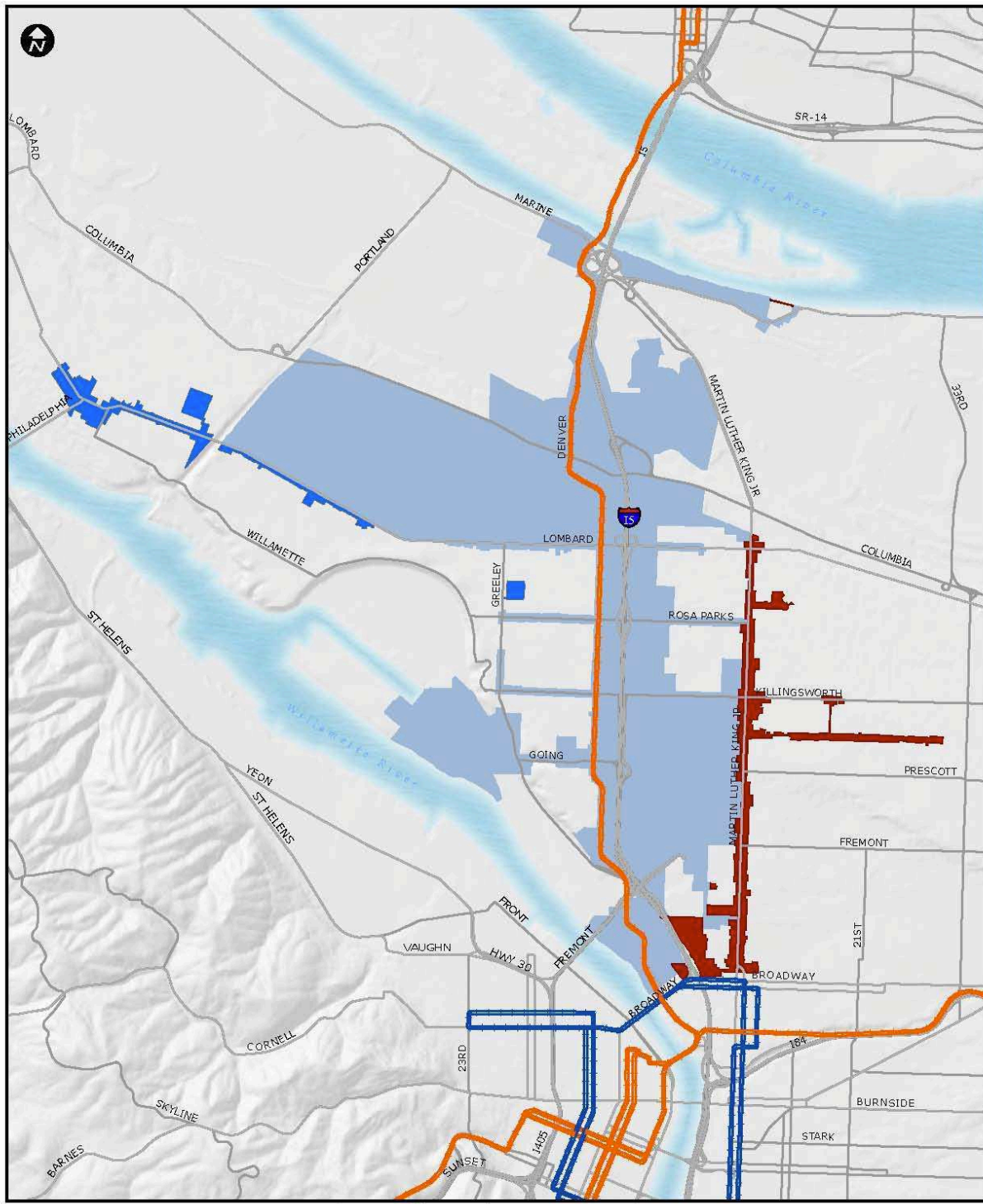


Amended and Restated Interstate Corridor Urban Renewal Area Boundary

Amended ICURA

The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to assure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or positional accuracy. This information is presented "as is" and without warranties, either expressed or implied. Information Sources: Portland Development Commission Geographic Information Systems (GIS), City of Portland Corporate GIS, April 2011

Figure 2: Expansion Areas

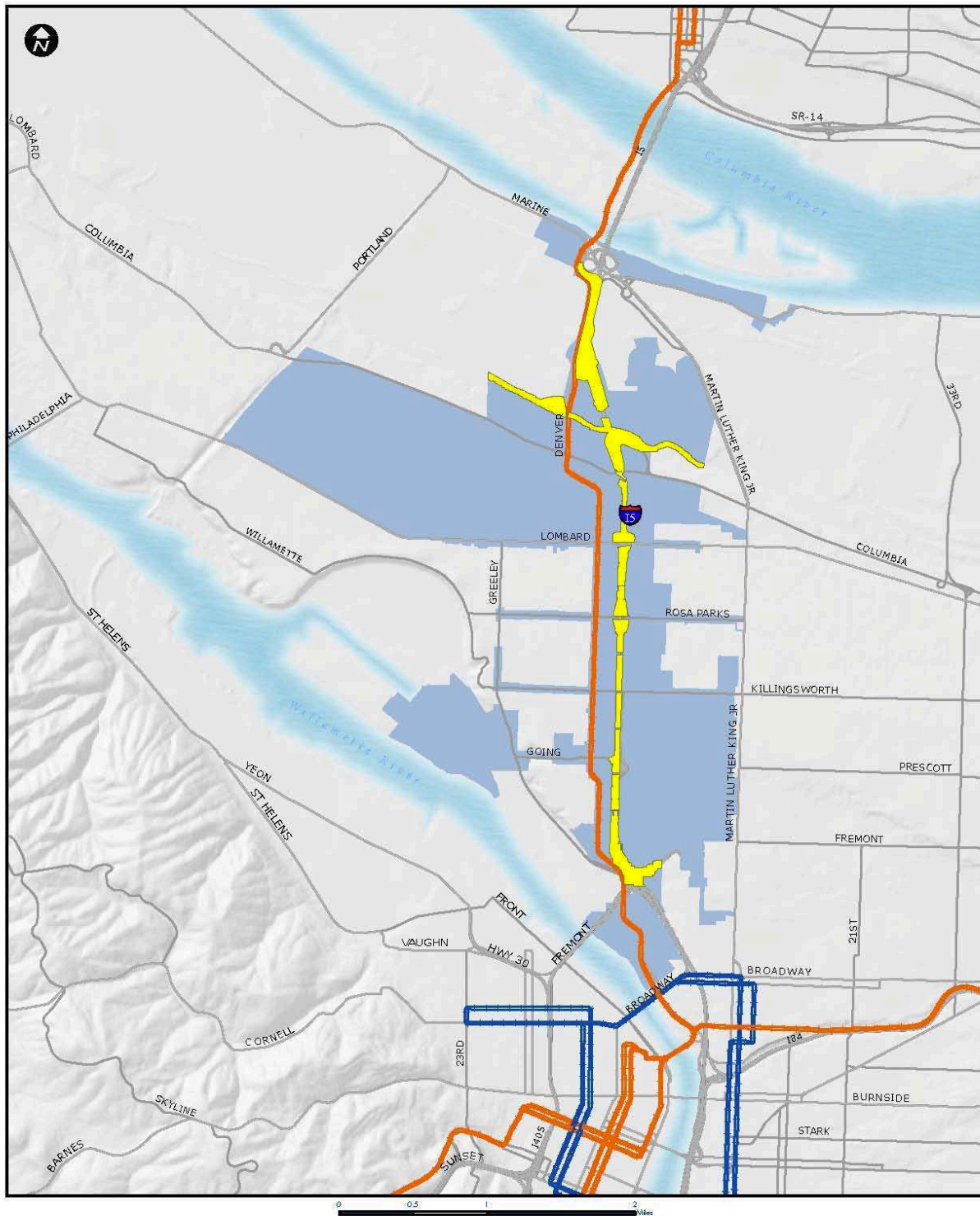


Interstate Corridor Urban Renewal Area - Amendment Areas

- ICURA
- Amendment Area East of I-5
- Amendment Area West of I-5

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Figure 3: Removal Area

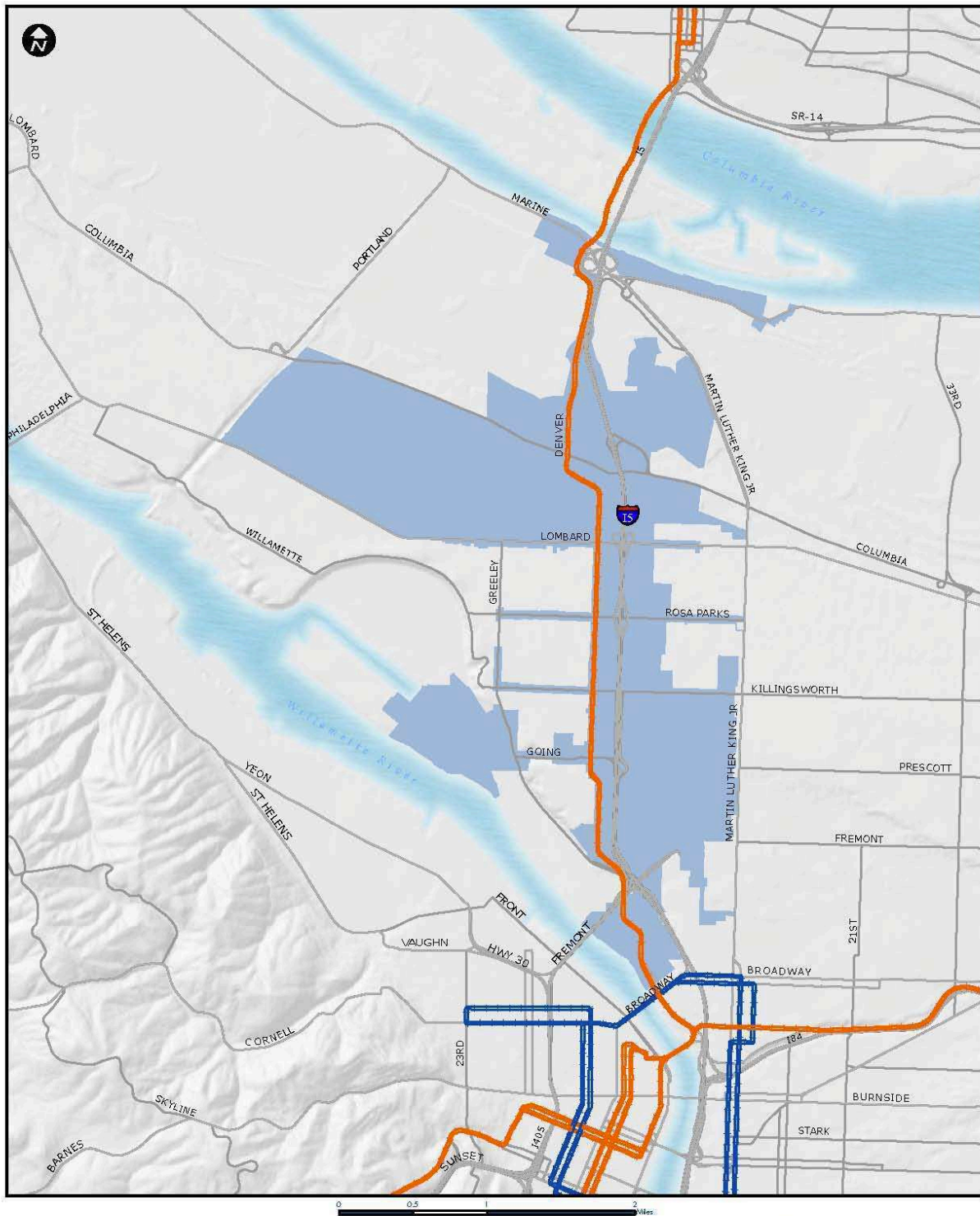


Interstate Corridor Urban Renewal Area - Amendment Areas

ICURA
 Right-Of-Way Removal

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Figure 4: Existing Interstate Corridor Urban Renewal Area



Existing Interstate Corridor Urban Renewal Area Boundary

ICURA

The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to assure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or positional accuracy. This information is presented "as is" and without warranties, either expressed or implied. Information Sources: Portland Development Commission Geographic Information Systems (GIS), City of Portland Corporate GIS, April 2011

East Area Analysis

A. Physical Conditions: East Area

The East Area contains 957 parcels and 276.46 acres, including 180.23 acres in parcels and 96.23 acres of right-of-way, as shown in Figure 2. It extends along NE Martin Luther King Junior Boulevard from NE Schuyler Street at the south end to NE Russell Street at the north end of the Area, including properties which were originally in the OCCURA and properties which have not previously been in an urban renewal area. The commercially zoned properties in the OCCURA north of NE Broadway and to the west of NE Martin Luther King Junior Boulevard are also included in the East Area.

Other additions are the commercially zoned properties along NE Alberta Street, some from the OCCURA, and other commercially zoned properties from NE Martin Luther King Junior Boulevard east to NE 31st Street. The East Area also includes a node of properties on NE Killingsworth Street, commercially zoned properties in the Woodlawn Triangle, right-of-way on Bridgeton Road that was previously left out of ICURA, and the Friends of Children property at 44 NE Morris Street.

1. Land Uses

The land uses as identified by the Multnomah County Assessor are shown in Table 1.1. Commercial uses are the most prevalent uses in the East Area, representing 68% of the acreage within the East Area.

Table 1.1- Land Use in East Area

Land Use	Parcels	Acres	Percent of Acres
None Specified	16	5.51	3.06%
Commercial	326	79.18	43.93%
Converted Commercial	175	33.68	18.69%
General Commercial	14	1.86	1.03%
Residential as Commercial	22	2.57	1.43%
<i>Cumulative Commercial Use</i>			<i>68.14%</i>
Industrial	13	4.1	2.27%
Multifamily	84	19.66	10.91%
Recreation	3	3.98	2.21%
Residential	304	29.69	16.47%
Total	957	180.23	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011

2. Zoning

The majority of the properties in the East Area, 71%, are commercially zoned, as shown in Table 2.1. Residential zoning accounts for 22% of the East Area.

Table 2.1- Zoning in East Area

Zone	Parcels	Acres	Percent of Acres
General Commercial	221	42.28	23.46%
Mixed Commercial/Residential	69	9.8	5.44%
Storefront Commercial	137	17.65	9.79%
Central Commercial	11	2.39	1.33%
Central Employment	272	56.34	31.26%
<i>Cumulative Commercial Zoning</i>			<i>71.28%</i>
General Industrial 1	6	2.31	1.28%
Open Space	5	4.64	2.57%
Residential 1,000	47	8.75	4.85%
Residential 2,000	37	5.54	3.07%
High Density Residential	135	24.98	13.86%
Central Residential	17	2.19	1.22%
<i>Cumulative Residential Zoning</i>			<i>26.86%</i>
<i>Sub-Total</i>	<i>957</i>	<i>176.87</i>	<i>98.14%</i>
Multiple Zones		3.36	1.86%
Total	957	180.23	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011
Some lots have multiple zoning designations

3. Comprehensive Plan

The majority of the properties in the East Area, 73%, are designated as commercial or industrial use in the Comprehensive Plan. Residential designations account for 23% of the East Area.

Table 3.1 - Comprehensive Plan Designations in East Area

Comprehensive Plan Designation	Parcels	Acres	Percent of Acres
General Commercial	221	42.29	23.46%
Urban Commercial	206	27.45	15.23%
Central Commercial	11	2.39	1.33%
Central Employment	272	56.55	31.38%
Industrial Sanctuary	6	2.31	1.28%
<i>Cumulative Commercial/Industrial Designations</i>			<i>72.68%</i>
Residential 1000	47	7.94	4.41%
Residential 2000	37	5.54	3.07%
High Density Residential	135	24.98	13.86%
Central Residential	17	2.19	1.22%
<i>Cumulative Residential Designation</i>			<i>22.56%</i>
Open Space	5	4.64	2.57%
<i>Sub-Total</i>	<i>957</i>	<i>176.28</i>	<i>97.81%</i>
Multiple Comp Plan Designations		3.95	2.19%
Total	957	180.23	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011
Some lots have multiple comprehensive plan designations

4. Transportation and Infrastructure

The Portland Bureau of Transportation (“PBOT”) provided an evaluation of the current conditions of the streets in the East Area. They are shown in Appendix 1. The ratings are on a five-point scale, from very good to very poor, as shown in the table below. Twelve percent (12%) of the streets are in poor or very poor condition. The narrative in this section is from the PBOT evaluation.

The 2009 Interstate Corridor Urban Renewal Area Transportation Implementation Strategy identified the following need in the Existing Area. In order to fully provide for this need, the section of Bridgeton Street in the East Area would also be improved:

- Bridgeton Streetscape: develop a unique identity for NE Bridgeton Road, which could include street furniture, lighting, and curb extensions.

Table 4.1 - Street Conditions in East Area

Condition	East Area Length	Percent of Total
Very Good	20,201	30%
Good	30,413	45%
Fair	9,190	14%
Poor	4,393	7%
Very Poor	3,223	5%
Total	67,420	100%

Portland Bureau of Transportation

NE Martin Luther King Jr. Boulevard is the major transportation corridor in the East Area, and in order to facilitate development and redevelopment in the East Area, upgrading this street is vital. According to PBOT, there is also the identification of a future streetcar along NE Martin Luther King Jr. Boulevard from NE Broadway Avenue to NE Killingsworth Street.

5. Sanitary Sewer System/Storm Water System

The Bureau of Environmental Services (“BES”) provided mapping information on the current conditions of the sewer and storm water lines in the East Area. They are shown in Appendix 2. The ratings are 1-5, with 1 being the best condition and 5 the worst. The predominant ratings are 1 and 2. There are some sections with ratings of 3, 4, and 5. There are also some sections where there is a recommendation for potential sewer projects in the future, most notably along NE Martin Luther King Jr. Boulevard. NE Alberta Street also has a few blocks with recommended potential sewer projects.

6. Parks, Open Space, and Community Facilities

The Lillis-Albina Park and the Matt Dishman Community Center are within the East Area.

7. Water

The Portland Water Bureau provided the following information on the East Area. There are water main deficiencies in the East Area, as shown in the table below. The water mains listed in the table are currently included in the Water Bureau’s Needs Database, but are not high enough on the priority list to be included in the current Water Bureau’s Capital Improvement Plan. Depending on the type of redevelopment being considered, improvements to the water mains shown as deficient may be necessary in order to meet future water service demands for the renewal and development areas.

Table 5.1 - Water Main Deficiencies in East Area

Street	Extent	Size (in)	Length (ft)	Material
NE Bryant St	NE MLK Jr Blvd to NE 7th Ave	2	1240	Galvanized
NE Killingsworth Ct	NE 8th Ave to NE 9th Ave	2	470	Galvanized

Portland Water Bureau

The remaining water mains in the East area are in good to very good condition.

B. Social and Economic Conditions: East Area

1. Social Conditions

There are 388 parcels in the East Area classified by the Assessor's office as having residential uses, 84 of which are classified as multifamily. The multifamily designation does not always mean it is a multifamily use, but rather that a multifamily use would be the highest and best use of the property.

Demographic data provided by the Portland Bureau of Planning and Sustainability gives information on Census block groups overlapping the Expansion Area. Since the information cannot be gathered precisely for the Expansion Area, the percentages of the overlapping block groups are used to summarize the social conditions in the Area.

Sixty-six percent (66%) of the residents are White, while 27% are Black/African American. Hispanic ethnicity accounts for 14% of the residents.

Table 6a.1 - Race in East Area

Race	Percent of Total
White	65.93%
Black/African American	26.58%
Native American	0.94%
Asian	0.91%
Pacific Islander	0.10%
Other	2.10%
Two or more Races	3.44%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Table 6b.1 - Ethnicity in East Area

Ethnicity	Percent of Total
Not Hispanic or Latino	86.49%
Hispanic or Latino	13.51%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Of the total male population, 11% have a high school diploma, 9% have a Bachelor's degree, and 4% have a Master's degree.

Of the total female population, 12% have a high school diploma, 11% have a Bachelor's degree, and 8% have a Master's degree.

Table 6c.1 - Education in East Area

Education	Percent Male	Percent Female
Population 25 years and over:	45.19%	54.81%
No schooling completed	0.79%	0.73%
Nursery to 12th grade, no diploma	5.53%	5.74%
High school graduate, GED, or alternative	11.43%	12.13%
Some college, less than 1 year	2.12%	3.26%
Some college, 1 or more years, no degree	9.00%	9.69%
Associate's degree	2.46%	4.13%
Bachelor's degree	9.14%	10.91%
Master's degree	3.77%	7.65%
Professional school degree	0.83%	0.57%
Doctorate degree	0.12%	0.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Fifty-three percent (53%) of the residents own their homes, while 47% rent them.

Table 6d.1 - Home-ownership in East Area

Occupied Housing	Percent of Total
Rental	46.74%
Owner Occupied	53.26%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

The median family income in the East Area is \$39,935. The income distribution is shown in Table 6e.1 below. Close to half (46%) of families have incomes ranging from \$25,000 to nearly \$75,000. Approximately 35% have incomes of less than \$25,000.

Table 6e.1 - Income Distribution in East Area

Income Distribution	Percent of Total
Less than \$10,000	13.42%
\$10,000 - \$24,999	21.43%
\$25,000 - \$49,999	24.94%
\$50,000 - \$74,999	21.74%
\$75,000 - \$99,999	5.33%
More than \$100,000	13.15%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Forty-six percent (46%) of the residents in the East Area are male and 54% are female. Forty-three percent (43%) of the residents are 21-39 years old.

Table 6f.1 - Age Distribution in East Area

Total Population	Percentage of Total
Male	46.49%
Female	53.51%
Under 5 years	7.52%
5-20 years	15.72%
21-39 years	43.62%
40-59 years	22.13%
60-79 years	9.48%
80+ years	1.52%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

2. Economic Conditions

One tool for assessing the economic health of an area is to analyze the improvement to land ratio (I:L) of the Area. Improvement to land ratio is an assessment of the real market value of the improvements on a parcel compared to the real market value of the land. If the ratio is low, it indicates a prevalence of depreciated values and indicates that the property may benefit from redevelopment.

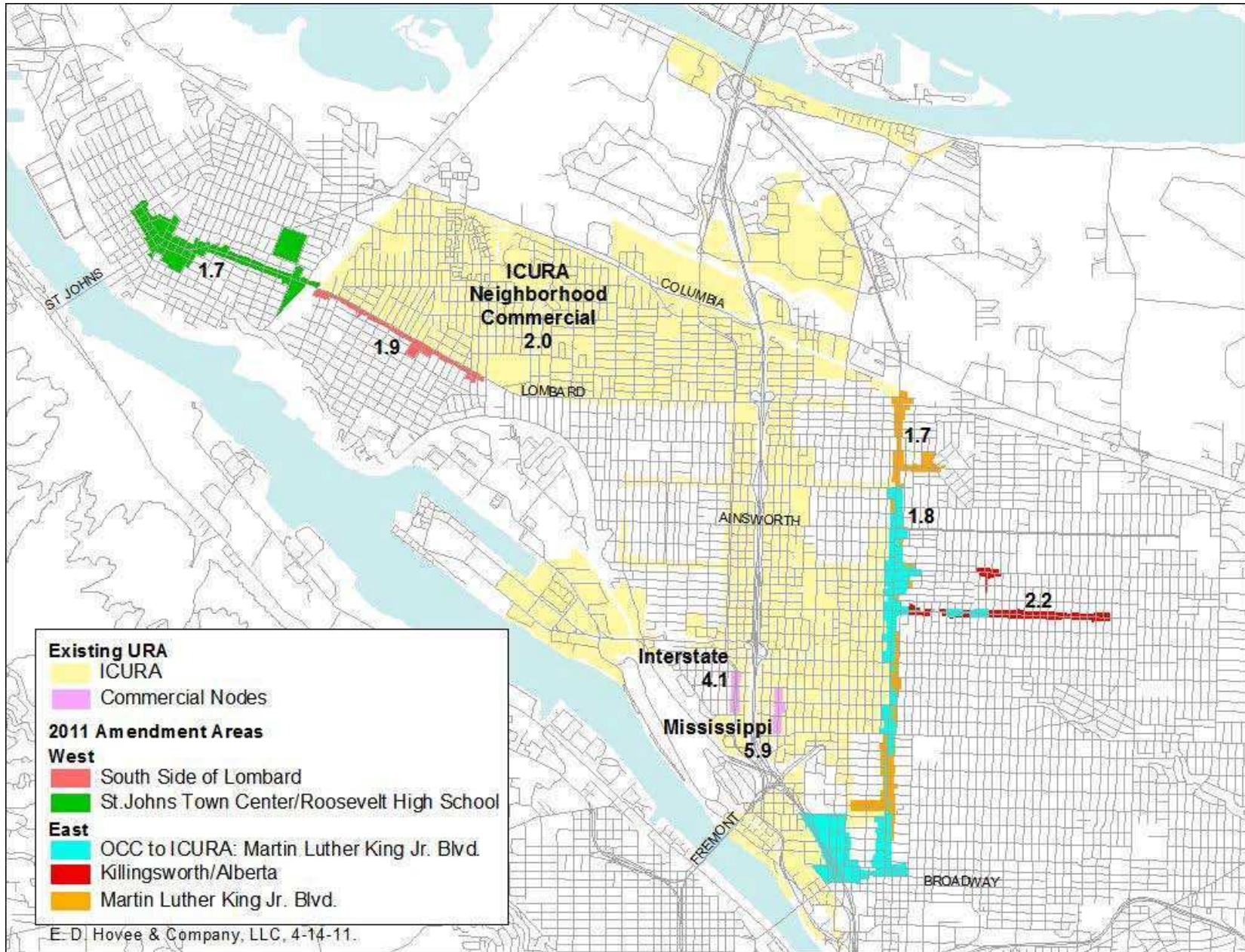
To establish a benchmark for a “healthy” I:L, properties within the Existing Area were analyzed to show what could ideally exist in a neighborhood commercial area. These can be seen in Figure 5: I:L in ICURA and Expansion Areas, and in Table 7.1 below. The benchmark I:L for the Area was determined by analyzing two areas of ICURA which have had significant redevelopment: sections of N. Mississippi and N. Interstate Avenues. In these areas, the I:L are 5.9:1 and 4.1:1, respectively. As shown in the table below, the I:L ratios in the East Area are much lower than the benchmark I:L in the ICURA. Future investment in the areas will promote higher property values, thereby increasing the I:L ratios in the future.

Table 7.1 - I:L Ratios in East Area

East Area	I:L
NE Martin Luther King, Jr. Blvd. not in an URA	1.8
NE Martin Luther King, Jr. Blvd. from OCCURA	1.7
NE Alberta Street and NE Killingsworth Street	2.2
Benchmark I:L Properties:	
N. Interstate in existing ICURA	4.1
N. Mississippi Avenue in existing ICURA	5.9

Analysis by ED Hovee and Company, LLC

Figure 5: Improvement to Land Ratios



West Area Analysis

C. Physical Conditions: West Area

The West Area contains 368 parcels and 139.08 acres, including 101.56 acres in parcels and 37.52 acres of right-of-way, as shown in Figure 2. It includes the commercially zoned properties on the south side of N. Lombard Street from N. Woolsey Avenue through the St. Johns Business District to N. St. Louis Avenue, the commercially zoned properties in the St. Johns Town Center, Roosevelt High School, located at 6941 N. Central Street, and Arbor Lodge Park.

1. Land Uses

The land uses, as identified by the Multnomah County Assessor, are shown in Table 1.2. Commercial uses are the most prevalent uses in the West Area, representing 58% of the acreage within the West Area.

Table 1.2 - Land Use in West Area

Land Use	Parcels	Acres	Percent of Acres
Not Specified	12	4.44	4.37%
Commercial	275	58.89	57.99%
Residential: Commercial Use	6	0.67	0.66%
Multifamily	11	4.81	4.74%
Residential	63	24.06	23.69%
Recreation	1	8.69	8.56%
Total	368	101.56	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011

2. Zoning

The majority of the properties in the West Area, 67%, are commercially zoned, as shown in Table 2.2. Residential zoning accounts for 24% of the West Area, however, 17% of that total is represented by Roosevelt High School, zoned R5 (Residential 5,000).

Table 2.2 - Zoning in West Area

Zone	Parcels	Acres	Percent of Acres
General Commercial	56	20.81	20.49%
Mixed Commercial/Residential	14	1.61	1.59%
Neighborhood Commercial 1	43	6.38	6.28%
Neighborhood Commercial 2	32	14.03	13.81%
Storefront Commercial	183	25.18	24.79%
<i>Cumulative Commercial Zoning</i>			<i>66.97%</i>
Residential 1,000	31	6.7	6.60%
Residential 2,000	7	1.05	1.03%
Residential 5,000*	1	17.11	16.85%
<i>Cumulative Residential Zoning</i>			<i>24.48%</i>
Open Space	1	8.69	8.56%
Total	368	101.56	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011 *Roosevelt High School

3. Comprehensive Plan

The majority of the properties in the West Area, 66%, are designated as commercial use in the comprehensive plan. Residential designations account for 25% of the East Area.

Table 3.2 - Comprehensive Plan Designations in West Area

Comprehensive Plan Designation	Parcels	Acres	Percent of Acres
Urban Commercial	198	26.87	26.46%
General Commercial	54	19.69	19.39%
Neighborhood Commercial	74	20.2	19.89%
<i>Cumulative Commercial Designation</i>			<i>65.73%</i>
Open Space	1	8.69	8.56%
Residential 1000	40	8.1	7.98%
Residential 5000*	1	17.11	16.85%
<i>Sub-Total</i>			<i>33.38%</i>
Multiple designations		0.9	0.89%
Total	368	101.56	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011 *Roosevelt High School

4. Transportation and Infrastructure

PBOT provided an evaluation of the current conditions of the streets in the West Area, as shown in Appendix 1. The ratings are on a five-point scale, from very good to very poor, as shown in the table below. Fifteen percent (15%) of the streets are in poor or very poor condition. The narrative in this section is from the PBOT evaluation.

Table 4.2 - Street Conditions in West Area

Condition	West Area Length	Percent of Total
Very Good	2,082	8%
Good	12,244	48%
Fair	7,332	29%
Poor	2,483	10%
Very Poor	1,178	5%
Total	25,319	100%

Portland Bureau of Transportation

St. Johns has a lack of adequate streetscape improvements to both mark the entries to the business district and to enhance pedestrian and bicycle safety in the area. St. Johns does not currently have streetscape improvements to mark the entry points at Lombard/Richmond and Philadelphia/Ivanhoe Streets. Additional gateway features are desired at the Portsmouth Cut and where the Peninsula Crossing Trail intersects N. Lombard Street.

The 2009 Interstate Corridor Urban Renewal Area Transportation Implementation Strategy identified the following need in the Existing Area. In order to fully provide for this need, the southern half of N. Lombard Street, in the West Area, would also be improved:

- Lombard Streetscape: streetscape improvements on N. Lombard Street from N. Woolsey Street to the Burlington Northern Santa Fe Railroad cut, including curb extensions, street lighting, and bicycle improvements, as identified in the St. Johns/Lombard Plan.

N. Lombard Street has heavy automobile traffic, and improvements are necessary to increase automobile, pedestrian, and bicycle safety on the street. N. Lombard Street requires curb extensions, pedestrian refuge islands, and pedestrian scale lighting between Fiske and Portsmouth Streets. There are also missing curb ramps on N. Lombard Street which must be installed, and bike lanes are not yet developed between Van Houton and Ida Streets.

Bike lanes in the West Area are underdeveloped. They are identified along Oberlin Street (parallel to and south of Lombard Street in University Park) and Central Street (parallel to and north of Lombard Street in St. Johns).

5. Storm Water System

In most cases, the storm water system is combined with the sewer system. The separated storm-sewer system in the area exists in the “fringe” area outside of the combined sewer system along the Willamette River and the Columbia Slough. The storm water system north of the Columbia Slough is fairly minimal, with primarily

small lines connecting into Oregon Department of Transportation outfalls or small swales that discharge into the Columbia Slough.

6. Sanitary Sewer System

BES provided mapping information on the current conditions of the sewer lines in the West Area, as shown in Appendix 2. The ratings are 1-5, with 1 being the best condition and 5 the worst. The map shows potential sewer projects throughout the St. Johns Town Center, with some additional potential projects along N. Lombard Street. The condition of the existing line through N. Lombard Street is in a range from 1-5, with no real predominant condition. The conditions of the lines in the St. Johns Town Center are predominantly 1 and 2, with a small section of 3 and 4.

7. Parks, Open Space, and Community Facilities

Arbor Lodge Park, the St. Johns Racquet Center, and the St. Johns Plaza are in the West Area. The St. Johns Racquet Center and the St. Johns Plaza are in need of renovation. Arbor Lodge Park renovations are proposed, including upgrading sidewalks to ADA standards.

8. Water

The Portland Water Bureau provided the following information on the West Area. There are water main deficiencies, as shown in Table 5.2 below. The water mains listed in the table are currently included in the Water Bureau’s Needs Database, but are not high enough on the priority list to be included in the current Water Bureau’s Capital Improvement Plan. Depending on the type of redevelopment being considered, improvements to the water mains identified as deficient may be necessary in order to meet future water service demands for the renewal and development areas.

Table 5.2 - Water Main Deficiencies in West Area

Street	Extent	Size (in)	Length (ft)	Material
N Mohawk Ave	N Lombard Way to N Lombard St	2	90	Galvanized
N Oswego Ave	N Lombard St south 100'	2	100	Galvanized
N Leavitt Ave	N Lombard St north 150'	2	150	Galvanized

Portland Water Bureau

The remaining water mains in the analyzed area are in good to very good condition.

D. Social and Economic Conditions: West Area

1. Social Conditions

There are 74 parcels in the West Area classified by the Assessor's office as having residential uses, 11 of which are classified as multifamily. The multifamily designation does not always mean it is a multifamily use, but rather that a multifamily use would be the best use of the property.

Demographic data provided by the Portland Bureau of Planning and Sustainability gives information on Census block groups overlapping the Expansion Area. Since the information cannot be gathered precisely for the Expansion Area, the percentages of the overlapping block groups are used to summarize the social conditions in the Area.

Seventy percent (70%) of the residents are White, while 11% are Black/African American. Hispanic ethnicity accounts for 15% of the residents.

Table 6a.2 - Race in West Area

Race	Percent of Total
White	70.13%
Black/African American	11.45%
Native American	1.35%
Asian	1.95%
Pacific Islander	0.00%
Other	7.96%
Two or more Races	7.17%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Table 6b.2 - Ethnicity in West Area

Ethnicity	Percent of Total
Not Hispanic or Latino	84.54%
Hispanic or Latino	15.46%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Of the total male population, 10% have a high school diploma, 9% have a Bachelor's degree, and 6% have a Master's degree.

Of the total female population, 13% have a high school diploma, 11% have a Bachelor's degree, and 3% have a Master's degree.

Table 6c.2 - Education in West Area

Education	Percent Male	Percent Female
Population 25 years and over:	49.02%	50.98%
No schooling completed	0.38%	0.35%
Nursery to 12th grade, no diploma	8.54%	8.62%
High school graduate, GED, or alternative	10.34%	13.38%
Some college, less than 1 year	1.90%	2.41%
Some college, 1 or more years, no degree	9.30%	7.02%
Associate's degree	2.61%	2.48%
Bachelor's degree	8.77%	11.27%
Master's degree	6.16%	3.22%
Professional school degree	0.76%	1.52%
Doctorate degree	0.28%	0.68%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Fifty-six percent (56%) of the residents own their homes, while 44% rent them.

Table 6d.2 - Home-ownership in West Area

Occupied Housing	Percent of Total
Rental	43.95%
Owner Occupied	56.05%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

The median family income in the West Area is \$41,455. The income distribution is shown in Table 6e.2 below. Just over 31% of families have annual incomes of less than \$25,000.

Table 6e.2 - Income Distribution in West Area

Income Distribution	Percent of Total
Less than \$10,000	8.47%
\$10,000 - \$24,999	22.94%
\$25,000 - \$49,999	27.57%
\$50,000 - \$74,999	21.91%
\$75,000 - \$99,999	10.09%
More than \$100,000	9.02%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Forty-nine percent (49%) of the residents in the West Area are male and 51% are female. Thirty-eight percent (38%) of the residents are 21-39 years old.

Table 6f.2 - Age Distribution in West Area

Total Population	Percentage of Total
Male	49.00%
Female	51.00%
Under 5 years	9.89%
5-20 years	14.78%
21-39 years	37.80%
40-59 years	24.65%
60-79 years	9.48%
80+ years	3.40%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

2. Economic Conditions

A summary of Improvement to Land Ratio analysis is described in Section II.B.2. of this report. As shown in Table 7.2 below, the I:L ratios in the West Area are much lower than the benchmark I:L for the ICURA. Future investment in the areas will promote higher property values, thereby increasing the I:L ratios in the future.

Table 7.2 - I:L Ratios in West Area

West Area	I:L
South Side of N. Lombard Street	1.9
St. Johns Town Center	1.7
Benchmark I:L Properties:	
N. Interstate in existing ICURA	4.1
N. Mississippi Avenue in existing ICURA	5.9

Analysis by ED Hovee and Company, LLC

Existing Interstate Corridor Urban Renewal Area Analysis

E. Removal Area: Existing Area

As part of the Amended Plan, the Interstate 5 right-of-way and Columbia Slough in the Existing Area are being removed from the Area. The deleted right-of-way totals 229.75 acres, and is shown in Figure 3.

F. Physical Conditions: Existing Area

The Existing Interstate Corridor Urban Renewal Area (Existing Area) contains 11,870 parcels, totaling 3,804.22 acres, and includes 2,562.51 acres in parcels and 1,241.71 acres of right-of-way, as shown in Figure 4.

1. Land Uses

The land uses, as identified by the Multnomah County Assessor, are shown in Table 1.3. The most prevalent land use is Residential (45%). Commercial uses account for 17% of the Existing Area.

Table 1.3 - Land Use in Existing Area

Land Use	Parcels	Acreage	Percent of Total Acreage
Residential	9,916	1,165.49	45.48%
Industrial	343	604.07	23.57%
Converted Commercial	511	224.01	8.74%
Commercial	533	211.84	8.27%
Recreation	92	148.39	5.79%
Multifamily	288	138.61	5.41%
None Specified	137	62.94	2.46%
Residential, Commercial Use	33	4.29	0.17%
General Commercial	15	2.15	0.08%
Miscellaneous Use	2	0.72	0.03%
Total	11,870	2,562.51	100.00%

PDC GIS Data from Multnomah County Assessor 2009/2010

2. Zoning

Fifty-one percent (51%) of the Area is zoned for residential uses. Twenty-six percent (26%) of the Area is zoned for Industrial uses. Seventeen percent (17%) of the Area is zoned for Commercial and Employment uses. The remaining property is zoned Open Space.

Table 2.3 - Zoning in Existing Area

Zoning	Parcels	Acreage	Percent of Total Acreage
General Commercial	191	68.53	2.67%
Mixed Commercial/Residential	273	55.44	2.16%
Storefront Commercial	303	50.74	1.98%
Neighborhood Commercial	20	3.16	0.12%
Neighborhood Commercial 2	84	21.4	0.84%
Office Commercial 1	1	0.25	0.01%
Office Commercial 2	3	14.22	0.55%
Central Commercial	18	11.58	0.45%
General Employment	9	1.58	0.06%
General Employment 2	85	108.75	4.24%
Central Employment	541	97.12	3.79%
<i>Cumulative Commercial and Employment Zoning</i>			<i>16.89%</i>
General Industrial 1	231	84.97	3.32%
General Industrial 2	122	393.63	15.36%
Heavy Industrial	144	192.14	7.50%
<i>Cumulative Industrial Zoning</i>			<i>26.18%</i>
Open Space	105	156.05	6.09%
<i>Cumulative Open Space Zoning</i>			<i>6.09%</i>
Institutional Residential	87	43.74	1.71%
Residential 1,000	895	138.32	5.40%
Residential 2,000	1,365	207.04	8.08%
Residential 2,500	1,629	180.95	7.06%
Residential 5,000	4,858	597.61	23.32%
Residential 7,000	200	44.82	1.75%
R10 - Residential 10,000	1	1.11	0.04%
High Density Residential	675	82.83	3.23%
Central Residential	30	6.54	0.26%
<i>Cumulative Residential Zoning</i>			<i>50.85%</i>
Total	11,870	2,562.51	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011

3. Comprehensive Plan Designations

The Comprehensive Plan designations, as identified by the Multnomah County Assessor, are shown in Table 3.3 below. Of the total acreage, 52% is designated as Residential. Twenty-five percent (25%) is designated as Industrial Sanctuary and 18% as either Commercial or Employment.

Table 3.3 - Comprehensive Plan Designations in Existing Area

Comp Plan Designation	Parcels	Acreage	Percent of Total Acreage
Urban Commercial	576	106.18	4.14%
General Commercial	192	96.62	3.77%
Neighborhood Commercial	104	24.56	0.96%
Central Commercial	18	11.58	0.45%
Office Commercial	3	11.17	0.44%
Central Employment	535	96.32	3.76%
Mixed Employment	93	109.12	4.26%
<i>Cumulative Commercial and Employment Designation</i>			<i>17.78%</i>
Industrial Sanctuary	483	629.192	24.55%
Institutional Residential	155	57.6	2.25%
Central Residential	30	6.54	0.26%
Residential 1,000	857	146.33	5.71%
Residential 2,000	1,367	192.98	7.53%
Residential 2,500	1,662	184.86	7.21%
Residential 5,000	5,002	634.15	24.75%
Residential 10,000	1	1.11	0.04%
High Density Residential	685	95.73	3.74%
<i>Cumulative Residential Designation</i>			<i>51.48%</i>
Open Space	107	158.471	6.18%
Total	11,870	2,562.51	100.00%

PDC GIS Data from Multnomah County Assessor 2010/2011

4. Transportation and Infrastructure

PBOT provided an evaluation of the current conditions of the streets in the Existing Area, and are shown in Appendix 1. The narrative in this section is from the PBOT report. The ratings are on a five-point scale, from very good to very poor, which are shown in the table below. Fifteen percent (15%) of the streets are in poor or very poor condition.

Table 4.3 - Street Conditions in Existing Area

Condition	Existing Area Length	Percent of Total
Very Good	84,923	13%
Good	315,129	49%
Fair	143,338	22%
Poor	44,082	7%
Very Poor	50,249	8%
Total	637,721	100%

Portland Bureau of Transportation

The 2009 Interstate Corridor Urban Renewal Area Transportation Implementation Strategy identified the following needs and/or deficiencies in the Existing Area:

- Russell Streetscape Phase II: streetscape improvements are desired from N. Kerby Avenue eastward to NE Martin Luther King Jr. Boulevard, including construction of sidewalks and curb ramps, street lighting, and street trees.
- Killingsworth Street Streetscape Phase II: streetscape improvements are planned between N. Commercial Avenue eastward to NE Martin Luther King Jr. Boulevard.
- Lombard Streetscape: streetscape improvements on N Lombard from N Woolsey to the Burlington Northern Santa Fe Railroad cut, including curb extensions, street lighting, and bicycle improvements, as identified in the St. Johns/Lombard Plan.
- Lombard Station Area: establish a landscaped boulevard to promote pedestrian-oriented uses, create a safe, pleasant pedestrian link over I-5, and improve pedestrian access to the MAX station. Improvements include a new traffic light and road access to the Fred Meyer development.
- Bridgeton Streetscape: develop a unique identity for NE Bridgeton Road, which could include street furniture, lighting, and curb extensions.
- Marine Drive Improvements: realign NE Marine Drive at NE Bridgeton Road and NE Faloma/6th to reduce speed and traffic on Bridgeton Road.
- Ainsworth Streetscape and Bridge Improvements: construct sidewalk and storm water management frontage improvements along the south side of the street, provide a safe and pleasant bridge crossing for pedestrians and bicyclists, and link the MAX station to the Humboldt and Piedmont neighborhoods.
- Kerby Promenade: create a pedestrian-oriented street along N Kerby Avenue, south of Killingsworth Street, improving the connection between the Portland Community College and Jefferson High School campuses. The needs include street furniture, lighting, and curb extensions.

- Going/Greeley Interchange Redesign: continue to explore opportunities to focus truck traffic on routes that can better accommodate truck travel needs while improving neighborhood safety and livability.
- Prescott Station Area: improvements focus on Prescott and Skidmore Streets between N. Interstate Avenue and Maryland Avenue, and Maryland Avenue between Interstate Avenue and Prescott Street. Needs include sidewalks, storm water management, frontage improvements abutting the Fire Station, and possible frontage improvements along Prescott Street, Skidmore Street, and Maryland Avenue.
- Mississippi Streetscape: develop streetscape plan to widen sidewalks between Fremont Street and Skidmore Street.
- Overlook Station Area: N. Failing Street and bridge improvements to provide a safe and pleasant connection between the MAX station and Mississippi Avenue. The needs include street furniture, lighting, and curb extensions.
- Interstate Corridor Alley Improvements: alley improvements are needed, particularly to alleys behind tax lots abutting N. Interstate Avenue to locate vehicle access in alley and help encourage good pedestrian- and transit-oriented development along N. Interstate Avenue.
- Smaller scale transportation projects, including safer routes to schools and other needs, as identified in the Strategy.

5. Storm Water System

The separated storm sewer system in the Area exists in the "fringe" area outside of the combined sewer system along the Willamette River and Columbia Slough. In most cases, the separated storm sewers connect into the combined sewer outfalls to discharge to the receiving water body. The storm water system north of the Columbia Slough is fairly minimal, with primarily small lines connecting into ODOT outfalls or small swales that discharge into the Columbia Slough.

6. Sanitary Sewer System

Capacity for sanitary conveyance and treatment is not a significant problem in the Area since the combined system has capacity for dry weather flows. The provision for dry weather flows includes peak sanitary flow. Additional capacity for sanitary/combined conveyance and treatment was implemented by the Columbia Slough Combined Service Overflow (CSO) program in 2001. As part of this program, BES installed a 12-foot CSO storage conduit along Columbia Boulevard, with additional pumping and treatment at the Columbia Boulevard Treatment Plant (CBWTP). The new system reduces CSOs to the Columbia Slough by 99%. Sanitary sewage generated within the district south of Columbia Slough is conveyed to CBWTP either through the existing collection system or through the new CSO system. For sanitary flows generated north of Columbia Slough, BES has installed several small pump stations that send flows across the Slough into the main collection system that conveys sewage to CBWTP.

BES provided mapping information on the current conditions of the sewer lines in the Existing Area. They are shown in Appendix 2. The ratings are 1-5, with 1 being the best condition and 5 the worst. The predominant ratings are 1 and 2. There are some sections that are rated 3, 4, and 5.

Other BES conditions identified:

- BES Capital Improvement Projects in design in the Existing Area: N Russell Street, N. Fowler Street.
- Pre-design project: N. Denver Street.
- Bidding phase project: N. Killingsworth Street (in the bidding phase or on hold), and a project in the northern section of the ICURA, just south of N. Schmeer Street, that is in the same category.
- Under construction: N. River Street.
- There are numerous potential sewer projects throughout the Existing Area.

7. Parks, Open Space, and Community Facilities

There are a number of parks and other community facilities in the Existing Area. The parks are:

- | | |
|-------------------------|----------------------|
| • Columbia Park | • McCoy Park |
| • Dawson Park | • Northgate Park |
| • DeNorval Unthank Park | • Overlook Park |
| • Farragut Park | • Patton Square Park |
| • Kenton Park | • Peninsula Park |
| • Madrona Park | • Sumner-Albina Park |
| • Mallory Meadows Park | • Trenton Park |
| | • University Park |

There is one community center at University Park.

There is one cultural center: the Interstate Firehouse Cultural Center.

The community gardens are:

- Beech Community Garden
- Boise-Eliot Community Garden
- McCoy Community Garden
- Patton Community Garden
- Portsmouth Community Garden

The Columbia Buffer, Peninsula Crossing Trail, and the Exeter Property are also in the Existing Area.

In July, 2009, the Interstate Corridor Urban Renewal Area Park Implementation Strategy was completed, which made recommendations for the following park improvements:

- Bridgeton Trail: engineer and build a half-mile promenade trail adjacent to the North Portland Harbor between Bridgeton Road and I-5, a missing link in the 40-Mile-Loop trail system.
- Lombard Station Area Acquisition: acquire land for a park near the intersection of Interstate Avenue and Lombard Street, a park-deficient area.
- Humboldt Acquisition: acquire land for a park in the Humboldt neighborhood, a park-deficient area.

- DeNorval Unthank Park: finish Master Plan implementation, including play equipment, landscaping, historic plaque, community gathering area, and sports field improvements.
- Dawson Park: finish Master Plan implementation, including waterplay feature, formal park entry, and furnishings.
- Continued funding for smaller-scale parks projects as identified in the 2009 Interstate Corridor Urban Renewal Area Park Implementation Strategy.

Another planned public amenity in the area is:

- Jefferson Frontage: public frontage improvements along the south side of Killingsworth Street, adjacent to the Jefferson High School football field and track.

8. Water

The Portland Water Bureau provided the following information on the Existing Area. There are numerous water main deficiencies, as shown in Table 5.3 below. The water mains listed in the table are currently included in the Water Bureau's Needs Database, but are not high enough on the priority list to be included in the current Water Bureau's Capital Improvement Plan. Depending on the type of redevelopment being considered, improvements to the water mains shown as deficient may be necessary in order to meet future water service demands for the renewal and development areas.

Table 5.3 - Water Main Deficiencies in Existing Area

Street	Extent	Size (in)	Length (ft)	Material
Alley between N Dana Ave and N Wayland Ave	N Houghton St to N Hunt St	2	640	Cast Iron
Alley between N Willis Blvd & N Hunt St	N Woolsey Ave to N Wayland Ave	2	290	Galvanized
Alley between N Commercial Ave & N Kerby Ave	N Jarrett St to N Ainsworth St	1.5	570	Galvanized
Alley between N Commercial Ave & N Kerby Ave	N Jessup St to N Jarrett St	1.5	250	Galvanized
N Campbell St	N Blandena St to 24" main in N Going Ct	2	210	Galvanized
N Beech St	N Gantenbein Ave to N Williams Ave	2	370	Galvanized
N Fairport Pl	N Bryant St to N Morgan St	2	375	Galvanized
N Buffalo St	N Montana Ave east 80'	2	80	Galvanized
N Simpson St	N Mississippi Ave to N Michigan Ave	2	110	Galvanized
N Jessup St	N Montana Ave west 110'	2	110	Galvanized
N Church St	N Missouri St to N Michigan St	2	250	Galvanized
N Jarrett St	N Missouri St to N Michigan St	2	230	Galvanized
N Humboldt St	N Maryland Ave to N Montana Ave	2	80	Galvanized
N Emerson St	N Maryland Ave to N Montana Ave	2	100	Galvanized
N Blandena St	N Michigan Ave to N Albina Ave	2	230	Galvanized
N Hunt St	N Delaware Ave to N Argyle Way	2	240	Galvanized
NE Baldwin St	NE Rodney Ave to NE MLK Jr Blvd	2	850	Galvanized
NE Wygant St	NE Rodney Ave to NE MLK Jr Blvd	2	300	Galvanized
NE Sumner St	NE Rodney Ave to NE Mallory Ave	2	90	Galvanized
N Prescott Ave	N Williams Ave to NE Cleveland Ave	2	170	Galvanized
N Going St	N Commercial Ave east 80'	2	80	Galvanized
N Hunt St	N Seward Ave to N Hamlin Ave	2	250	Galvanized
N Kiska Ct	N Kiska St south 180'	2	180	Galvanized
N Missouri Ave	N Winchell St to N Terry St	2	250	Galvanized
N Russet St	N Drummond Ave to N Curtis Ave	2, 4	120, 30	Galvanized

Portland Water Bureau

Table 5.3 – Water Main Deficiencies in Existing Area, continued

Street	Extent	Size (in)	Length (ft)	Material
N Burrage Ave	N Willis Blvd south 130'	2	130	Galvanized
N Gravenstein Ave	N Russet St south 80'	2	80	Galvanized
N Baldwin St	N Fowler Ave to N Washburne Ave	2	220	Galvanized
N Minnesota Ave	N Baldwin St to N Farragut St	2	220	Galvanized
N Borthwick Ave	N Columbia Blvd south 450'	2	450	Galvanized
N Blandena St	N Delaware Ave east 310'	2	310	Galvanized
N Delaware Ave	N Wygant St to N Blandena St	2	190	Galvanized
N Cook St	N Albina Ave east 160'	2	160	Galvanized
N Revere St	N Mississippi Ave to N Michigan Ave	2	180	Copper
N Beech St	N Borthwick Ave to N Commercial Ave	2	360	Galvanized
N Mason St	N Kerby Ave to N Commercial Ave	0.75	90	Galvanized
N Failing St	N Kerby Ave east 110'	2	110	Galvanized
N Failing St	N Michigan Ave to N Albina Ave	2	340	Galvanized
N Beech St	N Albina Ave to N Borthwick Ave	2	90	Galvanized
N Olin Ave	N Lombard St to N Vanderbilt St	2	150	Galvanized
N Hunt St	N Fiske Ave west 160'	2	160	Galvanized
N Hunt St	N Haven Ave east 110'	2	110	Galvanized
N Harding Ave	N Loring St north 160'	2	160	Galvanized
N Loring St	N Nesmith Ave north 150'	2	150	Galvanized
N Webster St	N Missouri Ave to N Michigan Ave	2	110	Galvanized
N Hodge St	N Fessenden St to N Cecelia St	2	480	Galvanized
N Clark Ave	N Interstate south 160'	3	160	Cast Iron
N Berkley Ave	N Hudson St north 520'	2	520	Galvanized
N Easy St	N McKenna Ave to N Houghton St	2	300	Galvanized
N Hudson St	N Fortune Ave to N Kimball Ave	2	320	Galvanized
N Missouri Ave	N Farragut St to N Baldwin St	2	250	Galvanized
N Minnesota Ave	N Terry St to N Winchell	2	230	Galvanized
N Kilpatrick St	N Delaware Ave east 200'	2	200	Cast Iron
N Simpson St	N Minnesota Ave west 120'	2	120	Cast Iron
N Borthwick Ave	N Fargo St north 90'	2	90	Cast Iron
NE Beech St	N Williams Ave to NE Cleveland Ave	2	100	Galvanized
N Shaver St	N Haight Ave to N Vancouver Ave	2	380	Galvanized
N Willis Ave	N Hereford Ave to N Gloucester Ave	2	320	Galvanized
NE Wygant St	NE Cleveland Ave west 150'	2	150	HDPE

Portland Water Bureau

The remaining water mains in the Existing Area that are not included in the table are in good to very good condition.

G. Social, Economic, and Housing Conditions: Existing Area

1. Social Conditions

There are 10,204 parcels in the Existing Area classified by the Assessor's office as having residential uses, 288 of which are classified as multifamily. The multifamily designation does not always mean it is a multifamily use, but rather that a multifamily use would be the best use of the property.

Demographic data provided by the Portland Bureau of Planning and Sustainability gives information on Census block groups overlapping the Existing Area. As the Existing Area is much larger and actually represents several block groups, the data provided is very reliable in representing the social characteristics of the Area. The data for the Existing Area is also very representative of the data for the Expansion Area.

Sixty-two percent (62%) of the residents are White, while 21% are Black/African American. Hispanic ethnicity accounts for 15% of the residents.

Table 6a.3 - Race in Existing Area

Race	Percent of Total
White	62.40%
Black/African American	20.85%
Native American	1.95%
Asian	2.82%
Pacific Islander	0.82%
Other	4.92%
Two or more Races	6.25%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Table 6b.3 - Ethnicity in Existing Area

Ethnicity	Percent of Total
Not Hispanic or Latino	84.92%
Hispanic or Latino	15.08%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Of the total male population, 11% have a high school diploma, 11% have a Bachelor's degree, and 3% have a Master's degree.

Of the total female population, 12% have a high school diploma, 12% have a Bachelor's degree and 4% have a Master's degree.

Table 6c.3 - Education in Existing Area

Education	Percent Male	Percent Female
Population 25 years and over:	48.55%	51.45%
No schooling completed	0.60%	0.51%
Nursery to 12th grade, no diploma	7.65%	6.14%
High school graduate, GED, or alternative	10.63%	11.96%
Some college, less than 1 year	3.31%	3.23%
Some college, 1 or more years, no degree	8.46%	8.99%
Associate's degree	2.27%	3.85%
Bachelor's degree	11.12%	11.98%
Master's degree	3.26%	4.30%
Professional school degree	0.67%	0.39%
Doctorate degree	0.59%	0.10%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Fifty-three percent (53%) of the residents own their homes, while 47% rent them.

Table 6d.3 - Home-ownership in Existing Area

Occupied Housing	Percent of Total
Rental	47.07%
Owner Occupied	52.93%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

The median family income in the East Area is \$39,535. The income distribution is shown in Table 6e.3 below. Approximately 31% of families have annual incomes of less than \$25,000.

Table 6e.3 - Income Distribution in East Area

Income Distribution	Percent of Total
Less than \$10,000	11.70%
\$10,000 - \$24,999	19.36%
\$25,000 - \$49,999	29.81%
\$50,000 - \$74,999	18.66%
\$75,000 - \$99,999	9.22%
More than \$100,000	11.26%
Total	100.00%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

Forty-nine percent (49%) of the residents in the Existing Area are male and 51% are female. Forty percent (40%) of the residents are 21-39 years old.

Table 6f.3 - Age Distribution in Existing Area

Total Population	Percentage of Total
Male	49.29%
Female	50.71%
Under 5 years	7.12%
5-20 years	16.80%
21-39 years	40.37%
40-59 years	24.79%
60-79 years	9.18%
80+ years	1.76%

Portland Bureau of Planning and Sustainability, American Community Survey 2005-2009

2. Economic Conditions

A summary of I:L analysis is described in Section II.B.2. of this report. As shown in Table 7.3 below, the I:L ratios of the commercially zoned properties in the Existing Area are much lower than the benchmark I:L for ICURA.

Seventy-eight percent (78%) of the commercial properties have an I:L below 4.0, the benchmark established in the Mississippi commercial area. Future investment in the Area will promote higher property values, thereby increasing the I:L ratios in the Area.

Table 7.3 - I:L Ratios in Existing Area Commercial Properties

I:L Value	Parcels	Percent of Parcels	Acreage	Percent of Acreage
No Improvements	121	13.60%	37.26	16.50%
0.00 - 0.49	74	8.30%	14.82	6.60%
0.50 - 0.99	71	8.00%	23.56	10.50%
1.00 - 1.49	131	14.70%	25.57	11.30%
1.50 - 1.99	155	17.40%	28.95	12.80%
2.00 - 2.49	115	12.90%	12.73	5.60%
2.50 - 2.99	58	6.50%	23.4	10.40%
3.00 - 3.49	33	3.70%	4.28	1.90%
3.50 - 3.99	16	1.80%	5.49	2.40%
<i>Properties with I:L < 4</i>	<i>774</i>	<i>86.90%</i>	<i>176.05</i>	<i>78.10%</i>
4.00 - 4.99	32	3.60%	9.53	4.20%
5.00 - 5.99	14	1.60%	4.58	2.00%
6.00 - 6.99	18	2.00%	4.89	2.20%
7.00 and Above	39	4.40%	21.22	9.40%
No Land/Improvement	10	1.10%	6	2.70%
No land	4	0.40%	3.05	1.40%
Total	891	100.00%	225.31	100.00%
Interstate Avenue Benchmark I:L = 4.1				
Mississippi Avenue Benchmark I:L = 5.9				

PDC GIS from Multnomah County Assessor 2010/2011

3. Housing Conditions: Existing Area

In August, 2010, a visual analysis of the exterior condition of the housing stock in the Existing Area was performed. Six areas were randomly selected to provide a geographical distribution throughout the Existing Area. The areas that were surveyed are shown in Figure 6. The total structures surveyed represent 5% of the total housing stock in the Existing Area. The structures were rated on an A, B, C scale.

A: No rehabilitation required

B: Rehabilitation required

C: Should be demolished

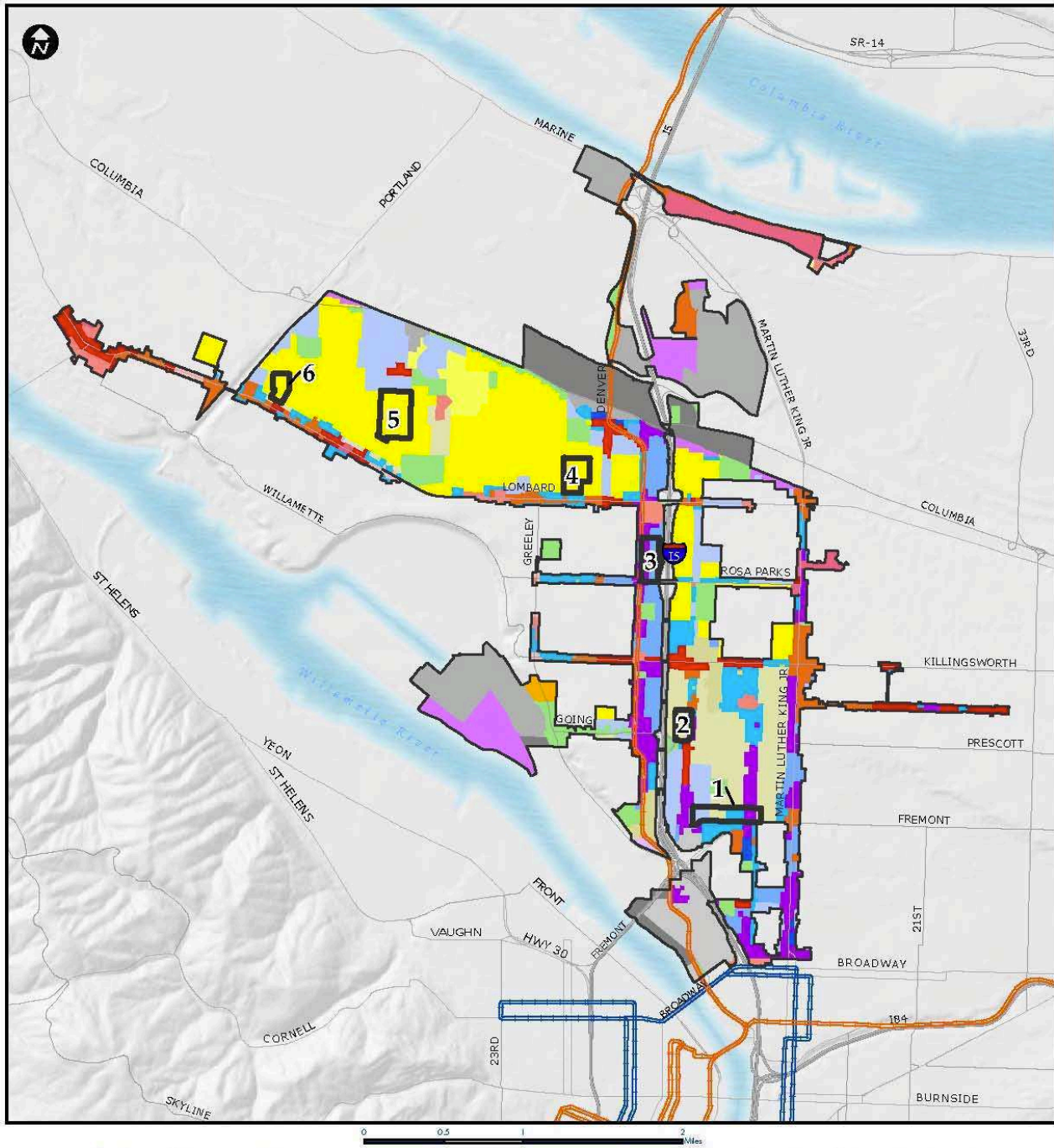
The following table (Table 8) displays the results of the analysis, showing that 68% of the structures are in need of some type of rehabilitation.

Table 8 - Housing Conditions

Area	A	B	C	Total
Area 1	28	75	1	104
Area 2	14	50	2	66
Area 3	22	68	1	91
Area 4	34	84	4	122
Area 5	71	113	2	186
Area 6	17	33	2	52
Total	186	423	12	621
Percentage of Total	30%	68%	2%	100%

Elaine Howard Consulting, LLC survey 8/2010

Figure 6: Housing Condition Survey



Amended and Restated Interstate Corridor Urban Renewal Area - Housing Condition Survey Areas

Zoning

- Open Space
- Single Dwelling Residential 10,000
- Single Dwelling Residential 7,000
- Single Dwelling Residential 5,000
- Single Dwelling Residential 2,500
- Low Density Multi-Dwelling Res. 2,000
- Medium Density Multi-Dwelling Res. 1,000
- High Density Multi-Dwelling Residential

Housing Condition Survey Areas

- Central Multi-Dwelling Residential
- Institutional Residential
- Neighborhood Commercial 1
- Neighborhood Commercial 2
- Office Commercial 1
- Office Commercial 2
- Storefront Commercial
- Mixed Commercial

- General Commercial
- Central Commercial
- General Employment 1
- General Employment 2
- Central Employment
- General Industrial 1
- General Industrial 2
- Heavy Industrial

The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to assure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or positional accuracy. This information is presented "as is" and without warranties, either expressed or implied. Information Sources: Portland Development Commission Geographic Information Systems (GIS), City of Portland Corporate GIS, April 2011.

III. EXPECTED IMPACT, INCLUDING FISCAL IMPACT OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section X of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

Assistance to property owners through economic development programs is not expected to have a negative fiscal impact in terms of demand on municipal services. The assistance would add value to properties, thereby potentially adding to the tax base and providing increment during the length of the Plan and tax revenues once the Plan is terminated. Various system development charges for each new development will help offset increased demand on municipal services. In addition, the business license fees would help augment the general fund to pay for services.

Any rehabilitation should reduce fire and life safety needs of buildings, as they would be in better overall condition. Development assistance would add value to properties, thereby potentially adding to the tax base and providing increment during the length of the Plan and tax revenues once the Plan is terminated.

Housing investment is anticipated to both help retain the existing number of low income housing units (both ownership and rental) and replace low income housing units lost through improved market conditions in the Area, as well as supply new workforce and affordable housing in the future. By retaining and replacing low income housing units, the city is effectively managing the limited resources available for low income housing. Other municipal resources would not have to be used for this purpose, which would allow for the funds to be used for other services. Providing low-income and workforce housing in the Area, in close proximity to jobs, retail and light rail transit, helps eliminate traffic and resulting pollution by reducing automobile trips. It also supports the retail trade in the Area, thereby keeping a healthy economy and a socio-economic balance. These potential housing developments will turn stagnant and unproductive land into land which contributes positively to the overall public health, safety and welfare of the Area.

Transportation improvements funded through tax increment resources help reduce the need to finance those improvements through other municipal resources, which allows for the funds to be used in other ways.

The combination of housing, transportation, and economic and commercial development assistance in the Area will address a lack of proper utilization that is resulting in stagnant and unproductive land. This assistance will result in a positive benefit to the overall public health, safety, and welfare of the community by addressing factors of blight.

For examples of other impacts, including community benefit and budget impacts, see the N/NE CAC Report, Appendix 3.

IV. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for the selection of the Expansion Areas is to cure blight. Additional reasons for the specific areas are:

A. East Area

1. Properties north of Broadway/Schuyler presently in the OCCURA, including properties along NE Martin Luther King, Jr. Blvd. and N. Alberta Street

This area includes approximately 170 acres with an approximate assessed value of \$102 million. The priorities for the East Area, as formerly established by the OCC Urban Renewal Advisory Committee (OCCURAC), include Business and Redevelopment Loans, funding to realize the components of the NE Martin Luther King, Jr. Blvd. Action Plan, and N/NE Gateway and Heritage Markers. The Eliot Neighborhood Association Land Use Committee testified in support of inclusion of this area in ICURA. The OCCURAC also supported the inclusion of the East Area. There are specific requests from property owners for inclusion in ICURA.

There is significant need to address blighting conditions in the area which will extend beyond the termination of the OCCURA in 2013. There are properties which are underdeveloped and properties in need of rehabilitation. Potential projects in the East Area include the development of numerous vacant parcels. The tools offered by inclusion in the ICURA will help address these blighting conditions in this area.

2. Properties along NE Martin Luther King, Jr. Blvd. which are not presently in an urban renewal area

Properties along NE Martin Luther King, Jr. Blvd. not presently in an urban renewal area include approximately 72 acres with an approximate assessed value of \$35 million. When the OCCURA was amended to include NE Martin Luther King Jr. Blvd. and ICURA was subsequently created, many parcels along NE Martin Luther King Jr. Blvd. were left out of both districts. Much of this property is underdeveloped or in need of rehabilitation. The Eliot Neighborhood Association Land Use Committee and Woodlawn Neighborhood Association support inclusion of this commercial area in ICURA. There are specific requests from property owners for inclusion in ICURA.

Inclusion of the remainder of these properties into ICURA would allow this significant commercial corridor to make use of the economic development tools offered in the ICURA and address the blighting conditions in the Area. Potential projects in this area include a mixed-use development by Sakura Urban Concepts, Simpson Commons by Bridge City Builders, and the development of numerous properties owned by City Urban Projects.

3. NE Alberta Street properties which are not presently in an urban renewal area and a portion of NE Killingsworth Avenue

This Expansion Area includes 32 acres with an approximate assessed value of \$17 million. Although portions of NE Alberta Street are enjoying a recent renaissance, there are many structures within the Area which are still underdeveloped and in

need of rehabilitation. Many of these structures are owned by long-term residents of the neighborhood and the ability to both eliminate blight and support wealth creation in the neighborhood lead to the inclusion of these properties. Inclusion would also allow the opportunity for long-term residents to redevelop their own property, supporting community economic development in the neighborhood versus development by investors from outside the community. There are specific requests from property owners for inclusion in the ICURA. Potential projects include redevelopment of property owned by the Black United Fund and a mixed-use project by Riggins Remodeling.

The Killingsworth node was recently rezoned from residential to commercial due to the nature of its existing use, and represents an area in need of redevelopment. There are specific requests from property owners for inclusion in the ICURA. The tools offered by inclusion in the ICURA will help address these blighting conditions.

4. Additional areas added by community request following the N/NE CAC process:

a) Bridgeton Road

This addition is entirely right-of-way and is being included for potential streetscape improvements along the road, curing blight.

b) Friends of Children

This addition allows the Friends of Children to apply for financial assistance for building renovations, curing blight.

B. West Area

1. The South Side of Lombard Street

This expansion area includes 28 acres with an approximate assessed value of \$13 million. When the ICURA was originally adopted, the north side of Lombard Street was included in the area. The Portsmouth Neighborhood Association, Piedmont Neighborhood Association, University of Portland, and a N/NE CAC member requested the inclusion of the south side of Lombard Street into the ICURA. There are many business owners, including many Latino business owners, in this expansion area who have expressed interest in the tools provided by the ICURA to help improve physical structures and promote business development in the area.

There are many structures within the area that are underdeveloped and in need of rehabilitation. In addition, the Lombard Streetscape, a Gem List project, can move forward if the entire street is included in the ICURA. The tools offered by inclusion in the ICURA will help address these blighting conditions.

2. St. Johns Town Center Area

This area includes 81 acres with an approximate assessed value of \$67 million. The area is presently underdeveloped and is in need of rehabilitation, including building and streetscape improvements to help enhance the residential and business environment in the area. The St. Johns Neighborhood Association testified to the N/NE CAC that they conducted community outreach concerning the possibility of being added to the ICURA and had very strong support for the concept of inclusion in the ICURA. The University of Portland, St. Johns Boosters,

and The Friends of Cathedral Park sent letters of support for inclusion in the ICURA. The St. Johns Main Street Coalition also supports the inclusion. There are additional requests from property owners for inclusion in the ICURA.

Potential projects identified by community members include the redevelopment of several vacant car lots, an underutilized “gateway” site at N Ivanhoe St. and N Philadelphia Ave, and a city-owned brownfield site. The tools offered by inclusion in the ICURA will help address these blighting conditions.

3. Roosevelt High School

Portland Public Schools requested the inclusion of Roosevelt High School into the ICURA. While there are no specific plans for this area, likely projects would be to assist in the redevelopment of the portions of the site and building that would support joint community use and activities, and improve transportation access. The lack of adequate pedestrian improvements and streetscape are blighting influences which can be addressed through inclusion in the urban renewal area.

4. Arbor Lodge Park

The inclusion of Arbor Lodge Park allows it to be considered for future improvements.

C. Existing Area

The reason for selection of the Existing Area has not changed from the original adoption of the Area.

V. RELATIONSHIP BETWEEN EACH PROJECT ACTIVITY TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS

A. Infrastructure

There are new projects within the Expansion Area which fall under this existing project category. These include transportation improvements, streetscape and gateway improvements, pedestrian and bicycle safety improvements, parks improvements, improvements to plazas and athletic facilities, and renovations to existing structures in parks.

Existing conditions: the existing conditions of these project areas exhibit the existence of inadequate streets and other rights-of-way, open spaces, and utilities.

B. Property Redevelopment, including Housing

There are new projects within the Expansion Area which fall under this project category. The new projects will redevelop vacant and underutilized land which is causing a prevalence of depreciated values and impaired investments in the Area. New projects will assist in the rehabilitation and conservation of existing structures in the Area. The new projects will rehabilitate buildings that are unfit or unsafe to occupy due to the defective design and quality of physical construction, faulty interior arrangement and exterior spacing, or other design and building condition flaws. The new projects will redevelop structures which are causing a prevalence of depreciated values and impaired investments in the Area.

Existing Conditions: there are vacant and underutilized parcels, as well as buildings within the Area, that are in need of rehabilitation and causing a prevalence of depreciated values and impaired investments in the Area.

C. Business Development

There are new projects within the Expansion Area which fall under this project category. The new projects will assist property owners in improving their properties and will address blighting conditions in the Area. The new projects will assist private, nonprofit and for profit parties undertaking projects that are supportive of wealth creation, economic development, jobs creation, community livability, and sustainability.

Existing Conditions: the projects which are to be funded in the Area will be determined in the future, but the reason they will seek PDC participation is due to the under development and under utilization of the properties or the need to upgrade properties.

D. Land Acquisition, Improvement, and Disposition for Redevelopment Projects

There are two properties designated for acquisition at this time:

- 574 N. Alberta Street, currently owned by Portland Public Schools
- 7528 N. Fenwick Avenue, currently owned by Portland Public Schools

E. Relocation

There are no plans for projects which would incur relocation.

F. Planning and Administration

There is currently planning and administration provided for the Existing Area. These tasks will continue with the addition of the Expansion Area.

VI. ESTIMATED TOTAL COST OF EACH PROJECT AND SOURCES OF MONEYS TO PAY SUCH COSTS

The remaining capacity is projected to be allocated to the following budget categories. The sources of moneys to pay for these costs are from the projection of tax increment revenues in Section IX of this Report. The maximum indebtedness of \$335 million remains unchanged as a result of the Amended Plan.

Table 9 - Project Costs

Budget Estimates	Existing Area FY 11/12 - 15/16 ²	Existing Area FY 16/17 - 22/23 ³	East Area FY 11/12 - 22/23 ⁴	West Area FY 11/12 - 22/23 ⁵	Total
Infrastructure	\$9,175,000	\$16,200,000	\$5,500,000	\$6,300,000	\$37,175,000
Property Redevelopment	\$18,850,000	\$33,000,000	\$9,500,000	\$3,500,000	\$64,850,000
Housing	\$11,034,765	\$33,600,000	\$6,250,000		\$50,884,765
Business Development	\$9,605,906	\$24,800,000	\$5,850,000	\$5,000,000	\$45,255,906
TOTAL					
Total	48,665,671	\$107,600,000	\$27,100,000	\$14,800,000	\$198,165,671

Portland Development Commission

VII. ANCITICPATED COMPLETION DATE FOR EACH PROJECT

The projects will be ongoing throughout the time frame of the Area. Due to the fluctuations in the economy, redevelopment and development projects will occur when market conditions allow. Scheduling for Public Improvement Projects will occur during the annual budgeting process for the Area.

Many of the programs are ongoing, such as the Development Opportunity Services program, the Storefront Grants program, the Business Finance program, the Green Features Grants program, the Neighborhood Economic Development program, the Target Industry Development program, and the Community Livability Grants program. These programs are anticipated to receive annual allocations, determined through the budgeting process.

² Figures from Requested FY 11/12 budget dated February 3, 2011.

³ Figures developed for N/NE CAC based on previous 5-year budget percentages. The N/NE CAC voted to increase economic development expenditures and decrease public improvement expenditures. The figures presented to the CAC were subsequently adjusted by \$8 million.

⁴ Figures estimated based on known projects in expansion areas in addition to a percentage of area program dollars.

⁵ Ibid

VIII. ESTIMATED AMOUNT OF MONEY REQUIRED IN THE URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO 457.460

Table 10 - The Estimated Amount of Tax Increment Revenues Required

Fiscal Year Ending June 30	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Revenues								
Beginning Balance	\$ 6,292,169	\$ 6,292,169	\$ 6,292,169	\$ 6,292,169	\$ 9,340,933	\$ 9,340,933	\$ 9,340,933	\$ 9,340,933
EXISTING DISTRICT								
Tax Increment to Raise (before Compression)	\$16,822,250	\$18,022,377	\$19,228,748	\$20,448,771	\$22,144,182	\$23,994,187	\$25,982,498	\$28,100,888
Less Compression	(\$1,093,446)	(\$1,171,455)	(\$1,249,869)	(\$1,329,170)	(\$1,439,372)	(\$1,559,622)	(\$1,688,862)	(\$1,826,558)
Tax Increment Imposed (after Compression)	\$15,728,804	\$16,850,923	\$17,978,879	\$19,119,601	\$20,704,810	\$22,434,565	\$24,293,635	\$26,274,330
Less Adjustments for Discounts/Delinquencies	(\$943,728)	(\$1,011,055)	(\$1,078,733)	(\$1,147,176)	(\$1,242,289)	(\$1,346,074)	(\$1,457,618)	(\$1,576,460)
TOTAL NET TAX INCREMENT REVENUES	\$14,785,076	\$15,839,867	\$16,900,146	\$17,972,425	\$19,462,521	\$21,088,491	\$22,836,017	\$24,697,870
Bond Proceeds to Debt Service Reserve	0	0	0	\$2,694,624	0	0	0	0
Interest Earnings	94,383	110,113	125,843	157,304	233,523	233,523	233,523	233,523
TOTAL REVENUES - EXISTING	\$14,879,458	\$15,949,980	\$17,025,990	\$20,824,353	\$19,696,045	\$21,322,014	\$23,069,541	\$24,931,393
EXPANSION AREA								
Tax Increment to Raise (before Compression)	\$331,031	\$504,404	\$656,191	\$805,870	\$993,191	\$1,245,435	\$1,509,822	\$1,787,680
Less Compression	(\$21,517)	(\$32,786)	(\$42,652)	(\$52,382)	(\$64,557)	(\$80,953)	(\$98,138)	(\$116,199)
Tax Increment Imposed (after Compression)	\$309,514	\$471,617	\$613,538	\$753,489	\$928,634	\$1,164,481	\$1,411,684	\$1,671,481
Less Adjustments for Discounts/Delinquencies	(\$18,571)	(\$28,297)	(\$36,812)	(\$45,209)	(\$55,718)	(\$69,869)	(\$84,701)	(\$100,289)
TOTAL NET TAX INCREMENT REVENUES	\$290,943	\$443,320	\$576,726	\$708,279	\$872,916	\$1,094,612	\$1,326,983	\$1,571,192
Bond Proceeds to Debt Service Reserve	0	0	0	354,140	0	0	0	0
TOTAL REVENUES - EXPANSION	\$290,943	\$443,320	\$576,726	\$1,062,419	\$872,916	\$1,094,612	\$1,326,983	\$1,571,192
TOTAL REVENUES - ALL AREAS	\$15,170,401	\$16,393,301	\$17,602,716	\$21,886,772	\$20,568,960	\$22,416,627	\$24,396,523	\$26,502,586
Expenditures								
Bond/Line of Credit Debt Service (EXPANSION)								
Line of Credit Draw 1	\$25,043	\$80,909	\$92,468	\$92,468	\$0	\$0	\$0	\$0
Line of Credit Draw 2		\$7,637	\$17,457	\$17,457	0	0	0	0
Line of Credit Draw 3			\$10,376	\$20,752	0	0	0	0
Line of Credit Draw 4				0	354,140	354,140	354,140	354,140
Bond 1					26,162	52,325	52,325	52,325
Line of Credit Draw 5						35,230	70,460	70,460
Line of Credit Draw 6							36,926	73,852
Line of Credit Draw 7								38,807
Bond 2			0	0	0	0	0	0
Total Bond/Line of Credit Debt Service	\$25,043	\$88,546	\$120,300	\$130,676	\$380,302	\$441,694	\$513,850	\$589,584
Short Term Debt Repayment	265,900	354,774	456,426	577,603	501,467	661,772	821,986	990,462
Subtotal Expenditures for Plan Amendment	\$290,943	\$443,320	\$576,726	\$708,279	\$881,769	\$1,103,466	\$1,335,836	\$1,580,046
Expenditures Associated with Original Plan	14,879,458	15,949,980	17,025,990	18,129,729	19,687,191	21,313,161	23,060,687	24,922,540
Bond Defeasance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENDITURES	\$15,170,401	\$16,393,301	\$17,602,716	\$18,838,008	\$20,568,960	\$22,416,627	\$24,396,523	\$26,502,586
Ending Balance	\$ 6,292,169	\$ 6,292,169	\$ 6,292,169	\$ 9,340,933	\$ 9,340,933	\$ 9,340,933	\$ 9,340,933	\$ 9,340,933

Table 10 - The Estimated Amount of Tax Increment Revenues Required, continued

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Revenues							
Beginning Balance	\$ 9,340,933	\$ 14,234,133	\$ 14,234,133	\$ 30,786,214	\$ 52,957,282	\$ 78,291,394	\$ 109,513,273
EXISTING DISTRICT							
Tax Increment to Raise (before Compression)	\$30,312,106	\$32,620,636	\$35,031,601	\$37,519,245	\$40,145,386	\$42,887,532	\$45,647,714
Less Compression	(\$1,970,287)	(\$2,120,341)	(\$2,277,054)	(\$2,438,751)	(\$2,609,450)	(\$2,787,690)	(\$2,967,101)
Tax Increment Imposed (after Compression)	\$28,341,819	\$30,500,295	\$32,754,547	\$35,080,494	\$37,535,936	\$40,099,842	\$42,680,612
Less Adjustments for Discounts/Delinquencies	(\$1,700,509)	(\$1,830,018)	(\$1,965,273)	(\$2,104,830)	(\$2,252,156)	(\$2,405,991)	(\$2,560,837)
TOTAL NET TAX INCREMENT REVENUES	\$26,641,310	\$28,670,277	\$30,789,274	\$32,975,664	\$35,283,780	\$37,693,852	\$40,119,776
Bond Proceeds to Debt Service Reserve	\$3,980,303	0	0	0	0	0	0
Interest Earnings	233,523	355,853	355,853	769,655	1,323,932	1,957,285	2,737,832
TOTAL REVENUES - EXISTING	\$30,855,136	\$29,026,130	\$31,145,127	\$33,745,320	\$36,607,712	\$39,651,137	\$42,857,608
EXPANSION AREA							
Tax Increment to Raise (before Compression)	\$2,077,362	\$2,379,414	\$2,694,443	\$3,020,594	\$3,362,955	\$3,720,041	\$4,083,277
Less Compression	(\$135,029)	(\$154,662)	(\$175,139)	(\$196,339)	(\$218,592)	(\$241,803)	(\$265,413)
Tax Increment Imposed (after Compression)	\$1,942,334	\$2,224,752	\$2,519,305	\$2,824,256	\$3,144,363	\$3,478,238	\$3,817,864
Less Adjustments for Discounts/Delinquencies	(\$116,540)	(\$133,485)	(\$151,158)	(\$169,455)	(\$188,662)	(\$208,694)	(\$229,072)
TOTAL NET TAX INCREMENT REVENUES	\$1,825,794	\$2,091,267	\$2,368,146	\$2,654,800	\$2,955,701	\$3,269,544	\$3,588,792
Bond Proceeds to Debt Service Reserve	912,897	0	0	0	0	0	0
TOTAL REVENUES - EXPANSION	\$2,738,690	\$2,091,267	\$2,368,146	\$2,654,800	\$2,955,701	\$3,269,544	\$3,588,792
TOTAL REVENUES - ALL AREAS	\$33,593,826	\$31,117,397	\$33,513,274	\$36,400,120	\$39,563,414	\$42,920,681	\$46,446,400
Expenditures							
Bond/Line of Credit Debt Service (EXPANSION)							
Line of Credit Draw 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Line of Credit Draw 2	0	0	0	0	0	0	0
Line of Credit Draw 3	0	0	0	0	0	0	0
Line of Credit Draw 4	354,140	354,140	354,140	354,140	354,140	354,140	354,140
Bond 1	52,325	0	0	0	0	0	0
Line of Credit Draw 5	70,460	0	0	0	0	0	0
Line of Credit Draw 6	73,852	0	0	0	0	0	0
Line of Credit Draw 7	77,615	0	0	0	0	0	0
Bond 2	0	558,757	558,757	558,757	558,757	558,757	558,757
Total Bond/Line of Credit Debt Service	\$628,391	\$912,897	\$912,897	\$912,897	\$912,897	\$912,897	\$912,897
Short Term Debt Repayment	1,206,256	1,201,192	218,393	-	-	-	-
Subtotal Expenditures for Plan Amendment	\$1,834,647	\$2,114,089	\$1,131,290	\$912,897	\$912,897	\$912,897	\$912,897
Expenditures Associated with Original Plan	26,865,980	29,003,308	15,829,903	13,316,155	13,316,405	10,785,905	10,785,905
Bond Defeasance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$98,750,107
TOTAL EXPENDITURES	\$28,700,627	\$31,117,397	\$16,961,192	\$14,229,052	\$14,229,302	\$11,698,802	\$110,448,908
Ending Balance	\$ 14,234,133	\$ 14,234,133	\$ 30,786,214	\$ 52,957,282	\$ 78,291,394	\$ 109,513,273	\$ 45,510,764

IX. FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY

Table 11 shows the assessed values of the Existing Area and the Expansion Area, along with the projections for the incremental assessed values that include new development projections for the Area. It then shows the tax rate applied to these resulting assessed values and the reduction of these values by compression and delinquencies. The factors used in the analysis are agreed upon by the Commission and the Portland Office of Management and Finance (“OMF”), unless specifically noted:

- Real property appreciation rate of 2.5% until 2016, and then increasing slightly.
- Personal and utility appreciation at 2.5% annually.
- New construction estimates are from calculations by ED Hovee and Company, LLC until year 2016, and then a factor of 1% is used. This new development factor after 2016 of 1% annually was also supplied by ED Hovee and Company, LLC (as a relatively conservative estimate of potential valuation growth assuming full economic recovery nationally and regionally by 2015).
- Compression is estimated by the OMF at 6.5% annually
- Delinquencies are estimated at 6% annually.
- The tax rates for the overlapping taxing jurisdictions were provided by the OMF.

Table 11 – Projected Assessed Value Growth

Fiscal Year Ending June 30	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Projected Assessed Value Growth								
Existing Area								
Frozen Base	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349
Incremental Assessed Value	772,578,474	827,764,083	889,632,425	957,985,668	1,038,181,801	1,130,588,138	1,227,020,562	1,327,745,409
Total Assessed Value - Existing	\$1,823,986,823	\$1,879,172,432	\$1,941,040,774	\$2,009,394,017	\$2,089,590,150	\$2,181,996,487	\$2,278,428,911	\$2,379,153,758
Expansion Area								
Frozen Base	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056
Incremental Assessed Value	15,202,917	23,167,159	30,359,151	37,753,473	46,563,597	58,683,946	71,301,191	84,466,520
Total Assessed Value - Expansion	\$254,230,973	\$262,195,215	\$269,387,207	\$276,781,529	\$285,591,653	\$297,712,002	\$310,329,247	\$323,494,576
Total Area								
Frozen Base	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405
Incremental Assessed Value	787,781,391	850,931,243	919,991,576	995,739,141	1,084,745,399	1,189,272,084	1,298,321,752	1,412,211,929
Total Assessed Value	\$2,078,217,796	\$2,141,367,648	\$2,210,427,981	\$2,286,175,546	\$2,375,181,804	\$2,479,708,489	\$2,588,758,157	\$2,702,648,334
Total AV Growth	17.38%	3.04%	3.23%	3.43%	3.89%	4.40%	4.40%	4.40%
Incremental AV Growth	9.56%	8.02%	8.12%	8.23%	8.94%	9.64%	9.17%	8.77%
Consolidated Tax Rate	21.7742	21.7724	21.6143	21.3456	21.3298	21.2227	21.1753	21.1644
Tax Increment to Raise (before Compression)	\$17,153,281	\$18,526,781	\$19,884,938	\$21,254,641	\$23,137,373	\$25,239,622	\$27,492,320	\$29,888,568
Less Compression	(1,114,963)	(1,204,241)	(1,292,521)	(1,381,552)	(1,503,929)	(1,640,575)	(1,787,001)	(1,942,757)
Tax Increment Imposed (after Compression)	16,038,318	17,322,540	18,592,417	19,873,090	21,633,443	23,599,046	25,705,319	27,945,811

Table 11 – Projected Assessed Value Growth, continued

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Projected Assessed Value Growth							
<i>Existing Area</i>							
Frozen Base	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349	\$1,051,408,349
Incremental Assessed Value	1,432,953,605	1,542,845,492	1,657,630,375	1,777,526,930	1,902,763,631	2,033,579,181	2,170,222,976
Total Assessed Value - Existing	\$2,484,361,954	\$2,594,253,841	\$2,709,038,724	\$2,828,935,279	\$2,954,171,980	\$3,084,987,530	\$3,221,631,325
<i>Expansion Area</i>							
Frozen Base	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056	\$239,028,056
Incremental Assessed Value	98,203,788	112,538,196	127,496,068	143,104,895	159,393,388	176,391,538	194,130,667
Total Assessed Value - Expansion	\$337,231,844	\$351,566,252	\$366,524,124	\$382,132,951	\$398,421,444	\$415,419,594	\$433,158,723
<i>Total Area</i>							
Frozen Base	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405	\$1,290,436,405
Incremental Assessed Value	1,531,157,392	1,655,383,688	1,785,126,443	1,920,631,825	2,062,157,019	2,209,970,719	2,364,353,643
Total Assessed Value	\$2,821,593,797	\$2,945,820,093	\$3,075,562,848	\$3,211,068,230	\$3,352,593,424	\$3,500,407,124	\$3,654,790,048
Total AV Growth	4.40%	4.40%	4.40%	4.41%	4.41%	4.41%	4.41%
Incremental AV Growth	8.42%	8.11%	7.84%	7.59%	7.37%	7.17%	6.99%
Consolidated Tax Rate	21.1536	21.1432	21.1335	21.1076	21.0985	21.0897	21.0337
Tax Increment to Raise (before Compression)	\$32,389,468	\$35,000,050	\$37,726,044	\$40,539,839	\$43,508,342	\$46,607,573	\$49,730,991
Less Compression	(2,105,315)	(2,275,003)	(2,452,193)	(2,635,090)	(2,828,042)	(3,029,492)	(3,232,514)
Tax Increment Imposed (after Compression)	30,284,152	32,725,047	35,273,851	37,904,750	40,680,300	43,578,081	46,498,476

X. FISCAL IMPACT STATEMENT THAT ESTIMATES IMPACT OF TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN URBAN RENEWAL AREA

The impact of tax increment financing is shown for three scenarios: Impacts From Creation to Bond Defeasance, Impacts for the Full Area From Amendment to Bond Defeasance, and Impacts From the Amendment Only. The data that reflects the amendment is shown from the year that the additional area will be reflected on the Multnomah County Assessor's tax rolls; 2013 through the projected termination of financing in 2027. The Impacts From the Amendment Only is shown in net present value in the last column in Table 12 below.

Table 12 - Revenues Foregone by Taxing Districts

Revenues Foregone 2013-2027	Impacts From Creation to Bond Defeasance: 2001/02 to 2026/27	Impacts for Full Area From Amendment to Bond Defeasance: 2012/13 to 2026/27	Impacts From Amendment Only: 2012/13 to 2026/27	NPV of Impacts From Amendment Only
Permanent Rates				
City of Portland	\$119,830,132	\$101,004,207	\$6,310,568	\$3,174,348
Multnomah County	\$113,714,266	\$95,849,175	\$5,988,491	\$3,012,336
Metro	\$2,529,078	\$2,131,747	\$133,188	\$66,996
Port of Portland	\$1,835,283	\$1,546,951	\$96,651	\$48,617
East Multnomah County Soil	\$2,436,686	\$2,206,778	\$137,876	\$69,354
Portland Public Schools	\$138,000,675	\$116,475,925	\$7,277,215	\$3,660,591
Portland Community College	\$7,403,968	\$6,240,767	\$389,912	\$196,134
Multnomah County Education Service District	\$11,980,395	\$10,098,214	\$630,919	\$317,365
Local Options⁶				
City of Portland	\$10,584,850	\$8,884,486	\$555,087	\$279,221
Multnomah County	\$23,058,455	\$19,640,320	\$1,227,093	\$617,254
Oregon Historical Society	\$1,172,699	\$1,103,389	\$68,938	\$34,677
Portland Public Schools ⁷	\$50,185,614	\$43,914,873	\$2,743,725	\$1,380,151

⁶ This assumes all existing local option levies will be renewed at their existing level.

⁷ Local Option rate includes Local Option passed in May 2011.

Table 13 shows the increase in permanent rate levy revenues due to the addition of properties under the Amended Plan that would occur after termination of the tax increment financing in FY 2026/27. The Portland Public Schools Local Option rate includes the Local Option passed in May, 2011.

Table 13 - Revenues Gained by Taxing Districts after Termination of Urban Renewal Area

	Revenues Gained: 2027-28	Present Value
Permanent Rates		
City of Portland	\$973,269	\$329,680
Multnomah County	\$923,596	\$312,854
Metro	\$20,541	\$6,958
Port of Portland	\$14,906	\$5,049
East Multnomah County Soil	\$21,264	\$7,203
Portland Public Schools	\$1,122,354	\$380,180
Portland Community College	\$60,316	\$20,370
Multnomah County Education Service District	\$97,306	\$32,961
Local Options		
City of Portland	\$85,610	\$28,999
Multnomah County	\$189,253	\$64,106
Oregon Historical Society	\$10,632	\$3,601
Portland Public Schools	\$423,161	\$143,339

The new impact of the Amended Plan is from two sources: properties being moved from the OCCURA to ICURA and properties being added to ICURA which are not presently in an urban renewal area, as explained below:

There is an annual impact as a result of the change in status of properties which are proposed to be added to ICURA from OCCURA. Since OCCURA receives revenues under a special levy formula, there is not an impact on the taxing jurisdictions based on the annual growth of assessed value in OCCURA. The impact is consistent each year until the maximum indebtedness is reached or the Area is terminated. However, when those properties are transferred to ICURA, they will be in an urban renewal area where the taxes from the increase in the assessed value will go to the urban renewal agency. While this is an annual change, the total burden to the taxing jurisdictions does not change as the overall maximum indebtedness of ICURA is not increased.

There is also an impact due to the inclusion of properties which were not formerly in an urban renewal area. The taxes raised as a result of the increase in growth of assessed value of these properties after their addition to ICURA will be allocated to the urban renewal agency.

With the maximum indebtedness of \$335 million, the total estimated impact to taxing jurisdictions from FY 2010-11 through 2026-27 is shown in Table 12. The actual impact can vary depending on the timing of the issuance of debt.

XI. RELOCATION REPORT

The existing Relocation Report is not altered by the Amended Plan.

XII. COMPLIANCE WITH LIMITATIONS ON ASSESSED VALUE AND ACREAGE IN URBAN RENEWAL

ORS 457.420 requires that urban renewal areas not exceed 15% of the total assessed value or 15% of the total land area of the City. Table 14 shows that the Plan is in compliance with ORS 457.420.

Table 14 - Compliance with Assessed Value and Acreage Limitations

Urban Renewal Area	Frozen Base Assessed Value	Acreage
Airport Way ⁸	\$124,710,302	1,841.4
Central Eastside	\$224,626,739	692.3
Downtown Waterfront	\$55,674,313	233.1
Gateway Regional Center	\$307,174,681	658.5
Interstate Corridor	\$1,051,408,349	3,804.2
Interstate Corridor - Proposed Amended and Restated Plan ⁹	\$239,022,576	185.8
Lents Town Center	\$736,224,033	2,846.3
North Macadam	\$192,609,397	401.9
Oregon Convention Center ¹⁰	\$248,951,143	410.0
River District	\$461,577,974	351.2
South Park Blocks	\$376,066,574	156.3
Willamette Industrial	\$481,443,135	755.5
Total Urban Renewal Areas	\$4,499,489,216	12,336.5
Total Assessed Value City of Portland Less Incremental Assessed Value in Urban Renewal Areas (10/11 TSCC)	\$ 42,375,354,541	
Total Acreage, City of Portland (10/11 TSCC)		92,773
Percent in Urban Renewal Areas	10.6%	13.3%

Additionally, ORS 457.220 states that “no land equal to more than 20% of the total land area of the original plan shall be added to the urban renewal areas of a plan by amendments”. The original acreage of ICURA was 3,772 acres. Twenty percent (20%) of that is 754.4 acres. Previous amendments added another 33.72 acres. The Amended Plan adds 415.54 acres, for a total addition of 449.26 acres or 11.91% of the original acreage. Therefore, the Plan is in compliance with ORS 457.220.

⁸ Airport Way frozen base represents Revised Frozen Base as of FY 11/12, provided by the County Assessor. Current FY 10/11 value is \$129,701,177.

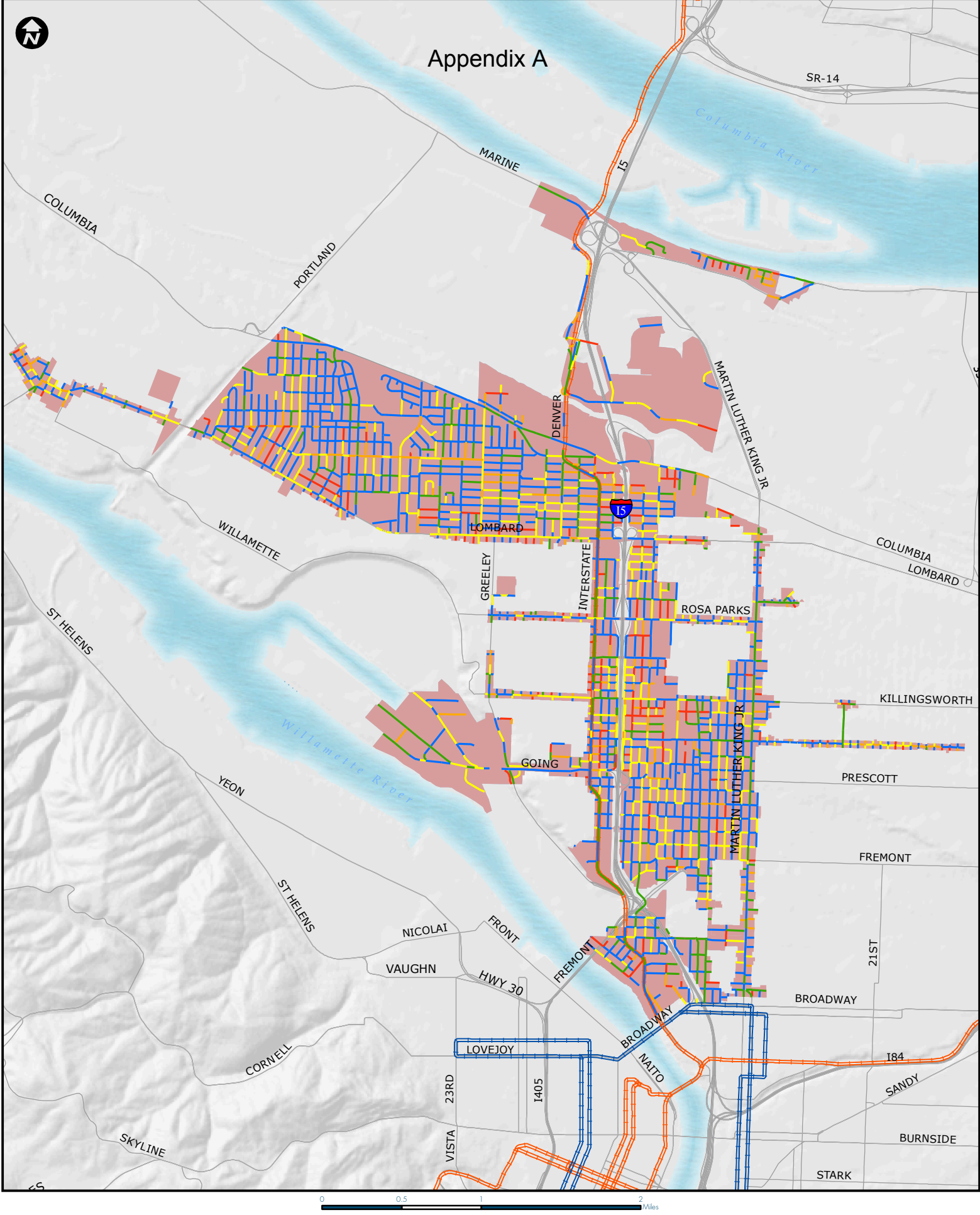
⁹ Assessed value figure represents estimated AV to be added to ICURA. Actual frozen base will be determined by the County Assessor. Acreage reflects net acreage from expansion as well as reduction of right-of-way.

¹⁰ Frozen Base value represents current OCC Frozen Base and is overstated for estimation purposes. As a result of the 20th Amendment to OCC (July 2011), the reduced frozen base will be determined by the County Assessor. Acreage reflects reduction in acreage from 20th Amendment.

XIII. APPENDICES

- A. Map of Existing Street conditions
- B. Map of Existing conditions of the sewer and storm water lines
- C. N/NE Economic Development Initiative Community Advisory Committee Report

Appendix A



Amended and Restated Interstate Corridor Urban Renewal Area Boundary - Street Conditions

- Very Poor
- Poor
- Fair
- Good
- Very Good
- Amended ICURA

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Interstate Corridor Urban Renewal Area

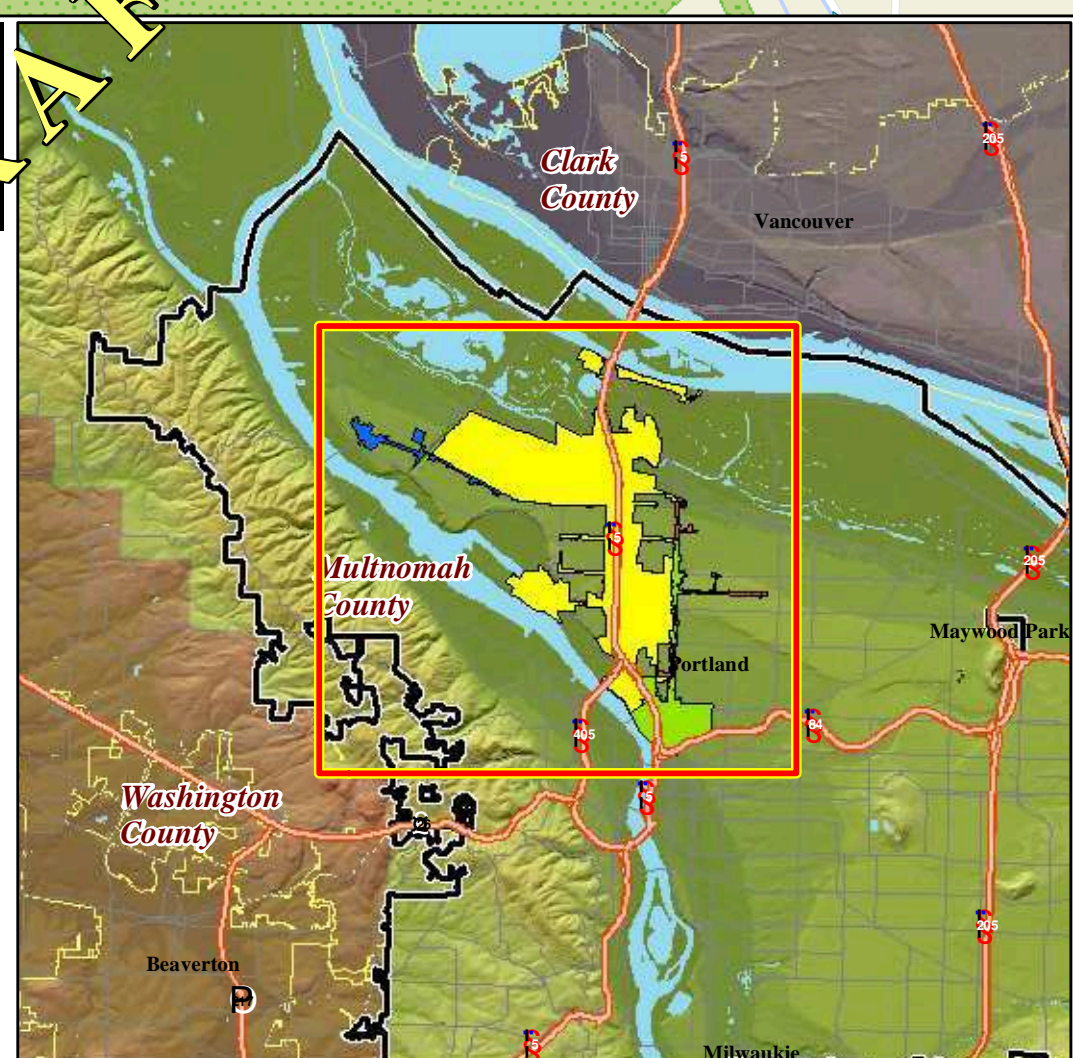
-- LEGEND --

- Urban Renewal Areas**
 - Interstate Corridor
 - Lombard/St Johns Expansion Area
 - MLK Expansion Area
 - Oregon Convention Center
- BES Capital Improvement Projects**
(Status as of Sept. 2010)
 - Bidding: Complete; On Hold
 - Design
 - Predesign
 - Construction
- Rec. Plan Alternative Pipes**
 - Potential Sewer Projects

- Pipe TV Inspection Grading**
(Current as of August 2010)
 - 1
 - 2
 - 3
 - 4
 - 5
 - Grade N/A

- Other Map Elements**
 - Parks and Open Spaces
 - Waterbodies
 - City Boundary
 - Street Surface

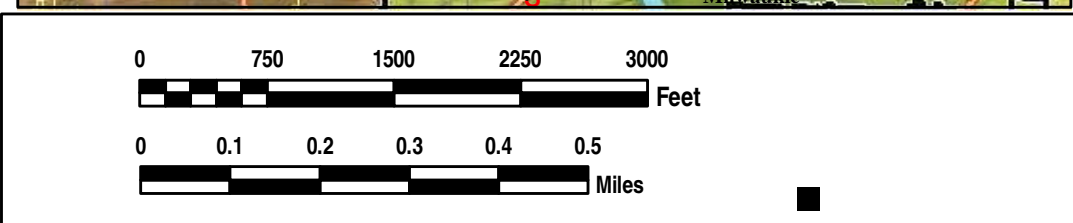
DRAFT



PROJECT: Interstate Corridor Urban Renewal Area ESEN000022

DATE PRINTED: Sept. 15, 2010

ENVIRONMENTAL SERVICES
Systems Analysis
Special Assessments and Studies



N/NE Economic Development Initiative Community Advisory Committee Report

July 2010

*Elaine Howard Consulting, LLC
and*

PDC
PORTLAND
DEVELOPMENT
COMMISSION

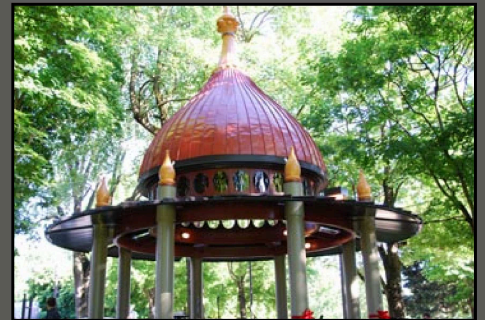


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Executive Summary

This North Northeast Economic Development Initiative Community Advisory Committee Report (Report) provides information on the North/Northeast Economic Development Initiative Community Advisory Committee's review of and recommendations for the Interstate Corridor Urban Renewal Area and the Oregon Convention Center Urban Renewal Area. The Report is divided into two main sections.

Section One details the **Background of the Future of Urban Renewal Initiative**, lists **Committee Members**, provides **Recommendations** and the **Impacts of the Recommendations** including **Community Benefits, Budget Impacts and Impacts on Taxing Jurisdictions**.

Section Two provides background data for the decision making process including the **Current Status of the Urban Renewal Areas, Meeting Summaries, Community Input Summary, Preliminary Blight Analysis and Next Steps**.

The Appendices include **Meeting Summaries** provided by the Portland Development Commission, **Resource Library Links** for documents provided during Committee meetings, **Criteria for Urban Renewal Decision Making** for the North/Northeast Economic Development Initiative Community Advisory Committee, a **Voting Summary** of North/Northeast Economic Development Initiative Community Advisory Committee Recommendations, the **Gem List**, the **Statutory Definition of Blight**, the **Request Log** of questions from Committee meetings, a narrative of the **Background of Urban Renewal in Oregon**, and **Urban Renewal Terms and Definitions**. Copies of materials used in the meetings and videos of those meetings may also be accessed at <http://www.pdc.us/four/mnestudy/mne-materials.asp>.

The North Northeast Community Advisory Committee's recommendations are presented to the Portland Development Commission Board in this Report.

Section One

Future of Urban Renewal Initiative Background

The year 2008 marked the 50-year anniversary of the Portland Development Commission (**PDC**). PDC is using this milestone as an opportunity to evaluate its progress and chart the course for the next 50 years in an initiative called the Future of Urban Renewal (**FOUR**). The FOUR initiative called for analyses of PDC's investments in the three central city urban renewal areas, River District, Downtown Waterfront and the South Park Blocks which was completed in 2008/09. The Lents Town Center Urban Renewal Area has also been reviewed with an amendment adopted by the Portland City Council in 2008. The City is presently researching the potential of a new Central City urban renewal area, which is being reviewed by the Central City Urban Renewal Area Evaluation Committee.

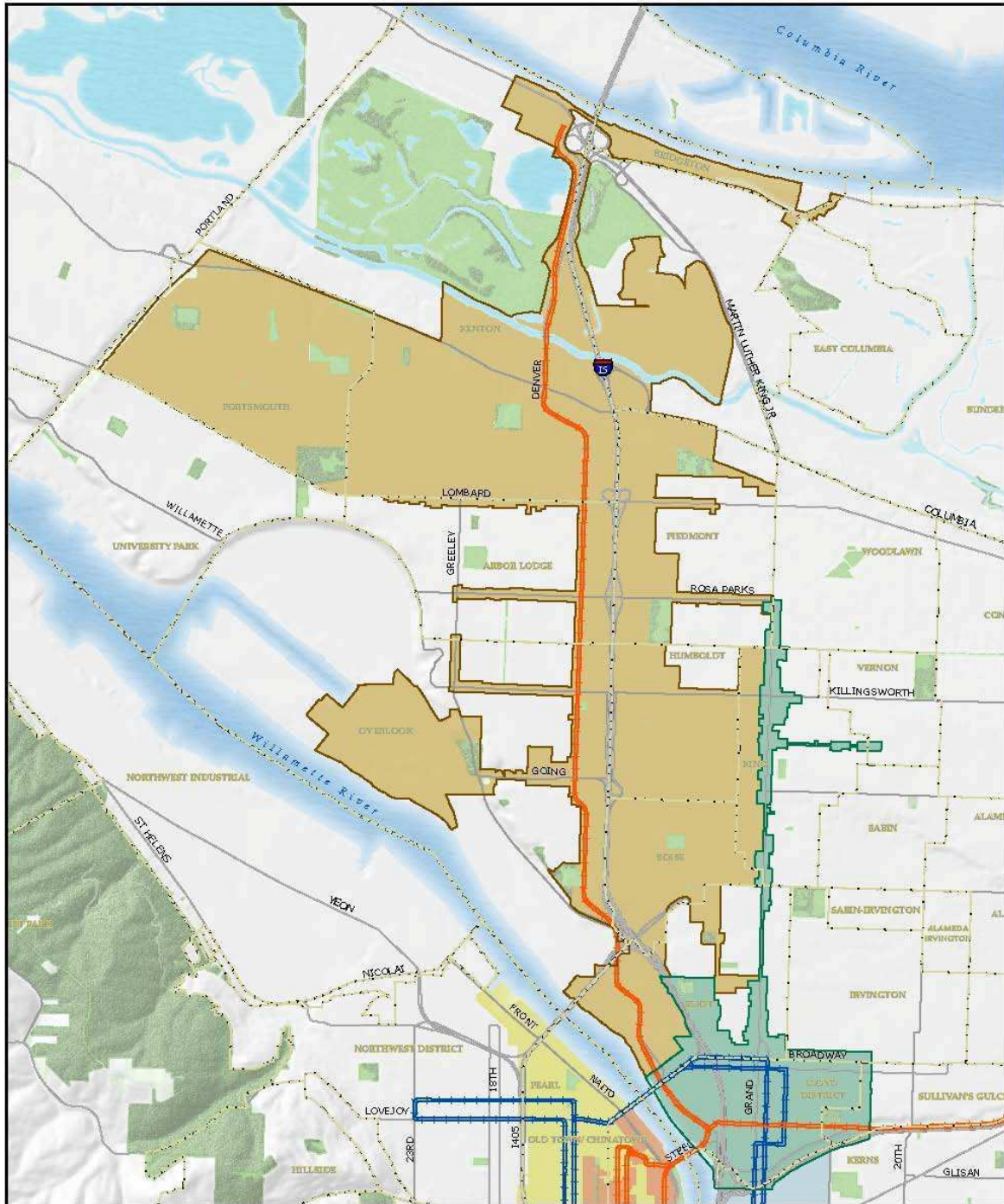
As a result of the prior urban renewal plan reviews and updates, community members from North and Northeast Portland requested a process for review of their urban renewal areas. The PDC Board of Commissioners, who voted on December 10, 2008 to direct staff to proceed with the North/Northeast Economic Development Initiative (**N/NE EDI**), put this request into action. PDC staff laid the groundwork with technical assistance agreements with each of the four Minority Chambers of Commerce, the National Association of Minority Contractors, and the Metropolitan Contractors Improvement Partnership. CH2A Associates, who contacted more than 500 community residents, performed cultural and community-specific outreach, which resulted in a series of interviews and reports. State Representative Lew Frederick and Sue Hagmeier, of NW Ideas, conducted over 40 stakeholder interviews to begin the formal process to amend the two urban renewal areas.

The outcome of this community input was the formation of the North/Northeast Economic Development Initiative Community Advisory Committee (**N/NE CAC**). N/NE EDI is the next phase of the FOUR Initiative, and the results of this study will be used to update the plans for both the Interstate Corridor Urban Renewal Area (**ICURA**) and Oregon Convention Center Urban Renewal Area (**OCCURA**). For OCCURA, the last date to issue more debt to fund projects is 2013, pointing to the need to ensure that the goals established for the area have been fulfilled or develop other alternatives. The OCCURA is adjacent to the ICURA, and, therefore, a review of the two areas together will facilitate future planning for the respective areas. See Figure 1 for a map of these urban renewal area (URA) boundaries.

PDC conducted the North Northeast Economic Development Initiative in partnership with the community to ensure that PDC investments enhance livability and economic opportunity within the two urban renewal areas, greater North and Northeast Portland and the city at-large.

Appendix C

Figure 1: Interstate Corridor Urban Renewal Area and Oregon Convention Center Urban Renewal Area Boundaries.



Interstate Corridor and Oregon Convention Center Urban Renewal Area Boundaries

- OCCURA
- ICURA
- Neighborhoods

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The North/Northeast Economic Development Initiative Community Advisory Committee Members

The North Northeast Economic Development Initiative Community Advisory Committee was composed of representatives from the community who reflect a wide spectrum of perspectives and held a wealth of historical knowledge to provide a framework for the decision-making process. The N/NE CAC, listed below, included representatives from the Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees, Chambers of Commerce, Minority Contractors and business owners, Neighborhood Associations, residents and the major affected taxing jurisdictions.

Table 1: North Northeast Economic Development Initiative Community Advisory Committee

Member	Affiliation
Sara Carlin Ames	Portland Public Schools
Gale Castillo	Hispanic Metropolitan Chamber
Paige Coleman	Northeast Coalition of Neighborhoods
Jonath Colon	Montesi & Associates
James Faison	National Association of Minority Contractors (NAMCO)
Dr. Algie Gatewood	Portland Community College
Jorge Guerra	Oregon Association of Minority Entrepreneurs
Damien Hall	Oregon Convention Center Urban Renewal Area URAC Vice Chair
Roslyn Hill	Roslyn Hill Development
Sheila Holden	Interstate Corridor Urban Renewal Area URAC Co-Chair
Roy Jay	African-American Chamber of Commerce
Robert McKean	Albina Community Bank
Traci Manning*	Oregon Convention Center Urban Renewal Area URAC Chair
Marissa Madrigal	Multnomah County
Tracy Menasco	North Portland Business Association
J. Isaac	Portland Trailblazers
Skip Newberry	Office of Mayor Sam Adams
Joice Taylor	North/Northeast Business Association
Walter Valenta	Interstate Corridor Urban Renewal Area URAC Co-Chair
Abigail Webb	New Columbia Resident
Charles Wilhoite **	Portland Development Commission
	*Ms. Manning resigned after 10 meetings due to conflicts in her work schedule
	**chair

The N/NE CAC met 12 times. A paragraph summary of each meeting is in Section Two of this report. Detailed summaries compiled by Portland Development Commission staff are provided in Appendix A and all videos of the meetings can be found online at <http://pdcn-needi.blip.tv/>. Appendix B is a Resource Library Link for all documents used in the N/NE CAC meetings.

Mission

The mission of the North/Northeast Economic Development Initiative Community Advisory Committee shall be to advise the Portland Development Commission regarding:

- Planned investment for the Interstate Corridor Urban Renewal Area and Oregon Convention Center Urban Renewal Area;
- Potential boundary adjustments in the two urban renewal areas;
- Identification of new investments; and
- Public outreach efforts.

Priorities

The background data provided in the community input before this process began, the initial meeting of this committee where statistical data was presented providing an overview of the community, and the testimony from the committee and citizens from the community throughout the initiative has reiterated General Principles which are contained in the original Interstate Corridor Urban Renewal Plan's Goals and Objectives:

General Principle, Benefit the Existing Community:

The Interstate Corridor Urban Renewal Area will primarily benefit existing residents and businesses within the urban renewal areas through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement and through the creation and enhancement of those features which enhance the quality of life within the urban renewal area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g. the elderly, people of color, small businesses, low income people and the disabled).¹

The committee's specific recommendations follow the outline of their mission statement. Statements concerning important supporting policy concepts are presented after the mission statement recommendations.

Criteria for Decision Making

The Criteria for Decision Making which was adopted by the N/NE CAC is shown in Appendix C.

¹ Interstate Corridor Urban Renewal Plan, Goals and Objectives, City of Portland, Oregon, 2000, p 4.

Recommendations: Interstate Corridor Urban Renewal Area and Oregon Convention Center Urban Renewal Area

The following recommendations were made by the N/NE CAC at the May 19, 2010 meeting. The voting summary is in Appendix D.

Members of the N/NE CAC and residents from the affected communities identified community benefits agreements (CBA) as a key objective in the discussions regarding how urban renewal areas can better serve the N/NE community. Existing programs and projects currently provide community benefits in the form of jobs, redevelopment of commercial and residential sectors, and significant investments in infrastructure in URAs. In addition to these benefits, the N/NE CAC encouraged a strict requirement for participation of state certified minority, women, and emerging small business (M/W/ESB) contractors and for the requirement of CBAs on key projects within the relevant urban renewal areas.

Because these issues are of vital concern to the PDC on a city-wide, policy basis, specific percentages were not advised. However, increases in the participation of minority contractors and the provision of CBAs are viewed as critical components of a successful investment strategy for URAs. The N/NE CAC, and more importantly, area residents, expect that the PDC will establish consistent standards regarding both of these directives.

Planned Investments:

1. Recommendations on planned investment in ICURA and OCCURA include:
 - a. The Gem List (see Appendix E), identified by the Interstate Corridor Urban Renewal Advisory Committee, will receive priority funding. Mayor Sam Adams also indicated Council support for this funding priority.
 - b. Funding levels of programs as presently allocated in the PDC Five Year Budget will be adjusted in future years (FY 2016-2021) to increase the funding for Business and Industry (Jobs) and decrease the funding for Infrastructure.
 - c. Funding levels of programs as allocated in the PDC Five Year Budget for OCCURA will be unchanged unless affected by amendments to the urban renewal area.
 - d. Based on current capacity and priorities, this committee sees no need to increase maximum indebtedness at this time. The Committee will consider the maximum indebtedness issue if additional acreage is added.

Boundary Adjustments:

The boundary of the ICURA will be amended to include the following expansion areas, as shown in Figures 2A and 2B:

1. Properties north of Broadway/Schuyler presently in the Oregon Convention Center Urban Renewal Area including properties along Martin Luther King, Jr. Blvd. and Alberta Street;
2. Martin Luther King, Jr. Blvd. properties that are presently not in any urban renewal area;

Appendix C

3. Alberta Street properties that are presently not in any urban renewal area and Killingsworth Avenue node;
4. South of Lombard Street commercial properties; and
5. St. Johns Town Center including Roosevelt High School.

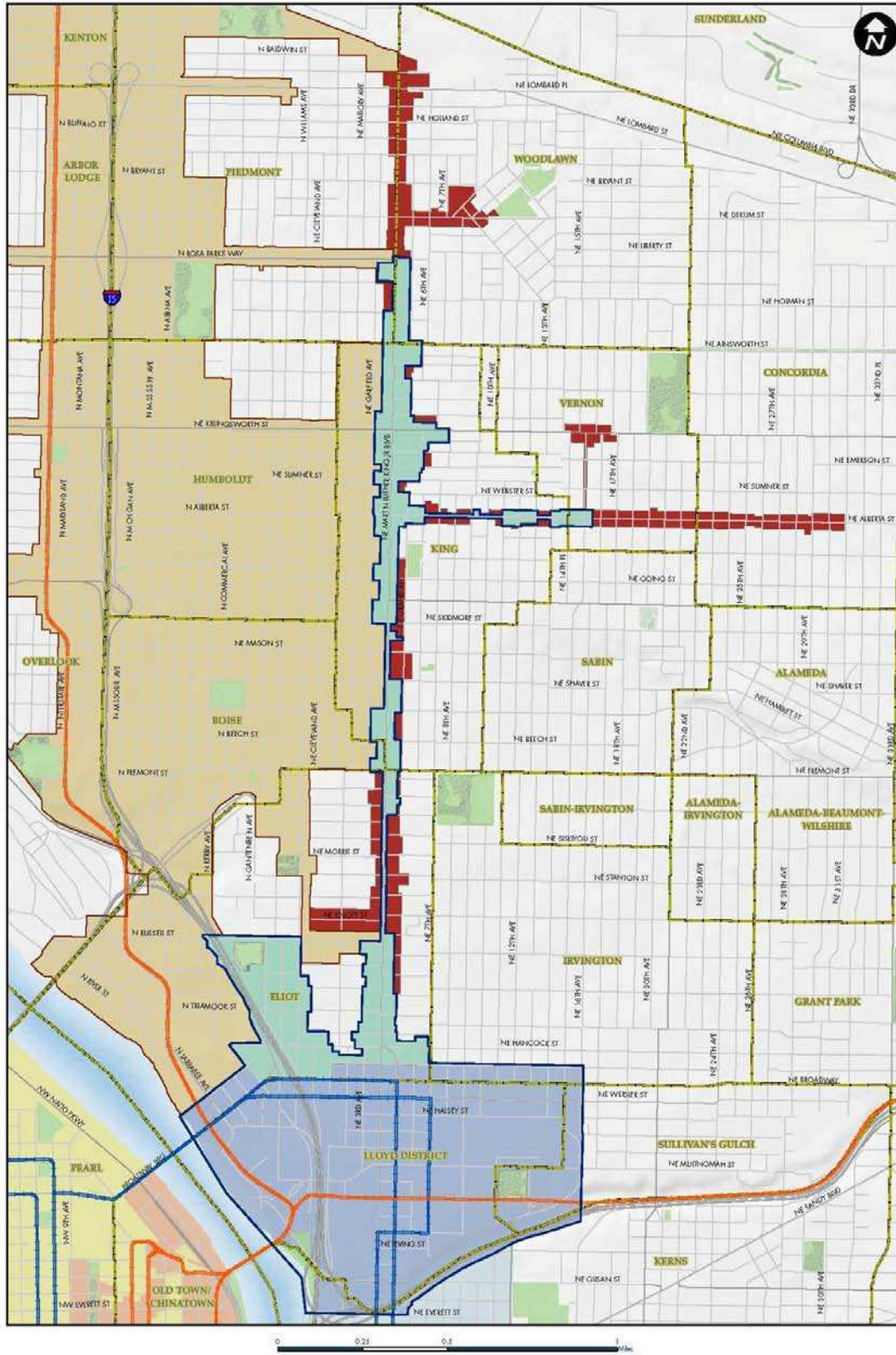
Policy Issues:

1. The N/NE CAC strongly recommends the Rose Quarter Stakeholder Advisory Committee require a Community Benefits Agreement for the Rose Quarter properties. This agreement would be negotiated and become operational through the future Development and Disposition Agreement, which will be signed by any developer of these properties and key stakeholders including the City of Portland or PDC.
2. The N/NE CAC recommends to the Portland Housing Bureau (PHB) and City Council:
 - a. PHB should implement and monitor the proposal for a community-based housing advocate to provide culturally competent services for vulnerable homeowners, including seniors, who want to purchase, retain, and/or preserve their investment in their home and report on measurable benchmarks to the URAC.
 - b. PHB shall be required to meet the unique community housing needs in N/NE Portland and should align its resources to meet the TIF set-aside, URA Plans, and to have the PHB staff coordinate with the URAC Housing and Economic Development subcommittees.
 - c. Ongoing investments in housing in the district should align with the economic development activities and should focus on homeownership opportunities and retention and preventing displacement of existing residents as the neighborhood economy expands. PHB shall adhere to existing PDC policy regarding minority contracting and workforce diversity.

The following three sections in Section One of this Report give background on the three categories of recommendations: Planned Investments, Boundary Adjustments and Policy Issues.

Appendix C

Figure 2A: Boundary Adjustments East



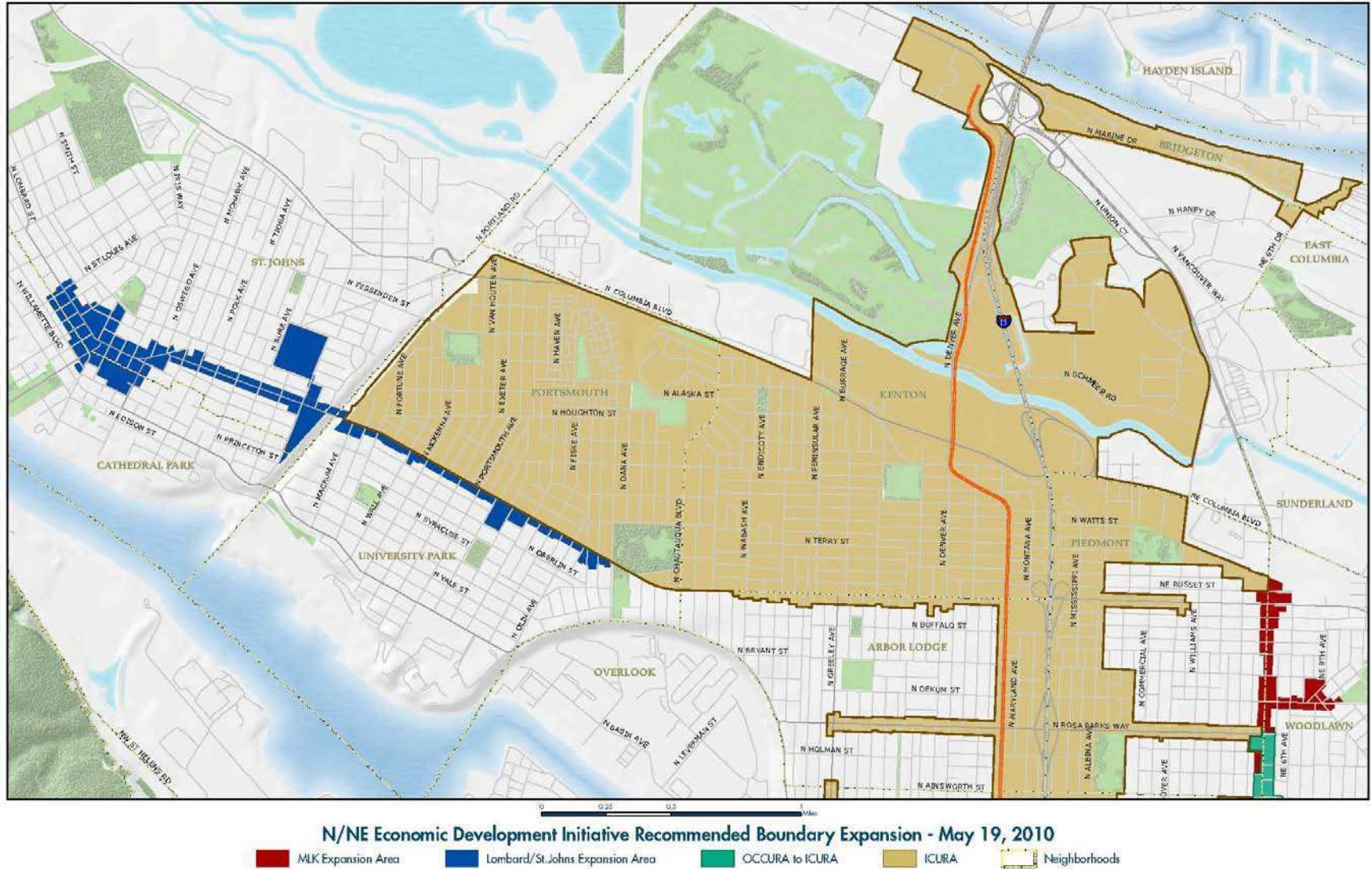
N/NE Economic Development Initiative Recommended Boundary Expansion - May 19, 2010

■ MIK Expansion Areas
 OCCURA
 OCCURA to IGJRA
 OCCURA to Remain
 IGJRA
 - - - Neighborhoods

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Appendix C

Figure 2B: Boundary Adjustments Wes



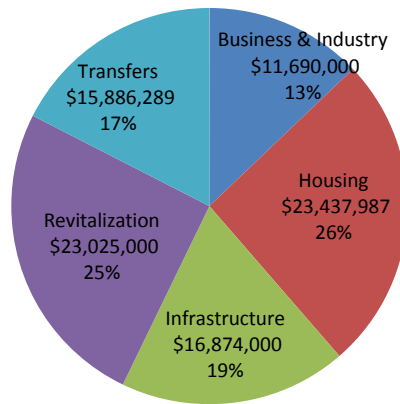
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Planned Investments

Interstate Corridor Urban Renewal Area

The planned investments in the adopted PDC Five Year (FY 2010/11-2014/15) Budget for the ICURA are for \$90.9 million dollars. There are five major budget categories: Business and Industry, Housing, Infrastructure, Revitalization and Transfers as shown in Figure 3.

Figure 3: Budget Categories for ICURA Five Year Budget



Source: Portland Development Commission

As part of their May 2010 recommendations, the N/NE CAC voted to adjust the funding levels in the FY 2016-2021 budget to increase the funding for Business and Industry and decrease the funding for Infrastructure.

Project Priorities

The identification of Gem List projects and the respective budget category is shown in Table 2. All Gem List projects are included in the adopted PDC Five Year Budget. Descriptions of the Gem List projects are shown in the full Gem List document in Appendix E.

Appendix C

Table 2: Gem List Projects and Budget Categories

Gem List	ICURA Five Year Budget Category	Millions of Dollars
Redevelopment		
Killingsworth Station	Business and Industry	5.40
Argyle Site Redevelopment	Revitalization and Redevelopment	3.15
Kenton Field Redevelopment	Revitalization and Redevelopment	1.25
Transit Oriented Development	Revitalization and Redevelopment	Funding represented through multiple budget items
Parks and Open Space		
Jefferson High School Plaza	Infrastructure	0.90
Unthank Park Renovation	Infrastructure	1.80
Dawson Park Renovation	Infrastructure	1.50
Humboldt Park Acquisition	Infrastructure	1.25
Bridgeton Trail	Infrastructure	1.95
Small Parks Projects	Infrastructure	0.90
Transportation		
Killingsworth Streetscape Phase II	Infrastructure	3.10
Russell Streetscape Phase II	Infrastructure	2.10
Lombard Streetscape	Infrastructure	1.60
Lombard Station Improvements	Infrastructure	funding included in Lombard Streetscape line item
Small Transportation Projects	Infrastructure	1.20
Programs		
Revitalized Business Districts	Business and Industry	20.00
Quality Jobs	Business and Industry	2.45
High Quality Community Facilities	Revitalization and Redevelopment	2.00
Affordable Housing	Housing	17.00
TOTAL		67.55

Source: Portland Development Commission

The maximum indebtedness of the ICURA is \$335 million. Of that, approximately \$91 million has been spent in the district. There is approximately \$230² million remaining for projects and programs. As shown in the adopted 2010-2011 budget, \$90.9 million is allocated in the five-year forecast. The funding estimate for completion of the Gem List is approximately \$67.55 million and the Portland Development Commission portion is completely funded in the five-year budget, as shown in Table 3. Actual completion of the Gem List projects is dependent on public/private sector participation.

² This number increases to \$231 million with the addition of the expansion properties as reflected in the May, 2010 vote by the N/NE CAC.

Appendix C

Table 3: ICURA Funding Estimates

ICURA Maximum Indebtedness	\$335.0M
Funding used to date*	\$91.0M
Funding remaining for Projects and Programs	\$230.0M
Gem List funding estimate	\$67.5M
Remaining 5-year budget	\$23.4M
Remaining funding	\$139.1M
Debt Issuance Costs	14.0M

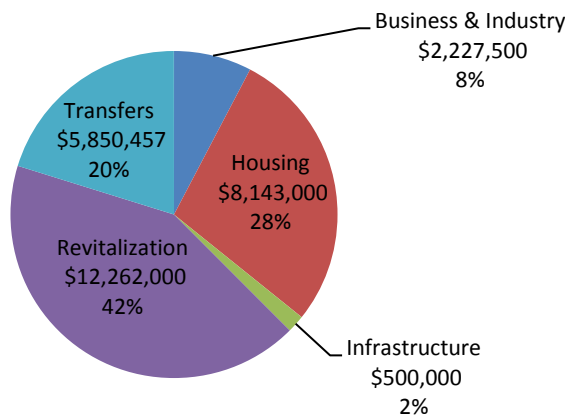
*includes current FY 09/10 budget

Source: Portland Development Commission

Oregon Convention Center Urban Renewal Area

The planned investments in the approved PDC Five Year (FY 2010/11-2014/15) Budget for the OCCURA are for \$28.9 million dollars. There are four major budget categories: Business and Industry, Housing, Revitalization and Transfers as shown in Figure 4.

Figure 4: Budget Categories for OCCURA Five Year Budget



Source: Portland Development Commission

Project Priorities

The OCC Urban Renewal Advisory Committee's (OCCURAC) main priorities are to assist in the redevelopment of the Rose Quarter and to support jobs and economic development. These priorities are encompassed in the list below:

- Memorial Coliseum/Rose Quarter Redevelopment
- Blocks 43/26/Support for Convention Center/Potential Convention Center Hotel
- Mixed-use development on Blocks 47/49
- Lloyd EcoDistrict
- Business and Industry Economic Development
- Housing Set Aside
- Enhanced Connection between Rose Quarter and Oregon Convention Center

Boundary Adjustments

The recommended expansion areas are briefly summarized below and are shown in Figures 2A and 2B.

1. Properties north of Broadway/Schuyler presently in the Oregon Convention Center Urban Renewal Area including properties along Martin Luther King, Jr. Blvd. and Alberta Street

This area includes 186 acres with an approximate assessed value of \$98 million. The priorities for this area as established by the OCCURAC include Business and Redevelopment Loans, funding to realize the components of the Martin Luther King, Jr. Blvd. Action Plan and N/NE Gateway and Heritage Markers. The Eliot Neighborhood Association Land Use Committee testified in support of inclusion of this area in the ICURA. The OCCURAC also supported inclusion of this area. There are specific requests from property owners for inclusion in the ICURA.

There is significant need to address blighting conditions (see Appendix F: Definitions of Blight) in the area which will extend beyond the termination of the OCCURA in 2013. There are properties which are underdeveloped and properties in need of rehabilitation. Potential projects in the area include the development of numerous vacant parcels. The tools offered by inclusion in the ICURA will help address these blighting conditions in this area.

2. Properties along Martin Luther King, Jr. Blvd. which are not presently in an urban renewal area

Properties along Martin Luther King, Jr. Blvd. not presently in an urban renewal area include 75 acres with an approximate assessed value of \$38 million. When the OCCURA was amended to include Martin Luther King, Jr. Blvd., and the ICURA was subsequently created, many parcels along Martin Luther King, Jr. Blvd. were left out of both districts due to the zoning at the time. Much of this property is underdeveloped or in need of rehabilitation. The Eliot Neighborhood Association Land Use Committee and Woodlawn Neighborhood Association support inclusion of this area in the ICURA. There are specific requests from property owners for inclusion in the ICURA.

Inclusion of the remainder of these properties into the ICURA would allow this significant commercial corridor to make use of the economic development tools offered in the ICURA and address the blighting conditions in this corridor. Potential projects in this area include a mixed-use development by Sakura Urban Concepts, Simpson Commons by Bridge City Builders, and the development of numerous properties owned by City Urban Projects.

3. Alberta Street properties which are not presently in an urban renewal area and the Killingworth Avenue node

This boundary expansion area includes 33 acres with an approximate assessed value of \$15 million. Although portions of Alberta Street are enjoying a recent renaissance, there are many structures within the area which are still underdeveloped and in need of rehabilitation. Many of these structures are owned by long-term residents of the neighborhood and the ability to both eliminate blight and support wealth creation in the neighborhood lead to the inclusion of these properties. Inclusion would also allow the opportunity for long-term residents to redevelop their own property, supporting community economic development in the neighborhood versus development by investors from outside the community (destinational development). There are specific requests from property owners for inclusion in the ICURA. Potential projects include

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redevelopment of property owned by the Black United Fund and a mixed-use project by Riggins Remodeling.

The Killingsworth node was recently rezoned from residential to commercial due to the nature of its use and represents an area in need of redevelopment. There are specific requests from property owners for inclusion in the ICURA. Coast Industries and James Berry, for example, have requested the N/NE CAC include this area to assist with redevelopment of their properties. The tools offered by inclusion in the ICURA will help address these blighting conditions.

4. The South Side of Lombard Street

This expansion area includes 28 acres with an approximate assessed value of \$12 million. When the ICURA was originally adopted, the north side of Lombard Street was included in the area. The Portsmouth Neighborhood Association Piedmont Neighborhood Association, University of Portland, and N/NE CAC member Jonath Colon requested the inclusion of this expansion area into the ICURA. There are many business owners, including many Latino business owners, on the south side of Lombard Street who have expressed interest in the tools provided in the ICURA to help improve physical structures and promote business development in the area.

There are many structures within the area which are underdeveloped and in need of rehabilitation. In addition, the Lombard Streetscape, a Gem List project, can move forward if the entire street is included in the ICURA. The tools offered by inclusion in the ICURA will help address these blighting conditions.

5. St. Johns Town Center Area (including Roosevelt High School)

This area includes 103 acres with an approximate assessed value of \$66 million. The area is presently underdeveloped and is in need of rehabilitation including building and streetscape improvements to help enhance the residential and business environment in the area. The St. Johns Neighborhood Association testified to the N/NE CAC that they conducted community outreach concerning the possibility of being added to the ICURA and had very strong support for the concept of inclusion in the ICURA. The University of Portland, St. Johns Boosters, and The Friends of Cathedral Park sent letters of support for inclusion in the ICURA. The St. Johns Main Street Coalition also supported the inclusion. There are additional requests from property owners for inclusion in the ICURA.

Potential projects identified by community members include the redevelopment of several vacant car lots, an underutilized “gateway” site at N. Ivanhoe St. and N. Philadelphia Ave and the City-owned brownfield site. The tools offered by inclusion in the ICURA will help address these blighting conditions.

Roosevelt High School

Portland Public Schools requested the inclusion of Roosevelt High School into the ICURA. While there are no specific plans for this area, likely projects would be to assist in redevelopment of the portions of the building that would house a community center and to improve transportation access. The lack of adequate pedestrian improvements and streetscape and lack of community facilities are blighting influences which can be addressed through inclusion in the urban renewal area.

Acreage and Assessed Value of Expansion Areas

Table 4 shows the acreage and assessed value calculations for the expansion areas. The acreage of the ICURA can be increased by a total of 720.7 acres. The N/NE CAC recommendations are for expansion of 425 acres, well within the statutory allowed total for the ICURA and for the City of Portland as a whole.

Table 4: Potential Expansion Areas

Area	Acreage	AV
Property from OCCURA	186	\$98M
Martin Luther King, Jr. Blvd. new to URA	75	\$38M
Alberta St. and Killingsworth St.	33	\$15M
S. Side of Lombard St.	28	\$12M
St. Johns Town Center	103	\$66M
Total	425	\$229M

Source: Portland Development Commission

Pending Future Action

Rose Quarter

This area includes 32 acres with an approximate assessed value of \$16 million. The area is presently underdeveloped and has the capacity to produce enormous economic activity to support the region. There is a specific request from the Portland Trail Blazers for inclusion in the ICURA and for the development of Jump Town. Currently, this area is being analyzed by the Rose Quarter Stakeholder Advisory Committee (SAC). They are scheduled to conclude their process in December 2010, which will result in the creation of a Rose Quarter Development Strategy and a determination on the future of the Memorial Coliseum. Properties which are now publicly owned are under consideration to move to the ICURA. The SAC will make a recommendation to the PDC and City Council at the end of the SAC's process. There was a specific request from Mayor Adams to remove N/NE CAC consideration of the potential Rose Quarter boundary adjustment at this time and to reconvene the committee to address this issue at the culmination of the Rose Quarter Stakeholder Advisory Committee process. The N/NE CAC will review the SAC recommendation and make a future recommendation to PDC on whether this area should be included into the ICURA.

Policy Issues

The first policy issue voted on by the N/NE CAC was the Community Benefits Agreement (CBA) on the Rose Quarter as referenced in the preceding section. The Rose Quarter Stakeholder Advisory Committee will receive a recommendation from the N/NE CAC to implement a Community Benefits Agreement for the development of the Rose Quarter.

The concept of a public-private partnership extends well beyond the foreseeable, direct benefits that will accrue to the participating parties. A public-private partnership can also be analyzed from the perspective of identifiable, affected parties that are not direct parties to the partnership—e.g., residents, including individuals, businesses and other entities/organizations that represent the “community”—and the direct and indirect impact that the public-private investments can potentially provide to the community.

CBAs are legal contracts between developers and community coalitions designed to ensure that affected residents share directly in the benefits of major developments. The potential benefits contemplated by CBAs are broad, and include returns in the economic, environmental and equity areas.

The remaining policy issues voted on by the N/NE CAC regarded housing issues raised repeatedly during the N/NE CAC process. A primary area of interest for the N/NE CAC was gentrification and the desire to allow seniors to stay in their homes. Other priorities are to increase homeownership opportunities, assist with retention of existing residents and prevent displacement. The commitment by the Portland Housing Bureau to meet the minority contracting and diversity standards established by PDC will help enhance the economic equity and wealth creation that is a stated principle of the Interstate Corridor Urban Renewal Plan.

Meetings with staff from the Portland Housing Bureau have resulted in significant efforts to address these important issues. These results include a pilot project that will fund community-based services that can provide direct outreach and technical assistance to at-risk homeowners in N/NE Portland and a commitment by the Portland Housing Bureau to commence a review of all of its programs through an equity lens to ensure those programs are reaching underserved communities of color. This commitment is further solidified by the N/NE CAC’s requests for measurable benchmarks.

Impacts of Recommendations

Community Benefits

A key issue in the discussion of how urban renewal can better serve the N/NE community has centered on how investments will benefit the N/NE community. The existing programs and projects already provide community benefits of jobs, reinvestment in the commercial and residential communities, and investment in the infrastructure of the neighborhood. The recommendations for increases in the participation of minority contractors, Community Benefits Agreements in general and a Community Benefits Agreement with the Rose Quarter/Memorial Coliseum could be important vehicles for providing additional community benefits. The Portland Housing Bureau has also made significant steps towards addressing issues raised during this review process. Specific areas of community benefit include:

Jobs: The inclusion of additional properties within the ICURA will provide tools to assist with business development, which will result in job creation in the area. PDC estimates that more than 960 jobs will be created as a result of the projected Business Finance investment in the expansion areas as shown in Table 5 (one job for every \$5,000 of investment). Additional jobs will be created from investment from PDC infrastructure projects, other PDC programs, as well as construction jobs from Portland Housing Bureau programs.

Table 5: Projected Jobs from Expansion Areas

Expansion Area	Potential Business Finance Investment	Jobs Created
Properties from OCC	650K	130
Martin Luther King, Jr. Blvd., Alberta, Killingsworth	1.56M	312
South side of Lombard/St. Johns	2.6M	520
Totals	4.81M	962

Source: Portland Development Commission

Using average salaries of companies who received loans through PDC's Quality Jobs Program and average salary for Portland, these jobs are projected to provide wages of \$42-45 million annually.³

Leverage of Public Investment: The use of tax increment funds for leveraging of private investment is one of the unique benefits of urban renewal. The majority of the areas being added in the expansion are commercial properties which have the ability to leverage investment dollars and add jobs as described above. PDC estimates a 1:4 leverage of public funds to private funds will be achieved for the business finance funds in the expansion areas. This equates to \$19.24 million dollars of private funds that are anticipated to be invested in the area.

Minority Participation: The City of Portland and PDC are currently involved in work on a disparity study. Results from this study, anticipated in fall 2010, will provide guidance for goals and participation rates of minority contractors. Of the three construction projects in ICURA in 2009, 22 percent of construction costs went to minority-owned, women-owned, and emerging

³ PDC average salary between FY04/05 through FY07/08 was 43,888. Portland's average annual salary in 2008 was \$47,000.

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small businesses. Total hours worked included 43 percent minority and female hours and 22 percent apprentice hours. The ability to continue to provide fair and equitable contracting opportunities to minorities will help provide important jobs and help create wealth in the community. The N/NE CAC discussed the need for higher utilization rates.

Community Benefits Agreements:

The N/NE CAC heard several proposals for Community Benefits Agreements, including a specific proposal by the African American Chamber of Commerce for the Rose Quarter development. This proposal would place 1 percent of gross revenues from the Rose Quarter into a community investment fund to be dispersed among non-profits throughout the city. This proposal also included a \$1.99 ticket tax. The Community Benefits Agreement for the Rose Quarter/Memorial Coliseum is a concept that is still being refined. This committee made the following recommendation to the Rose Quarter Development Stakeholder Advisory Committee (**SAC**):

The N/NE CAC strongly recommends the Rose Quarter Stakeholder Advisory Committee require a Community Benefits Agreement for the Rose Quarter properties. This agreement would be negotiated and become operational through the future Development and Disposition Agreement which will be signed by any developer of these properties and key stakeholders including the City of Portland or PDC.

Business Opportunities in Expansion Areas: The inclusion of expansion areas provides the opportunity for business owners to participate in the programs offered by the Portland Development Commission to both improve existing businesses and provide funding sources to create new businesses. These benefits include eliminating blighting conditions, creating jobs, retaining and creating new businesses, and adding to the tax base in these neighborhoods. The projected PDC investment is shown in Table 6 below.

Table 6: Projected PDC Investment in Expansion Areas

Area	Projected PDC Investment						
	Storefront	DOS	GBG	CLG	Redev	Infra	B. Fin.
Properties from OCC	390K	180K	80K	150K	7.65M	5.1M	.650M
Martin Luther King, Jr. Blvd., Alberta, Killingsworth	450K	225K	146.25K	292K	6.5M	2.8M	1.56M
South side of Lombard/St. Johns	750K	375K	243.75K	487.5K	3.5M	2.6M	2.6M
Total	1.59M	780K	470K	929.5K	17.65K	10.5M	4.81M

DOS: Development Opportunity Service; GBG: Green Business Grants; CLG: Community Livability Grants; B. Fin: Business Finance

Source: Portland Development Commission

Budget Impacts

Interstate Corridor Urban Renewal Area:

The N/NE CAC adopted a recommendation on May 19, 2010 that the Gem List projects, high priority projects identified by the Interstate Corridor Urban Renewal Advisory Committee (ICURAC), will receive first funding priority. The future budget impacts caused by adding additional area to the ICURA are in two main categories: frozen base changes and budget requests.

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Once the expansion area properties are added, the assessor will increase the frozen base for the ICURA. This addition of properties will increase the amount of annual tax increment which will be allocated to the ICURA. This increased allocation will allow for additional annual funding in the ICURA budget. It does not, however, increase the total funding allowed (maximum indebtedness) for the lifetime of the area.

There will be additional requests for funding from the expansion areas. The estimated use of funds from PDC in the expansion areas is shown in Table 6 above. These requests will be dealt with the way all budget decisions are made: the ICURAC will review budgets on an annual basis and make recommendations to the Portland Development Commission, which recommends budgets to the Portland City Council for approval.

A final budget impact will result from payment by ICURA to OCCURA for the “book value” of PDC-owned properties being transferred from OCCURA to ICURA.⁴

Oregon Convention Center Urban Renewal Area:

The funding levels as allocated in the PDC Five Year Budget for OCCURA will remain unchanged unless affected by the amendments to the urban renewal area. For instance, the overall budget level will not change; however, any funds allocated to areas that will be removed will be reallocated to the remaining OCCURA priorities. There will be a reimbursement to the OCCURA of the book value of PDC-owned properties being transferred to ICURA as stated above. The frozen base value will decrease, but because the OCCURA receives its funding from a Special Levy, a decrease in the frozen base will not impact the revenues it receives.

Impacts on Maximum Indebtedness

Interstate Corridor Urban Renewal Area:

The N/NE CAC has not recommended an increase in maximum indebtedness for the ICURA at this time. The committee made it clear in their recommendation on May 19, 2010 that they could revisit this issue if additional properties, like the Rose Quarter, were added to the ICURA in the future.

Oregon Convention Center Urban Renewal Area:

There is no impact on the maximum indebtedness of the OCCURA as a result of the N/NE CAC recommendations.

Impacts on Taxing Jurisdictions

Interstate Corridor Urban Renewal Area:

Since new areas are proposed to be added to the ICURA from the OCCURA, there is an annual impact as a result of the change in status of these properties. This impact is described in the following section on the Oregon Convention Center Urban Renewal Area.

⁴ For any property which is owned by PDC and transferred from one urban renewal area to another, PDC's policy is to repay the present value or “book value” of the property to the urban renewal area which is losing the property. If the property is sold in the future, the sale proceeds go to the new urban renewal area.

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With the maximum indebtedness of \$335 million, the total estimated impact to taxing jurisdictions from FY 2010-11 through 2026-27 is shown in Table 7. The actual impact can vary depending on the timing of the issuance of debt.

Table 7: Taxing Jurisdictions Impacts through FY 2026-27

Impact with Expansion Areas	
City of Portland	\$127M
Multnomah County	\$133M
Portland Public Schools*	\$166M

*75% is made whole by the Oregon State Funding Formula
Estimated by the City of Portland Office of Management and Finance
Oregon Convention Center Urban Renewal Area:

There will be an impact on taxing jurisdictions as a result of moving properties from the OCCURA to the ICURA. The OCCURA is an Option 3 district. Unlike other urban renewal districts, Option 3 districts receive their revenues from a Special Levy which is set and does not increase annually. Therefore, increases in tax revenues in the OCCURA presently go to all taxing jurisdictions, not just to the urban renewal agency. Once some of these properties move to the ICURA, the taxing jurisdictions will no longer receive those annual increases in taxes. The taxing jurisdictions will continue to receive the taxes on the value established at the time the properties move into the ICURA, but any future growth, once in ICURA, will be allocated to the urban renewal agency.

Section Two

Current Status of Interstate Corridor Urban Renewal Area and Oregon Convention Center Urban Renewal Area

The information in this section presents data on the current status of the two urban renewal areas. It is not inclusive of the proposed changes as recommended by the N/NE CAC as identified in Section One.

Socio-Economic Background

The Urban League of Portland's website, on its home page for *The State of Black Oregon* report, states that, "Seven months after the inauguration of the first Black president, a statewide report on the condition of African Americans in Oregon reveals that black Oregonians remain at or near the bottom of every meaningful social and economic measure. African Americans in Oregon have significantly higher infant mortality rates, are more likely to live in poverty, have higher levels of unemployment, are half as likely to own their own homes and are far more likely to die of diseases such as diabetes than their white counterparts."⁵

Facts from *The State of Black Oregon* report and other reference entities were used to provide the background for the mission of the N/NE CAC. As shown in Table 8, the N/NE area of Portland has, overall, lower educational levels, lower home prices, and more residents in poverty than Portland as a whole. Key demographics indicate the ICURA is even more diverse than N/NE Portland. In the Interstate Corridor Urban Renewal Area there are significant disparities in minority homeownership,⁶ a higher unemployment rate, lower property values, lower education rates, a lower median age and an increased ratio of residents living in poverty than those living in the N/NE area of Portland.

The two high schools which serve the Interstate Corridor Urban Renewal Area, Jefferson High School and Roosevelt High School, have significantly higher rates of poverty than others in Portland, as shown by the participation rates for the free and reduced lunch programs. Thirty-eight percent of Black children live in households with incomes below the poverty level; 60 percent live in households with incomes below 200 percent of the poverty level.⁷

These key factors lead to the acknowledgement that much still needs to be done to establish economic parity for residents of N/NE Portland, particularly in the Interstate Corridor Urban Renewal Area. The ability to focus investments in the N/NE neighborhoods through the use of urban renewal provides significant tools to help address these issues.

⁵ *The State of Black Oregon*. (2009). The Urban League of Portland, Portland, Oregon.

<http://ulpdx.org/StateofBlackOregon.html>

⁶ *Ibid.*, Index summary p 9.

⁷ *Ibid.*, p 11.

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Table 8: Statistical Information on Areas

	Portland	N/NE	ICURA	OCCURA
Demographics/Minority %	25.60%	41.00%	50.70%	41.00%
% African American	7.00%	21.70%	25.60%	25.50%
Diversity Index	53.1	68.9	77.7	65.3
Homeownership	53.70%	56.20%	50.90%	22.10%
Average Home Sales Price 2008	\$344,248	\$317,047	\$262,889	\$282,400
Median Household Income	\$54,037	\$52,198	\$45,043	\$38,345
Residents in Poverty	16.40%	17.30%	22.40%	24.20%
Small Businesses		3,999	1,033	735
Median Age	37	35.4	32.7	37.4
Bachelor Degree	35.40%	30%	19%	35.40%
Total Households	238,824	44,614	11,444	1,283
Family Households	123,875	24,797	6,676	383
School Information				
		Jefferson	Roosevelt	
Free and Reduced Lunch	43.20%	67.40%	74.90%	
Residents in School cluster: Minority	44%	68%	66%	
Residents in School cluster: African American	15%	41%	24%	

Source: ESRI Business Analyst Software, 2008, RMLS, Roosevelt & Jefferson, 2008 profiles PPS, QCEW 2007.

Urban Renewal Area Key Facts

Table 9 summarizes the key urban renewal area facts on the Interstate Corridor and Oregon Convention Center urban renewal areas. The Oregon Convention Center Urban Renewal Area was established before the Interstate Corridor Urban Renewal Area, and will expire before the Interstate Corridor Urban Renewal Area.

Table 9: Current Status of Areas

	Oregon Convention Center	Interstate Corridor
Maximum Indebtedness	\$167M	\$335M
Last Date to Issue Debt	2013	2021
Amount Available for Projects*	\$22M	\$230M
Existing Acreage	594.50 acres	3,804.2 acres
Can be Expanded by	1.45 acres	720.7 acres
Established	1989	2000

Source: Portland Development Commission

*Tax increment funds available from FY 2010/11 to end of district

Interstate Corridor Urban Renewal Area Key Facts

The ICURA was formed in 2000. With 3,804.2 acres, it is Portland's largest urban renewal area. It includes a diverse collection of historic communities in North and Northeast Portland, comprised of older residential neighborhoods, and interconnected by commercial corridors, with large scale industrial areas. The ICURA boundary overlaps seven neighborhood associations. The diverse nature of the area within the boundary results in an urban renewal plan that covers a wide range of goals and objectives, and therefore a wide range of activities.

Key Facts

- The ICURA is going to expire (reach the last date to issue bonded indebtedness) in 2021. That date can be extended through an amendment to the Urban Renewal Plan.
- The maximum indebtedness (MI) is \$335 million.
- The ICURA is presently 3,804.2 acres and can be increased by 720.7 acres.
- The ICURAC has identified a list of priority projects called the Gem List. This list can be seen in Table 2.
- Even after all Gem List projects are fully funded, it is projected that there is a remaining capacity of \$139 million in the ICURA through 2021.

Urban Renewal Plan Goals

The goals and objectives of the Interstate Corridor Urban Renewal Area Plan reflect considerable community involvement, including Advisory Committee deliberations, and many broad outreach efforts described in Exhibit C of the Plan. They also borrow considerably from the Albina Community Plan, adopted by City Council in 1993. The ICURA has a much more detailed list of goals and objectives than the OCCURA. There are specific general principles and then principles by topic area. The ICURA plan can be seen in full on the PDC website, at:

http://www.pdc.us/pdf/ura/interstate/interstate_corridor_urban_renewal_plan.pdf.

Specific General Principles from the ICURA plan cover the following key areas:

1. Outreach
2. Benefit the Existing Community (listed in full in Section One of this Report, pg. 7)
3. Coordination
4. Stability/Sustainability
5. Albina Community Plan
6. Optimize Light Rail Investment
7. Focus Investment Along Interstate
8. Distribution of Resources
9. Return on Investment
10. Strategic Use of Resources
11. Condemnation: Do not use
12. Other Funding Sources

In addition to the general principles, principles by topic area are developed for the areas of Housing, Economic Development/Jobs, Transportation, Revitalization, Urban Form/Urban Design/Historic Preservation, Parks and Open Space, and Community Facilities/Public Buildings/Infrastructure. These principles are detailed and explicit. This information can be found at <http://www.pdc.us/ura/interstate/icura-wkgrp-principles.asp>.

Initial projects funded in the district were the Yellow Line MAX light rail and the New Columbia Housing Development. Other significant tax increment investment in the neighborhood has provided housing development, jobs, business and property owner assistance, transportation

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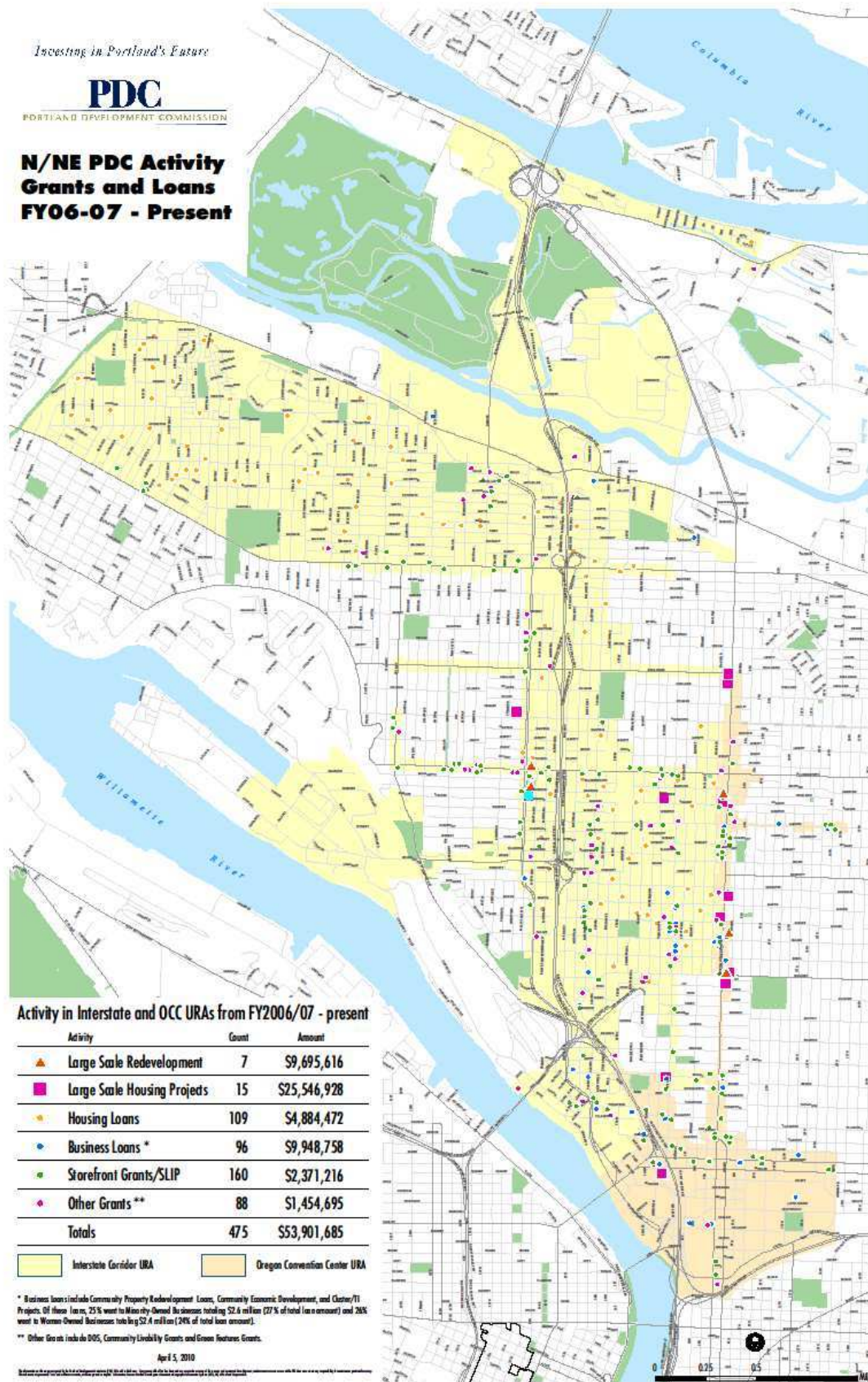
projects, including improved pedestrian connections and streetscapes, open space, and park projects as shown in Table 10. Figure 5 also shows a visual representation of where some of these projects occurred.

Table 10: URA Accomplishments in ICURA

Total MI used to Date	94,300,000
MAX Light Rail	35,700,000
New Columbia	6,400,000
Cash on Hand	2,200,000
Funding for Other Projects	54,400,000
Business and Industry	
Business Finance	
Community Economic Development	
Total: Business and Industry	4,800,000
Housing	
Crown Motel	
Shaver Green	
Killingsworth Station	
Patton Park	
Home Buyer Assistance	
Home Repair	
Housing Total	17,000,000
Infrastructure	
Dawson Park	
Patton Park	
Russell Street	
Denver Streetscape	
Killingsworth	
Total Infrastructure	8,400,000
Revitalization	
Storefront Grants	
DOS Grants	
Community Livability Projects	
Commercial Redevelopment Loans	
Revitalization Total	7,300,000
Staffing and Indirect	16,500,000
Grand Total	94,300,000

Source: Portland Development Commission

Figure 5: Recent Investment in ICURA and OCCURA



Future Priorities

In the fall of 2008 at an annual retreat, the ICURAC developed a Gem List (Appendix E) of their priority projects. This is identified in Section One.

The Gem List is an inventory of the most important projects and programs to be implemented in the remaining years of the ICURA, as imagined by community members. Items of the Gem List have received major public backing, either through direct feedback from the ICURAC subcommittees and general public or through prioritization in the Interstate Corridor Urban Renewal Plan and subsequent strategy documents. The Gem List has heavy emphasis on capital projects at specific locations, but also includes less tangible concepts – such as economic opportunity - that require a more programmatic response. In summary, the Gem List is a description of ideal outcomes that will be critical to a sense of accomplishment and betterment among community members in the year 2021.⁸

A priority of the ICURAC is to fund projects on this list within the next five years. The adopted 2010-2011 budget funds these Gem List projects.

In addition to the Gem List, the priority programs are:

- Revitalized Business Districts
- Quality Jobs
- High-Quality Community Facilities
- Affordable Housing

The ICURAC testified that there are other projects which they would like to undertake in the ICURA which are not on the Gem List. They are working to develop a list of those projects.

⁸ Gem list document, Interstate Corridor Urban Renewal Advisory Committee, Portland Development Commission.

Oregon Convention Center Urban Renewal Area Key Facts

The OCCURA was formed in 1989 with the goal of maximizing the potential of Oregon Convention Center and the eastside MAX while stabilizing adjacent neighborhoods and mitigating any adverse impacts of the Oregon Convention Center.⁹ Plans called for leveraging MAX and the Convention Center to facilitate the redevelopment of the Lloyd District, increase its economic vitality and role within the central city, and to improve its connection to the downtown. The OCCURA Plan has been amended 16 times, six of those adding acreage to the area. The 1993 boundary amendment, in response to the Albina Community Plan, included NE Martin Luther King, Jr. Blvd. from Russell Street to Rosa Parks Way.

The maximum indebtedness of \$167 million was established in 1998 as a result of legislative requirements.¹⁰ The OCCURA is an Option 3 Plan and shares funding with the Special Levy, a \$15 million annual levy collected to share among the OCCURA, Airport Way, Downtown Waterfront and the South Park Blocks urban renewal areas.¹¹

Key Facts

- The OCCURA is going to expire (last date to issue bonded indebtedness) in 2013, and that date cannot be extended.
- The Maximum Indebtedness cannot be increased. This is because the OCCURA is an Option 3 District, and different rules apply to those districts.
- OCCURA may not be able to access its remaining maximum indebtedness, estimated to be \$24.8 million, by the termination date of the Plan in 2013 with the use of traditional bonds.
- OCCURA may be able to use an alternative financing structure to access remaining maximum indebtedness after maximizing traditional bonds.
- There is approximately \$29 million in potential projects identified for the area.
- The OCCURA will expire without an ability to invest additional significant funds on Martin Luther King, Jr. Blvd. and Alberta Street.
- The OCCURA is presently 594.5 acres and can be increased by only 1.45 acres.

Urban Renewal Plan Goals

The following goals were identified in the OCCURA Urban Renewal Plan:

1. Maximize the regional job potential of the Oregon Convention Center.
2. Target jobs and businesses created through urban renewal financed activities to first benefit North/Northeast Portland residents and then all Portland residents.
3. Create opportunities within the area for businesses to expand and service the convention trade.
4. Integrate the OCC area with the Westside of the Central City and the Lloyd Center, reinforcing the expansion of the central city and the economic expansion of the east side.
5. Upgrade the setting and environment of the area to reflect the best of Portland to visitors, encouraging extended convention stays, return visits and business recruitment to Oregon.

⁹ Oregon Convention Center Urban Renewal Plan. Portland Development Commission.

¹⁰ As a result of the implementation of Measure 50 in 1997, the Oregon legislature adopted a requirement that all urban renewal plans must establish a maximum indebtedness.

¹¹ After the passage of Measure 50, existing urban renewal plans were given three classification options from which they had to choose. An Option 3 District was given the authority to issue a Special Levy to help meet bond obligations to replace tax revenues lost due to the rollback of property valuation.

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6. Ensure that urban renewal activities work to stabilize adjacent neighborhoods, mitigating adverse impacts and striving to strengthen neighborhood values.
7. Establish realistic and attainable objectives in the formation of projects to be undertaken within the urban renewal area.

The Oregon Convention Center Urban Renewal Plan is also an implementing tool of the Martin Luther King, Jr. Blvd. Action Plan (**Action Plan**), which was developed in 2006 and updated in 2008. It focuses on long-standing goals set forth for the area and identifies specific Action Items for both public and private partners to implement. The Action Plan Goal is to *coordinate public and private efforts to refocus on the revitalization of Martin Luther King, Jr. Blvd. to develop a corridor that promotes local wealth creation, engages and benefits a diverse group of stakeholders, and creates a livable and functional main street.*¹² The strategies are to:

- Practice broad, inclusive public involvement.
- Support business development, especially minority-owned businesses on Martin Luther King, Jr. Blvd.
- Highlight the image and market on Martin Luther King, Jr. Blvd.
- Facilitate commercial, mixed-use development.
- Facilitate housing development.
- Improve the function of Martin Luther King, Jr. Blvd. for people and transit.

Project Priorities

The OCCURA Advisory Committee's priorities are detailed in Section One of this Report.

¹² Martin Luther King Jr. Blvd. Updated Action Plan, June 2008, City of Portland.

The N/NE CAC Meetings: Summary of Information Presented and Input Received

Twelve meetings were held by the N/NE CAC. Full meeting summaries, prepared by PDC staff after each meeting, are found in Appendix A. Complete summaries and videos of all meetings are on the PDC website, at: <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

The meetings began in August 2009 and concluded in May 2010. Meetings 1-3 gave general orientation to the issues being considered. Meetings 4 and 5 provided information about housing and economic development programs. Meetings 6-8 dealt with potential expansion areas. Meetings 9-11 reviewed prior information and allowed for discussion of priorities and decision-making. Voting on the recommendations occurred at Meeting 12. Each meeting allowed time for committee members' questions and public input.

A Request Log was compiled to answer questions which were raised but not fully addressed in the meetings. The full Request Log is found in Appendix G.

Meeting 1: The mission statement was presented. A community snapshot of key demographics and background information about PDC's business finance tools was presented. The priorities of the ICURAC and OCCURAC were detailed.

Meeting 2: Presentations were made on the background community opinions research that was compiled prior to convening this N/NE CAC: Community Opinions Research by CH2A & Associates and the N/NE Stakeholder Interviews Report conducted by Northwest Ideas, LLC. The "Criteria for Decision-Making" was introduced and discussed by the committee. A presentation of the basics of tax increment financing was made.

Meeting 3: The Criteria for Decision-Making was reviewed and adopted. A financial summary of the two urban renewal areas was outlined. The distinction between eligible and ineligible activities for tax increment financing was made. The chairs of the urban renewal advisory committees presented background on goals and priorities of their areas.

Meeting 4: This meeting focused on economic development tools available in the urban renewal areas. Presentations were made by the African American Chamber of Commerce, the Hispanic Metropolitan Chamber of Commerce, the Oregon Association of Minority Entrepreneurs, Albina Community Bank, and the Portland Development Commission Business Finance team.

Meeting 5: The Portland Housing Bureau presented information about the recent restructuring of the City of Portland's housing programs. In December of 2008, the City consolidated the former Bureau of Housing and Community Development and the Portland Development Commission's Housing Department. This consolidated housing investments, allowed the 30 percent TIF to be set aside, federal/state and the City's general fund to be coordinated by a single Portland Housing Bureau (PHB), effective July 1, 2009.

Meeting 6: A PSU professor made a presentation about the historical significance relating to disinvestment and reinvestment issues resulting in gentrification and racial disparities within the study areas. The meeting focused on the Martin Luther King, Jr. Blvd. proposed expansion area. Materials included a virtual tour, presentations by stakeholders, and a financial summary.

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Meeting 7: A detailed summary of the PDC community involvement activities was provided. The meeting focused on the south side of Lombard Street and St. Johns Town Center proposed expansion areas. Materials included a virtual tour, presentations by stakeholders and a financial summary.

Meeting 8: A presentation was made by Portland Community College, including an overview of PCC and their role in the economic development of the region, and in the Interstate Corridor Urban Renewal Area. The meeting focused on the Rose Quarter proposed expansion area. Materials included a virtual tour, presentations by stakeholders, including a presentation by the Mayor's office on the Rose Quarter Development Project, and a financial summary by PDC.

Meeting 9: The mission, Criteria for Decision-Making, charge to the N/NE CAC, and the Report outline were reviewed - no changes were made. The potential expansion areas were reviewed, and a "lightening round" of votes through anonymous electronic voting was cast to give an idea of the direction the N/NE CAC was leaning, in terms of boundary expansions.

Meeting 10: This meeting was a round table discussion, with committee members summarizing the positions of their respective constituents or organizations. Mayor Sam Adams presented information about the Rose Quarter Development Project.

Meeting 11: The round table discussion continued with additional committee members summarizing the positions of their respective constituents or organizations. PDC staff was directed to prepare recommendations on which to vote at the next meeting.

Meeting 12: Community input was taken. The committee voted on the recommendations.

Summary of Community Input in N/NE Economic Development Initiative

The N/NE CAC was one strategy used to engage the community in this important study. Additional strategies and outreach tools are defined in the North/Northeast Economic Development Initiative Study Public Participation Plan, and can be seen on the PDC website at <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

Some of the specific outreach strategies were:

Community Advisory Committee

- Regular meetings of the N/NE CAC were held from August 2009 to May 2010 at the Billy Webb Elks Lodge (6 N. Tillamook St.) from 6:00-8:00 p.m.
- Members represented the diversity of the N/NE communities.
- Each meeting had time for public comments and comment cards were available for those who preferred to ask questions in writing. Staff responded to all inquiries.
- A Request Log tracked questions asked at public meetings and staff responses.
- Full meetings were televised on Portland Community Media CityNet30 and posted online at Blip.TV
- Public attendance at these meetings averaged between 60 and 75 individuals. The in-person attendance total for the twelve meetings was approximately 800 people.
- Members included representatives from the following organizations:
 - African American Chamber of Commerce
 - Albina Community Bank
 - Central City Concern
 - Hispanic Metropolitan Chamber of Commerce
 - Interstate Corridor Urban Renewal Advisory Committee
 - Montesi and Associates, Latino small business
 - Multnomah County
 - New Columbia resident
 - Northeast Coalition of Neighborhoods
 - North Northeast Business Association
 - North Portland Business Association
 - Northwest Association of Minority Contractors
 - Oregon Association of Minority Entrepreneurs
 - Oregon Convention Center Urban Renewal Advisory Committee
 - Portland Community College
 - Portland Public Schools
 - Portland Trailblazers
 - Roslyn Hill Development
- A subcommittee on minority contracting met and recommended the use of PDC's goals and standards for minority and women contracting and workforce diversity for all applicable projects.

All communications and materials sent to the Community Advisory Committee were also sent to all members of the Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees (URAC), the Martin Luther King, Jr. Blvd. Advisory Committee, and to each groups' interested parties list. This information was received by approximately 600 people.

Community Meetings

- Initiative kick-off at Jazz on the Mississippi on September 12, 2009.
- Community groups and stakeholders presented their issues at NNE CAC Meetings 6, 7, 8, 10 & 11
- Presentations to other community groups:
 - St. Johns Main Street Committee
 - Martin Luther King, Jr. Blvd. Advisory Committee
 - Oregon Convention Center URAC
 - Interstate Corridor URAC
 - Eliot Neighborhood Association
 - African American Alliance
 - North Portland Neighborhood Services
- The Northeast Coalition of Neighborhoods, in conjunction with the Urban League of Portland and Portland State University held four community forums in February and March of 2010 to provide information and gain input from the community on the potential changes to the Interstate Corridor and Oregon Convention Center URAs. Over two hundred citizens participated in these forums. At the March 24, 2010 meeting of the N/NE CAC a presentation was made by representatives of this group with initial recommendations based on the community feedback. A handout on Community Perspectives was also presented by the group. These documents are contained on the PDC website under the March 24, 2010 meeting documents.

Urban Renewal Advisory Committee meetings

- The Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees were kept apprised of the activities and decisions of the N/NE CAC.
- PDC provided special briefings to a joint meeting of the URACs.

PDC Board Briefings

- The PDC Board of Commissioners authorized initiation of the N/NE EDI in December 2008.
- The Board was briefed in May 2009 with an update based on results from the initial financial analysis.

Oregon Convention Center Urban Renewal Advisory Committee 2010 Membership Regular Members represent the following organizations:

Neighborhood Associations:

- Eliot Neighborhood Association
- Irvington Neighborhood Association
- King Neighborhood Association
- Lloyd District Community Association
- Woodlawn Neighborhood Association

Neighborhood Business Associations:

- N/NE Business Association

Community Partners:

- Housing Developer (CCC)
- Entertainment
- Lloyd Business Improvement District
- Lloyd Transportation Management Association

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- Oregon Convention Center

At Large Members:

- City-Wide

Interstate Corridor Urban Renewal Advisory Committee 2010 Membership **Regular Members represent the following organizations:**

Neighborhood Associations:

- Eliot NA
- Arbor Lodge NA
- Overlook NA
- Humboldt NA
- Boise NA
- Kenton NA
- Portsmouth NA
- Piedmont NA

Neighborhood Business Associations:

- Interstate Corridor Business Alliance
- North Portland Business Association

Community Partners:

- Portland Community Reinvestment Initiatives Inc. (housing interests)
- Bosco Milligan Foundation (historic interests)
- N/NE Economic Development Alliance (economic development interests)
- University of Portland (development interests)
- Northeast Workforce Center (business/economic development interests)

At-Large Members:

- Neighborhood at-large (2)
- Real Estate interests
- Affordable Housing interests
- Parks interests

Alternate Members:

- Eliot NA
- Overlook NA
- Kenton NA

N/NE Economic Development Initiative Web Page

<http://www.pdc.us/four/nnestudy>

Contains all information about the project including:

- Project information and background;
- Community Advisory Committee meetings, meeting summaries and materials;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Page views from August 1, 2009 through May 19, 2010
 - Web site: 5331 views
 - Main N/NE EDI page: 2491 views
 - Materials page : 1906 views
 - Timeline: 418 views
 - Publications page: 235 views
 - Next steps page: 41 views (since its creation on 5/20/10)

N/NE Facebook Page

<http://www.facebook.com/pdxNNEDI>

Contains information about the project including:

- Project information and background;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Responses from individuals;
- From August 1, 2009 through May 19, 2010, 308 people signed up as liking the N/NE EDI Facebook page.

Twitter

- Staff tweeted at each meeting using the #NNEDI tag so people could follow the meeting on Twitter. Staff responded to questions asked via Twitter.
- From August 1, 2009 to May 19, 2010 staff averaged 30 Tweets per N/NE CAC meeting.

U.S. Mail

- Approximately 3,000 mailers were sent to all residents, businesses, and property owners within the expansion areas notifying them that their property was being considered for inclusion in the URA.

E-Blasts

Email updates regarding meeting agendas and materials were sent out to:

- The N/NE CAC and an interested parties list of over 600 individuals;
- The Interstate and OCC URACs and related interested parties lists;
- Martin Luther King, Jr. Blvd. Advisory Committee members and related interested parties list;
- A media list that included community papers as well as those whose circulation is citywide.

Print Media

- Regular media releases on significant events in the study.
- Advertisements in community newspapers such as the Portland Observer, The Skanner, Asian Reporter, El Hispanic News, Sentinel, and the Eliot News.
- The Skanner Newspaper placed a link to the N/NE EDI web page on their web page.
- PDC Commissioner Bertha Ferrán has written about the N/NE EDI in her monthly column in El Hispanic News.

Electronic Media

- Portland Community Media taped all the meetings and replayed them on Channel 30 at least once a week.
- A 10 minute video summary was created of each meeting and posted on the N/NE Facebook Page
- The meetings are available to view on the N/NE Facebook page using Blip.TV.
- PDC has produced and aired Spanish language radio advertisements.
- PDC has posted N/NE EDI videos on YouTube:
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/6/bHEwnPKI08s>
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/30/HwepUaH3Zal>

Chambers of Commerce

- PDC developed technical assistance agreements with each of the four minority chambers of commerce—the Hispanic Metropolitan Chamber of Commerce; the African American Chamber of Commerce; the Oregon Native American Chamber of Commerce; and the Philippine-American Chamber of Commerce. Each of these chambers provided communications and outreach recommendations and business opportunities for the North-Northeast Economic Development Initiative.

Stakeholder Interviews

- Harold Williams and Harold Williams II from CH2A Associates interviewed more than 500 community members over a year and a half to lay the ground work for the development of the North/Northeast Economic Development Initiative. In addition, Mr. Williams arranged dozens of meetings with PDC senior executives and long-time members of the North/Northeast community prior to the beginning of the project, including members of the Albina Ministerial Alliance, small businesses, and minority developers and contractors.
- Prior to beginning this initiative, State Rep. Lew Frederick and Ms. Sue Hagmeier from Northwest Ideas interviewed over 40 stakeholders in N/NE Portland to gain their perspective on the current situation in both URAs and their ideas for future development. These interviews were the first part of the formal process to enhance resources in North and Northeast Portland.
- The Rev. Renee Ward developed a faith community outreach plan that PDC used for the N/NE EDI.

Future Outreach for Identification of Potential Projects

- Should the N/NE Community Advisory Committee's recommendations lead to amendments of the urban renewal areas, there will be additional public outreach associated with that process including:
 - Citywide notice to all residents that an amendment to the URAs are occurring and dates for upcoming public meetings related to the amendments,
 - Public testimony opportunities before PDC Board, Planning Commission and City Council
- If new areas are incorporated into the ICURA, the Urban Renewal Advisory Committee will make decisions on future projects. For the N/NE EDI process, we aimed to bring information to the N/NE CAC on projects in the expansion areas known to us at the time of the meetings.

Additional Outreach for Rose Quarter Development Project

<http://rosequarterdevelopment.org/>

- This separate but concurrent process will result in the creation of a Rose Quarter Development Strategy and a determination on the future of Memorial Coliseum.
- Thirteen meetings held to date
- Public attendance at these meetings averages 25-50 people
- Over 650 people attended the public presentation of 29 Coliseum concepts
- Rose Quarter Stakeholder Advisory Committee is chaired by Mayor Sam Adams and has 31 voting members who represent the following organizations:
 - American Institute of Architects
 - Bicycle Transportation Alliance
 - Central City Concern
 - City of Portland
 - Eliot Neighborhood Association
 - Greenlight Greater Portland
 - Interstate Corridor Urban Renewal Advisory Committee

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- Kalberer Company
- Lloyd District Neighborhood Association
- Lloyd Transportation Management Association
- Mississippi Studios
- National Association of Minority Contractors
- One Wolf Soccer Management and Development
- Oregon Association of Minority Entrepreneurs
- Oregon Ballet Theatre
- Oregon Sports Authority
- Portland Business Alliance
- Portland Center Stage
- Portland Public Schools
- Portland State University
- The Natural Step Network
- Travel Portland
- Urban League of Portland
- Youth perspective

Blight Analysis: Expansion Areas

A requirement of the approval process of an urban renewal plan amendment which contains a boundary expansion is to establish blight in the expansion area. In the summary paragraphs below, improvement to land (I:L) ratio, one indicator of blight, is analyzed. Improvement to land ratio is an assessment of the real market value of the improvements on a parcel compared to the real market value of the land. If the ratio is low, it indicates a prevalence of depreciated values and indicates that the property may benefit from redevelopment.

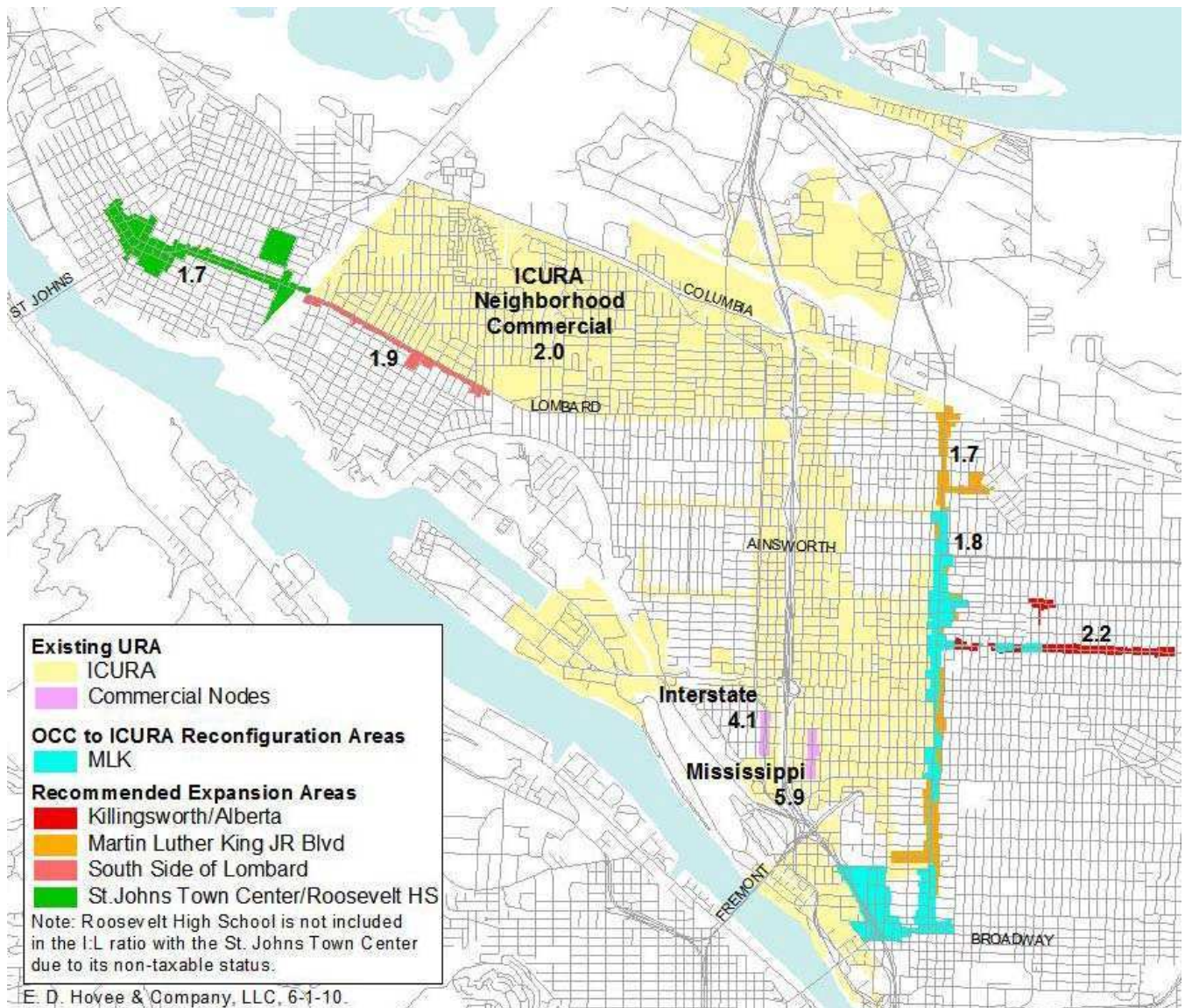
To establish a benchmark for a “healthy” I:L, properties within the existing ICURA boundary were analyzed to show what could ideally exist in a neighborhood commercial area. These can be seen in Figure 6: I:L in ICURA and Expansion Areas, and in Table 11 below. This analysis will be completed in much greater detail in the Urban Renewal Report which will accompany the Interstate Corridor Urban Renewal Plan Amendment. However, for this general overview, it was determined that in two areas of ICURA which have had significant redevelopment, sections of Mississippi and Interstate Avenues, the Improvement to Land ratios were 5.9:1 and 4.1:1, respectively. As shown in the table below, the I:L ratios in the potential expansion areas are much lower and are an indicator of blight, in accordance with ORS 457. Future investment in the areas will promote higher property values, thereby increasing the I:L ratios in the future.

Table 11: I:L Ratios in Expansion Areas

Area	I:L
Interstate in existing ICURA	4.1
Mississippi Avenue in existing ICURA	5.9
Martin Luther King, Jr. Blvd. not in a URA	1.8
Martin Luther King, Jr. Blvd. from OCCURA	1.7
Alberta Street and Killingsworth Avenue	2.2
South Side of Lombard	1.9
St. Johns Town Center	1.7

Source: Analysis by ED Hovee and Company LLC

Figure 6: I:L Ratios in ICURA and Expansion Areas



Blight Analysis: Existing ICURA

A recent ruling by the Oregon State Land Use Board of Appeals states that when a substantial amendment of an urban renewal plan is considered, an analysis of the physical conditions of the existing area must be completed to establish that the existing area, as a whole, is still blighted. A detailed blight analysis will be completed in the Urban Renewal Report, which will accompany the Interstate Corridor Urban Renewal Plan Amendment. This future analysis will contain information on the physical conditions of the area, including an I:L analysis, an assessment of the water, sewer, storm-water and street systems, plus other key indicators of blight. However, an initial analysis of the existing area shows the following:

Improvement to Land Ratio: As stated above, I:L is an analysis of the improvement to land ratio of properties within an area. A “healthy” I:L is established as a benchmark, and then areas are compared to that benchmark. In the existing ICURA this analysis focused on the commercial areas of the district, as shown in Table 12. All neighborhood commercial districts within the ICURA, and outside of the Interstate Avenue and Mississippi Avenue nodes shown on Figure 6, have much lower I:L ratios and would be considered blighted, in accordance with ORS 457.

Table 12: I:L Analysis of Existing ICURA Commercial Properties

Area	I:L
Benchmark Area	
Interstate Avenue node in existing ICURA	4.1
Mississippi Avenue node in existing ICURA	5.9
ICURA	
ICURA neighborhood commercial areas	2.0

Source: Analysis by ED Hovee and Company LLC

General Blight Factors Represented on Gem List: The Gem List contains the top priority projects, as identified by the ICURAC. Projects identified in an urban renewal area typically address the blight factors of the urban renewal area. In this case, and as summarized in Table 13 below, the projects and the blight factors as defined in ORS 457 are: redevelopment projects help support the economic vitality of the area and address the underutilization of property, which results in depreciated values; parks and open space projects address the blight factor of inadequate open space in the area; streetscape projects and small transportation projects improve the street system and address the blight factor of inadequate streets; improved streetscapes will provide safety for residents and will enhance the economic vitality of the area; and programs identified in the Gem List address the conditions of buildings and enhance the ability to encourage investment in the area, thereby increasing tax receipts. The programs also help improve the condition of the housing stock, curing blight.

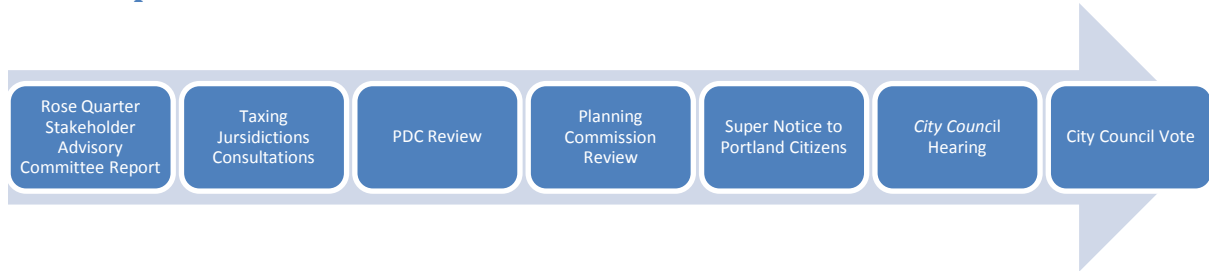
Appendix C

Table 13: Gem List and Blight Categories

Gem List	Blight Category
Redevelopment	Depreciated values, lack of proper utilization
Killingsworth Station	
Argyle Site Redevelopment	
Kenton Field Redevelopment	
Transit Oriented Development	
Parks and Open Space	The existence of inadequate open space
Jefferson High School Plaza	
Unthank Park Renovation	
Dawson Park Renovation	
Humboldt Park Acquisition	
Bridgeton Trail	
Small Parks Projects	
Transportation	The existence of inadequate streets
Killingsworth Streetscape Phase II	
Russell Streetscape Phase II	
Lombard Streetscape	
Lombard Station Improvements	
Small Transportation Projects	
Programs	A prevalence of depreciated values, social and economic maladjustments
Revitalized Business Districts	
Quality Jobs	
High Quality Community Facilities	Inadequate provision for recreation facilities
Affordable Housing	Prevalence of depreciated values/defective design and quality of physical construction/obsolescence/deterioration/dilapidation

Source: Elaine Howard Consulting, LLC

Next Steps



Rose Quarter Stakeholder Advisory Committee

The Rose Quarter Stakeholder Advisory Committee process will result in the creation of a Rose Quarter Development Strategy and a determination on the future of the Memorial Coliseum. By December 2010, the Rose Quarter SAC is scheduled to have a recommendation about which properties may be moving to ICURA, a recommendation as to terms for a community benefit agreement relating to the Rose Quarter area, as well as the amount of PDC and other investment. This information will be presented to the N/NE CAC for their review and recommendation.

Portland Development Commission Board Review

Both recommendations from the Rose Quarter Stakeholder Advisory Committee and the N/NE CAC will be presented to the Board of the Portland Development Commission. The PDC Board will then make a determination on whether or not to proceed with amendments to the Interstate Corridor and Oregon Convention Center Urban Renewal Area Plans.

Taxing Jurisdiction Consultations

Representatives from Multnomah County and Portland Public Schools sat on the N/NE CAC. Once final decisions are made about the scope of potential amendments, the Portland Development Commission staff will meet with affected taxing jurisdictions to review the proposed amendments and discuss the projected impacts.

Portland Development Commission Board Review

The Board of the Portland Development Commission will review the proposed amendments and vote at a public hearing to recommend forwarding amendments to the Planning Commission and City Council for approval.

Portland Planning and Sustainability Commission Review

The Portland Planning Commission (Planning Commission) review is a required step in a substantial amendment to an urban renewal plan. The role of the Planning Commission is to determine whether the proposed amendment is in compliance with the Portland Comprehensive Plan. Once they have made their determination, they will forward their recommendation to the City Council for approval. This is a public hearing.

Appendix C

Super Notice to all Portland Residents

A substantial amendment to an urban renewal plan requires that written notice be sent to all Portland residents. This notice will specify a hearing date in front of the Portland City Council.

Portland City Council: Hearing, 2nd Reading and Vote

The Portland City Council (City Council) will hold a public hearing on the proposed amendments. The ordinances accompanying the proposed amendments list the amendment areas, expected projects and incorporate any written comments from affected taxing jurisdictions. These amendments are approved through non-emergency ordinances where there is a hearing followed by a second reading and vote, and will take effect 30 days after approval by City Council.

Appendix C

The North Northeast Economic Development Initiative Community Advisory Committee is listed on page 6 of this report. The following participants were integral in the entire committee meeting process and the development of this North Northeast Economic Development Initiative Community Advisory Committee Report.

Portland Development Commission

Bob Alexander
Faye Brown
Byron Estes
Lisa Gramp
Stephen Green
John Jackley
Joleen Jensen-Classen
Sara King
Morgan Masterman
Lisa Norwood
Juan Carlos Ocaña-Chiu
Alyson Schwieger
Juanita Swartwood
Shawn Uhlman

Portland Housing Bureau:

Kate Allen
David Sheern
Margaret Van Vliet

Office of Management and Finance:

Eric Johansen
Patti Tigie

Mayor's office:

Skip Newberry

JLA Involve:

Sam Beresky
Doug Zenn

ED Hovee LLC

Eric Hovee
Tess Jordan
Andrea Logue

Elaine Howard Consulting LLC

Elaine Howard
James Vanden Bos

PDC

PORTLAND DEVELOPMENT COMMISSION

Resolution Number 6883

Title:

**APPROVING THE AMENDED AND RESTATED
INTERSTATE CORRIDOR URBAN RENEWAL PLAN
AND DIRECTING THE AMENDMENT BE SUBMITTED
TO THE PORTLAND CITY COUNCIL FOR ADOPTION**


Adopted by the Portland Development Commission on June 8, 2011.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Chair Scott Andrews	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Aneshka Dickson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Commissioner Steven Straus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Charles Wilhoite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

Certification

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.



Recording Secretary

Date: June 8, 2011