

INTERSTATE CORRIDOR URBAN RENEWAL PLAN

ADOPTED AUGUST 2000



As Amended on June 13, 2001

Table of Contents

I. INTRODUCTION.....	1
II. PUBLIC INVOLVEMENT.....	2
III. GOALS AND OBJECTIVES.....	3
GENERAL PRINCIPLES.....	3
PRINCIPLES BY TOPIC AREA	6
IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES	12
PORTLAND COMPREHENSIVE PLAN.....	12
ALBINA COMMUNITY PLAN	19
V. URBAN RENEWAL AREA	24
DESCRIPTION	24
INTERSTATE CORRIDOR URBAN RENEWAL AREA MAP	27
VI. PROPOSED LAND USES.....	28
VII. URBAN RENEWAL PROJECTS & PROGRAMS.....	28
REDEVELOPMENT THROUGH NEW CONSTRUCTION	29
REHABILITATION AND CONSERVATION	29
ACQUISITION AND REDEVELOPMENT	30
LAND DISPOSITION	30
PUBLIC IMPROVEMENTS	32
OWNER PARTICIPATION	33
RELOCATION	35
PLANNING AND ADMINISTRATION.....	36
VIII. METHODS FOR FINANCING THE PROJECT.....	37
GENERAL DESCRIPTION OF THE PROPOSED FINANCING METHODS	37
SELF-LIQUIDATION OF COSTS OF PROJECT.....	37
PRIOR INDEBTEDNESS.....	37
IX. OTHER PROVISIONS	38
NON-DISCRIMINATION	38
CONFORMANCE WITH CITY COMPREHENSIVE PLAN	38
AGREEMENTS BETWEEN COMMISSION AND PROPERTY OWNERS.....	38
X. PROCEDURES FOR CHANGES OR AMENDMENTS IN THE APPROVED INTERSTATE CORRIDOR URBAN RENEWAL PLAN	38
MINOR CHANGES.....	38
SUBSTANTIAL CHANGES	39
XI. DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN.....	39
DURATION OF URBAN RENEWAL PLAN	39
VALIDITY	39
XII. APPENDICES	40
A. INTERSTATE CORRIDOR URBAN RENEWAL AREA - LEGAL DESCRIPTION OF AREA BOUNDARY	40
B. INTERSTATE CORRIDOR URBAN RENEWAL AREA - COMPREHENSIVE PLAN MAPS.....	54
C. DESCRIPTION OF OUTREACH EFFORTS FOR THE INTERSTATE CORRIDOR URBAN RENEWAL AREA	55

I. INTRODUCTION

The Interstate Corridor Urban Renewal 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 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 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

II. 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".

III. GOALS AND OBJECTIVES

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 goals and objectives are divided into two categories presented below. First is the "General Principles", broad language that will apply to all decisions affecting the urban renewal area. Following the general principles are more specific principles organized around seven topic areas – housing, economic development/jobs, 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 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.
2. **Benefit the Existing Community.** 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).
 3. **Coordination.** To optimize the effectiveness of urban renewal investments, the Commission will coordinate and integrate urban renewal efforts with the URA Advisory Committee, TRI-MET, Oregon Department of Transportation, and other 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 Interstate Corridor, 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 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, recognizing that the specific urban renewal implementation measures will be sufficiently flexible to evolve in response to new challenges and opportunities as they arise. For the Portsmouth neighborhood, a planning framework (e.g. neighborhood plan) will be created prior to any major capital expenditures occurring within Portsmouth.
 6. **Optimize Light Rail Investment.** Recognizing this as a unique opportunity to link urban renewal to a major new transit facility, urban renewal 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.

7. **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
8. **Distribution of Resources.** It is essential that there be a fair distribution of urban renewal resources throughout the entire urban renewal area, so that all areas benefit from urban renewal.
9. **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 the urban renewal plan and, therefore, merit early funding.
10. **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.
11. **Condemnation.** There will be no condemnation as part of the Urban Renewal Area until, and if, the Interstate Corridor URA Advisory Committee decides that it wants to amend the Urban Renewal Plan to include condemnation. There will be no condemnation in the Eliot Neighborhood Association for the life of the Plan.
12. **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

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 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.

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 the urban renewal program and related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Urban Renewal 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 URA. 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 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.

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 Interstate Corridor. 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 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.

REVITALIZATION

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.

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 the City's Green Buildings policy and standards.

PARKS & OPEN SPACE

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 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.

RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

PORTLAND COMPREHENSIVE PLAN

Effective on January 1, 1981 and last revised on January 15, 1999, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The programs and projects contemplated in this Interstate Corridor Urban Renewal Plan are structured, and will continue to be developed in a manner to implement the following Comprehensive Plan Goals and Policies.

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.

Policies & Objectives

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.

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.

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.

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.

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.

2.14 Industrial Sanctuaries

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

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.

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.

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.

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.

Policies & Objectives

3.1 Physical Conditions

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

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.

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.

3.4 Historic Preservation

Preserve and retain historic structures and areas throughout the city.

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.

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.

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.

Policies & Objectives

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.

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.

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.

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.

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.

4.11 Housing Affordability

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

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.

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.

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.

Policies & Objectives

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.

5.2 Business Development

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

5.3 Community-Based Economic Development

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

5.4 Transportation System

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

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

5.6 Area Character and Identity Within Designated Commercial Areas

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

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.

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.

Policies & Objectives

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.

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.

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.

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.

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.

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.

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.

Subgoal 11 A: General Policies & Objectives

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.

Policies & Objectives:

11.9 Transit Corridors

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

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.

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.

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.

Policies & Objectives

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.

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.

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.

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.

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.

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.

ALBINA COMMUNITY PLAN

The Albina Community Plan, including its associated Neighborhood Plans, was adopted by City Council on September 30, 1993. It articulates, in more detail than the citywide Comprehensive Plan, a vision for the revitalization of much of north and northeast Portland, including most of the Interstate Corridor Urban Renewal Area (Portsmouth is the only neighborhood within the urban renewal area which falls outside the boundaries of the Albina Community Plan). The Interstate Corridor Urban Renewal Plan is structured to implement the following policy language from the Albina Community Plan.

Policy Area I: 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.

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.

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.

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.

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.

Policy Area II: Transportation

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

Objectives

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

Policy Area III: Business Growth and Development

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.

Policy A: 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.

Objectives

7. Nurture and promote local entrepreneurship, micro-business growth, and business expansion, particularly for emerging small businesses and enterprises owned by women and minorities.
8. Support community and private sector efforts to build working capital loan funds for Albina Community business start-up and expansion.
9. Support the growth of community-based revitalization organizations and corporations offering technical, development, and/or financial assistance to community entrepreneurs and businesses.
10. Create business incentive programs and resources which foster start-up firms and expansion in targeted industries.

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.

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.

Policy Area IV: Jobs and Employment**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.

Objectives

1. Increase the number of Albina residents who have family wage jobs.
2. Encourage local employers to hire area residents from the Albina Community.
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.
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.
5. Ensure that job training and education programs prepare area residents and students to effectively participate in the workforce.
6. Identify successful sensitivity and multi-cultural training programs and invite local businesses to replicate them.
7. Develop and continue training programs that are designed to accommodate youth, adult and "special needs" populations.
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.

9. Provide assistance and guidance to youth with education and career decisions.
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.
12. Ensure that area residents have affordable and convenient access to major employment centers.
13. Target a minimum of 20% of all new jobs over the next 20 years to Albina residents.
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.

Policy Area V: Housing

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.

Objectives

1. Improve the quality and quantity of housing for Albina residents. Provide a variety of housing types for households of all sizes and incomes.
2. Add 3,000 new housing units to the Albina Community Plan Study Area over the next 20 years.

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.

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.

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.

Policy C: Historic Preservation

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

IV. URBAN RENEWAL AREA

Description

The Interstate Corridor Urban Renewal Area is located entirely within the City of Portland and Multnomah County in the State of Oregon. While the urban renewal area takes its name from Interstate Avenue (the historic highway linking Portland to the State of Washington), the area in fact includes an expansive area which is much greater than Interstate Avenue and the properties immediately abutting it. The approximately 3700 acre area occupies portions of 9 (10 with King) neighborhoods within inner North/Northeast Portland, running from near the Rose Quarter to North Portland Harbor. A brief description of the neighborhoods through which the urban renewal area runs follows:

Eliot: Eliot is the southernmost of the neighborhoods which encompass the urban renewal 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. Russell Street between Interstate 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 urban renewal 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 Martin Luther King, Jr. Blvd. Small portions of the Eliot (Historic) Conservation District, and all of the Russell Street Conservation District, fall within the URA boundaries.

Boise: All of the Boise neighborhood falls within the boundaries of the urban renewal 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. Boise also includes several underutilized sites immediately north of the Fremont Bridge/I-5 interchange, including some brownfield sites.

Humboldt: Almost all of Humboldt falls within the boundaries of the urban renewal area. The Humboldt neighborhood includes the northern stretches of the Mississippi and Vancouver/Williams mixed-use corridors already described, 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 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 proposed light rail line along Interstate Avenue. There are several brownfields sites along N. Albina Avenue.

Piedmont: Piedmont, like many areas within the Urban Renewal Area, 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. Special features of Piedmont include historic Peninsula Park (containing Portland's original rose garden), the Rosemont property (targeted for restoration and significant residential development), 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 urban renewal area.

King: A small portion of the King neighborhood falls within the Urban Renewal Area, a stretch of single-family residential streets lying between the Boise and Humboldt neighborhoods on the west, and the existing Oregon Convention Center urban renewal area boundary on the east (near Martin Luther King, Jr. Blvd). Also included is a three block stretch of Killingsworth within the neighborhood.

Overlook: Several portions of the Overlook neighborhood fall within the urban renewal area boundary. These include properties directly abutting Interstate Avenue for its entire length within the neighborhood boundary (Fremont Bridge to Ainsworth Street); the area between Interstate 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, and the currently vacant Bess Kaiser facility on Greeley Street). Properties along Interstate 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 Going Street, which links Swan Island to 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. There are several brownfield sites along Interstate Avenue within Overlook.

Arbor Lodge: A relatively small portion of Arbor Lodge falls within the urban renewal area, including Interstate Avenue, the area between Interstate Avenue and the freeway, properties along Portland Boulevard as far west as Greeley, and Lombard Street. As with Overlook, properties along Interstate feature a variety of commercial uses interspersed with single family homes and small plexes, and the area between Interstate and the freeway is devoted primarily to single family homes. Ockley Green Middle School is located within Arbor Lodge, near the corner of Interstate and Ainsworth.

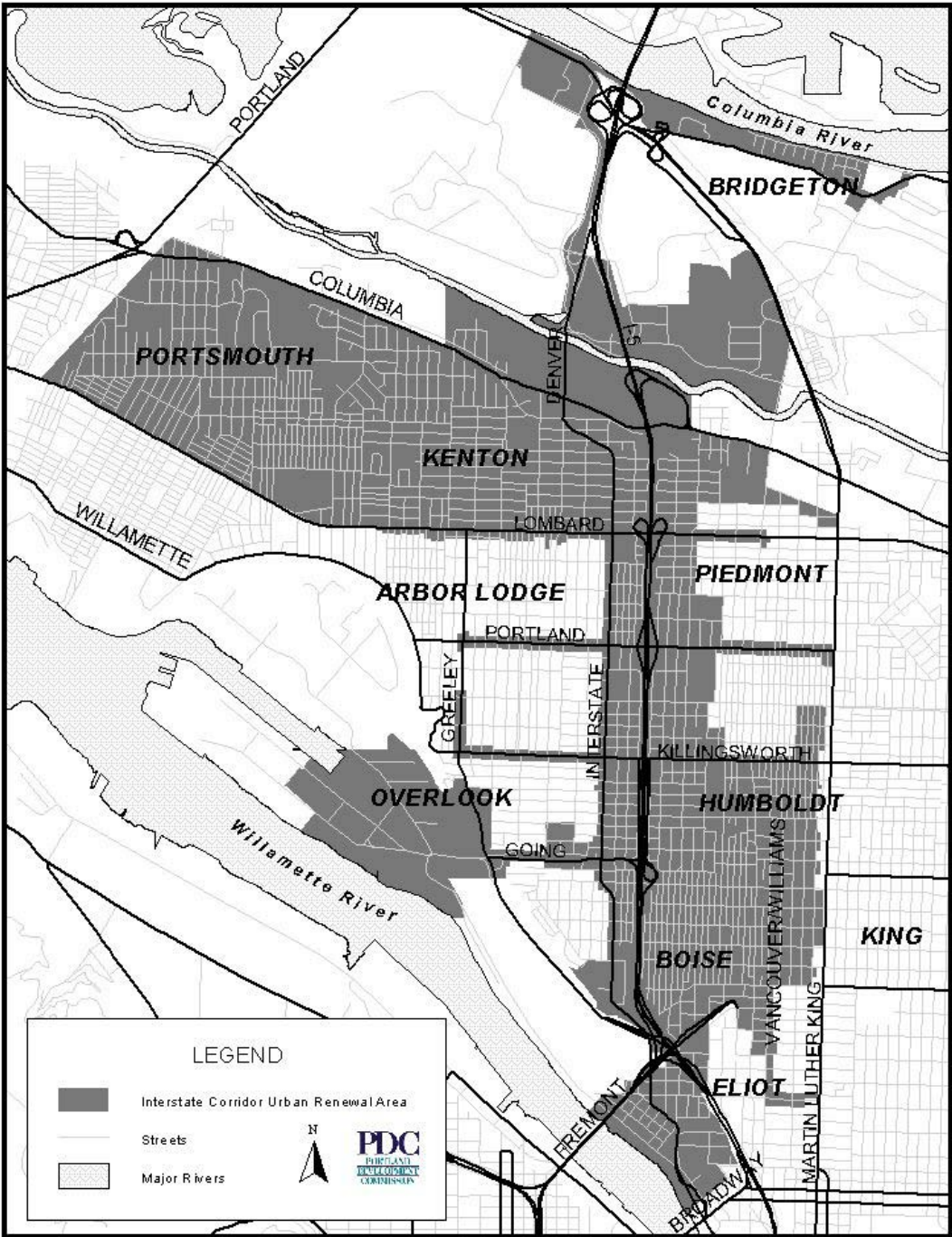
Kenton: Much of Kenton falls within the urban renewal boundaries. Kenton was originally built in the early years of the 20th century as a “company town” for Swift Meat Company, and Kenton still bears much evidence of its historic roots. Denver Avenue between Watts and Argyle is a vintage streetcar era commercial district, with a rich collection of older buildings. Kenton also includes extensive single family areas east and west of Denver, and between Interstate and the freeway. Much of Kenton falls within the Kenton Conservation District. Kenton 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, Portsmouth is predominantly residential in character, with the notable exception of Lombard Street, the northern side of which falls within Portsmouth. (The southern side of Lombard is in the University Park neighborhood, outside of the urban renewal area). Three special features of Portsmouth include Columbia Park, the University Park Community Center, and Columbia Villa, a low income rental housing complex covering dozens of acres in the northern portion of the neighborhood.

Bridgeton: The northern-most of the neighborhoods within the urban renewal 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 the area also includes the Expo Center.

Conclusion: As the brief descriptions above indicate, the Interstate Corridor Urban Renewal Area is a diverse and fascinating collection of neighborhoods. However, it also needs to be stressed that these areas suffer from a variety of characteristics which, taken together, form a compelling argument for the formation of the urban renewal area. Please refer to the Report which accompanies this urban renewal plan for a detailed description of these characteristics.

Interstate Corridor Urban Renewal Area Map



Legal Description

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

V. 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 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. 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
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
Low Density Single-Dwelling Residential	R10
Open Space	OS

VI. 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 the Plan, subject to Section X, Amendments to the Plan. The authority and powers granted in this Section 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.

Redevelopment Through New Construction

1. **Intent.** It is the intent of this Plan to stimulate new investment by public, private, non-profit, or community based organizations on vacant or underutilized property to achieve the goals and objectives of this Plan, and in particular to assure that new investments serve to benefit the existing residents and businesses in the area.
2. **Method.** Redevelopment through new construction may be achieved in two ways:
 - (a) By public or private property owners, with or without financial assistance by the Commission;
 - (b) By acquisition of property by the Commission for redevelopment or resale to others for redevelopment.
3. **Redevelopment Financing.** The Commission, with funds available to it, is authorized to set guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to acquire property, as it may deem appropriate in order to achieve the objectives of this Plan. The obligations of the redeveloper, if any, shall be in accordance with Section VII.D.2 of this Plan.

Rehabilitation And Conservation

1. **Intent.** It is the intent of this Plan to conserve and rehabilitate existing buildings and other structures or features where they are consistent with the goals and objectives of the Plan. It is particularly important that conservation and rehabilitation efforts serve the community's objectives, with a strong emphasis placed on how existing residents and businesses will benefit.
2. **Method.** Rehabilitation and conservation may be achieved in two ways:
 - (a) By owner and/or tenant activity, with or without financial assistance by the Commission;
 - (b) By acquisition of property by the Commission for rehabilitation by the Commission or resale for rehabilitation by others.
3. **Rehabilitation and Conservation Financing.** The Commission, with funds available to it, is authorized to create guidelines, establish loan programs and provide below market interest rate and market rate loans to the owners of buildings or features, or those intending to acquire buildings or features, which are in need of rehabilitation and for which rehabilitation and reuse is economically feasible. The

Commission is also authorized to provide other forms of financial participation, including grants, for these purposes. The obligations of the redeveloper, if any, shall be in accordance with Section VII.D.2 of this Plan.

Acquisition And Redevelopment

Land acquisition by the Commission is authorized to achieve the objectives of the Plan and implement the activities described in this section. All property acquisition funded with urban renewal shall be undertaken in a manner that is consistent with the goals and objectives of the Plan. Acquisition of properties not identified in the Plan shall be accomplished by minor amendment to the Plan, identifying the property and setting forth a schedule for its acquisition and disposition.

1. Property Acquisition from Willing Seller. For projects included in the Plan, the Commission is authorized to acquire property from owners that wish to convey title by voluntary sale, donation, or other means. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is consistent with the objectives of the Plan.
2. Property Acquisition by Eminent Domain for Public Improvements. The Commission will not acquire property by eminent domain for public improvement projects funded by this Plan.
3. Property Acquisition by Eminent Domain for Disposition and Redevelopment. The Commission will not acquire property by eminent domain for disposition and redevelopment projects funded by this Plan.
4. Acquisition Partnerships. Commission acquisition may take the form of partnerships with local entities, including community-based organizations and non-profits.

Land Disposition

1. 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 the Plan at its fair re-use value 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 the Plan, by negotiated sale for its fair reuse value. 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 the 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.

2. Redeveloper's Obligations. Any Redeveloper who acquires Commission property, and his successors and assigns, in addition to the other controls and obligations stipulated and required of him by the provisions of this Urban Renewal Plan, shall also be obligated by such additional requirements as may be determined by the Commission, including but not limited to:

(a) The Redeveloper 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 Redeveloper 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 Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for prior review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.

(d) The Redeveloper 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 Redeveloper 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 Redeveloper 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 Redeveloper shall maintain developed and/or undeveloped property under his ownership within the area in a clean, neat, and safe condition, in accordance with the approved plans for development.

Public Improvements

1. Intent. To achieve the community's objectives and to target public investments in a manner which benefits the community, the Commission may improve or construct public facilities and utilities within public rights-of-way, easements, or on public property. These may include public utilities, community facilities, communication delivery systems, street lighting installation, landscaping, street tree planting, and habitat and riparian restoration projects, on-site and regional stormwater control facilities on public or private property, street improvements, light rail and other transit system components, pedestrian trails and other facilities, recreational facilities, parking facilities, parks, open space development, safety-related public facilities, and public restrooms. The private utilities concerned will make such modifications and adjustments as may be legally required of them by the City to adequately serve development and meet the objectives of this Plan. Public improvements which may be undertaken, under this Plan, are listed in Subsection VII.E.2, below.

Commencement of public improvements shall be authorized by minor amendment to this Plan, which shall establish the level of benefit to the Plan area as required in ORS 457.085(j).

2. Anticipated Improvements. Public improvements 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 the 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 identify of the area and of the distinct neighborhoods within the urban renewal area;
- (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; and
- (o) Facilities supportive of the unique identity of the Area, such as plazas, gateways, and public art.
- (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.
- (q) Facilities to enhance the safety of children.

Owner Participation

Property owners within the Urban Renewal Area proposing to improve their properties and who receive financial assistance from the Commission shall do so in accordance with all applicable provisions of this Plan as well as with all applicable codes, ordinances, policies, plans and procedures of the City. The Commission may provide financial assistance when appropriate to assist property owners to accomplish goals of the Plan. Such assistance may include:

1. Housing. 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 a

Housing Strategy for the urban renewal area, to be prepared in fiscal year 2000-2001. 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 the urban renewal area await the preparation of the Housing Strategy, this Plan authorizes projects and programs which fulfill the housing-related goals and objectives of the 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.
- (e) **Housing Development:** Land acquisition and transfer for rehabilitation and redevelopment which is consistent with the goals and objectives of the plan.

2. Job Creation/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 that are supportive of the wealth creation, economic development, jobs creation and employment goals of the Plan. The type and funding level for these projects and programs will be based on an Economic Development Strategy for the urban renewal area, to be prepared in fiscal year 2000-2001. While the specifics of an economic development program for the urban renewal area await the preparation of the Strategy, this Plan authorizes projects and programs which fulfill the economic development/jobs-related goals and objectives of the Plan, including but not limited to:

- (a) Land acquisition and transfer for rehabilitation or redevelopment;
- (b) Financial mechanisms to promote, facilitate, and develop employment opportunities in the urban renewal area.
- (c) **Development Opportunity Strategies Program:** Provide 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 with the urban renewal area.

(d) Storefront Improvement / Commercial Expansion Program: Provide financial assistance to property owners or tenants to improve the appearance of commercial storefront properties (including mixed-use projects) and/or rehabilitate long-term vacant commercial space.

(e) 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.

(f) Redevelopment Assistance Program: Provide technical and/or financial assistance to developers of commercial/industrial property in the area that furthers the goals and objectives of this Plan.

(g) 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.

(h) Workforce training facility: Provide funding for training facilities which support efforts to increase family wage job opportunities for area residents, including youth. This facility should be part of a network connecting employers, service providers, and those seeking employment.

(i) Brownfields: Assist the redevelopment of brownfield sites for purposes consistent with the Plan. This assistance may take the form of loans, grants, and other funding programs for the assessment, acquisition, redevelopment, remediation, and disposition of properties.

3. Infrastructure

The Commission may provide incentives for private parties to undertake and complete development of any of the infrastructure the Commission is authorized to complete in Paragraph 5 above of this Section.

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 adopted Relocation Regulations. Payments made to persons displaced from dwellings will assure that they

will have available to them decent, safe and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to businesses displaced.

The Commission has prepared and maintains information in its office relating to the relocation program 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 the Plan. The Commission will also undertake administration of all aspects of the Plan, in a manner consistent with the goals and objectives.

VII. 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 Charter of the City of Portland. Upon request of the Commission, the Council of the City of Portland 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 Charter of the City of Portland.

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 Charter of the City of Portland 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 Urban Renewal Plan shall be repaid from tax increments from the Area when and if such funds are available.

VIII. 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 Urban Renewal 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 the 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 the Plan.

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

The Plan will be reviewed and analyzed periodically and will continue to evolve during the course of project execution and ongoing planning. It is anticipated that this Plan will be changed or modified from time to time or amended as development potential and conditions warrant, as planning studies are completed, as financing becomes available, or as local needs dictate. Where the proposed modification will substantially change the Plan, the modification must be duly approved and adopted by the City Council in accordance with the requirements of State and local law. The provisions of ORS 457.095 and ORS 457.220 shall apply.

Minor Changes

Minor changes, such as additional project activities, clarification of language, procedures or minor modifications in or to the Area's infrastructure, identification of property to be acquired, quantification of benefits from the construction of public improvements, and the like may be approved by the Commission.

Changes which substantially diverge from the basic principles of this Plan, or which entail changes to the goals of the Plan shall require approval as provided for in ORS 457.095, but not requiring notice as provided in ORS 457.120. If the Plan is amended to include a provision allowing for the Commission's use of eminent domain, notice shall

be provided to all property owners, residents, and businesses within the urban renewal area prior to any formal action.

Substantial Changes

Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area, or increases in the maximum indebtedness authorized under the Plan (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) shall be substantial changes requiring approval as provided in ORS 457.095 and notice as provided in ORS 457.120.

X. 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 the Plan (and under any and all projects undertaken with respect to the Plan) after FY 2020-2021 or 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 the Plan.

XI. APPENDICES

A. Interstate Corridor Urban Renewal Area - Legal Description of Area Boundary

(Substituted to correct survey language errors 6/19/01)

The approximate boundaries of the Area are graphically shown on the Urban Renewal Area Map (Page 28).

The Interstate Urban Renewal Area is situated in portions of Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 20, 21, 22, 27 and 28 of Township 1 North, Range 1 East and Sections 33 and 34 of Township 2 North, Range 1 East, Willamette Meridian, Multnomah County, Oregon being more particularly described as follows:

Beginning at the Southeast corner of Block 3, “Delmer Shaver’s 2nd Addition”, said corner being the intersection of the Southwesterly right-of-way line of N. Wheeler Avenue and the Northwesterly right-of-way line of N. Dixon Street in the Southeast One-Quarter of Section 27, Township 1 North, Range 1 East of the Willamette Meridian, Multnomah County, Oregon; thence Southwesterly, along said Northwesterly right-of-way line of N. Dixon Street and its Southwesterly extension thereof, to the Southwesterly right-of-way line of N. Interstate Avenue, said line also being the Northeasterly right-of-way line of the Oregon Washington Railway and Navigation Company; thence Southeasterly, along said Southwesterly right-of-way line of N. Interstate Avenue to the Southwesterly extension of the Southeasterly right-of-way line of N. Dixon Street; thence Southwesterly, along the Southwesterly extension of the Southeasterly line of N. Dixon Street to the High Water Line on the right bank of the Willamette River; thence Northwesterly, along said right bank, to the Northwesterly line of Lot 1, “Albina River Lots”; thence Northeasterly, along said Northwesterly line, to the Southwesterly right-of-way line of N. River Street; thence Northwesterly, along the Southwesterly right-of-way line of N. River Street, to its intersection with the Southwesterly extension of the centerline of N. Essex Avenue; thence Northeasterly, along Southwesterly extension of the centerline of N. Essex Avenue and the centerline of said N. Essex Avenue to its intersection with the North line of N. Russell Street, as dedicated in the plat of “Albina”, said line also being the South line of Partition Plat 1992-164; thence East, along said North line of N. Russell Street, to its intersection with the West right-of-way line of N. Brendle Avenue; thence North, along the West right-of-way line of N. Brendle Avenue to the North right-of-way line of N. Knott Street; thence East, along the North right-of-way line of N. Knott Street, to the Westerly right-of-way line of N. Interstate Avenue; thence Northerly, along the Westerly right-of-way line of said N. Interstate Avenue, to the Westerly extension of the centerline of N. Graham Street; thence Easterly, along the Westerly extension of said centerline and the centerline of N. Graham Street, to its intersection with the centerline of N. Mississippi Avenue; thence Northerly, along the centerline of N. Mississippi Avenue, to its intersection with the centerline of N. Stanton Street, as dedicated in “Proebstels Addition to Albina”; thence Westerly, along the centerline of N. Stanton Street, to its intersection with the West line of the Southeast One-Quarter of the Northwest One-Quarter of Section 27, Township 1 North, Range 1 East of the Willamette Meridian; thence Northerly, along said line, to the Northwest corner of the Southeast One-Quarter of the Northwest One-Quarter of said Section 27; thence Northwesterly to the most Westerly corner of Lot 21, Block 16, of “A Portion of Cook’s Addition” as recorded in Plat Book 271 at Page 45 on March 31, 1902; thence

Northwesterly, along the Southwesterly line of said Block 16, to a point on the Westerly line of Lot 30 of said Block 16, said point being 70 feet Northeasterly from, when measured at right angles to, the Northeasterly line of the aforesaid Partition Plat 1992-164; thence Northwesterly along a line which is 70 feet Northeasterly from and parallel with the Northeasterly line of said Partition Plat 1992-164 to the West line of said Section 27; thence Northerly along the West line of said Section 27 to a point 525.00 feet South of the Northwest corner of said Section 27; thence N37°57'00"W, a distance of 1042.00 feet to a point which is S52°03'00"E, a distance of 13.00 feet, from the most Westerly corner of a parcel conveyed to Paul and Kathleen Williamson by deed recorded in Book 946 and Page 965, Multnomah County deed records; thence N52°03'00"W, a distance of 13.00 feet to said most Westerly corner thereof; thence S69°54'45"E along the Southeasterly line of said parcel and the Southeasterly projection thereof, a distance of 167.63 feet; thence N20°05'15"E, a distance of 115 feet to the centerline of N. Melrose Drive; thence Southeasterly and Northeasterly, along the centerline of N. Melrose Drive and its Northeasterly extension, to its intersection with the centerline of N. Overlook Boulevard; thence Easterly, along the centerline of N. Overlook Boulevard to its intersection with the Southerly extension of the North-South centerline of Block 24, "Overlook"; thence Northerly along the North-South centerline of said Block 24 and the Northerly extension thereof, to the Southwesterly right-of-way line of N. Interstate Avenue; thence Northwesterly along the Southwesterly right-of-way line of said N. Interstate Avenue to a point on the North line of Lot 11, Block 1, "Overlook"; thence Westerly, along the North line of said Lot 11 and its Westerly extension thereof to the centerline of N. Massachusetts Avenue; thence Northerly, along the centerline of N. Massachusetts Avenue to its intersection with the Easterly extension of the South line of Lot 4, Block 2, "Overlook"; thence Westerly, along said Easterly extension and the South line of Lot 4 to the Southwest corner of said Lot 4; thence Northerly, along the North-South centerline of said Block 2 and the Northerly extension thereof, to its intersection with the centerline of N. Skidmore Street; thence Westerly, along the centerline of N. Skidmore Street, to its intersection with the Southerly extension of the West line of Lot 23, Block 2, "Hardiman's Addition"; thence Northerly, along said Southerly extension, the West line of said Lot 23 and its Northerly extension, to its intersection with the centerline of N. Prescott Street; thence Westerly along the centerline of N. Prescott Street to its intersection with the Southerly extension of the East line of Block 4, "Blandena Heights"; thence Northerly, along said Southerly extension and the East line of said Block 4 to the Northeast corner thereof, also being a point on the South right-of-way line of N. Going Street; thence West, along said South right-of-way line of N. Going Street, to a point on the Northerly extension of the West line of Lot 3, Block 9, "Gay Tract"; thence Southerly, along said extension and the West line of said Lot 3 to the South line of said "Gay Tract"; thence Westerly, along the South line of said "Gay Tract" to its intersection with the Northerly extension of the West line of "Griswold Tract"; thence Southerly, along the said extension and the West line of "Griswold Tract" to the Northwest corner of Block A, "Overlook"; thence Southeasterly, along the West line of said Block A, "Overlook", to the North line of the James Thompson Donation Land Claim No. 42; thence Westerly, along the North line of said Donation Land Claim, to the East line of Partition Plat 1993-150, in the Northeast One-Quarter of the Southwest One-Quarter of Section 21, Township 1 North, Range 1 East of the Willamette Meridian; thence S27°14'14"E, along the East line of said Partition Plat 1993-150, a distance of 235.19 feet to the most Easterly corner of Parcel 1 of said Partition Plat 1993-150, said point also being on the Easterly right-of-way line of Port Center Way; thence Southerly, along the Easterly right-of-way line of said N. Port Center Way, to a point on the Easterly line of Tract A of Partition Plat 1992-164 in the Southwest One-Quarter of said Section 21; thence

Southeasterly, along the East line of said Tract A, to its intersection with the Northeasterly extension of the South line of Parcel 3, Partition Plat 1990-69 in the Southwest One-Quarter of Section 21, Township 1 North, Range 1 East of the Willamette Meridian; thence Southwesterly, along said Northeasterly extension and the South line of said Parcel 3, to the High Water Line on the right bank of the Willamette River; thence Northwesterly, along said High Water Line to a point which bears N84°20'25"W, a distance of 1102.35 feet, N68°26'30"W, a distance of 261.59 feet, N52°32'35"W, a distance of 449.68 feet, S37°27'25"W, a distance of 39.50 feet to a point on the Southwesterly right-of-way line of N. Channel Avenue; N52°32'35"W along said right-of-way, a distance of 747.34 feet and S37°27'25"W, a distance of 500.00 feet from the intersection of the centerlines of N. Channel Avenue and N. Lagoon Avenue; thence N37°27'25"E, a distance of 579 feet more or less to a point in the Northerly right-of-way line of N. Channel Avenue; thence N52°30'33"W, along the Northerly right-of-way line of N. Channel Avenue, a distance of 764.00 feet, more or less, to the beginning of a 38 foot radius curve to the right; thence along said curve, an arc distance of 59.69 feet to the Southeasterly right-of-way line of N. Commerce Street; thence N37°30'00"E, a distance of 493.50 feet, to the beginning of a 38 foot radius curve to the right; thence along said curve an arc distance of 59.69 feet to the Southerly right-of-way line of N. Lagoon Avenue; thence S52°30'00"E, along the Southerly right-of-way line of N. Lagoon Avenue, a distance of 26.28 feet; thence N37°30'00"E, 241.00 feet to the Southwesterly High Water Line of Swan Island Basin; thence Southeasterly, along said High Water Line to the most Northerly corner of Parcel 2, of Partition Plat 1995-139, thence continuing along said High Water Line and Northerly line of said Parcel 2, S52°30'00"E, a distance of 183.55 feet to the interior corner of said Parcel 2; thence continuing along said High Water Line and the Northwesterly line of Parcels 2 and 1 of said Partition Plat 1995-139, a distance of 715.50 feet to the interior corner of said Parcel 1; thence N34°05'16"W, a distance of 71.07 feet to the North line of said Parcel 1; thence N89°42'34"E, along the North line of said Parcel 1 and its Easterly extension thereof, said line also being the North line of Section 20, Township 1 North, Range 1 East of the Willamette Meridian, a distance of 233.68 feet to a point on the Easterly right-of-way line of N. Basin Avenue; thence along said Easterly right-of-way line and following the arc of a 160 foot radius curve to the right, a distance of 54.71 feet; thence N89°44'34"E and parallel with said North line of Section 20, a distance of 633.10 feet; thence N89°46'00"E and parallel to the South line of Section 16, Township 1 North, Range 1 East of the Willamette Meridian, a distance of 166.89 feet; thence N00°14'00"W, a distance of 311.67 feet; thence N42°10'30"E, a distance of 150.15 feet to the Southwesterly right-of-way line of the Oregon Washington Railway and Navigation Company; thence Southeasterly, along said right-of-way line to its intersection with the North line of Section 21, Township 1 North, Range 1 East of the Willamette Meridian; thence Easterly, along said North line of Section 21, to its intersection with the Northeasterly right-of-way line of the aforesaid Oregon and Washington Railway and Navigation Company; thence Southeasterly, along said Northeasterly right-of-way line, to its intersection with the South line of Lot 12, Block 4, "Madrona View"; thence N63°41'40"E, along the South line of said Lot 12 and the Northeasterly extension thereof, to the Southeast corner of Lot 14, said Block 4; thence Northerly, along the East line of said Lot 14 and Northerly extension thereof, a distance of 168.99 feet to the Northeast corner of Lot 20, said Block 4 and the Easterly right-of-way line of N. Emerson Drive; thence N26°29'51"E, along the Easterly right-of-way line of N. Emerson Drive to the Southwest corner of Lot 1, "Madrona Bluff"; thence Easterly, along the South line of said Lot 1 and the Easterly extension thereof, to its intersection with the centerline of N. Greeley Avenue; thence Southerly, along the centerline of N. Greeley Avenue to its intersection with the Westerly extension of the centerline of N.

Sumner Street; thence Easterly, along said extension and the centerline of N. Sumner Street to its intersection with the centerline of N. Delaware Avenue, said centerline also being the North-South centerline of the aforesaid Section 21; thence Southerly, along said North-South centerline of said Section 21, to the Westerly extension of the South line of the North half of Block 7, "Gay Tract"; thence Easterly, along the South line of said North half and Easterly extension thereof, to the Northeast corner of Lot 17 said Block 7; thence on the East line of said Lot 17 Block 7, Southerly to the Northerly right-of-way line of N. Going Street; thence on the said Northerly right-of-way line Easterly, Southerly and Northerly to the Southwest corner of Lot 1, Block 3 "Blandena Heights"; thence continuing on the Northerly right-of-way line of N. Going Street Easterly, Southerly, Easterly and Northerly to the Southwest corner of Lot 5 Block 2 "Blandena Heights"; thence Easterly, along the South line of said Lot 5 Block 2, and Easterly extension thereof, to the Northwest corner of Lot 11, of said Block 2; thence Southerly, along the West line of Lot 11 and the Southerly extension thereof, to the South line of the North 30 feet of Lot 12, said Block 2; thence Easterly, along the South line of the North 30 feet of said Lot 12, a distance of 110 feet; thence Northerly, and parallel with the East line of said Block 2, to the Southerly right-of-way line of N. Blandena Street; thence Easterly, along the South right-of-way line of N. Blandena Street, to its intersection with the centerline of N. Denver Avenue; thence Northerly, along the centerline of N. Denver Avenue to its intersection with Westerly extension of the centerline of N. Humboldt Street; thence Easterly, along said extension and the centerline of N. Humboldt Street to its intersection with the centerline of N. Concord Avenue; thence Southerly, along the centerline of N. Concord Avenue to its intersection with the Westerly extension of the South line of Block 9, "Riverside Addition"; thence Easterly along the South line of said Block 9 to the Southeast corner of Lot 8, said Block 9; thence Northerly, along the East line of said Lot 8 and Northerly extension thereof to the centerline of N. Wygant Street; thence Easterly, along the centerline of N. Wygant Street to its intersection with the Southerly extension of the East line of Lot 15, Block 10, "Riverside Addition"; thence Northerly, along said Southerly extension and the East line of said Lot 15 and the Northerly extension thereof, to the centerline of N. Sumner Street; thence Westerly, along the centerline of N. Sumner Street to the Southerly extension of the West line of Lot 16, Block 14, "Riverside Addition"; thence Northerly along said Southerly extension and the West line of said Lot 16 to the Northwest corner thereof; thence Easterly, along the North line of said Lot 16 and Easterly extension to the Southwest corner of Lot 12, said Block 14; thence Northerly, along the West line of said Lot 12 and its Northerly extension thereof, to the Southeast corner of Lot 10, Block 16, "Riverside Addition"; thence Westerly, along the South line of the North half of said Block 16 and the Westerly extension thereof, to the Southwest corner of Lot 2, Block 1 of said "Riverside Addition"; thence Westerly, to the Southeast corner of Lot 1, Block 1, "Terminus Addition"; thence along the South line of said Lot 1 and its Westerly extension, to the Southwest corner of Lot 12, Block 6 of said "Terminus Addition"; thence Northwesterly, to the Southeast corner of Lot 1, Block 1, "Madrona Hill"; thence Westerly along the South line of said Lot 1 and its Westerly extension to the Southeast corner of Lot 7, Block 1 "Madrona Hills"; thence Northerly on the East line of said Lot 7, a distance of 5.00 feet ; thence parallel with and 5.00 feet North of the South line of Lots 7 and 8, Block 1 "Madrona Hills" to the West line of said Lot 8; thence on the West line of said Lot 8, Southerly a distance of 5.00 feet to the Southwest corner of said Lot 8; thence Westerly along the South line of Lot 9, Block 1 "Madrona Hills" and its Westerly extension to the Southwest corner of Lot 15, Block 2, "Madrona Hill"; thence Northerly along the West line of said Lot 15 and the Northerly extension thereof to the Southwest corner of Lot 12, Block 13, "Willamette"; thence Northerly, along the West line of the East half of said Block 13 and the Northerly extension

thereof, to the Northwest corner of Lot 11, Block 15, "Willamette"; thence Easterly, along the North line of said Lot 11 and the Easterly extension thereof, to the Northeast corner of Lot 14, Block 10 of said "Willamette"; thence Southerly, along the East line of West half of said Block 10 and the Southerly extension thereof, to the Southwest corner of Lot 9, Block 12, "Willamette"; thence Easterly, along the South line of said Lot 9, Block 12 and the Easterly extension thereof, to its intersection with the centerline of N. Delaware Avenue; thence Southerly, along the centerline of N. Delaware Avenue to its intersection with the Westerly extension of the South line of Lot 3, Block 1, "Gay's Addition"; thence Easterly, along said Westerly extension and the South line of said Lot 3 and the Easterly extension thereof, to the Southeast corner of Lot 4, Block 1, "Havelock"; thence Northerly, along the East line of said Lot 4 and the Northerly extension thereof to the Northwest corner of Lot 20, Block 1, "Minrose"; thence Easterly, along the North line of said Lot 20 to the Southwest corner of Lot 2, Block 1, "Minrose"; thence Northerly, along the West line of said Lot 2 and the Northerly extension thereof to the Northeast corner of Lot 14, Block 2, "Rosalind Addition"; thence Westerly, along the North line of said Lot 14 and the Westerly extension thereof to the East line of Lot 9, Block 12, "Park Addition"; thence Northerly, along the East line of said Lot 9, to the Northeast corner thereof; thence Westerly, along the North line of said Lot 9 and the Westerly extension thereof to the East line of Lot 10, Block 5, "Albion Addition"; thence Southerly, along the East line of said Lot 10 to the South line of the North half of said Lot 10; thence Westerly along said South line and the Westerly extension thereof to the East line of Lot 15, Block 6, "Albion Addition", also being the West right-of-way line of N. Boston Avenue; thence Northerly along the East line of said Lot 15 to a point 17.45 feet South of the Northeast corner thereof; thence Westerly, parallel with and 17.45 feet South of said North line of Lot 15 to the East line of Lot 10, Block 6, "Albion Addition"; thence Northerly, along the East line of said Lot 10 to the Northeast corner thereof; thence Westerly, along the North line of said Lot 10 and the Westerly extension thereof to its intersection with the centerline of N. Delaware Avenue; thence Southerly, along the centerline of N. Delaware Avenue to the Easterly extension of the South line of Lot 2, Block 1, "Willamette"; thence Westerly, along said Easterly extension and the South line of said Lot 2 to the Northwest corner of Lot 20, Block 9 of said "Willamette"; thence Westerly, along the Westerly extension of the Northerly line of said Lot 20 to its intersection with the centerline of N. Greeley Avenue; thence Southerly, along the centerline of N. Greeley Avenue to its intersection with the Easterly extension of the South line of Lot 4, Block 16, "Willamette"; thence Westerly, along said Easterly extension and the South line of said Lot 4 to the Southwest corner of said Lot 4; thence Northerly along the West line of said Lot 4 and the Northerly extension thereof, to the Northwest corner of Lot 10, Block 13, "Burrage Tract"; thence Easterly along the North line of said Lot 10 and Easterly extension thereof to the centerline of N. Greeley Avenue; thence Northerly, along the centerline of N. Greeley Avenue to the Westerly extension of the North line of Lot 16, Block 12, "Burrage Tract"; thence Easterly, along the North line of said Lot 16 and the Westerly extension thereof, to the Northeast corner of said Lot 16; thence Southerly, along the East line of said Lot 16 and the Southerly extension thereof, to the Northwest corner of Lot 11, Block 12, "Burrage Tract"; thence Easterly along the North line of said Lot 11 and the Easterly extension thereof, to its intersection with the centerline of N. Delaware Avenue; thence Northerly, along the centerline of N. Delaware Avenue to its intersection with the Westerly extension of the North line of Lot 1, Block 1, "Multnomah Park"; thence Easterly along said Westerly extension and North line thereof to the Northeast corner of Lot 4, Block 3 of said "Multnomah Park"; thence Easterly, along the Easterly extension of the North line of said Lot 4 to the centerline of N. Newcastle Avenue; thence Northerly along the

centerline of N. Newcastle Avenue a distance of 30 feet more or less to its intersection with the Westerly extension of the North line of that tract of land conveyed to Gordon B. Lessing by deed recorded September 30, 1993 in Book 2760, Page 2014, Multnomah County Deed Records; thence Easterly along said Westerly extension and the North line thereof, a distance of 300 feet to the Northeast corner of said Lessing tract; thence continuing Easterly, along the Easterly extension of the North line of said Lessing tract, a distance of 66 feet to a point on the East line of Block 3 "DeLashmutt and Oatman's Little Homes No. 3", at the Northeast corner of that tract of land conveyed to Kal Robertson Williams by deed recorded November 14, 1995 as Document 95-141846, Multnomah County Deed Records; thence Southerly, along the East line of said Block 3 "DeLashmutt and Oatman's Little Homes No. 3", a distance of 5.00 feet more or less to the South line of the North 125.00 feet of Block 2 "DeLashmutt and Oatman's Little Homes No. 3" and the Northeast corner of that tract of land conveyed to James Lewis Rogers and Anne Alea Rogers by Executor's Deed recorded January 10, 1966 in Book 456 Page 859, Multnomah County Deed Records; thence Easterly, along the South line of the North 125.00 feet of said Block 2, a distance of 132 feet to a point on the East line of said Block 2; thence North, along the East line of said Block 2, a distance of 5.00 feet more or less to the Easterly extension of the North line of the aforesaid Williams tract; thence Easterly, along said extension, to the point of intersection with the centerline of N. Denver Avenue; thence Southerly, along the centerline of N. Denver Avenue to its intersection with the Westerly extension of a line measuring 5 feet Northerly of and parallel with the North line of Lot 13, Block 5, "Wilburton"; thence Easterly along said parallel line to the East line of Lot 14, Block 5, "Wilburton"; thence South, to the Northeast corner of Lot 12, Block 5, "Wilburton"; thence Easterly, along the Easterly extension of the North line of said Lot 12 to the Southwest corner of Lot 9, Block 1, "Wilburton"; thence Northerly, along the West line of said Lot 9 and its Northerly extension thereof to the Southeast corner of Lot 17, Block 1, "Worlds Fair Addition"; thence West on the South line of said Lot 17, a distance of 3.43 feet; thence north parallel with and 3.43 feet West of the East line of said Lot 17 and extension thereof, to the North line of Lot 18, Block 1, "Worlds Fair Addition" also being located 3.43 feet west of the northeast corner of said Lot 18; thence east on the North line of said Lot 18, a distance of 3.43 feet to the Southwest corner of Lot 6, Block 1, "Worlds Fair Addition"; thence Northerly along the west line of said Lot 6 and its Northerly extension thereof, to the Southeast corner of Lot 23, Block 1, "Worlds Fair Addition"; thence Westerly, along the South line of said Lot 23 and Westerly extension thereof to its intersection with the centerline of N. Campbell Avenue; thence Southerly, along the centerline of N. Campbell Avenue to its intersection with the Easterly extension of the South line of Lot 4, Block 5, "Worlds Fair Addition"; thence Westerly, along said Easterly extension and said South line to the Northeast corner of Lot 20, said Block 5; thence Southerly, along the East line of said Lot 20 to the Southeast corner thereof; thence Westerly, along the South line of said Lot 20 and Westerly extension thereof, to the centerline of N. Denver Avenue; thence Northerly along the centerline of N. Denver Avenue to its intersection with the Easterly extension of the North line of Lot 31, Block 6, "First Electric Addition"; thence Westerly, along said Easterly extension, and the North line of said Lot 31 and its Westerly extension to the Northeast corner of Lot 18, said Block 6; thence Southerly along the East line of said Lot 18 and Southerly extension thereof to the Southeast corner of Lot 11, said Block 6; thence Westerly along the South line of said Lot 11 and the Westerly extension thereof to the centerline of N. Lancaster Avenue; thence Northerly, along the centerline of N. Lancaster Avenue to the Easterly extension of the North line of Lot 29, Block 7, "First Electric Addition"; thence Westerly, along said Easterly extension, and the North line of said Lot 29 and Westerly extension thereof, to the centerline of N. Mobile Avenue; thence

Southerly, along the centerline of N. Mobile Avenue to its intersection with the Easterly extension of the North line of Lot 33, Block 8, "First Electric Addition"; thence Westerly, along said Easterly extension and North line of said Lot 33 and the Westerly extension thereof, to the Southeast corner of Lot 17, Block 9, "First Electric Addition"; thence South, to a point of intersection with a line measuring 5 feet South of and parallel with the South line of said Lot 17; thence Westerly along said parallel line and extension thereof to the East line of N. Boston Avenue; thence North, along said East line to the Southwest corner of Lot 17 of Block 9 of aforesaid "First Electric Addition"; thence West, along the Westerly extension of the South line of said Lot 17 to the Southeast corner of Lot 17, Block 10, "First Electric Addition"; thence Northerly along the East line of said Lot 17 and the Northerly extension thereof, to the Northeast corner of Lot 18, said Block 10; thence Westerly, along the North line of said Lot 18 and Westerly extension thereof to the centerline of N. Delaware Avenue; thence Southerly, along the centerline of N. Delaware Avenue to its intersection with Easterly extension of the North line of Lot 4, Block 1, "Burrage Tract"; thence Westerly, along said Easterly extension and the North line of said Lot 4 and Westerly extension thereof to the centerline of N. Villard Avenue; thence Southerly, along the centerline of N. Villard Avenue to the point of intersection with the extension of a line which is 16.67 feet South of and parallel with the North line of Lot 5, Block 27, "Arbor Lodge"; thence Westerly, along said parallel line and Westerly extension thereof, to the intersection of the Westerly extension of the North line of the South one-half of Lot 20, Block 26, "Arbor Lodge" and the centerline of the alley vacated by Ordinance 81657; thence North, along said centerline to the intersection of the Easterly extension of the North line of Lot 6, Block 26, "Arbor Lodge"; thence Westerly, along said Easterly extension and the North line of said Lot 6 and Westerly extension thereof to the centerline of N. Knowles Avenue; thence Northerly along the centerline of N. Knowles Avenue to its intersection with the Easterly extension of the North line of Lot 16, Block 25, "Arbor Lodge"; thence Westerly, along said Easterly extension and the North line to the Northeast corner of Lot 9, Block 25, "Arbor Lodge"; thence Southerly, to the Southeast corner of Lot 8, Block 25, "Arbor Lodge"; thence Westerly, along the South line of said Lot 8 and the Westerly extension thereof, to the Southeast corner of Lot 8, Block 24, "Arbor Lodge"; thence Northerly, along the East line of said Lot 9 to the Northeast corner of Lot 9, Block 24, "Arbor Lodge"; thence Westerly, along the North line of said Lot 9, Block 24 and its Westerly extension, to the centerline of N. Vincent Avenue; thence Southerly, along the centerline of N. Vincent Avenue to its intersection with the Easterly extension of the South line of Lot 16, Block 23, "Arbor Lodge"; thence Westerly, along said Easterly extension and the South line of said Lot 16, to the Southeast corner of Lot 9, Block 23, "Arbor Lodge"; thence Northerly, to the point of intersection with a line that measures 2 feet North of and parallel to the North line of said Lot 9; thence Westerly, along said parallel line and the Westerly extension thereof, to the Easterly right-of-way line of N. Wabash Avenue; thence South, along said Easterly right-of-way line of N. Wabash Avenue, a distance of 2 feet; thence Westerly, to the Southeast corner of Lot 2, Block 46 "Mock Crest"; thence Westerly along the South line of said Lot 2, a distance of 98.41 feet to the Southeast corner of Lot 46, Block 100, "Mock Crest"; thence Northerly, along the East line of said Lot 46 to the Northeast corner thereof; thence Westerly, along the North line of said Lot 46 and Westerly extension thereof to the centerline of N. Seward Avenue; thence Northerly, along the centerline of N. Seward Avenue to its intersection with the centerline of N. Lombard Street; thence Westerly and Northwesterly, along the centerline of N. Lombard Street, to the Westerly right-of-way line of N. Carey Boulevard, also being the Easterly right-of-way line of the Burlington Northern Santa Fe Railroad (formerly Spokane, Portland and Seattle Railroad); thence Northeasterly, along the

Westerly right-of-way line of said N. Carey Boulevard and aforementioned railroad right-of-way line, to its intersection with the centerline of N. Columbia Boulevard; thence northeasterly to the intersection of the North right-of-way line of N. Columbia Boulevard and the centerline of N. Columbia Court; thence on the centerline of N. Columbia Court Northeasterly to the Northerly plat line of "College Place"; thence on the said Northerly plat line Southeasterly to the Northeast corner of "College Place"; thence from the said Northeast corner Southeasterly to the centerline of N. Columbia Boulevard; thence Southeasterly, along the centerline of N. Columbia Boulevard to its intersection with a line extended 210.00 feet South of a point which is 45.71 feet North and 250.00 feet West of the Northwest corner of Block 55, "Peninsular Addition No. 4" in Section 9, Township 1 North, Range 1 East of the Willamette Meridian; thence Northerly, along said line and Northerly extension thereof, to the Northerly High Water Line of the Columbia Slough in Section 4, Township 1 North, Range 1 East of the Willamette Meridian; thence Southeasterly, along said High Water Line, to its intersection with the Westerly right-of-way line of Interstate Highway No. 5; thence N11°37'00"E, along said right-of-way line, a distance of 1224.72 feet; thence N28°38'00"W, a distance of 264.66 feet to the Southerly terminus of Expo Road; thence N76°47'W, a distance of 92.48 feet to the West line of said Expo Road; thence Northerly, along the Westerly right-of-way line of said Expo Road, to its intersection with the Westerly right-of-way line of the Interstate Highway No. 5, Swift-Union Connector; thence Northwesterly, along the Westerly right-of-way line of said Swift-Union Connector to a point which bears S69°14'00"W 1403.29 feet and S07°44'00"E 9.80 feet and S07°44'00"E 360.45 feet and S82°00'00"E 117.00 feet from the Northeast corner of Section 4, Township 1 North, Range 1 East, said point also being the Southeast corner of that tract of land described in Book 1955 Page 106 and recorded in 1959, Multnomah County Deed Records; thence N23°28'00"E 276.00 feet; thence N66°32'00"W 1235.92 feet; thence N28°45'00"E 142.95 feet; thence N23°28'00"E 276.60 feet; thence N66°32'00"W to the Easterly right-of-way line of N. Force Avenue; thence Northeasterly, along the East right-of-way line of N. Force Avenue and the Northerly extension thereof, to the Southerly High Water Line of North Portland Harbor (Oregon Slough); thence Southeasterly, along said Southerly High Water Line, to the Westerly line of the former Portland Electric Power Company right-of-way; thence Northerly, along said Westerly line of said right-of-way, to the Northeasterly line of the J.R. Switzer Donation Land Claim No. 38 in Section 3, Township 1 North, Range 1 East of the Willamette Meridian; thence Southeasterly, along the Northeasterly line of said Donation Land Claim, to its intersection with the Southerly High Water Line of North Portland Harbor (Oregon Slough); thence Southeasterly, along said Southerly High Water Line to the point of intersection with a line which is perpendicular to the North line of N.E. Bridgeton Road, said line being perpendicular at a point which bears S79°16'00"E, a distance of 923 feet, S19°02'00"W, a distance of 11.50' and S77°31'00"E, a distance of 671.30 feet from the Northwest corner of the said J.R. Switzler Donation Land Claim; thence Southerly, along said perpendicular line and the Southerly extension thereof to the Southerly right-of-way line of N.E. Bridgeton Road; thence Easterly along the Southerly right-of-way line of N.E. Bridgeton Road to the Northeast corner of Lot 44, "Roth Estates"; thence Southerly, along the West line of said Lot 44 and the Southerly extension thereof, to a point which is 35.60 feet Southerly, on said extended line, from the most Easterly Southeast corner of Tract A, "Roth Estates"; thence S77°31'00"E 245.70 feet; thence S12°29'00"W to the North right-of-way line of N.E. Marine Drive; thence Northeasterly along the Northwesterly right-of-way line of N.E. Marine Drive to the point of intersection with a line perpendicular to the Southerly right-of-way line of N.E. Bridgeton Road, said line beginning at a point on said right-of-way line, and said point bearing S60°49'00"E, a distance of 52.2 feet and S77°31'00"E, a

distance of 100 feet from the Northeast corner of Block 15, “Bridgeton”; thence N12°29’00”E, a distance of 253.40 feet to the Northerly right-of-way line of N.E. Bridgeton Road; thence Easterly along the Northerly right-of-way line of N.E. Bridgeton Road to its intersection with the Northerly right-of-way line of N.E. Marine Drive; thence S64°30’13”W, a distance of 265.15 feet to the Northerly most corner of Tract G, “Mariners Gale” in the Northwest One-Quarter of Section 2, Township 1 North, Range 1 East of the Willamette Meridian; thence Southerly and Westerly along the Easterly line of said Tract G to the Northwest corner of Lot 105, “Mariner’s Gale”; thence Southerly, along the West line of said Lot 105 and the Southerly extension thereof, to the centerline of N.E. Faloma Road; thence Northwesterly along the centerline of N.E. Faloma Road to its intersection with the Northeasterly extension of the centerline of N.E. 6th Drive; thence Southwesterly, along said extension and the centerline of said N.E. 6th Drive, to its intersection with the Southeasterly extension of the Southwesterly line of Lot 19, “South Shore Acres”; thence Northwesterly, along said Southeasterly extension and the Southwesterly line of said Lot 19 to the Southeast corner of Lot 20, “South Shore Acres”; thence Northwesterly along the Southwesterly line of said Lot 20 to the Southwest corner thereof; thence Northeasterly along the West line of said Lot 20 and Northeasterly extension thereof, to the Northerly right-of-way line of N.E. Marine Drive; thence Westerly, along the Northerly right-of-way line of N.E. Marine Drive to the Northeasterly right-of-way line of the Interstate Highway No. 5, Jantzen Beach-Delta Park Exchange; thence Westerly, Northerly and Westerly, along the Northeasterly right-of-way line of the said Jantzen Beach-Delta Park Exchange, to the Easterly line of Interstate Highway No. 5; thence N54°58’15”W, a distance of 324.35 feet to a point on the Northerly right-of-way line of N. Pier 99 Street; thence Northwesterly, along said Northerly right-of-way line, a distance of 353.39 feet; thence Southwesterly to the intersection of the Southerly right-of-way line of said N. Pier 99 Street and the Northeasterly right-of-way line of N. Marine Drive; thence Southeasterly, along said Northeasterly right-of-way line of N. Marine Drive, to its intersection with the Easterly right-of-way line of the Interstate Highway No. 5, Swift-Union Connector; thence Southerly and Easterly, along the Easterly right-of-way line of the Interstate Highway No. 5, Swift-Union Connector; to the East right-of-way line of said Interstate Highway No. 5; thence Southerly, along said East right-of-way line of said Interstate Highway No. 5, to its intersection with the centerline of N. Whitaker Road; thence Southeasterly, along the centerline of N. Whitaker Road to the Westerly extension of the South line of Lot 1, Block 2, “Delta Meadows”; thence Easterly, along said South line and the Easterly extension thereof, a distance of 1419.22 feet to the point of intersection of said line with the Southerly extension of the most Easterly line of Lot 2, Block 2, “Delta Meadows”; thence North, along said Southerly extension and the East line of said Lot 2, Block 2, “Delta Meadows”, a distance of 978.43 feet to a point on the South line of Lot 10, Block 2, “Delta Meadows”; thence Southeasterly, along said South line of Lot 10 and extension thereof to the Southeast corner of Lot 12, Block 2, “Delta Meadows”; thence Southeasterly along the South line of Block 3, “Delta Meadows”, to the most Southerly corner of Lot 2, Block 3, “Delta Meadows”; thence Northerly along the East line of said Lot 2 to the Southerly line of Lot 1, said Block 3; thence Northeasterly along the South line of said Lot 1 and the Easterly extension thereof, to the Westerly right-of-way line of N. E. Martin Luther King Jr. Boulevard; thence Southeasterly along the Westerly right-of-way line of N. E. Martin Luther King Jr. Boulevard to its intersection with the Westerly right-of-way line of N. Vancouver Avenue; thence Southerly along the Westerly right-of-way line of N. Vancouver Avenue to the Southerly High Water Line of Columbia Slough; thence Westerly along the Southerly High Water Line of the Columbia Slough to its intersection with the Northerly extension of the Easterly right-of-way line of the Columbia Boulevard

Interchange, said line being the West line of “Swinton”; thence Southerly along said Easterly right-of-way line, to the Northerly right-of-way line of N. Columbia Boulevard; thence Southeasterly along said Northerly right-of-way line to the Westerly right-of-way line of N. Vancouver Avenue; thence Southerly along said Westerly right-of-way line to the Westerly extension of that portion of the Southerly right-of-way line of the Oregon Washington Railway and Navigation Company, lying Easterly of said N. Vancouver Avenue; thence Southeasterly, to the Southerly right-of-way line of the Oregon Washington Railway and Navigation Company at the Northwest corner of N. Winchell Street; thence Southeasterly, along said right-of-way line, to its intersection with the centerline of N. E. Martin Luther King Jr. Boulevard; thence Southerly, along said centerline to the centerline of N.E. Russet Street; thence Westerly along the centerline of N.E. Russet Street to the centerline of N.E. Mallory Avenue; thence Northerly along the centerline of N.E. Mallory Avenue to the centerline of N.E. Baldwin Street; thence Westerly along the centerline of N.E. Baldwin Street to the centerline of N.E. Rodney Avenue; thence Northerly along the centerline of N.E. Rodney Avenue to the centerline of N.E. Farragut Street; thence Westerly, along the centerline of N.E. Farragut Street, to the centerline of N. Albina Avenue; thence Southerly, along the centerline of said N. Albina Avenue, to its intersection with the Westerly extension of the North line of Lot 21, Block 42, “Swinton Blocks 41-54”; thence Easterly, along said Westerly extension, North line of said Lot 21 and the Easterly extension thereof, to the Northeast corner of Lot 3, Block 4, “Loveleigh”; thence Southerly, along the East line of said Lot 3 and its Southerly extension, to the centerline of N. Lombard Street; thence Easterly, along the centerline of N. Lombard Street to its intersection with the Northerly extension of the East line of Lot 14, Block 5, “Loveleigh”; thence Southerly, along said Northerly extension the East line of said Lot 14, to the Southeast corner thereof; thence Westerly along the South line of said Lot 14 and the Westerly extension thereof to the Northeast corner of Lot 5, said Block 5; thence Southerly along the East line of said Lot 5 to the centerline of N. Stafford Street; thence Westerly, along the centerline of N. Stafford Street to its intersection with the centerline of N. Vancouver Avenue; thence Northerly, along the centerline of N. Vancouver Avenue, to its intersection with the Easterly extension of the Northerly line of Lot 3, Block 4, “Lovewood”; thence Westerly along said Easterly extension, the North line of said Lot 3 and the Westerly extension thereof, to the Northwest corner of Lot 18, Block 45, “Swinton Blocks 41 to 54, Inclusive”; thence Southerly along the West line of said Lot 18 and Southerly extension thereof to the centerline of N. Bryant Street; thence Easterly along the centerline of N. Bryant Street to the centerline of N. Congress Avenue; thence Southerly along the centerline of N. Congress Avenue to its intersection with the Westerly extension of the North line of Lot 13, Block 3, “Kirkmar”; thence Easterly, along said Westerly extension, the North line of said Lot 13 and the Easterly extension thereof, to the West line of Lot 11 said Block 3; thence Northerly, along the West line of said Lot 11 to the Northwest corner thereof; thence Easterly along the North line of said Lot 11 and Easterly extension thereof to the Northwest corner of Lot 11, Block 1, “Kirkmar”; thence North, along the Northerly extension of the West line of said Lot 11 to its intersection with a line parallel to and 7 feet Northerly of the North line of said Lot 11; thence Easterly along said parallel line, to the West line of N. Vancouver Avenue; thence Easterly to the Northwest corner of Lot 21, Block 1, “Nocera”; thence Easterly along the Northerly line of said Lot 21 and the Easterly extension of the North line of said Lot 21 to the centerline of a 15 foot wide alley; thence Southerly along said centerline to the Westerly extension of the South line of the North 2 feet of Lot 2, Block 1, “Nocera”; thence Easterly along said Westerly extension and the South line of the North 2 feet of said Lot 2 to the centerline of N.E. Cleveland Avenue; thence Southerly, along the centerline of N.E. Cleveland

Avenue to its intersection with the Westerly extension of a line measuring 100 feet North of and parallel with the North right-of-way line of N. E. Portland Boulevard; thence Easterly along said parallel line and the Easterly extension thereof to the Westerly right-of-way line of N.E. Martin Luther King Jr. Boulevard; thence Southerly, along said Westerly right-of-way line of N.E. Martin Luther King Jr. Boulevard to the centerline of N.E. Highland Street; thence Westerly, along the centerline of N.E. Highland Street to the centerline of N.E. Garfield Avenue; thence Northerly, along the centerline of N.E. Garfield Avenue to its intersection with the Easterly extension of the North line of Lot 4, Block 59, "Piedmont"; thence Westerly, along said Easterly extension and the North line of said Lot 4 and the Westerly extension thereof, to the West line of N.E. Cleveland Street and the Northeast corner of Lot 4, Block 56 "Piedmont"; thence Southerly along the West line of said N.E. Cleveland Street, a distance of 4 feet; thence Westerly and parallel with the North line of said Lot 4, a distance of 100 feet to the West line of said Lot 4; thence Northerly along the West line of said Lot 4 to the Northwest corner thereof; thence Westerly along the Westerly extension of the North line of said Lot 4 to the West line of N. Williams Avenue and the Northeast corner of Lot 4 Block 55, "Piedmont"; thence North along the East line of said Lot 4 to the point of intersection with a line 13 feet North of and parallel with the North line of said Lot 4; thence Westerly, along said parallel line, a distance of 100 feet; thence Southerly, along the West line of said Lot 4 extended North to the Northwest corner thereof; thence Westerly along the Westerly extension of the North line of said Lot 4 to a point located 100.00 feet West of the East line of Lot 2, Block 53 "Piedmont"; thence South on a line parallel with and 100.00 feet West of the East line of said Lot 2, a distance of 75.00 feet to a point being 25.00 feet North of the North line of Lot 1, Block 53, "Piedmont"; thence West parallel with and 25.00 feet North of the North line of said Lot 1 to the West line of said Lot 2; thence North on the West line of said Lot 2 to the Northeast corner of Lot 9, Block 53 "Piedmont"; thence Westerly along the Westerly extension of said Lot 9 to the East line of Lot 5, Block 51, "Piedmont"; thence Northerly, along the East line of said Lot 5, to the point of intersection with a line 10 feet South of and parallel with the North line of said Lot 5; thence Westerly, along said parallel line, a distance of 100 feet; thence Southerly, along the West line of said Lot 5 to the Easterly extension of the South line of Lot 1, Block 1, "Longwood"; thence Westerly, along said Easterly extension and the South line of said Lot 1 and its Westerly extension thereof to the centerline of N. Kerby Avenue; thence Southerly, along the centerline of N. Kerby Avenue, to the centerline of N. Ainsworth Street; thence Westerly along the centerline of N. Ainsworth Street to the Northerly extension of the centerline of N. Kerby Avenue; thence Southerly, along said Northerly extension and the centerline of N. Kerby Avenue to the Westerly extension of the centerline of N. Jarrett Street; thence Easterly along said extension and the centerline of N. Jarrett Street to the West line of Lot 7, Block 11, "Piedmont"; thence South, along said West line, to the point of intersection with a line measuring 21.49 feet South of and parallel with the North line of said Lot 7; thence Easterly, along said parallel line and the Easterly extension thereof, to the centerline of N. Commercial Avenue; thence Southerly, along the centerline of N. Commercial Avenue to its intersection with the Westerly extension of the North line of Lot 13, Block 9, "Piedmont"; thence Easterly, along said Westerly extension, the North line of said Lot 13 and the Easterly extension thereof, to the Northeast corner of Lot 13, Block 5, "Piedmont"; thence Southerly along the East line of said Lot 13 to its intersection with the Westerly extension of a line measuring 8.44 feet South of and parallel with the North line of Lot 2, Block 5, "Piedmont"; thence Easterly, along said parallel line, to the East line of said Lot 2; thence Northerly along the East line of said Lot 2 to the Northeast corner thereof, said corner also being the intersection with the Westerly extension of the North line of Lot 13, Block 4,

“Piedmont”; thence Easterly along said Westerly extension and the North line of said Lot 13 and the Easterly extension thereof, to the Westerly right-of-way line of N.E. Rodney Avenue at the Northeast corner of Lot 2, Block 4, “Piedmont”; thence Northerly, along the Westerly right-of-way line of N.E. Rodney Avenue, to the centerline of N.E. Ainsworth Street; thence Easterly along the centerline of N.E. Ainsworth Street to its intersection with the Northerly extension of the East line of Lot 9, Block 21, “Piedmont”; thence Southerly, along said Northerly extension, and the East line of said Lot 9 and Southerly extension thereof, to the Northeast corner of Lot 10, Block 1 “Piedmont”; thence West, along the North line of said Lot 10, to the Northwest corner thereof and the Easterly right-of-way line of N.E. Garfield Avenue; thence Southerly, along the Easterly right-of-way line of N.E. Garfield Avenue to the Northwest corner of Lot 3, Block 10, “Walnut Park”; thence Easterly, along the North line of said Lot 3 to the Northeast corner thereof; thence Southerly along the East line of said Lot 3 and Southerly extension thereof, to the Southeast corner of Lot 4 of said Block 10; thence Westerly along the South line of said Lot 4 to the Easterly right-of-way of N.E. Garfield Avenue; thence Southerly, along the said Easterly right-of-way line of N.E. Garfield Avenue to the Southerly right-of-way line of N.E. Sumner Street and the Northwest corner of Lot 1, Block 25 “Walnut Park”; thence Easterly, along said Southerly right-of-way line to the Northeast corner of said Lot 1, Block 25, “Walnut Park”; thence Southerly, along the East line of said Lot 1 its Southerly extension thereof to the Southeast corner of Lot 4 of said Block 25; thence Westerly, along the South line of said Lot 4 to the Easterly right-of-way line of N.E. Garfield Avenue and the Southwest corner of said Lot 4; thence Southerly, along the Easterly right-of-way line of N.E. Garfield Avenue to the Southwest corner of said Block 25; thence Southeasterly, to the Northwest corner of Block 5, “Maegly Highland”; thence Southerly along the Easterly right-of-way line of N.E. Garfield Avenue and West line of said Block 5 to the Northwest corner of Lot 14, of said Block 5, “Maegly Highland”; thence Easterly, along the North line of said Lot 14 to the Northeast corner thereof; thence Southerly, along the East line of said Lot 14 and the Southerly extension thereof, to the Southeast corner of Lot 13, Block 6, “Maegly Highland”; thence Westerly, along the South line of said Lot 13 to the Easterly right-of-way line of N.E. Garfield Avenue and the Southwest corner of said Lot 13; thence Southerly, along the Easterly right-of-way line of N.E. Garfield Avenue, to the Southerly right-of-way line of N.E. Going Street; thence Easterly, along the Southerly right-of-way line of N.E. Going Street, to the intersection with the Northerly extension of the East line of Lot 7, Block 6, “Highland Place, Blocks 4, 5 and 6”; thence Southerly, along said extended line and the East line of said Lot 7 and Southerly extension thereof to the Southeast corner of Lot 7, Block 1, “Highland Place”; thence Westerly along the South line of Lot 7, said Block 1, to the Easterly right-of-way line of N.E. Garfield Avenue and the Southwest corner of said Lot 7; thence Southerly along the Easterly right-of-way line of N.E. Garfield to the Southerly right-of-way line of N.E. Skidmore Street and the Northwest corner of Lot 16, Block 1, “Albina Homestead”; thence Easterly along the Southerly right-of-way line of N.E. Skidmore Street to the Westerly right-of-way line of N.E. Martin Luther King Jr. Boulevard and the Northeast corner of Lot 1, of said Block 1; thence Southerly, along the Easterly right-of-way line of N. E. Martin Luther King Boulevard to the Northerly right-of-way line of N. E. Failing Street and the Southeast corner of Lot 8, Block 3 “Albina Homestead”; thence Westerly, along the Northerly right-of-way line of N.E. Failing Street to the Easterly right-of-way line of N.E. Garfield Avenue and the Southwest corner of Lot 9, of said Block 3; thence Southerly, along the Easterly right-of-way line of N.E. Garfield to the Southerly right-of-way line of N.E. Beech Street and the Northwest corner of Lot 16, Block 5, “Albina Homestead”; thence Easterly along said Southerly right-of-way line of N.E. Beech Street to the Northeast corner of said Lot 16,

Block 5, “Albina Homestead”; thence Southerly, along the Easterly line of said Lot 16 and Southerly extension thereof, to the Southeast corner of Lot 12, said Block 5; thence Westerly along the South line of said Lot 12 to the Easterly right-of-way line of N.E. Garfield Avenue and the Southwest corner of said Lot 12; thence Southerly, along the Easterly right-of-way line of N.E. Garfield Avenue to the centerline of N.E. Fremont Street; thence Westerly, along the centerline of N.E. Fremont Street to the Northerly extension of the East line of Lot 12, “Albina Homestead Addition”; thence Southerly, along the East line of said Lot 12 to the North line of Lot 5, Block 6, “Williams Avenue Addition”; thence Easterly along the North line of said Lot 5 to the Northeast corner thereof; thence Southerly along the East line of said Lot 5 and the Southerly extension thereof to the Southerly right-of-way line of N.E. Ivy Street; thence Westerly, along the Southerly right-of-way line of N.E. Ivy Street to its intersection with a line measuring 10 feet West of and parallel with the East line of Lot 5, Block 7, “Williams Avenue Addition”; thence Southerly, along said parallel line and the Southerly extension thereof, to the North line of Lot 6, Block 7, “Williams Avenue Addition”; thence Easterly along the North line of said Lot 6 to the Northeast corner thereof; thence Southerly along the East line of said Lot 6 and the Southerly extension thereof, to its intersection with the centerline of N.E. Morris Street; thence Easterly, along the centerline of N.E. Morris Street to its intersection with the Northerly extension of the East line of Lot 38, Block 29, “Town of Albina”; thence Southerly along the Northerly extension of the East line of said Lot 38, and the Southerly extension thereof, to the centerline of N.E. Stanton Street; thence Westerly, along the centerline of N.E. Stanton Street to the Northerly extension of the East line of Lot 4, said Block 29; thence Southerly, along said Northerly extension and the East line of said Lot 4 to the Southeast corner thereof; thence Westerly along the South line of said Lot 4 to the Northwest corner of Lot 23, Block 28, “Town of Albina”; thence Southerly along the West line of said Lot 23 and the Southerly extension thereof to the Northwest corner of Lot 23, Block 26, “Town of Albina”; thence Easterly, along the North line of said Lot 23, Block 26, and the Easterly extension thereof to the Westerly right-of-way line of N.E. Martin Luther King Jr. Boulevard; thence Southerly, along the Westerly right-of-way line of N.E. Martin Luther King Jr. Boulevard to the Northerly right-of-way line of N.E. Russell Street; thence Westerly, along the Northerly right-of-way line of N.E. Russell Street to its intersection with the Northerly extension of the East line of Lot 6, Block 17, “Albina Block 17”; thence Southerly, along said Northerly extension and the East line of said Lot 6 to the Southeast corner thereof; thence Westerly, along the South line of said Lot 6 and the Westerly extension thereof to the Westerly right-of-way line of N.E. Rodney Avenue; thence South on the Westerly right-of-way line of N.E. Rodney Avenue to the Northerly right-of-way line of N.E. Sacramento Street; thence West on the Northerly right-of-way line of N.E. Sacramento Street to the Easterly right-of-way line of N. Williams Avenue; thence Northerly, along the Easterly right-of-way line of N. Williams Avenue, to the Northwest corner of Lot 1, Block 29, “Town of Albina”; thence Westerly, along the centerline of N.E. Stanton Street to the centerline of N. Vancouver Avenue; thence Northerly, along the centerline of N. Vancouver Avenue to its intersection with the Easterly extension of the centerline of N.E. Monroe Street as vacated by Ordinance 146553; thence Westerly, along said Easterly extension and the centerline of said vacated N.E. Monroe Street to the centerline of N. Gantenbein Avenue as vacated by Ordinance 146553; thence Northerly, along the centerline of said vacated N. Gantenbein Avenue to the South line of N. Cook Street; thence continuing along the centerline of said N. Gantenbein Avenue, a distance of 158 feet to a point of tangent curvature; thence Northwesterly, along the arc of a 131.21 foot radius curve to the left, to its intersection with the South line of Lot 14, Block 1, “Subdivision of Riverview Addition to Albina”, and Northerly right-of-way line of

Interstate Highway No. 405, East Fremont Interchange; thence Westerly and Southwesterly, along the Northwesterly right-of-way line of Interstate Highway No. 405, to its intersection with the centerline of N. Kerby Avenue; thence Southerly, along the centerline of N. Kerby Avenue to the centerline of N. Russell Street; thence Westerly, along the centerline of N. Russell Street to the Westerly right-of-way line of Interstate Highway No. 5; thence Southeasterly, along the Westerly right-of-way line of Interstate Highway No. 5 to its intersection with the Northerly right-of-way line of N.E. Hancock Street; thence Westerly, along the Northerly right-of-way line of N.E. Hancock Street to the Southwest corner of Lot 7, Block 96 of “Albina, Blocks 93 to 97 Inclusive”; thence continuing Westerly, along said Northerly right-of-way line, a distance of 43.00 feet; thence Southwesterly, and perpendicular to the Southwesterly right-of-way line of N. Wheeler Avenue, to said Southwesterly right-of-way line; thence Southeasterly along said Southwesterly right-of-way line to the point of beginning.

<p>The Bearings and Distances for this Legal Description are based on Multnomah County, Assessor’s Map as it existed on July, 2000.</p>

B. Interstate Corridor Urban Renewal Area - Comprehensive Plan Maps

The following Comprehensive Plan Maps illustrate the land use zoning designations of all property within the Interstate Corridor Urban Renewal Area at the time of initial adoption of the Plan:

Map #1828.....Page 2		Map #2230..... Page 28
Map #1829.....Page 3		Map #2326..... Page 29
Map #1928.....Page 4		Map #2327..... Page 30
Map #1929.....Page 5		Map #2328..... Page 31
Map #1930.....Page 6		Map #2329..... Page 32
Map #1931.....Page 7		Map #2330..... Page 33
Map #2024.....Page 8		Map #2427..... Page 34
Map #2025.....Page 9		Map #2428..... Page 35
Map #2026.....Page 10		Map #2429..... Page 36
Map #2027.....Page 11		Map #2430..... Page 37
Map #2028.....Page 12		Map #2526..... Page 38
Map #2029.....Page 13		Map #2527..... Page 39
Map #2030.....Page 14		Map #2528..... Page 40
Map #2124.....Page 15		Map #2529..... Page 41
Map #2125.....Page 16		Map #2530..... Page 42
Map #2126.....Page 17		Map #2627..... Page 43
Map #2127.....Page 18		Map #2628..... Page 44
Map #2128.....Page 19		Map #2629..... Page 45
Map #2129.....Page 20		Map #2630..... Page 46
Map #2130.....Page 21		Map #2728..... Page 47
Map #2224.....Page 22		Map #2729..... Page 48
Map #2225.....Page 23		Map #2730..... Page 49
Map #2226.....Page 24		Map #2828..... Page 50
Map #2227.....Page 25		Map #2829..... Page 51
Map #2228.....Page 26		Map #2830..... Page 52
Map #2229..... Page 27		

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.